

REGIONAL DISTRICT OF NANAIMO

**REGULAR BOARD MEETING
TUESDAY, OCTOBER 25, 2016
7:00 PM**

(RDN Board Chambers)
This meeting will be recorded

A G E N D A

1. CALL TO ORDER

2. DELEGATIONS

9-13 **Rachelle McElroy, Coastal Invasive Species Committee Society,** re Regional Knotweed and Giant Hogweed Program.

3. BOARD MINUTES

14-25 Minutes of the Regular Board meeting held Tuesday, October 4, 2016 (All Directors – One Vote).

That the minutes of the Regular Board meeting held Tuesday, October 4, 2016 be adopted.

4. BUSINESS ARISING FROM THE MINUTES

5. COMMUNICATIONS/CORRESPONDENCE

(All Directors – One Vote)

26-27 **Paul Glumaz, International LaRouche Movement,** re Bill C-15.

6. UNFINISHED BUSINESS

Deferred from the October 4, 2016 Board Meeting.

28-46 **Mt. Benson Regional Park / Witchcraft Lake Regional Trail Parking Report** (All Directors – Weighted Vote).

That the Board direct staff to continue to explore a long-term parking solution for Mount Benson Regional Park and the Witchcraft Lake Regional Trail.

47-102

Benson Creek Falls Regional Park Parking Report (All Directors – Weighted Vote).

1. *That the Creekside Place parking lot remain open as the primary access and trailhead parking area for Benson Creek Falls Regional Park from the south.*
2. *That the Board direct staff to continue to monitor the Creekside Place parking lot and maintain open communication with the residents of the area regarding issues and mitigation measures.*
3. *That, pending lease renewal with the Province of BC, staff be directed by the Board to examine the feasibility of developing a parking lot within the undeveloped road allowance leading towards Benson Creek Falls Regional Park from Weigles Road, and that staff examine formalizing the loop trail through the crown woodlot W0012.*
4. *That, pending lease renewal with the Province of BC, staff be directed by the Board to engage the services of a geotechnical and structural engineer to assess the feasibility and design options for pedestrian access across Benson Creek and to the base of Ammonite Falls, as per the Management Plan.*
5. *That, pending lease renewal with the Province of BC and evidence of parking demand/capacity requirements at the Jameson Road trailhead, staff be directed by the Board to present long-term options for consideration of developing additional parking at this site, under permit with MOTI, or at the end of Longview Place or Galloway Gulch, under agreement with the Province and the operators of the Vancouver Island University crown woodlot W0020.*

7. STANDING COMMITTEE, SELECT COMMITTEE AND COMMISSION MINUTES AND RECOMMENDATIONS

7.1 ELECTORAL AREA SERVICES COMMITTEE

103-107

Minutes of the Electoral Area Services Committee meeting held Tuesday, October 11, 2016 (All Directors – One Vote).

That the minutes of the Electoral Area Services Committee meeting held Tuesday, October 11, 2016 be received for information.

PLANNING

DEVELOPMENT PERMIT

Development Permit Application No. PL2016-125 – 939 Cypress Road, Electoral Area 'G' (Electoral Directors, except EA 'B' - One Vote).

That the Board approve Development Permit No. PL2016-125 to permit the construction of a dwelling unit subject to the conditions outlined in Attachments 2 to 4.

Development Permit Application No. PL2016-127 – 935 Cypress Road, Electoral Area 'G' (Electoral Directors, except EA 'B' - One Vote).

That the Board approve Development Permit No. PL2016-127 to permit the construction of a dwelling unit subject to the conditions outlined in Attachments 2 to 4.

Development Permit Application No. PL2016-135 – 67 River Terrace, Electoral Area 'C' (Electoral Directors, except EA 'B' - One Vote).

That the Board approve Development Permit No. PL2016-135 to permit the construction of additions to a dwelling unit and the replacement of deck structures subject to the conditions outlined in Attachments 2 to 4.

DEVELOPMENT VARIANCE PERMIT

Development Variance Permit Application No. PL2016-140 – 5078 Longview Drive, Electoral Area 'H' (Electoral Directors, except EA 'B' - One Vote).

Delegations wishing to speak to Development Variance Permit Application No. PL2016-140 – 5078 Longview Drive, Electoral Area 'H'.

That the Board approve Development Variance Permit No. PL2016-140 to reduce the setback from the Other Lot Line to permit the construction of a garage subject to the terms and conditions outlined in Attachments 2 to 4.

OTHER

Telecommunication Antenna System Application No. PL2014-139 – Electoral Area 'C' (Electoral Directors, except EA 'B' - One Vote).

That the Board instruct Regional District of Nanaimo staff to advise ROGERS COMMUNICATIONS Inc. and Innovation, Science and Economic Development Canada of the following:

ROGERS COMMUNICATIONS INC. has satisfactorily completed its consultation with the Regional District of Nanaimo;

The Regional District of Nanaimo is satisfied with ROGERS COMMUNICATIONS INC.'s public consultation process and does not require any further consultation with the public; and

The Regional District of Nanaimo concurs with ROGERS COMMUNICATIONS INC.'s proposal to construct a wireless telecommunications facility on the property parcel legally described as Section 16, Range 3, Cranberry District provided it is constructed substantially in accordance with the plans submitted to it.

COMMUNITY PARKS

108-118 **Bylaw Referral Park Implications – Gabriola Island Local Trust Committee Bylaw Nos. 289 & 290 (Density Transfer) (All Directors – One Vote).**

That the Gabriola Island Local Trust Committee of the Islands Trust be advised that the proposed 136-hectare park land addition to the 707 Community Park is acceptable and that further information and discussion is required prior to the park land dedication in conjunction with the subdivision of the 'receiver' parcels, specifically in regards to whether the Mallett Creek reservoir and dam be included within the park land dedication area.

119-121 **Salish Sea Marine Trail Proposal BC Marine Trails Network Association (All Directors – One Vote).**

That the Board direct staff to work with the BC Marine Trails Network Association on developing a partnership agreement for Electoral Area 'A' Parks, Recreation and Culture Commission review, that establishes the Nelson Road Boat Launch as a Salish Sea Marine Trail access point, noting the parking congestion and a lack of available services.

Cedar Heritage Centre Agreement (All Directors – Weighted Vote).

That the Board direct staff to enter into discussions with Cedar School and Community Enhancement Society to discuss an extension of the current Lease and Site License Agreement to December 31, 2018.

BUSINESS ARISING FROM DELEGATIONS, COMMUNICATIONS OR DIRECTORS' FORUM

- 122-123 **BC Rural Dividend Program Guide, Ministry of Forests, Lands and Natural Resource Operations – List of Possible Projects for 2017 Round of Funding for Discussion (All Directors – One Vote).**

That the Board recommend the projects that are listed as feasible for the October 31, 2016 deadline for the second application intake of the BC Rural Dividend Program.

7.2 COMMITTEE OF THE WHOLE STANDING COMMITTEE

- 124-127 Minutes of the Committee of the Whole meeting held Tuesday, October 11, 2016 (All Directors – One Vote).

That the minutes of the Committee of the Whole meeting held Tuesday, October 11, 2016 be received for information.

COMMUNICATION/CORRESPONDENCE

(All Directors – One Vote)

Tara Faganello, Ministry of Community, Sport, and Cultural Development, re Clean Water and Wastewater Fund Project #C40009 – Greater Nanaimo Pollution Control Centre: Centrifuge and Polymer System.

That the correspondence from Tara Faganello, Ministry of Community, Sport, and Cultural Development, regarding Clean Water and Wastewater Fund Project #C40009 – Greater Nanaimo Pollution Control Centre: Centrifuge and Polymer System be received.

Tara Faganello, Ministry of Community, Sport, and Cultural Development, re Clean Water and Wastewater Fund Project #C40016 – San Pareil Water System – Treatment Upgrades.

That the correspondence from Tara Faganello, Ministry of Community, Sport, and Cultural Development, regarding Clean Water and Wastewater Fund Project #C40016 – San Pareil Water System – Treatment Upgrades be received.

STRATEGIC AND COMMUNITY DEVELOPMENT

INTERGOVERNMENTAL LIAISON

2016-2020 Strategic Plan Seminar Session Summary (All Directors – One Vote).

That the Board receive the report on the 2016 – 2020 Strategic Plan Session Summary for information.

Federation of Canadian Municipalities – Canada 150 Community Leaders (All Directors – One Vote).

That the Board appoint Director Houle from the District 68 area and Director Stanhope from the District 69 area to the Federation of Canadian Municipalities Canada 150 Community Leaders network.

Disposition of Regional District of Nanaimo Owned Property

(All Directors – Weighted Vote)

1. *That staff be directed to proceed with the transfer of the Regional District of Nanaimo owned parcel in the City of Parksville, legally described as Lot A, District Lot 123, Nanoose District, Plan VIP58761, to the City of Parksville for \$1.00.*

(All Directors – One Vote)

2. *That staff be directed to proceed with a notice of proposed disposition pursuant to Section 286 of the Local Government Act for the transfer of the Regional District of Nanaimo owned parcel, legally described as Lot A, District Lot 123, Nanoose District, Plan VIP58761, to the City of Parksville.*

Update Regarding Strategic Initiatives and Relations with First Nations in the Region (All Directors – One Vote).

That the Update Regarding Strategic Initiatives and Relations with First Nations in the Region report be received for information.

ADVISORY, SELECT COMMITTEE AND COMMISSION

District 69 Recreation Commission

Minutes of the District 69 Recreation Commission meeting held Thursday, September 15, 2016 (All Directors – One Vote).

That the minutes of the District 69 Recreation Commission meeting held Thursday, September 15, 2016 be received for information.

Recreation Services Master Plan Advisory Committee – Selection of D69 Recreation Commission Members (All Directors – One Vote).

That Commissioners Fell, Nosworthy, Patterson and Horner be appointed to the District 69 Recreation Services Master Plan Advisory Committee.

7.5 SCHEDULED STANDING, ADVISORY, AND SELECT COMMITTEES

128-130 **Transit Select Committee** (All Directors – One Vote).

That the minutes of the Transit Select Committee meeting held Thursday, October 13, 2016 be received for information.

131-136 **BC Transit 2015/16 Annual Performance Summary** (All Directors, except Electoral Areas 'B' and 'F' – Weighted Vote).

- 1. That the BC Transit 2015/16 Annual Performance Summary be received.*
- 2. That the RDN send a letter to BC Transit, encouraging BC Transit to look into developing interregional transit connections (including alternative service modes) on Vancouver Island and in particular between the Cowichan Valley Regional District and the Comox Valley Regional District.*
- 3. That Staff be directed to prepare a detailed route analysis to assess the viability of Community buses on Conventional transit routes.*

137-142 **2017/2018 Proposed Transit Services Expansion**

(Parksville, Qualicum Beach, Electoral Areas 'E', 'G', 'H' – Weighted Vote)

- 1. That the Board approve the proposed 5,000 hour annual Conventional Transit expansion outlined in this report and direct staff to advise BC Transit accordingly.*
- 2. That Staff be directed to provide a report exploring the option of providing service to Electoral Area 'F', including cost and hours needed.*

(Nanaimo, Lantzville, Electoral Areas 'A', 'C' – Weighted Vote)

- 3. That staff be directed to report back with options for Route 7 Cinnabar/Cedar.*

8. REPORTS

143-147

Clean Water and Wastewater Fund Applications (All Directors – One Vote).

That the Board endorse the following projects for submission under the Clean Water and Wastewater Fund, with a commitment to contribute the RDN's share of the project costs:

- *Greater Nanaimo Pollution Control Centre Upgrades.*
- *French Creek Pollution Control Centre Expansion.*
- *Electoral Area 'C' Drinking Water Service Planning.*
- *Cedar Sewer System.*
- *Nanoose (Craig Bay) Pump Station Replacement.*
- *Nanoose Sewer Service Forcemain Replacement.*
- *French Creek Water Service Upgrades.*
- *Bowser Sewer Servicing.*

9. ADDENDUM

10. BUSINESS ARISING FROM DELEGATIONS OR COMMUNICATIONS

11. NEW BUSINESS

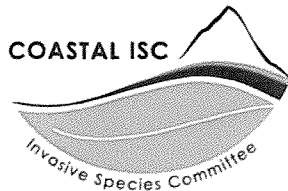
12. IN CAMERA

That pursuant to sections 90 (1)(e), (f), (i), and (k) of the Community Charter the Board proceed to an In Camera Meeting for discussions related to land acquisition, law enforcement, solicitor-client privilege, and a proposed service.

13. ADJOURNMENT

Delegation: Rachelle McElroy, Coastal Invasive Species Committee Society, re Regional Knotweed and Giant Hogweed Program.

Summary: To provide highlights of the Nanaimo Regional Knotweed and Giant Hogweed Program and to make a request for operational funding for the 2017 program.



Coastal Invasive Species Committee

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Executive Summary

NANAIMO REGIONAL “KNOT ON MY PROPERTY” PROGRAM 2016

Summary Report for Nanaimo, Qualicum Beach, Parksville and the Nanaimo Regional District

Prepared by the Coastal Invasive Species Committee

October 18, 2016

INTRODUCTION:

This document summarizes the results of a report entitled *Nanaimo Regional “Knot on my property” program 2016*.

Given the threat and the boundless nature of invasive species and the opportunity to do something about it - before controlling invasive Knotweed and toxic Giant Hogweed is no longer an option - a regional approach was identified as the most cost effective and rapid option for the region.

Building on the successful first year (2015) of the Coastal ISC ‘Knot on my property’ program, the Town of Qualicum Beach, the City of Nanaimo and the City of Parksville welcomed the Nanaimo Regional district to join forces for a truly regional approach in 2016.

The Coastal Invasive Species Committee is a registered non-profit organization (established in 2005) that works to support collaborative and ecologically sound invasive alien species management through efficient use of available resources. Coastal ISC service area covers Vancouver Island, the Gulf Islands and the Sunshine Coast; a total of nine regional districts and 37 municipalities.

Coastal ISC is part of an extensive network. More than 60 agencies and groups are working in partnership with the Coastal ISC to achieve more effective management of invasive alien species in the Coastal service area. This includes local governments, land conservancies, federal and provincial agencies, First Nations, land managers, and stewardship groups.

OBJECTIVE:

The ‘Knot on my property’ program includes the identification of Knotweed and Giant Hogweed infestations in both public and private lands in the regional District of Nanaimo, the City of Nanaimo, Town of Qualicum Beach, and City of Parksville through a regional media campaign and reporting system. Coordination with landowners to collect permission forms, verify sites and create a treatment schedule. Knotweed control by a professional invasive plant technician (certified pesticide applicator) and data entry into the British Columbia Invasive Alien Plant Program (IAPP) database and a final summary report and recommendation for a successful multi-year program were provided.

RESULTS:

A highlight of 2016 regional program accomplishments:

- On the ground treatment: A total of 84 Knotweed and 12 giant hogweed sites (all four partners included)
- Public outreach and assistance: Media campaign (radio, newspapers, websites, social media), booklets/brochures distributed and public reports received.
- Effective control: All previously treated sites show diminished growing capacity with limited regrowth. With 13 sites showing no regrowth in 2016

CONCLUSION:

Overwhelming public support of the program in all partnership areas. Wait list for 2017 treatment in the City of Nanaimo and the Nanaimo Regional District. French Creek (and its tributary, Romney Creek) continues to be the epicenter for Giant Hogweed on Vancouver Island. Coastal ISC operational planning framework regional planning workshop planned for February 2017, hopes to gather key land managers to further concretize a strategic plan for the watershed and the Nanaimo region as a whole. On-going funding is necessary to ensure success of the program. Operational funding requests are being made to partnering agencies at this time.

BACKGROUND:

While prevention is the first line of defense, even the best programs can't stop all invasive species. Early Detection and Rapid Response (EDRR) ensures that invasive species that are introduced are stopped and controlled through a reporting and responding system. Specifically, that resources are in place to report, assess, prioritize and rapidly respond to an infestation for immediate control. In 2014, the Town of Qualicum Beach, in partnership with the Coastal ISC tested out the EDRR system through a "knot on my property" program and media campaign using invasive Knotweed species as the target. The program was then expanded to include the City of Parksville and the City of Nanaimo in 2015. The NRD is the newest partner, joining in 2016. At that time, Giant Hogweed was added to the list due to its extreme health and safety risks.

Wanted for extensive damage to private and public property and wreaking havoc on the environment, Knotweed, native to Asia, can push its way through concrete and can grow up to 4cm a day. Its extensive root system can damage foundations, driveways, and septic systems. Knotweed threatens biodiversity and disrupts the food chain by reducing available habitat and increasing soil erosion potential. Stream banks are at particular risk as exposed knotweed roots break off and float downstream to form new infestations.

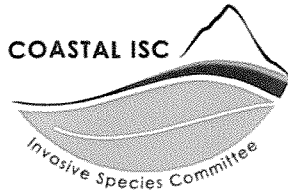
Giant hogweed stem hairs and leaves contain a clear, highly toxic sap which when in contact with the skin, can cause burns, blisters and scarring. WorkSafe BC issued a [Toxic Plant Warning](#) for giant hogweed requiring workers to wear eye protection and heavy water-resistant clothing and gloves.

RECOMMENDATION:

Continuation of the program in 2017. Similar funding levels as in 2016 to retreat sites and capture any new infestations. Continue outreach activities to generate greater awareness of the issue and prevent the further introduction and spread. Support the Coastal ISC in updating its 2010 invasive plant management strategy by contributing funding and participating in a one-day workshop (February 2017) open to key land managers in the region. Put in place a strategy to manage Giant Hogweed along French Creek in partnership with key land managers and the Friends of French Creek.

FOR MORE INFORMATION:

Rachelle McElroy, Executive Director
Coastal Invasive Species Committee



Coastal Invasive Species Committee

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Chair Person Bill Veenhof
and Members of the Committee
Nanaimo Regional District
6300 Hammond Bay Road
Nanaimo, B.C. V9T 6N2

October 18, 2016

Dear Chair Person Bill Veenhof and Members of the Committee,

RE: FUNDING REQUEST TO REGIONAL DISTRICT PARTNERS – COASTAL INVASIVE SPECIES COMMITTEE

The Coastal Invasive Species Committee (Coastal ISC) respectfully requests financial contributions from regional districts in the Coastal ISC service area to update the 2010 invasive plant management strategy that is regional in scope, to an invasive plant management area operational framework. This new guiding document is proposed to cover nine invasive plant management areas delineated by regional district boundaries.

The goal of the framework is to provide direction to resource managers on invasive plant species of highest management priority for control, inventory, and monitoring. To reflect local priorities of invasive plant management within a five-year time frame. The scope of this framework is terrestrial and riparian invasive plant species that have the potential to impact the ecological, economic or social well-being of the region.

This letter is specific to regional district partners, but letters of request are also going out to relevant stakeholders in each regional district.

Background

The Coastal Invasive Species Committee is a registered non-profit organization (established in 2005) that works to support collaborative and ecologically sound invasive alien species management through efficient use of available resources.

Coastal ISC service area covers Vancouver Island, the Gulf Islands and the Mainland Coast; a total of nine regional districts and 37 municipalities.

Coastal ISC have experienced technical staff on hand to help facilitate this level of engagement and development of an operational framework. Coastal ISC is part of an extensive network. More than 60 agencies and groups are working in partnership with the Coastal ISC to achieve more effective management of invasive alien species in the Coastal service area. This includes local governments, land conservancies, federal and provincial agencies, First Nations, land managers, and stewardship groups.

Developing an operational framework by invasive plant management area has been identified as one of five strategic focus areas in the Coastal ISC 2015 Strategic Plan: *Taking a collaborative approach to managing invasive alien species.*

What is included in the operational planning framework?

Introduction, description of invasive plant management areas, an outline of the priority for invasive plant management (how we effectively manage invasive plants in the region) and how we evaluate for success. An invasive plant management list by invasive plant management area, treatment considerations and maps of containment lines.

It will be revised every one or two years.

How will it benefit the Regional District?

The purposes of the framework are to enhance existing efforts and create new opportunities for protecting natural resources and ecosystems from invasive plants, and to ensure that invasive plant management activities are collaborative, coordinated, and cost-effective.

It will reflect local priorities for invasive plant management within a five-year time frame. The framework will provide the basis for organizations to develop work plans for their own land that are consistent with the goals of other agencies as well as their own land management objectives.

Current Funding Request

Coastal ISC is seeking funding (before February 2017) between \$1,000 - \$1,500 from regional districts to go towards staff time to facilitate a one-day workshop with key land managers to revise the plan. The final report would then be presented to the Regional District Board in March (2017), if that is of interest.

Funding will be received by the Coastal ISC and its use restricted to the coordination, facilitation and development of the framework.

Please contact me at your convenience if you would like a presentation or other support towards your decision-making process.

Sincerely,



On behalf of Dan Williams, President and the Coastal ISC Board of Directors

Rachelle McElroy,
Executive Director, Coastal ISC

REGIONAL DISTRICT OF NANAIMO

**MINUTES OF THE REGULAR BOARD MEETING
OF THE REGIONAL DISTRICT OF NANAIMO HELD ON
TUESDAY, OCTOBER 4, 2016 AT 7:00 PM IN THE
RDN BOARD CHAMBERS**

In Attendance:

Director W. Veenhof	Chairperson
Director C. Haime	Deputy Chairperson
Director A. McPherson	Electoral Area A
Director H. Houle	Electoral Area B
Alternate	
Director C. Pinker	Electoral Area C
Director B. Rogers	Electoral Area E
Director J. Fell	Electoral Area F
Director J. Stanhope	Electoral Area G
Director B. McKay	City of Nanaimo
Director B. Bestwick	City of Nanaimo
Director J. Hong	City of Nanaimo
Alternate	
Director D. Brennan	City of Nanaimo
Director I. Thorpe	City of Nanaimo
Director B. Yoachim	City of Nanaimo
Director M. Lefebvre	City of Parksville
Director T. Westbroek	Town of Qualicum Beach

Regrets:

Director M. Young	Electoral Area C
Director J. Kipp	City of Nanaimo
Director W. Pratt	City of Nanaimo

Also in Attendance:

W. Idema	A/Chief Administrative Officer
R. Alexander	Gen. Mgr. Regional & Community Utilities & Solid Waste
G. Garbutt	Gen. Mgr. Strategic & Community Development
T. Osborne	Gen. Mgr. Recreation & Parks
J. Harrison	Director of Corporate Services
D. Pearce	A/Director of Transportation and Emergency Planning
J. Hill	Mgr. Administrative Services
C. Golding	Recording Secretary

CALL TO ORDER

The Chairperson called the meeting to order, respectfully acknowledged the Coast Salish Nations on whose traditional territory the meeting took place, and welcomed Alternate Directors Pinker and Brennan to the meeting.

The Chairperson announced that Director Stanhope received a long service award at the Union of BC Municipalities Convention in recognition of 25 years of service.

DELEGATIONS

Joe Dennie and Patrick Tibando, re Spider Lake.

Joe Dennie expressed his concerns regarding the safety of the ramp access and restriction of motor use on Spider Lake and asked the Board to initiate an amendment to the restrictions to allow electric motors on the lake.

LATE DELEGATIONS

- 16-597 MOVED Director Stanhope, SECONDED Director Lefebvre, that late delegations be permitted to address the Board.

CARRIED

Andrew Stimpson, re Spider Lake.

Andrew Stimpson voiced his opposition to an amendment which would allow motor use on Spider Lake sharing his concerns for the environment, safety and balanced recreational usage on the lake.

BOARD MINUTES

Minutes of the Regular Board meeting held Tuesday, August 23, 2016.

- 16-598 MOVED Director Houle, SECONDED Director Stanhope, that the minutes of the Regular Board meeting held Tuesday, August 23, 2016, be adopted.

CARRIED

Minutes of the Special Board meeting held Tuesday, September 13, 2016.

- 16-599 MOVED Director Lefebvre, SECONDED Director Thorpe, that the minutes of the Special Board meeting held Tuesday, September 13, 2016, be adopted.

CARRIED

COMMUNICATION/CORRESPONDENCE

Lynda and Zoltan Pataky, re Development Permit with Variance Application No. PL2016-107 – Lot 56, Plan 47638 – Electoral Area 'E'.

- 16-600 MOVED Director Stanhope, SECONDED Director Houle, that the correspondence from Lynda and Zoltan Pataky regarding Development Permit with Variance Application No. PL2016-107 – Lot 56, Plan 47638 in Electoral Area 'E' be received.

CARRIED

Tara Faganello and Gary MacIsaac, Green Communities Committee, re Corporate Carbon Neutrality for the 2015 Reporting Year.

- 16-601 MOVED Director Stanhope, SECONDED Director Houle, that the correspondence from Tara Faganello and Gary MacIsaac, Green Communities Committee, regarding Corporate Carbon Neutrality for the 2015 reporting year be received.

CARRIED

Tim Delesalle, re Development Permit with Variance Application No. PL2016-122 – 892 McFeely Drive – Electoral Area ‘G’.

- 16-602 MOVED Director Stanhope, SECONDED Director Houle, that the correspondence from Tim Delesalle regarding Development Permit with Variance Application No. PL2016-122 – 892 McFeely Drive in Electoral Area ‘G’ be received.

CARRIED

STANDING COMMITTEE, SELECT COMMITTEE AND COMMISSION MINUTES & RECOMMENDATIONS

ELECTORAL AREA SERVICES COMMITTEE

Minutes of the Electoral Area Services Committee meeting held Tuesday, September 13, 2016.

- 16-603 MOVED Director Stanhope, SECONDED Director McPherson, that the minutes of the Electoral Area Services Committee meeting held Tuesday, September 13, 2016, be received for information.

CARRIED

PLANNING

DEVELOPMENT PERMIT

Development Permit Application No. PL2016-081 – 2821 Parker Road East – Electoral Area ‘E’.

- 16-604 MOVED Director Rogers, SECONDED Director Fell, that the Board approve Development Permit No. PL2016-081 to amend Development Permit No. 60425 and allow the release of a Section 219 covenant on the subject property, subject to the conditions outlined in Attachments 2 to 3.

CARRIED

Development Permit Application No. PL2016-120 – Lot 30, Terrien Way – Electoral Area ‘G’.

- 16-605 MOVED Director Stanhope, SECONDED Director McPherson, that the Board approve Development Permit No. PL2016-120 to permit the placement of fill and the construction of a dwelling unit on the property subject to the conditions outlined in Attachments 2 to 4.

CARRIED

DEVELOPMENT PERMIT WITH VARIANCE

Development Permit with Variance Application No. PL2016-107 – Lot 56, Plan 47638 – Electoral Area ‘E’.

Ken Tanguay spoke in favour of the application.

- 16-606 MOVED Director Rogers, SECONDED Director Fell, that the Board not approve Development Permit with Variance No. PL2016-107 to permit the construction of a dwelling unit subject to the terms and conditions outlined in Attachments 2 to 4.

CARRIED

Development Permit with Variance Application No. PL2016-122 – 892 McFeely Drive – Electoral Area ‘G’.

- 16-607 MOVED Director Stanhope, SECONDED Director Rogers, that the Board approve Development Permit with Variance No. PL2016-122 to permit the construction of a dwelling unit subject to the terms and conditions outlined in Attachments 2 to 4.

CARRIED

DEVELOPMENT VARIANCE PERMIT

Development Variance Permit Application No. PL2016-093 and Frontage Relaxation Application No. PL2016-011 – 1150 Ganske Road – Electoral Area 'G'.

16-608 MOVED Director Stanhope, SECONDED Director Fell, that the Board approve Development Variance Permit No. PL2016-093 to increase the permitted parcel depth for proposed Lot A from 40% to 44% and Lot B from 40% to 43% of the length of the perimeter of the parcel subject to the conditions outlined in Attachment 2.

CARRIED

16-609 MOVED Director Stanhope, SECONDED Director Fell, that the Board approve the request to relax the minimum 10% perimeter frontage requirement for proposed Lot B in relation to Subdivision Application No. PL2016-011.

CARRIED

Development Variance Permit Application No. PL2016-121 – 1959 Seahaven Road – Electoral Area 'E'.

16-610 MOVED Director Rogers, SECONDED Director Fell, that the Board approve Development Variance Permit No. PL2016-121 to vary the maximum permitted height and the setback from the sea to permit the construction of a dwelling unit subject to the terms and conditions outlined in Attachments 2 to 4.

CARRIED

OTHER

Request for Relaxation of the Minimum 10% Perimeter Frontage Requirement in Relation to Subdivision Application No. PL2016-041 – 2800 Benson View Road – Electoral Area 'C'.

16-611 MOVED Director Pinker, SECONDED Director Rogers, that the Board approve the requested relaxation of the minimum 10% perimeter frontage requirement for the proposed Lot B, in relation to Subdivision Application No. PL2016-041.

CARRIED

COMMUNITY PARKS

Amendment to Electoral Area 'B' Community Parks Bylaw No. 799.

16-612 MOVED Director Houle, SECONDED Director Lefebvre, that the Board rescind third reading of "Electoral Area 'B' Community Parks Local Service Amendment Bylaw No. 799.09, 2016".

CARRIED

16-613 MOVED Director Houle, SECONDED Director Lefebvre, that "Electoral Area 'B' Community Parks Local Service Amendment Bylaw No. 799.09, 2016" be amended as follows:

- by adding the words "and public water access sites" after the word "trails" throughout the bylaw;
- by deleting the words "and sidewalks secured by permit, licence or lease from the Province of British Columbia" from the preamble of the bylaw; and
- by deleting the words "and sidewalks" and "that are secured by way of permit, licence or lease from the Province of British Columbia Ministry responsible for public roads in Electoral Areas" from Section 1 of the bylaw.

CARRIED

- 16-614 MOVED Director Houle, SECONDED Director Lefebvre, that the Board give third reading as amended to "Electoral Area 'B' Community Parks Local Service Amendment Bylaw No. 799.09, 2016" and forward the bylaw to the Inspector of Municipalities for approval.

CARRIED

PARKS AND OPEN SPACE ADVISORY COMMITTEE MINUTES AND RECOMMENDATIONS

Electoral Area 'H' Parks and Open Space Advisory Committee.

Minutes of the Electoral Area 'H' Parks and Open Space Advisory Committee held Thursday, May 26, 2016.

- 16-615 MOVED Director Stanhope, SECONDED Director Lefebvre, that the minutes of the Electoral Area 'H' Parks and Open Space Advisory Committee meeting held Thursday, May 26, 2016 be received for information.

CARRIED

Phase 2 Water Access Development.

- 16-616 MOVED Director Houle, SECONDED Director Stanhope, that staff be directed to remove the negative Regional District of Nanaimo signage from all water accesses and community parks and replace it with simple water access/community park identification signage.

CARRIED

- 16-617 MOVED Director Houle, SECONDED Director Stanhope, that staff be directed to remove the negative Regional District of Nanaimo signage from all water accesses and community parks in all Electoral Areas and replace it with simple water access/community park identification signage, and further, that this item be referred to the Electoral Area 'E' Parks and Open Space Advisory Committee.

CARRIED

Electoral Area 'G' Parks and Open Space Advisory Committee.

Minutes of the Electoral Area 'G' Parks and Open Space Advisory Committee meeting held Wednesday, June 1, 2016.

- 16-618 MOVED Director Stanhope, SECONDED Director Houle, that the minutes of the Electoral Area 'G' Parks and Open Space Advisory Committee meeting held Wednesday, June 1, 2016 be received for information.

CARRIED

Stanhope Trail.

- 16-619 MOVED Director Stanhope, SECONDED Director Lefebvre, that the Board direct staff to proceed with the proposed works to develop Stanhope trail.

CARRIED

FIRE PROTECTION

FIRE SERVICES ADVISORY COMMITTEE MINUTES AND RECOMMENDATIONS

Minutes of the Fire Services Advisory Committee meeting held Wednesday, July 6, 2016.

- 16-620 MOVED Director Rogers, SECONDED Director McPherson, that the minutes of the Fire Services Advisory Committee meeting held Wednesday, July 6, 2016 be received for information.

CARRIED

Volunteer Fire Rescue Service Level Policy.

- 16-621 MOVED Director Rogers, SECONDED Director Fell, that the Volunteer Fire Rescue Service Level Policy be adopted.

CARRIED

Fire Rescue Services Coordinator Job Description – Draft.

- 16-622 MOVED Director Stanhope, SECONDED Director Rogers, that the Fire Rescue Services Coordinator Job Description be adopted as presented.

CARRIED

- 16-623 MOVED Director Stanhope, SECONDED Director Rogers, that the Fire Rescue Services Coordinator Job Description be reviewed annually by the Fire Services Advisory Committee.

CARRIED

Appointment to the Fire Services Advisory Committee.

- 16-624 MOVED Director Rogers, SECONDED Director Stanhope, that the Fire Services Advisory Committee Terms of Reference be amended to include the Electoral Area 'A' Director.

CARRIED

BYLAW ENFORCEMENT

992 Lee Road, Electoral Area 'G' – Unightly Premises.

- 16-625 MOVED Director Stanhope, SECONDED Director McPherson, that the Board, pursuant to Unightly Premises Regulatory Bylaw No. 1073, 1996, directs the owner of Lot 2 District Lot 29 Nanoose District and Part Of The Bed Of The Strait of Georgia VIP63647 (992 Lee Road), to remove the accumulation of derelict boats, derelict trailers, various containers, rope, scrap wood, metal and pipes, assorted household garbage, discarded or disused building materials and components such as lumber, windows, wooden shutters, building wrap, and plumbing materials from the property within thirty (30) days, or the work will be undertaken by the Regional District of Nanaimo (RDN) or its agents at the owner's cost.

CARRIED

BUSINESS ARISING FROM DELEGATIONS, COMMUNICATIONS OR DIRECTORS' FORUM

Community Wildfire Protection.

- 16-626 MOVED Director McPherson, SECONDED Director Rogers, that the Board direct staff to work with City of Nanaimo staff to determine how the city's Community Wildfire Protection Plan integrates with Electoral Area 'A' adjacent lands.

CARRIED

- 16-627 MOVED Director McPherson, SECONDED Director Rogers, that the Board direct staff to prepare a report on the steps required to undertake a wildfire interface fuel inventory for Electoral Areas including possible partners and funding sources.

CARRIED

COMMITTEE OF THE WHOLE STANDING COMMITTEE

Minutes of the Committee of the Whole meeting held Tuesday, September 13, 2016.

- 16-628 MOVED Director Houle, SECONDED Director Lefebvre, that the minutes of the Committee of the Whole meeting held Tuesday, September 13, 2016 be received for information.

CARRIED

FINANCE

Bylaw No. 1749 – Alberni-Clayoquot Regional District – 2017 Permissive Tax Exemption.

- 16-629 MOVED Director Stanhope, SECONDED Director Lefebvre, that "Property Tax Exemption (Alberni-Clayoquot Mt. Arrowsmith Regional Park) Bylaw No. 1749, 2016" be introduced and read three times.

CARRIED

- 16-630 MOVED Director Stanhope, SECONDED Director Lefebvre, that "Property Tax Exemption (Alberni-Clayoquot Mt. Arrowsmith Regional Park) Bylaw No. 1749, 2016" be adopted.

CARRIED

Operating Results for the Period Ending June 30, 2016.

- 16-631 MOVED Director McPherson, SECONDED Director Thorpe, that the summary report of financial results from operations to June 30, 2016 be received for information.

CARRIED

Audit Service Contract Award.

- 16-632 MOVED Director Stanhope, SECONDED Director Haime, that the Board appoint the firm of MNP LLP as auditors for the Regional District of Nanaimo and authorize staff to enter into a five-year agreement for the provision of external financial audit services commencing with the 2016 fiscal year.

CARRIED

2017-2021 Financial Plan Schedule.

- 16-633 MOVED Director Thorpe, SECONDED Director Westbroek, that the schedule for the review and adoption of the 2017 to 2021 Financial Plan be approved:

November 8 & 15, 2016	Public seminars with Board for 2016 preliminary budget & business plans
November 22, 2016	Report on 2017 preliminary budget to Board Meeting Agenda
February 7 & 14, 2017	Public seminars with Board for 2017 to 2021 Financial Plan
February 14, 2017	Report on 2017 to 2021 Financial Plan to Committee of the Whole Agenda
February 17, 2017	Publication of budget edition of Regional Perspectives
March 14, 2017	Introduce bylaw to adopt the 2017 to 2021 Financial Plan
March 28, 2017	Adopt Financial Plan Bylaw

CARRIED

REGIONAL AND COMMUNITY UTILITIES AND SOLID WASTE

WASTEWATER SERVICES

Contract Award for the French Creek Pollution Control Centre Trucked Liquid Waste Receiving Facility Upgrades.

- 16-634 MOVED Director Stanhope, SECONDED Director Thorpe, that the Board direct staff to award a tender for upgrades to the trucked liquid waste receiving facility at the French Creek Pollution Control Centre (FCPCC) to Cogen Mechanical Services for \$257,340.

CARRIED

Introduction of Trucked Liquid Waste Bylaw No. 1732 and Ticketing Bylaw No. 1418.07.

- 16-635 MOVED Director McPherson, SECONDED Director Rogers, that "Trucked Liquid Waste Rates and Regulations Bylaw No. 1732, 2016" be introduced, read three times, and forwarded to the Inspector of Municipalities for approval.

CARRIED

- 16-636 MOVED Director Houle, SECONDED Director Westbroek, that "Regional District of Nanaimo Bylaw Enforcement Ticket Regulation Amendment Bylaw No. 1418.07, 2016" be introduced and read three times.

CARRIED

RECREATION AND PARKS

RECREATION

Utilization of Island Health 2016 Community Wellness Grant.

- 16-637 MOVED Director Westbroek, SECONDED Director Houle, that the Board direct staff to utilize the Island Health 2016 Community Wellness Grant as outlined:

Regional District of Nanaimo - District 69	\$47,260
Regional District of Nanaimo - District 68 (Electoral Area 'A')	\$7,290
Regional District of Nanaimo - District 68 (Electoral Area 'B')	\$4,500
Regional District of Nanaimo - District 68 (Electoral Area 'C')	\$2,950
District of Lantzville	\$3,900
City of Nanaimo	\$89,000

CARRIED

STRATEGIC AND COMMUNITY DEVELOPMENT

INTERGOVERNMENTAL LIAISON

Regional District of Nanaimo/Vancouver Island University Memorandum of Understanding – Reducing Child Poverty.

- 16-638 MOVED Director Houle, SECONDED Director Lefebvre, that the Board endorse and authorize the signing of a Memorandum of Understanding between Vancouver Island University and the Regional District of Nanaimo for the purpose of establishing a foundation for exchange, dialogue, cooperation and advocacy to reduce child poverty in the region.

CARRIED

ADVISORY, SELECT COMMITTEE AND COMMISSION

Agricultural Advisory Committee.

Minutes of the Agricultural Advisory Committee meeting held Friday, June 24, 2016.

- 16-639 MOVED Director Houle, SECONDED Director Fell, that the minutes of the Agricultural Advisory Committee meeting held Friday, June 24, 2016 be received for information.

CARRIED

Minutes of the Agricultural Advisory Committee meeting held Friday, August 26, 2016.

- 16-640 MOVED Director Houle, SECONDED Director Lefebvre, that the minutes of the Agricultural Advisory Committee meeting held Friday, August 26, 2016 be received for information.

CARRIED

Changes to the Agriculture Land Reserve Regulations.

- 16-641 MOVED Director Rogers, SECONDED Director Fell, that the Board consider amendments to zoning Bylaws 500 and 1285 to address recent amendments to the Agriculture Land Reserve Regulations (B.C. Reg. 210/2016).

CARRIED

- 16-642 MOVED Director Rogers, SECONDED Director Fell, that the Board refer the matter of zoning bylaw amendments to address recent changes to the Agriculture Land Reserve Regulations (B.C. Regulations 210/2016) to the Agricultural Advisory Committee for recommendations to the Board.

CARRIED

Increased Public Awareness of Agricultural Area Plan.

- 16-643 MOVED Director Houle, SECONDED Director Fell, that the Board direct staff to look into ways to better inform the public of the existence of the Agricultural Area Plan and its merits.

CARRIED

NEW BUSINESS

Disposition of Grants-in-Aid Funds set aside for Island Corridor Foundation.

- 16-644 MOVED Director Westbroek, SECONDED Director Lefebvre, that the Board return the funds raised for the Island Corridor Foundation through the grants-in-aid tax requisition as part of the 2017 budgeting process, and that staff be directed to provide a report on options on the disposition of the provincial grant funds originally dedicated to the Island Corridor Foundation.

A recorded vote was requested.

The motion was CARRIED with Directors Bestwick, Fell, Haime, Hong, Houle, Lefebvre, McPherson, Pinker, Rogers, Stanhope, Thorpe, Veenhof, Westbroek and Yoachim voting in the affirmative, and Directors Brennan and McKay voting in the negative.

Recorded Vote Weighted: In Favour - 48, Opposed - 10

SCHEDULED STANDING, ADVISORY, AND SELECT COMMITTEES

Arrowsmith Water Service Management Board.

Minutes of the Arrowsmith Water Service Management Board meeting held Thursday, September 1, 2016.

- 16-645 MOVED Director Lefebvre, SECONDED Director Houle, that the minutes of the Arrowsmith Water Service Management Board meeting held Thursday, September 1, 2016 be received for information.

CARRIED

Solid Waste Management Select Committee.

Minutes of the Solid Waste Management Select Committee meeting held Tuesday, September 20, 2016.

- 16-646 MOVED Director McPherson, SECONDED Director Brennan, that the minutes of the Solid Waste Management Select Committee meeting held Tuesday, September 20, 2016 be received for information.

CARRIED

Acquire Used Reconditioned Compactor Report.

- 16-647 MOVED Director McPherson, SECONDED Director Brennan, that the Board approve the purchase of a used reconditioned landfill compactor for an amount not to exceed \$600,000.

CARRIED

Regional Parks and Trails Select Committee.

Minutes of the Regional Parks and Trails Select Committee meeting held Tuesday, September 20, 2016.

- 16-648 MOVED Director Thorpe, SECONDED Director Lefebvre, that the minutes of the Regional Parks and Trails Select Committee meeting held Tuesday, September 20, 2016 be received for information.

CARRIED

Coats Marsh Bats Recovery Strategy Report.

- 16-649 MOVED Director Houle, SECONDED Director Westbroek, that the Board direct staff to allocate \$5,000 in the 2017 Regional Parks Budget to complete an environmental assessment of the cabin at Coats Marsh Regional Park to determine if the structure provides critical bat habitat and to determine mitigation measures to implement with the planned decommissioning of the structure if the building is found to provide critical bat habitat.

CARRIED

Mt. Benson Regional Park / Witchcraft Lake Regional Trail Parking Report.

- 16-650 MOVED Director Pinker, SECONDED Director Stanhope, that this matter be deferred to the next Board meeting that Director Young is in attendance.

CARRIED

Benson Creek Falls Regional Park Parking Report.

- 16-651 MOVED Director Pinker, SECONDED Director Brennan, that this matter be deferred to the next Board meeting that Director Young is in attendance.

CARRIED

Regional Parks Parcel Tax Review Report.

- 16-652 MOVED Director Westbroek, SECONDED Director Thorpe, that the Board maintain the parcel taxation at its current level and the use of Parcel Tax for the Regional Parks Acquisition and Development Fund be deferred to the Regional Services Review and budget discussions.

CARRIED

Salish Sea Marine Trail Proposal BC Marine Trails Network Association Report.

- 16-653 MOVED Director Houle, SECONDED Director Lefebvre, that the Board direct staff to continue to show support for the concept of marine trails.

CARRIED

- 16-654 MOVED Director Houle, SECONDED Director Lefebvre, that the Board direct staff to work with the BC Marine Trails Network Association on developing, for Board approval, a partnership agreement that establishes Descanso Bay Regional Park as a Salish Sea Marine Trail camping site.

CARRIED

- 16-655 MOVED Director Houle, SECONDED Director Lefebvre, that consideration of the Nelson Road Boat Launch (Area 'A') and Blueback Community Park (Area 'E') as Salish Sea Marine Trail access points be referred to the Electoral Area 'E' Parks and Open Space Advisory Committee and the Electoral Area 'A' Parks, Recreation & Culture Commission for further discussion.

CARRIED

Trans Canada Trail IT Licence Renewal Report.

- 16-656 MOVED Director Stanhope, SECONDED Director Westbroek, that the Board accept Island Timberland's offer to renew the Region's non-exclusive licence permitting approximately 16 km of Trans Canada Trail.

CARRIED

Wallace Point, Nanoose Bay.

- 16-657 MOVED Director Rogers, SECONDED Director Houle, that the Board direct staff to prepare a report with respect to the history of Wallace Point and work in conjunction with the Snaw-Naw-As First Nation to support the use of Wallace Point as a public park.

CARRIED

Horne Lake Historic Regional Trail.

- 16-658 MOVED Director Stanhope, SECONDED Director Rogers, that the following motion - That the Board direct staff to work with Directors and commence planning work for the Historic Horne Lake Regional Trail including meeting with Alberni-Clayoquot Regional District, Horne Lake Strata, Qualicum First Nation, and First Nation communities in the Alberni Valley and that the trail's development costs be included the Regional Parks and Trails Five Year Financial Plan - be referred to staff to report back with cost and resource implications.

CARRIED

ADMINISTRATOR'S REPORTS

Zoning Amendment Application No. PL2015-025 – Electoral Area 'H' – Amendment Bylaw 500.400, 2015 – Adoption.

16-659 MOVED Director Stanhope, SECONDED Director Lefebvre, that the Board adopt "Regional District of Nanaimo Land Use and Subdivision Amendment Bylaw No. 500.400, 2015".

CARRIED

IN CAMERA

16-660 MOVED Director Stanhope, SECONDED Director Lefebvre, that pursuant to sections 90 (1) (a), (e), and (m) of the *Community Charter* the Board proceed to an In Camera Meeting for discussions related to Board appointments, land acquisition, and third-party business interests.

CARRIED

TIME: 8:01 PM

ADJOURNMENT

MOVED Director Stanhope, SECONDED Director Lefebvre, that this meeting be adjourned.

CARRIED

TIME: 8:16 PM

CHAIRPERSON

CORPORATE OFFICER

ARE RESERVE DEPOSITS OF BC MUNICIPALITIES AT RISK IN BILL C-15 “BAIL IN” ACT?

In April of 2016 the Federal Liberal Government introduced Bill C-15 entitled *An Act to implement certain provisions of the budget tabled in Parliament on March 22, 2016 and other measures*. The bill concerns the potential of a domestically significant bank becoming insolvent and causing a collapse of the Canadian banking system. The six banks listed are: Bank of Montreal, Bank of Nova Scotia, Canadian Imperial Bank of Commerce, National Bank of Canada, Royal Bank of Canada, and Toronto-Dominion Bank. These banks have been so designated by the Office of the Superintendent of Financial Institutions (“OSFI”) which under Bill C-15, is empowered to make a determination of near insolvency of such a bank. If that determination is made, the “OSFI” then instructs the government to appoint the Canada Deposit Insurance Corporation (“CDIC”) as trustee with the power to convert certain debt and liabilities of such a bank into common shares to forestall insolvency.

What type of deposits, debt or liabilities of the failing bank that would be converted to common stock, “bail-in,” has yet to be set out in Bill C-15. This feature, according to Bill C-15, is to be specified in regulations to the *Canada Deposit Insurance Corporation Act*, which have yet to be prescribed. What appears to be the case is that rather than engendering opposition over who will have their funds wiped out by a “bail-in,” the specifics of implementation are being left open for when a bank crisis occurs. The main question then is, are the reserve deposits in banks of BC municipalities at risk in the event of a failing domestically significant bank? Yes, they are.

The most disturbing feature of Bill C-15 is that it does not specify whether deposits are exempt from conversion to worthless stock. There is a fundamental principle in banking which is being altered. Deposits are being put in the same category as investments. Traditionally when a bank fails, it is the depositors who are most protected and the investors less protected. This is because deposits are not investments, and are the basis of the day to day commercial lending activity vital to the community. In preventing the insolvency of a domestically systemically important bank, it is contracts on leveraged speculation, such as derivatives, which are the most protected and not the depositors. This is the case because when a major bank default occurs on leveraged speculation contracts, it does not just wipe out that one bank, it wipes out the whole banking system. In this context, regardless of the impact of the loss of municipal bank reserves on communities, the municipal bank reserves are not considered by either the banks, or the Federal government at this time to be “systemically important.”

There is another way of dealing with this. That is to break up the domestically systemically important banks, such that there is once again a separation between commercial banking and

investment banking. In Canada this was called the “four pillars,” the same thing in the U.S. was called “Glass-Steagall.” The “four pillars” separation of investment and deposit laws were repealed in Canada in 1987 in order to help establish “universal banking.” In the U.S. the repeal of Glass-Steagall bank separation laws occurred in 1999. Restoring bank separation measures allows the investment part of the bank to fail, while the commercial part, the part dealing with the real economy, can remain in operation without converting deposits to worthless stock.

This is a vital issue for all communities. Reports abound of the Royal Bank of Canada being in trouble, or internationally, banks like Deutsche Bank, and many others being in trouble on a much larger scale. The question then is, what can the UBCM, the BC Provincial Legislative Assembly, and the BC government do to protect the Province and the its communities from the fall-out of a financial crisis “bail in?” This is a question that every participant at the 2016 UBCM conference needs to be considering. What follows are some ideas about how to approach this situation.

The political power of all BC institutions collectively on the Federal Level is quite considerable. Provisions either do exist for the Bank of Canada, or could easily be established, such that Bill C-15 could be overridden in a financial crisis, and instead of a “bail-in,” one could have sweeping bank separation instead. If other Provinces are brought into this with similar concerns for their communities, the combined political clout of the Provinces could impact the manner in which a financial crisis of the “too big to fail” is handled. As it stands now, the Federal Government of Canada has not made clear which way they will go in the event of such a bank crisis. This is a matter which will be politically determined, and the Provinces need to weigh in on the side of their interests, in the welfare and wellbeing of their communities, and not allow other interests to set the agenda and determine the outcome of who takes the hit in a bank crisis.

The other issue is, what measures could the Province adopt on their own to separate the depositors from the investors? What existing BC Provincial laws could help in doing so, and what potential Provincial laws could be passed to do so?

These are the questions that need to be seriously examined by all attendees of the 2016 UBCM Convention in Victoria. Proper forethought on these matters could save our communities in a banking crisis.

Paul Glumaz

International LaRouche Movement

BC Chapter

For further contact, email:

canadalarouche@gmail.com or paulglumaz@gmail.com

TO: Wendy Marshall
Manager of Park Services

DATE: August 29, 2016

FROM: Kelsey Cramer
Parks Planner

MEETING: RPTSC – September 20 / 2016

FILE:

SUBJECT: Mount Benson Regional Park & Witchcraft Lake Regional Trail Parking

RECOMMENDATIONS

That the Board direct staff to continue to explore a long-term parking solution for Mount Benson Regional Park and the Witchcraft Lake Regional Trail.

PURPOSE

To examine the current parking situation on Benson View Road and consider options for providing more parking space near the trailhead to Mount Benson Regional Park and Witchcraft Lake Regional Trail.

BACKGROUND

Mount Benson Regional Park is situated on the upper north-eastern face of Mount Benson, preserving the picturesque backdrop to Nanaimo. It was acquired by the RDN in 2006, with the Nanaimo & Area Land Trust fundraising half of the purchase cost. The approximately 5-hour round-trip hike to the top is becoming increasingly popular by individual and group users. Trail counter data from July 17 to August 5, 2016 indicated an average of 54 users per day. Parks staff have also had inquiries about permitting organized running events up the Mountain, and are working towards an event in 2017.

The park is accessed by Witchcraft Lake Regional Trail, the only formal public access to the park, which passes through the VIU Crown Woodlot 0020 and City of Nanaimo parkland at Witchcraft Lake. This trailhead is located on Benson View Road and provides roadside parking for approximately 24 vehicles and a kiosk map. The parking lot was installed, under permit with the Ministry of Transportation and Infrastructure in 2010 and cost approximately \$34,000.

As is evidenced by the trail counter data over a two-week window in mid-summer, there is currently an insufficient number of parking stalls for the number of users to the site. This is further supported by correspondence received by Benson View Road residents in June of 2015, including photographs of a congested road and stating upwards of 66 vehicles parked along the road shoulders (*Appendix A*). The correspondence suggests an expansion of the parking lot towards Witchcraft Lake as a possible solution, creating a complete parking lot off the road similar to that on Creekside Place, which services Benson Creek Falls Regional Park.

In the late-spring of 2016, staff proposed a short-term improvement with the addition of 12 more roadside parking stalls west of the trailhead and a letter was sent to the residents expressing the intent. The idea was quickly given a negative response. Letters from the residents were sent to the RDN, copying representatives from NALT and VIU, voicing numerous concerns that have arisen since the

formalization of Witchcraft Lake Regional Trail and Mount Benson Regional Park (*Appendix B*). The letters clearly reject the proposal for more roadside parking as it will not address the long-term sustainability of this site as a trailhead to this popular hiking route. In addition to the road congestion created by vehicles parking along the narrow road shoulders, other concerns noted include: litter left by park users, noise from loud conversations, barking dogs and partiers, illegal use of off-road motorcycles on the trail and bridge, speeding on the road, blockage of the cul-de-sac and emergency/fire access by vehicles parked in the no-parking zones, a lack of enforcement for these infractions, a decrease in property values over the last 10-years since the park was acquired, and a loss of enjoyment of the rural setting.

Given the current situation and the expected growing interest from the public in hiking Mount Benson, a long-term parking solution is needed. Suggestions from the residents' letters include expanding parking towards Witchcraft Lake or the purchase of land from adjacent land owners.

An overview of various parking options is presented below for information; however all have limitations (see corresponding map in Appendix C):

A. Expand the Existing Parking Area towards the Lake:

Witchcraft Lake ranges between approximately 40m away at the west end and 27m away at the east end of the existing parking area. Best management practices would keep any works beyond 30m of the lake's high water mark. Any parking lot development towards the lake would impact lands within 30m of the lake, involve the removal of many trees and likely require fill retention to create a level parking surface on the downward slope to the lake. An engineer and a biologist would be required to design the parking lot, including ingress/egress, and to assist with any regulatory permit applications and mitigation measures related to works near lake. Permission would be required by the City of Nanaimo and by the Ministry of Transportation and Infrastructure. A preliminary sketch of the site (*Appendix D*) shows that about 44 vehicles could be accommodated in an off-road lot at this site.

Similarly, the area on the west side of the trailhead could be considered for parking lot development as it provides more space beyond 30m of the lake. However, the slope down to the lake is steeper which, if feasible, would result in a higher retaining wall or greater footprint to support the parking lot. Many trees would require removal. This site may be sufficient to accommodate approximately 26 vehicles (*Appendix D*). Given the numbers, both of these parking lots together would be necessary to service the current numbers of vehicles at the site. This would be a costly project, both financially and environmentally and will likely not serve future demand.

B. Additional Roadside Parking on Benson View Road – South side:

In the spring of 2016, Staff prepared a concept plan that shows 12 new parking stalls in the road shoulder west of the existing parking lot. This project would involve the installation of a culvert and fill to create a parking area similar to that on the east side of the trailhead. Very few, if any trees would need removal. Permission from MoTI and the City of Nanaimo would be required. This option was not viewed favourably by the residents of the area.

C. Road Shoulder Parking on Benson View Road – North side:

The narrow shoulder on the north side of the road is intercepted by driveways, hydro poles, ditches and rocky outcrops. Any parallel parking formalized on this side would be somewhat piece-meal and would do little to alleviate congestion on the road. It would also result in hikers having to walk a long way down Benson View Road to the trailhead.

D. Road Shoulder Parking on Benson View Road – South side:

Similarly to the above option, formalizing additional shoulder parking east of the existing parking lot is limited by proximity of the lake, ditches and private residence driveways. A long walk down Benson View Road to the trailhead would also result.

E. Parking on Crown Land east of the last residence on the south side of Benson View Road:

The Harrow Road ROW runs along the south shore of Witchcraft Lake and contains partially developed trail. The trail peters out before connecting with Benson View Road an approximate 750m from the Witchcraft Lake bridge. The option to develop parking off Benson View Road at this junction or on the adjacent crown land would be ideal as there is a direct trail opportunity via the undeveloped Harrow Rd. In addition, vehicles would not need to travel farther up Benson View Road where all of the residential properties exist. Unfortunately, steep, ravine-like topography on the crown land in this location limits parking development here.

F. Northwood Drive undeveloped right-of-way:

Approximately 1,750m west of the Witchcraft Lake bridge is the dead ended Northwood Road, accessed off Jameson Rd. Staff explored the feasibility of this site as an access point for both Mount Benson Regional Park and Benson Creek Falls Regional Park, as the undeveloped Harrow Road right-of-way presents a possible link between the two parks. A steep, narrow and rough logging road, with very rough terrain on both sides, leads into the crown land. This terrain limits this site as a likely solution to improving the parking in the Mount Benson area.

G. Property purchase from adjacent land-owners:

This option requires further investigation, but could present a viable long-term solution to establishing a parking and staging area for the Witchcraft Lake trailhead to Mount Benson Regional Park.

ALTERNATIVES

1. That staff continue to explore options for improving parking over the long-term since no short-term parking solutions are viable at this time.
2. That staff engage an engineer and biologist to assess and design a parking lot expansion and/or new parking lot between Witchcraft Lake and Benson View Road (Option A above).
3. That the Board provide alternative direction to staff.

FINANCIAL IMPLICATIONS

Given the terrain, developing a parking area for Mount Benson Regional Park/Witchcraft Lake Regional Trail within the lands near the trailhead would be a costly endeavor, requiring engineering and biological services, permission from the City of Nanaimo and relevant regulatory permits. A preliminary cost estimate for such a project could be provided once an engineer has been engaged.

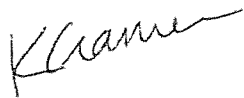
The 2016 Regional Parks and Trails Budget has \$20,000 included for the construction of the expanded roadside parking. No other funds have been identified for Mount Benson Parking in the five-year financial plan.

STRATEGIC PLAN IMPLICATIONS

The Strategic Plan 2016-2020 identifies a focus on relationships, and through this process, the RDN will aim to foster and strengthen the two-way communication with the local community. The Plan also addresses recreational amenities as a core service. The need to secure and provide long-term access to regional parks and trails is an important goal for the region. Our decisions must also have a strong focus on protecting and enhancing our environment.

SUMMARY/CONCLUSIONS

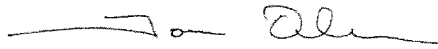
Staff have been aware of the parking challenges at the Mount Benson Regional Park and Witchcraft Lake Regional Trail access site since June of 2015, when correspondence was received by the residents of Benson View Road. No simple long-term solution is available and a short-term proposal for 12 additional roadside parking stalls was proposed. This concept was quickly rejected by the residents as it would not address the parking issues or any of their other concerns with this trailhead location. Staff have presented an overview of various parking options, all with limitations. Staff are recommending the Board continue to explore long-term parking and staging area solutions for this site.



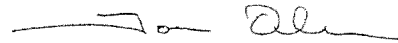
Report Writer



Manager Concurrence



GM Concurrence



A/CAO Concurrence

Appendix 'A'

From: [Marshall, Wendy](#)
To: [Harvey, Ann-Marie](#)
Cc: [Osborne, Tom](#); [Cramer, Kelsey](#); [van Ossenbruggen, Chris](#)
Subject: FW: Mt. Benson Regional Park - Parking Issues
Date: Wednesday, April 08, 2015 11:14:53 AM

Hi Ann-Marie,

Can you please include this correspondence in the next agenda of the RPTSC. I will forward the pictures as well.

Wendy

Wendy Marshall
Manager of Parks Services

Regional District of Nanaimo Recreation and Parks Dept.
Oceanside Place
830 West Island Highway
Parksville, BC
V9P 2X4
Ph: 250-248-3252 or 1-888-828-2069
Fax: 250-248-3159
www.rdn.bc.ca

From: Marshall, Wendy
Sent: Wednesday, April 08, 2015 11:13 AM
To: 'rjodonnell@shaw.ca'
Cc: 'patdc@shaw.ca'; 'trholmes@shaw.ca'; Paridaen, Margaret
Subject: RE: Mt. Benson Regional Park - Parking Issues

Hi Randy,

Thank you for forwarding the information on the parking issues at Mount Benson Regional Park. I will send your email for inclusion in the next agenda of the Regional Parks and Trail Select Committee on June 16. We are in the process of doing a five year Management Plan Review for the park so this information is timely. We will include some comments regarding the increased use of the park and the parking issues. We are aiming to present the Management Plan report at the June 16th meeting.

There are no plans to expand the parking lot at the end of Benson View Drive at this time. We have only recently started hearing about the increased parking issues at this site. As you mention in your email, this site is complicated and requires the involvement of several parties. The parking lot at Creekside Community Park for Benson Creek Falls was first installed years ago as part of the park dedication during the development of the subdivision. Last year we resurfaced and expanded the existing site to provide space for the Regional Park parking.

Once the parking issue has been presented to the Select Committee, we can add this to our list of projects for consideration for 2016. The work plan and budget has already been set for 2015. In the

meantime, any other information you can provide on the parking, such as the number of vehicles during the summer weekends, the long weekends and weekdays, would be most helpful.

I will let you know the outcome of the Select Committee meeting.

Regards,

Wendy

Wendy Marshall

Manager of Parks Services

Regional District of Nanaimo Recreation and Parks Dept.

Oceanside Place

830 West Island Highway

Parksville, BC

V9P 2X4

Ph: 250-248-3252 or 1-888-828-2069

Fax: 250-248-3159

www.rdn.bc.ca

From: Randy J. O'Donnell [<mailto:rjodonnell@shaw.ca>]
Sent: Tuesday, April 07, 2015 3:34 PM
To: Paridaen, Margaret
Cc: wmarshall@ren.bc.ca; patdc@shaw.ca; trholmes@shaw.ca
Subject: Mt. Benson Regional Park - Parking Issues

Good afternoon, Ms. Paridaen;

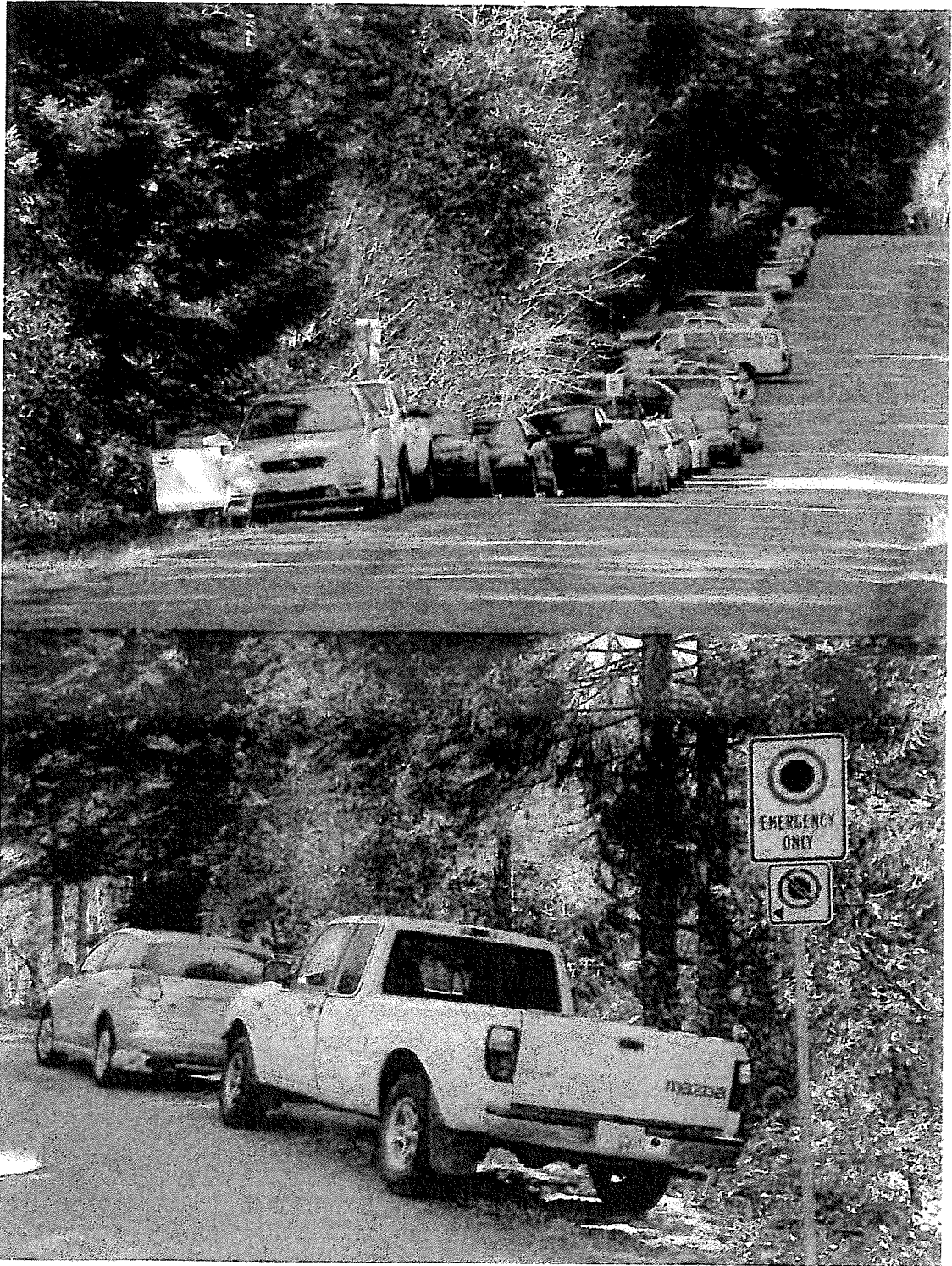
I am a resident of 'Area C' living at 2920 Benson View Road. Our property is across the road from the parking area for **Mt. Benson Regional Park**. As you may be aware, the popularity of the park has increased exponentially since the parking area and trail improvements were made. The route has become known as Nanaimo's 'Grouse Grind' and on any given weekend the parking area is fully occupied early in the morning. Overflow traffic lines one and sometimes both sides of Benson View Road and due to the narrow to non-existent shoulder, impedes the driving lanes of the road. While the parking area accommodates roughly 20 vehicles, we have had as many as **66 vehicles** on a weekend day. The 'overflow' often occupies not only the **designated 'no parking' areas**, but those areas **designated as 'emergency parking'** for the East Wellington Fire Department.

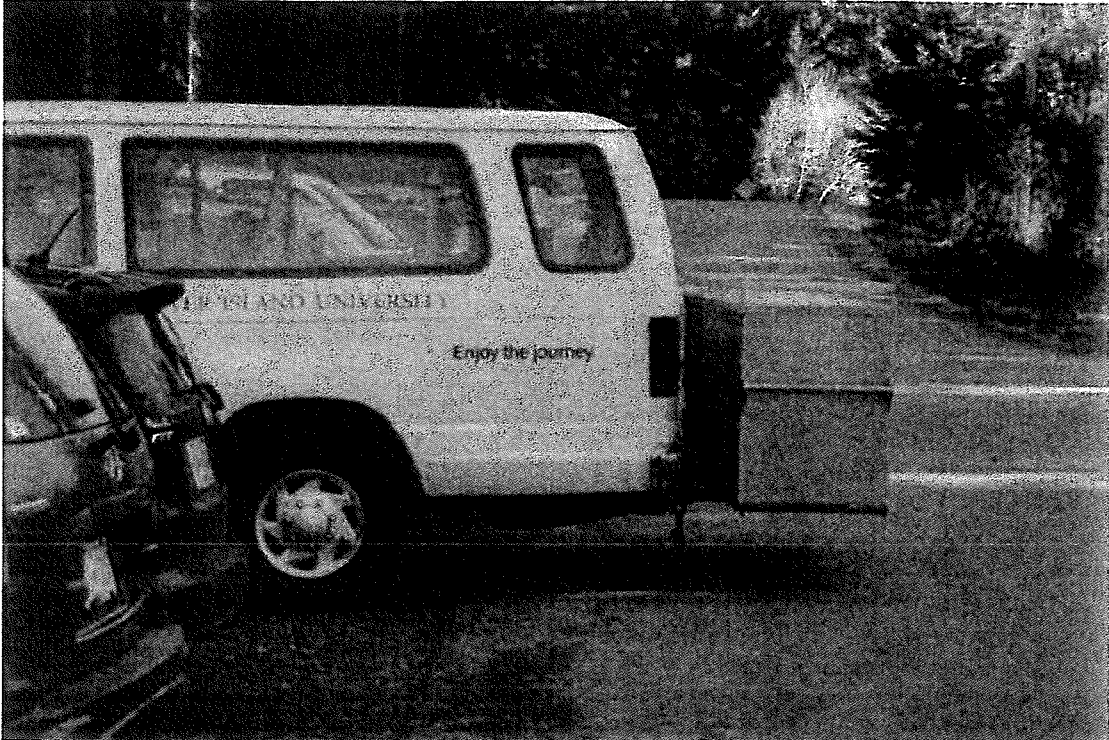
I have had discussions with each of the neighbours affected by those parking along Benson View Road and all agree that it is time the parking lot be expanded to accommodate the needs of local hikers. The four property owners affected all feel that their quality of life has been drastically altered with the restricted parking and that it is unfair that we carry the burden of increased traffic and noise for the benefit of those choosing to access the park. I understand that a solution will require some study since access to Mt. Benson Regional Park requires access through City of Nanaimo, VIU and Regional District property – as well as the co-operation of MOT. I broached the subject at a recent 'Area C' Parks and Open Spaces Committee meeting, and the RDN parks planner promised to take it to the appropriate authorities on our behalf.

After checking the topography and giving consideration to the 'best' solution for the residents, our preference is to see the parking lot expanded towards Witchcraft lake rather than further along the roadway. The parking lot for Benson Creek Regional Park (see attached photo) is an example of what we feel should be considered. I am attaching a few photographs to illustrate the current problem – they were taken on a 'typical' weekend and not a long weekend or summer weekend when both sides of the road can be filled with vehicles. The fourth photo shows the Benson Creek parking area which is much better designed but has little occupancy.

We trust your staff will give consideration to solving this problem and will consult with the residents before remedial action is undertaken. Thanks for your attention and we will look forward to working with you.

Randy O'Donnell
2920 Benson View Road.
(250) 591-8363





Appendix 'B'

To: Lesya Fesiak – Park Planner, Regional District of Nanaimo

Cc: Bill Veenhoff, Board Chair RDN; Colin Haime Deputy Board Chair RDN; RDN Board members: Alex McPherson; Howard Houle; Maureen Young; Bob Rodges; Julian Fell; Joe Stanhope; Bill McKay; Bill Bestwick; Jerry Hong; Jim Kipp; Wendy Pratt; Ian Thorpe; Bill Yoachim; Mark Lefebvre; Teunis Westbroek.

RDN Parks and Recreation: T. Osborne, Manager of Recreation and Parks, J. Ainge, Parks Supervisor and J. Michel, Parks and Trails Coordinator.

NALT: Gail Adrienne, ED; Cyndi Pitvor; Paul Chapman; Jenny Webb; Holly Blackburn; Jennifer Davidson; Dean Gaudry (Chair); Allan Hawryzki; Linda Nichol; Charlee Touchette; Wally Wells; Fraser Wilson; Jim Young; Barbara Hourston; John Manning, Andre Sullivan; Mike Delves

Malaspina University/College: Louise Mandell, Chancellor; Dr. Ralph Nilson, President/Vice Chancellor; Dan Hurley, Ex. Dir. University Relations

June 15, 2016

Dear Ms. Fesiak

The proposed addition to parking on Benson View Road accessing Mt. Benson Regional Park is but an expansion of the existing problem. Rather than a solution, it exacerbates and compounds the situation, further impacting additional residential properties. This plan has been presented to residents as a *'fait accompli'*, with no consultation or input, but a planned completion *"before the winter of 2016"*.

We are not opposed to the regional park, recognizing the benefit it provides to the population of both the city of Nanaimo and the regional district. Nonetheless, the *Regional District of Nanaimo* in partnership with the *Nanaimo Area Lands Trust* and *Malaspina University*, has created this serious ongoing problem, and together, you must find a solution that mitigates the *apparently unanticipated* problem inflicted upon the residents.

The affected are not recent purchasers. Owners did not purchase property in anticipation that a heavily trafficked regional park would become a part of 'rural life'. We are not 'NIMBYS'. Homeowners directly affected are primarily seniors who have owned their properties for at least a decade and in some cases, twenty years or more. All residents have invested heavily in their properties - financially, physically and emotionally.

Components of the problems we experience due to the new park include but are not limited to:

1. **Traffic and parking issues.** Weekends, holidays and summer days produce an ongoing stream of traffic with scores of drivers using the cul-de-sac as a turnaround. As many as 77 cars have been parked, with the overflows occupying both shoulders of Benson View Road. Since 8 cars often park in the same shoulder area, adding 12 spaces is obviously not a viable long-term solution.
2. **Garbage.** Residents are on constant garbage detail. Attempting to maintain our quality of life and property values, we pick up fast food containers, liquor containers and even condoms. When garbage is discarded by others, day hikers feel no personal obligation to dispose of it themselves.
3. **Noise.** Arriving hikers tend not to realize they are in a residential area. We contend with large groups in loud conversations, multiples of barking dogs (including professional dog walkers) and parties.
4. **Off road motorcycles.** Despite *numerous complaints* to all levels of local authority, nothing has been done to prevent or discourage 2 stroke motorcycles from accessing the trails. Motorcyclists use the bridge over Witchcraft Lake as well as the logging road extending from Northwood Rd. These vehicles create tremendous noise, destroy the hiking trails and on more than one occasion, riders have *physically threatened* residents.

(Over)

5. Fire access. A major concern for residents is fire access. Witchcraft Lake is the water source for our volunteer fire department and the designated 'fire access only' signs are ignored on busy days. The additional 12 spaces in your plan will not mitigate this serious safety issue, as the population and park popularity continues to increase.
6. Financial impact and loss of enjoyment. Properties along Benson View Rd. represent *significant financial investment* by the owners. We have seen our property values diminish due to the problems associated with the park. Furthermore, we residents invested in our properties expressly for the rural quality of life that existed prior to the creation of Mt. Benson Regional Park.

The present 'parking lot' is wholly inadequate and sound initial planning would have anticipated future need – population is expected to expand 45% over 2001 by 2025. Current parking is simply an widening of the shoulder, enabling cars and trucks to 'nose in' rather than parallel park on the roadway. Pick-up trucks for example, often extend over the pavement and with 'shoulder parkers', make Benson View Rd. a congested, single lane street. The proposed expansion is simply a low cost bandaid imposing a bad situation on more residents. We cannot and will not, accept an *expansion* of an unworkable situation.

We are calling on all regulatory authorities - Ministry of Transportation, Regional District of Nanaimo, City of Nanaimo and the Nanaimo Area Lands Trust and Malaspina University/College – to work together in conjunction with local residents to find a workable and acceptable solution to this serious problem. It may involve expansion of parking into the lake foreshore area, the purchase of land from adjacent land owners or some other possibility, but given the present volume and the likelihood of additional future numbers of park users, a more workable and reasonable accommodation must be found.

Respectfully

Owner: Laura [Signature] Address: 2910 Benson View Rd

Owner: Shelley [Signature] Address: 2880 Benson View Rd

Owner: Tania & Dylan [Signature] Address: 2761 Benson View Road

Owner: Al & Diane [Signature] Address: 2790 22800 Benson View Rd.

Owner: [Signature] Address: 2530 Benson View Rd.

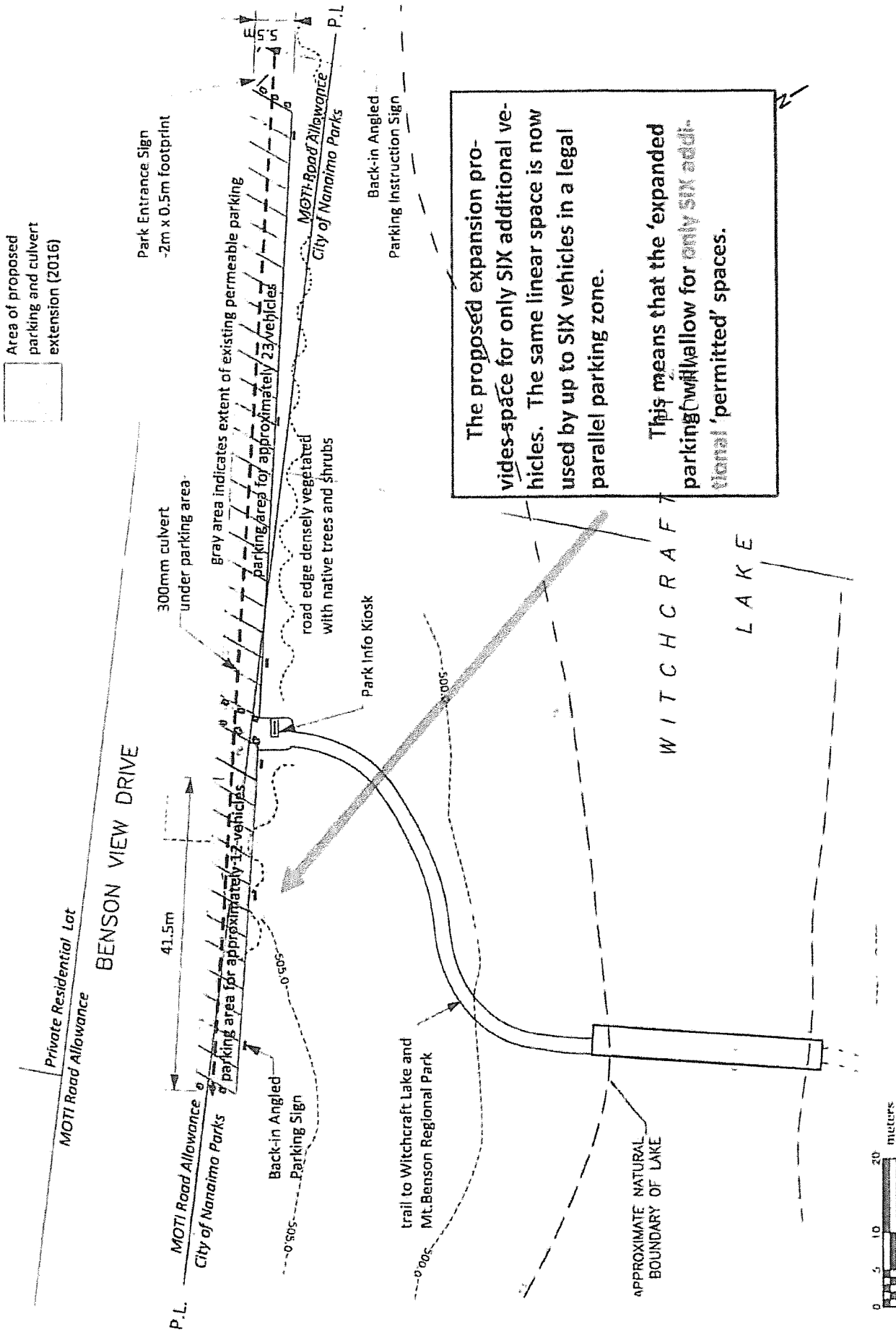
Owner: [Signature] Address: 2920 Benson View Rd.

Owner: [Signature] Address: 2765 Benson View Rd.

Owner: [Signature] Address: 2420 Benson View Rd

Owner: [Signature] Address: 2026 Benson View Rd.

WITCHCRAFT LAKE PARKING EXPANSION - BENSON VIEW DRIVE, NANAIMO
 Mt. Benson Regional Park Trailhead, Regional District of Nanaimo, May 2016



The proposed expansion provides space for only SIX additional vehicles. The same linear space is now used by up to SIX vehicles in a legal parallel parking zone.

This means that the 'expanded parking' will allow for only SIX additional 'permitted' spaces.

Tom and Shelley Holmes
2880 Benson View Road,
Nanaimo, B.C.
V9R 6W7

June 15, 2016

Regional District Of Nanaimo

1. 250-714-6667

Attention: Lesya Fesiak

The expanded parking notice arrived in my mailbox this week. Where did you seek input for this plan? Did you ask any of the residents along this street what they would like to see? This parking area is a skinny little piece off the side of the road, and we, the residents are not in favour of this plan for many reasons.

Last year you were given a proposal which we, the residents felt would solve a great many of our concerns going forward. The proposed plan would be to have a regular parking lot constructed BELOW the street, as there is room in the forested area between the lake and the road for a regular parking lot. I see the end of Jameson Road had a good sized parking lot built across and away from the residents' homes. Our park gets significantly more use than Jameson Road does, yet we have no proper parking lot like theirs, and that is what is needed here.

The cheapest plan is not always a plan that is any good. You might as well do it prudently so the parking situation is dealt with properly, by constructing a parking lot that achieves the intended goal. A parking lot that actually can hold a larger number of cars is long overdue, as 12 additional parking spots as you have planned for, is so inadequate, it is not worth even stating to build it. There are upwards of 60 or more cars here all along our residential street on summer and weekend days. Why not a proper parking lot that can hold 40 or more cars, as that number is topped on many days?

Our home is located at 2880 Benson View Road and directly across from our property is the emergency vehicle No Parking zone to enable fire trucks to get their hoses into Witchcraft Lake, should a fire arise. I have the list of 12 vehicles, their make, license numbers, etc., from last Sunday as every weekend day that no parking zone is packed full of cars. I called the RCMP, and the ministry of transportation last week about the concern we have. So the 12 cars parking now in the fire zone will just fit and fill up your tiny expansion.

In addition to the current parking area, and the emergency zone that is used as a parking area, our street has cars all up and down it. Car doors slamming, litter from lunches and snacks left for residents to pick up, kids and pets making a racket, people blowing their horns to get their hiking party back. All these crowding and congestion problems have made for a less than enjoyable place for us to live. Our quality of life is diminished, and our property values have fallen due to this ongoing congestion and inadequate parking that has been bandaided over, but not properly dealt with to date.

(OVER)

We, as residents have our life saving in our homes, and the enjoyment of our properties has been diminished more and more with the increase of parking and noise. We pay taxes, and deserve to not have this park and its problems shoved down our throats like we are not to be considered important enough to have a say in what type and where the parking area is to be constructed.

The proposed parking area plan which was given to you last year, is screened from the road, is far larger than the 12 car proposal of yours. Signage should also be placed prominently to state that this park is for dawn to dusk use only, and that to note that they are in a residential area and to keep their noise down. I see cars speeding past my home at 80 plus kph and I only live some 60 feet from the parking lot.

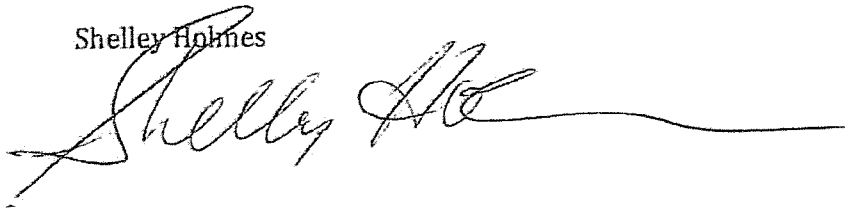
This is not the peaceful country existence my husband I and I chose 12 years ago when we purchased our home. On that note, the 5 properties most affected by the park entrance and parking congestion have lived on this street for an average of close to 20 years! We deserve to be respected and heard, as we were here first, and new inadequate infrastructure outlined in the letter I received this week is not the answer here.

Due to our summer plans, my husband and I will not be present should any public meetings regarding this important issue occur in July or August. We are stating our feelings via this letter, and will be actively supporting in the fall an alternative plan that will be more likely to have a positive result for everyone's enjoyment, safety, and peace.

I urge you to consider all the aspects of park use, and who is affected, and how the public's access to these parks can be allowed, yet the residents' interests are also taken into consideration.

Thanking you in advance for your consideration of our concerns for our residential area.

Shelley Holmes

A handwritten signature in black ink that reads "Shelley Holmes". The signature is written in a cursive style with a long horizontal flourish extending to the right.

To: Lesya Fesiak – Park Planner, Regional District of Nanaimo

Dear Ms. Fesiak;

Others have addressed the numerous problems the installation of Mt. Benson Regional Park has created for the adjoining residents, so I will focus on the nature of the neighbourhood itself.

We are 'original owners, purchasing our home from the builder 22 years ago. For the majority of years, our family enjoyed the peace and tranquility on which we made our purchase. While the properties are 5 acres, due to the terrain, slope and native forest cover, all of the impacted homes 'front' onto Benson View Rd. with our 'living space' between house and road.

Because our home is the last on Benson View Rd., we experience literally scores of cars turning in our cul-de-sac with many using our gravel driveway. At peak periods the cars create 'convoys', each following the other into the turnabout. Some hikers prefer to access the trail by crossing private property adjacent to us, parking in the clearly marked 'no parking' areas of the cul-de-sac. Some hikers, when asked to respect the 'no parking' signs have been verbally abusive, suggesting that because the parking lot is full or because this is a rural area there should be no issue with their parking.

The extension of the parking will only encourage more people to access the trail by trespassing and will do absolutely nothing to solve the greater problem

Prior to the implementation of the park and 'parking lot' we had our home evaluated at \$998,900. Ten years later, we have had the house re-evaluated and despite numerous and costly upgrades, three realtors have said a value of \$850,000 would be realistic, despite what has been a 'hot' housing market.

By contrast, a home in the Benson Meadows area (incidentally, across from the proper parking lot for Ammonite Falls) with a **lower B.C. Assessment value**, similar size and **no view**, recently sold for \$1,099,000. It is apparent that the park has had a severe negative impact on property values in our area.

At the same time, we have been paying taxes based on *assessed values*, which are largely based on 'recent sales of similar properties in the area'. Yet we have had no sales in our neighbourhood in several years. Our 'assessed value' has been determined by sales activity of homes in Benson Meadows which are unaffected by the problems we face. In effect, we have seen our homes devalued while being assessed at values unrelated to our neighbourhood or circumstance.

There has even been discussion amongst residents regarding a class action suit against the Regional District of Nanaimo, the City of Nanaimo and Nanaimo Area Lands Trust, based on loss of value and enjoyment of property due to inadequate planning, lack of consultation and blatant disregard for the legitimate complaints and concerns of residents.

We trust that before this 'expansion plan' is enacted, there will be consultation with residents and that a resolution will be implemented based on resolving the problem, rather than simply minimizing costs.

Respectfully


Randy and Mary-Lou O'Donnell 2929 Benson View Rd.

June 18, 2016

Regional District of Nanaimo

Attention: Lesya Fesiak

I am assuming I missed the planning meeting you held with the neighbors of Mount Benson Regional Park to discuss the further expansion of the parking area. If consulted, I would have voiced my concerns and helped with a plan to benefit rather than alienate its closest neighbors and only neighborhood watch for the area.

So, since we were not included in the planning, I feel it is necessary to voice our concerns. The initial park expansion and parking lot has forced our hand to move and caused us to rent out our home of 24 yrs. Since the initial expansion, our property value has decreased drastically and the noise level has increased to a 24/7 intolerable amount. Now with the further increase of parking stalls, we will be at an even greater disadvantage.

How you ask? By inviting people to our neighborhood without providing garbage receptacles to house their waste and inviting them to hike for an hour, a day or overnight without providing outhouses for them to use. Where do you think they are going to use the washroom? My incredible neighbors take turns at picking up the litter consisting of condoms, syringes to papercups and beer cans. If we were still there---- we would be on garbage duty too. As well, we have called the police many times to attend to unruly groups of people outside our home since it is a park with an open invitation and not regulated with security. Several times we have not been able to leave our home and acreage due to vehicles parked too close to our driveway.

Thank you for hearing our concerns and we look forward to creating a safe and sustainable plan for the future of the park and its adjoining neighbors.

Sincerely,



Larry and Bonnie Lemmon 2910 Benson View Rd

Nanaimo BC V9R 6W7

email *bonnie_lemmon@hotmail.com*

To: Lesya Fesiak, Park Planner, Regional District of Nanaimo

Re: Parking Expansion on Benson View Road

Date: June 16, 2016

Dear Ms. Fesiak:

I certainly have concerns regarding the proposed parking expansion on Benson View Road. In my opinion adding an extra 12 parking spaces would be an absolute waste of time, energy and tax payer money and will not alleviate any of the problems which have been imposed upon area residents.

These problems include not only the obvious parking and road safety issues (including large numbers of off leash dogs in the area) but also:

- Noise pollution (which is often magnified by the mountain – people talking on the other side of the lake sound as if they are in the driveway): traffic noise, loud conversations, car stereo systems, car alarms, car horns, car locking/unlocking 'beeps', dogs barking, motor cycles on trails.
- Overnight camping/parking/partying.
- Driveways being used as turnarounds with accompanying loss of gravel/surface and resulting pot holes.
- Loss of peaceful rural life style.
- Diminished property values.
- Garbage.

Any proposed solutions to the above problems must be accompanied by enforceable regulations. I understand illegal parking at the end of Jamieson Road was addressed by towing the offenders – this seems entirely appropriate. There also needs to be consequences for littering, overnight parking/camping and riding motor bikes on trails. Putting up signs saying these activities are not allowed is a waste of time and money unless there are consequences.

Patricia Cuttriss

2900 Benson View Road

Nanaimo BC V9R 6W7

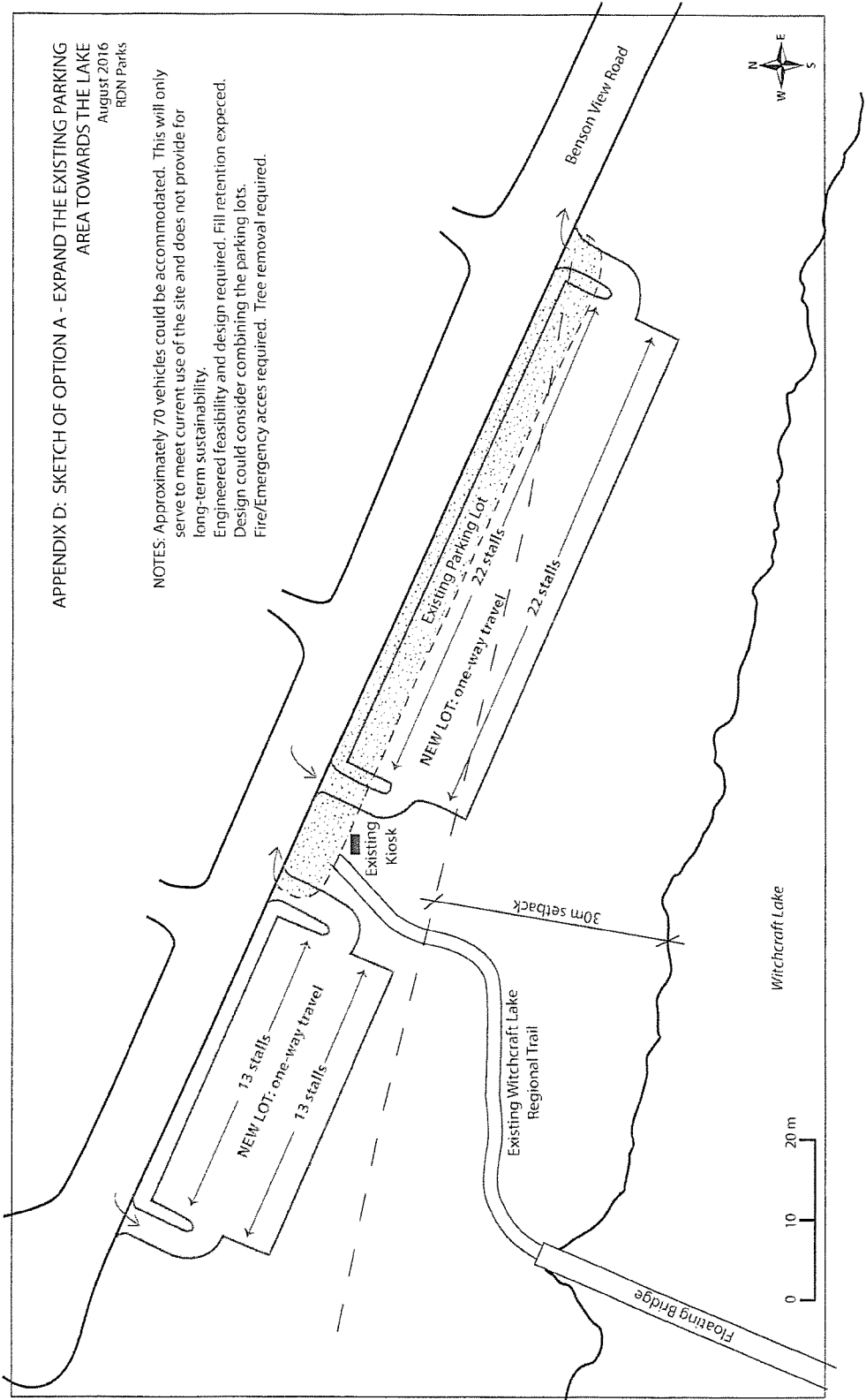
APPENDIX C - Mount Benson Regional Park and Witchcraft Lake Regional Trail Parking - August 2016



Accuracy Not Guaranteed

APPENDIX D: SKETCH OF OPTION A - EXPAND THE EXISTING PARKING AREA TOWARDS THE LAKE
 August 2016
 RDN Parks

NOTES: Approximately 70 vehicles could be accommodated. This will only serve to meet current use of the site and does not provide for long-term sustainability.
 Engineered feasibility and design required. Fill retention expected.
 Design could consider combining the parking lots.
 Fire/Emergency access required. Tree removal required.



TO: Wendy Marshall
Manager of Park Services

DATE: August 31, 2016

FROM: Kelsey Cramer
Parks Planner

MEETING: RPTSC – September 20, 2016

FILE:

SUBJECT: Benson Creek Falls Regional Park Parking

RECOMMENDATIONS

1. That the Creekside Place parking lot remain open as the primary access and trailhead parking area for Benson Creek Falls Regional Park from the south.
2. That the Board direct staff to continue to monitor the Creekside Place parking lot and maintain open communication with the residents of the area regarding issues and mitigation measures.
3. That, pending lease renewal with the Province of BC, staff be directed by the Board to examine the feasibility of developing a parking lot within the undeveloped road allowance leading towards Benson Creek Falls Regional Park from Weigles Road, and that staff examine formalizing the loop trail through the crown woodlot W0012.
4. That, pending lease renewal with the Province of BC, staff be directed by the Board to engage the services of a geotechnical and structural engineer to assess the feasibility and design options for pedestrian access across Benson Creek and to the base of Ammonite Falls, as per the Management Plan.
5. That, pending lease renewal with the Province of BC and evidence of parking demand/capacity requirements at the Jameson Road trailhead, staff be directed by the Board to present long-term options for consideration of developing additional parking at this site, under permit with MOTI, or at the end of Longview Place or Galloway Gulch, under agreement with the Province and the operators of the VIU crown woodlot W0020.

PURPOSE

To re-examine options for parking access for Benson Creek Falls Regional Park. To specifically review the parking situation at Creekside Place off Jameson Road, the southern trailhead access point to Benson Creek Falls Regional Park via the Ammonite Falls Regional Trail, based on neighbourhood input that this parking lot is problematic to the community and should be closed.

BACKGROUND

Benson Creek Falls Regional Park is the Region's second oldest Regional Park, managed under Provincial crown lease issued in 1991, for a 30-year term. The Park's first Management Plan Brief was prepared in

1999. In 2014, an updated 10-year Management Plan was produced, within which, access was a primary focus (see Appendix A for the relevant sections from the Management Plan). Access includes both to the park (parking and trail connections) and within the park, to the regionally touted “Ammonite Falls.” Two creeks, Flynnfall Creek and Benson Creek, traverse the park, and two falls are located along these watercourses – one on Benson Creek, known regionally as “Ammonite Falls” and Flynnfall Falls, located farther downstream at the confluence of the two creeks.

Much of the advertisement for the park and the falls has come outside the RDN’s communications, stemming from online blogs, social media and tourism websites. Benson Creek Falls Regional Park is virtually at the City of Nanaimo’s backdoor: the park and surrounding lands are highly used by recreationalists for hiking, biking, and dog-walking, and it is expected that demand for access to these lands will only increase in time. The lands around the park are a mix of crown land (managed as woodlot W0020, W0012, and gravel quarry) and private resource lands (forestry and gravel quarry). See Appendix B for a map of the park and surrounding lands.

The park is formally accessed at two locations: from Weigles Road to the north and from Jameson Road to the south. It is important to note for context that the access from the south (Jameson Road) provides an easier and more direct route to Ammonite Falls. While the trail to Ammonite Falls from the south is approximately half a kilometre longer than from the north, the route is much less difficult from Jameson Road. As such, when people visit the park with the goal of seeing Ammonite Falls, they most likely begin their hike from south of the park. Formal trail access via the Ammonite Falls Regional Trail was established in the spring of 2015 by inclusion within the RDN’s existing Provincial Recreation Site and Trail Partnership Agreement for the Witchcraft Lake Regional Trail. Recreationalists also access the park from the east, at the end of Galloway Gulch via relatively flat logging roads in the crown woodlot W0020. However, this route has not been formalized by the RDN with the Province or the Woodlot Operator.

From the Weigles Road end, hikers need to descend the steep and wide Benson Creek ravine, making it a very challenging route. At the bottom, there is no bridge, but a fallen log provides the crossing. This difficult route is not advertised by the RDN, and signage marks it as unmaintained trail. The Management Plan addresses the constraints of the ravine and recommends a geotechnical and engineering study to assess the feasibility of stairs and/or a bridge crossing to provide easier access across the channel. For added context, the span of the Capilano Suspension Bridge in North Vancouver is 137 metres; the anticipated length of a bridge across Benson Creek (at top of bank), as noted in the Management Plan, is 160 metres. Beyond hiking difficulty and hiker safety, there is environmental concern with trails scouring and eroding down towards the Benson Creek channel. While some people using the Weigles Road trailhead may be on-route to cross Benson Creek, it is expected that the majority of users who enter the park from the north are not crossing the creek, but are making use of the myriad of trails in the woodlot and surrounding lands. There is one trail in the woodlot W0012 that creates a loop with the RDN’s trail to the park. This loop is highly frequented by dog-walkers and is a loop that the RDN hopes to formalize one day with the Woodlot Manager.

Another important point to note is that the RDN is currently in communications with the Province regarding an early lease renewal for Benson Creek Falls Regional Park. Some of the projects identified in the Management Plan (referenced above) involve a high level of investment and capital works, which warrant a long-term agreement with the Province prior to pursuing. The Ammonite Falls site itself also requires significant work to improve safety and environmental and recreational sustainability of the site. The current lease expires in 2021. An early renewal of the 30-year lease now would mean the park is secured until 2046. All major capital works regarding this park, including additional parking lot development, should await confirmation of this lease renewal. Furthermore, regardless of whether the lease is renewed with the RDN, the land remains crown land and a public amenity. If Benson Creek Falls

Regional Park ceases to exist as a regional park, the draw towards the falls and the myriad of mountain biking and hiking trails in the area on crown land will remain strong.

The Current Parking Situation:

Parking at both the north and south trailheads has been problematic in the past, and this was confirmed during the Management Plan public consultation process. (See map in Appendix B for corresponding locations).

A) Weigles Road (north access)

The Weigles Road parking area is a small disorganized roadside lot, often filling up, resulting in vehicles parking along the Weigles Road shoulder. While this is not ideal, the surrounding land use is resource-based; therefore there is no conflict between a residential community and congested roadways. The Management Plan identifies an Action to upgrade, reorganize and expand the Weigles Road parking lot. There is room available within the undeveloped road allowance to create an off-road parking lot that could hold approximately 20-30 cars. This would require detailed design and would involve the removal of several trees, grading the site, and installing one or two access points to/from Weigles Road. A permit would be required by the Ministry of Transportation and Infrastructure (MOTI) to construct and maintain the lot. A parking lot at this site has been on the radar for Parks staff since prior to the Management Plan, and would be a substantial upgrade to what is there now. A cost for this would be available following detailed design.

B) Jameson Road/Creekside Place (south access)

At the Jameson Road end, during and prior to the Management Plan, vehicles parked along road shoulders at the end of Jameson Road and on Creekside Place, causing congestion and impeding residents of the area from passing through. This issue was a concern for residents as well as for general safety because the gate at the end of Jameson Road would sometimes be blocked by parked cars. The Management Plan process looked at this parking issue in 2013 and explored three possible options to formalizing parking at this site (see Appendix A). Public Open Houses were held and options to improve the situation were reviewed (see Appendix C for relevant pages from the Management Plan).

As a result of the management planning process, the option to improve an existing parking lot on Creekside Place (Option P1) was deemed the least-cost and most effective for improving the congestion in the area. The Creekside Place parking lot straddles the road allowance and the RDN's Creekside Place Community Park. In the fall of 2014, the parking lot on Creekside Place was improved to formally accommodate 24 vehicles, and 'No Parking' and directional signs were installed on Jameson Road, all under permit with the Ministry of Transportation and Infrastructure.

In the months following, residents noted low compliance with people continuing to park on the road and not in the parking lot. To re-inforce the message, flyers were placed on vehicles that continued to park on Jameson Rd and the RDN website and social media was used to advertise the parking lot. RDN inquired with RDN Bylaw, MOTI and the RCMP on next steps towards enforcement.

Jurisdiction of these roads falls with the Ministry of Transportation and Infrastructure, not with the City of Nanaimo or the RDN. The roads and signage are governed under the Motor Vehicle Act, including signage installed under permit by the RDN. The RCMP enforces the Motor Vehicle Act, and therefore can enforce the traffic signs on Jameson Rd and Creekside Place. As a legal requirement (advised to Parks staff by the RCMP), additional signs were installed under MOTI permit along Jameson Road and upper Creekside Place on January, 21, 2015 stating "vehicles will be towed at owners' expense." The RCMP

indicated, with the signs now installed, they would begin patrolling the Jameson area. Their enforcement program would involve issuing warning tickets as a first measure and towing repeat offenders. People returning to find their vehicle towed could contact the RCMP non-emergency line (250-754-2345), or Mid Island Towing (250-758-1728). Any parking or traffic complaints for the Jameson area should be directed to the 24-hour RCMP Non-Emergency line.

Footprints Security was also engaged by the RDN to patrol the area and report on traffic violations. All of their reports are provided in Appendix D. A summary of their 2015 reports is below.

<i>Footprints Security Report Summary</i>		
Year	Date	General Comments
2015	Feb 21-22	Full compliance with parking regulations.
	Feb 28-Mar 1	Nearly full compliance, 1 truck parked illegally: RCMP/Towing called by Guard (truck left before RCMP arrived). Off-road vehicles noted (entered woodlot at gate).
	Apr 4 - 5	Nearly full compliance, 1 car parked illegally, RCMP called by Guard and car was ticketed. Parking lot full on the 5 th , 4 cars parked on road legally.
	May 16 - 17	Full compliance with parking regulations.

For the remainder of 2015, there was little correspondence on the situation from the Creekside area residents.

In March 2016, the area residents provided a summary to the RDN outlining concerns (Appendix E: *“Ammonite Falls Parking Concerns of Creekside Place/Jameson Road Property Owners”*). At this time, some of the possible solutions to their concerns, as noted in their correspondence include: larger, clear signage; regular towing of parking offenders; a clear process for neighbours to report offenders; enlarge the parking lot south towards Jameson to increase capacity and improve visibility of the parking lot from the intersection; install garbage cans and notices about bears active in the area; and organize a collaborative brainstorming session for other improvements. Parks staff and the Electoral Area ‘C’ Director met with area residents in April 2016 to discuss concerns and possible solutions, and again in May 2016, along with a representative from the RCMP and MOTI.

Out of this meeting, the RCMP proposed a ticketing and towing “blitz” and residents recommended this be done on long-weekend afternoons. Residents were also provided the RCMP non-emergency line to report traffic violations. The RDN arranged for Footprints Security to continue patrols and report incidents of parking violations and parking lot overcrowding (see 2016 summary below and Appendix D for full reports). In addition, staff made plans to improve signage on site.

<i>Footprints Security Report Summary</i>		
Year	Date	Comments
2016	Mar 19, 20, 26, 27	Full compliance with parking regulations.
	Apr 23-24	Full compliance with parking regulations.
	May 21-22	Full compliance with parking regulations.
	Jun 25-26	Full compliance with parking regulations.
	Jul 2-3	Full compliance with parking regulations.
	Jul 9-10	Full compliance with parking regulations.
	Jul 16-17	Nearly full compliance, 2 cars parked illegally on the 16 th , both were towed.
	Jul 23-24	Full compliance with parking regulations.
	Jul 30-Aug 1	Full compliance with parking regulations.
	Aug 6-7	Full compliance with parking regulations.

In May 2016, community members attended the East Wellington/Pleasant Valley Parks and Open Spaces Advisory Committee and were advised to present their concerns at the Regional Parks and Trails Select Committee (RPTSC) meeting in early June 2016, as the issue is related to regional parks and trails. The correspondence provided by the residents to the RPTSC is included in Appendix E: *“Creekside/Jameson Roads Community Issues.”*

The message presented to the RPTSC by the residents was a request that the parking lot at Creekside Place be closed; that the Community Park be restored and; that the main entrance to Benson Creek Falls Regional Park be at Weigles Road, with a new parking lot developed there. The letter states:

“In an attempt to ease the parking situation, the RDN chose to use our Community Park to create a parking lot for people using the Benson Falls Regional Park, rather than develop a parking lot off of Weigles Road, which already has a dedicated road into the park for that purpose. (Please see attached plan.) The result was a rapid increase of traffic to our neighbourhood, with social media promoting of Jameson Road/Creekside as now being the main access for Ammonite Falls.”

From this paragraph, there appears to be a misunderstanding that the Jameson Road trailhead parking improvement was chosen instead of the Weigles Road parking improvement. This is not the case: the Creekside Parking lot was developed to improve the parking congestion situation on Jameson Road. Improving parking at Weigles Road has been, and still is, a major goal for the Parks Department since the long-standing sanctioned trail access to the park is from this side. Parking improvements at the Jameson Road end were never intended to replace improvements at the Weigles Road end. If the concern, as described in the above paragraph, is that the parking lot on Creekside Place straddles the Community Park boundary, the Management Plan did offer Option P2: to develop parking at the corner of Jameson Road and Creekside Place in the road allowance. Option P2 (see Appendix A), received equal support during the public consultation process but, since it was more difficult and costly to install, the option to improve the existing lot on Creekside Place (Option P1) was pursued.

Additional points of concern noted in the letter include: cars blocking driveways and impeding the intersection; trespassing on private lands; litter and concern about attracting bears; use of trails and community park as an outdoor bathroom; illegal activities and overnight camping; speeders and people doing “break stands” on roads; inadequate RDN signage, and; inability of RDN, MOTI to ticket/tow and RCMP ranking concerns as low priority. Until the new parking lot (on Weigles Road) is created, the letter explains that most residents would like to see improved signage, more RCMP and Footprints Security Checks, the “Dead End” sign moved to the right side of Creekside Road to improve visibility of it and that

the RDN contact various website editors to request removal of directions to Ammonite Falls that reference Jameson Road or the Creekside Place parking lot. The letter also indicates that most residents do not want the RDN to install a toilet, garbage can, kiosk sign, path alongside Creekside Place from the parking lot to Jameson Road, or any expansion of the existing parking lot, expressing that these amenities will invite illegal camping in the lot, and that fewer services will deter parking lot users.

Several of the previous suggestions noted in the March 2016 correspondence from the residents to attempt to mitigate some of their concerns, were identified in the June correspondence as no longer wanted and the desire is now for the parking lot to be closed. Regarding the reference to social media above, the RDN used social media to educate hikers about the parking lot in an effort to encourage improved compliance with the parking changes in the area. Social media outside of the RDN has for many years directed people to Jameson Road as the main access to Ammonite Falls because it is the more direct route to the falls. Staff have attempted to inform tourism and hiking related websites of the parking issues at Jameson Road and have requested them to amend their sites to reflect the parking requirements of the area.

The outcome of the June RPTSC meeting was the following resolution, which was then approved by the Board on June 28, 2016:

16-481 "That the Board direct staff to report on options to relieve parking congestion at Creekside Place and Jameson Road caused by public use of area to access the Benson Creek Falls Regional Park and the VIU woodlot."

In addition to concerns about parking issues, the RDN and the RCMP received correspondence from a resident of Creekside Place at the end of June 2016 about "burn-outs" in the cul-de-sac. The correspondence notes that while some issues have been brought to the RCMP's attention over the years, the problems have been made much worse since the parking lot was developed. RDN Parks staff responded that the RCMP had proposed a ticketing "blitz" in the area for the up-coming long-weekend (Canada Day); that the RDN will be installing improved signage, as requested by the community, and; that a report to the Regional Board addressing the community's request that the Creekside parking lot be closed, would be prepared. RDN staff also noted that public roads are not within the jurisdiction of the Regional District so the RDN is not able to monitor driving infractions or make repairs to roads.

Following the long weekend, the RCMP Constable assigned to the area to patrol for parking infractions notified Parks staff on July 5, 2016 that, due to no observed violations in three separate attendances to the area (weekdays and a long week-end afternoon (specifically 3:45pm on July 2, 2016)), they would not continue with any form of planned enforcement in the area. However, time permitting; he would continue to check on things in the area. Specifically regarding the issue of "burn-outs", the RCMP Constable offered comment that it is a fact of living in a rural area where people know the risk of getting caught is low, citing Cedar as an example of an area where many "burn-outs" occur. He further expressed that closing the parking lot, in his opinion, would make the issue worse. The trail access in the area will continue to be used, parking or no parking, noting that closing the parking lot will not change bad driving, and that the hiking crowd is mostly not the same as the "burn-out" crowd. Residents are encouraged to continue reporting traffic violations to the RCMP's non-emergency line.

In August 2016, Parks staff visited multiple other locations around the Park in an attempt to identify if any other sites could serve the purpose of additional or relocated parking/trailhead for Benson Creek Falls Regional Park. The sites that staff reviewed were either noted in the Management Plan as possibilities or, not noted in the Management Plan, but visited by staff to assess suitability at a

preliminary level. A summary of alternative parking options is below (See map in Appendix B for corresponding locations).

Alternative Parking Options:

Other Parking Options as noted in the Management Plan:

Two other parking options (P2 and P3) were explored in detail in the Management Plan (see Appendix A). Additionally, two other sites, Galloway Gulch and Longview Place, were noted as possible sites to explore in more detail because they both offer trail access towards Benson Creek Falls Regional Park (from the east and south, respectively). Staff visited each of these sites in August 2016 and spoke with the Woodlot Operator, who manages the land related to the P3, Galloway Gulch and Longview Place options.

- C) *Management Plan Option P2:* This option is a new parking lot in the road allowance at the corner of Jameson Rd. and Creekside Pl. It received equal support to the P1 Option (to expand the existing Creekside Pl. parking lot). This site could be explored further to provide additional parking at the Jameson Road end. The lot will be smaller than the existing Creekside Place lot and may face constraints due to slope, possibly requiring slope retention on the north/east side of the parking lot. Engineered design would be required, as would permission from MOTI.
- D) *Management Plan Option P3:* This option explored the creation of a new parking lot within woodlot W0020, inside the gate at the end of Jameson Rd. This option received the least support during the management plan public process. The sloping topography within the woodlot makes finding an ideal site challenging. Furthermore, the access road at the end of Jameson Road is narrow. Significant improvements to the road to allow for two-way travel would be required. Permission from the woodlot operator, the Province and MOTI would be required.
- E) *Galloway Gulch:* At the end of this road, which is accessed from roads off Jingle Pot Road, a gate marks the entrance to the VIU woodlot W0020. Two logging roads diverge into the property. There is a relatively large flat area at the junction of these roads that could be cleared, graded and designed for a parking lot. Parks staff contacted the Woodlot Manager to explore the possibility of developing a parking lot at this site. Currently, this is not something they are willing to explore. A recent reduction in the size of the woodlot due to private forestry lands no longer forming a part of the greater W0020 woodlot means the woodlot manager is reluctant to lose any more lands, including for the purposes of a parking lot. Furthermore, the process would require permission from the Province and all referrals that would occur during that process. During the conversation with the Woodlot Manager, he indicated that he too has received requests that access to the woodlot from the end of Jameson Road be blocked, but explained that he is unable to deny access to public land.

A secondary option at this site is the possibility of creating roadside parking on the north side of the road allowance at the end of Galloway Gulch. The road allowance is quite wide, and appears to offer enough space to develop roadside parking similar to that at the Witchcraft Lake trailhead. This would require permission from MOTI, following design work. A sanctioned trail agreement through the woodlot to the park would also be required by the Province, in consultation with VIU.

- F) *Longview Place:* Similarly to Galloway Gulch, Longview Place, which is accessed from Jameson Road, is terminated with a gate that marks the entrance to the VIU woodlot W0020. A single narrow logging road/trail leads into the property. The area immediately inside the gate appears to be relatively flat and large enough to offer space for a parking lot. However, similarly to Galloway Gulch,

and Option P3, the Woodlot Manager is not currently interested in exploring parking lot development within the woodlot itself.

As a long term possibility, Galloway Gulch and Longview Place could function as additional formal trailheads and parking areas into the Benson Creek Falls Regional Park and surrounding lands. On-going dialogue with VIU and the Province regarding this possibility should remain. Another factor to consider is that formalizing parking/trailheads at either of these locations has the potential to generate a similar reaction from these rural neighbourhoods as has occurred in the Creekside area. Clear and open communication with neighbouring landowners during the planning of any future parking lot development should occur.

Other Parking Options explored by staff in August 2016:

Further to the suggestions noted in the Management Plan, Parks staff visited additional road ends in the vicinity of the park to assess, at a preliminary level, the feasibility of new parking lot development. The sites visited include: Northwood Road, Englewood Drive, Manly Road, and farther west along Weigles Road. The ends of Biggs Pit Road, Andres Road and Richards Road were not visited because they are all currently serving the gravel quarries in the area.

None of the four locations listed below offer a reasonable site for parking lot development, which is surely why they were not suggested in the management plan when parking options were reviewed at that time. (See map in Appendix B for corresponding locations).

- G) *Northwood Road:* The dead ended Northwood Road is accessed off Jameson Rd. Staff explored the feasibility of this site as an access point for both Mount Benson Regional Park and Benson Creek Falls Regional Park, because the undeveloped Harrow Road right-of-way presents a possible link between the two parks. A steep, narrow and rough logging road, with very rough terrain on both sides, leads into the crown land. This terrain limits this site as a likely solution to improving the parking in the Benson Creek/Mount Benson area.
- H) *Englewood Drive:* This site, at a preliminary level, did not appear to offer a suitable location for parking lot development. The road end was very enclosed, with fencing of neighbouring properties bordering it and quite vegetated. Furthermore, this road terminates at the VIU woodlot W0020 and the same concerns/restraints to developing parking on woodlot land, as noted above, would exist.
- I) *Manly Road:* The end of the developed Manly Road is currently providing access to a private residence. The undeveloped portion of Manly Road is inaccessible because a ravine intersects the road allowance immediately beyond the private driveway. The topography in the area is the main limitation to parking lot development at this site.
- J) *Weigles Road (farther west):* An existing logging road in the crown woodlot W0012 heads west from Benson Creek Falls Regional Park and meets Weigles Road about 1.17 km west of the existing parking area on Weigles Rd. This site was explored, but because it emerges on a bend in Weigles Road, it did not appear to be a safe place to consider additional parking. Furthermore, the walk into the park from this location is much longer. The issues with crossing the Benson Creek ravine also remain.

Of all of the sites explored, the ones that appear to offer a feasible option for additional off-road parking space are:

Site (Appendix B location reference in brackets)	Permissions	Timing
Existing Weigles Road trailhead (A)	MOTI	Short-medium term
Corner of Jameson Road and Creekside Place (C)	MOTI	Short-medium term
End of Galloway Gulch (E)	MOTI/VIU/Province	Long term
End of Longview Place (F)	VIU/Province	Long term

ALTERNATIVES

1. That Creekside Place parking lot remain open as the primary access and trailhead parking area for Benson Creek Falls Regional Park from the south and staff maintain clear communication with area residents regarding concerns and proposed improvements to mitigate concerns. Staff continue to monitor compliance and enforcement with the RCMP. Pending lease renewal with the province, staff be directed to pursue parking lot development within the undeveloped road allowance leading towards Benson Creek Falls Regional Park from Weigles Road. And, pending lease renewal with the province, staff pursue engineering studies required to formalize a crossing of Benson Creek and to ensure safe access to the base of Ammonite Falls.
2. That Creekside Place parking lot be closed and the Community Park is restored as per the residents request and, pending lease renewal with the province, staff be directed to explore the option of developing a new parking lot at the corner of Jameson Rd and Creekside Pl within the road allowance to provide off-road parking in the area. Pending lease renewal with the province, staff would then also be directed to pursue parking lot development within the undeveloped road allowance leading towards Benson Creek Falls Regional Park from Weigles Road. And, pending lease renewal with the province, staff pursue engineering studies required to formalize a crossing of Benson Creek and to ensure safe access to the base of Ammonite Falls.
3. That Creekside Place parking lot remain open as the primary access and trailhead parking area for Benson Creek Falls Regional Park from the south for the foreseeable future and that, pending lease renewal with the province, staff be directed to explore the long-term option of developing parking within the VIU crown woodlot W0020 at the end of Longview Place or Galloway Gulch.
4. That staff be directed to not renew the lease with the Province and the land no longer be designated as a Regional Park upon expiry of the Lease and the land becomes the complete jurisdiction of the Crown.
5. The Board provides alternative direction to staff.

FINANCIAL IMPLICATIONS

To date, all works associated with improving the parking lot on Creekside Place have come from funds under the Regional Parks function. Depending on the direction provided, a new parking lot will likely be required at Weigles Road or at the corner of Jameson Road and Creekside Place, or possibly both in the longer-term. Parking lot development will require survey and engineering services to best locate and design the lot. An allowance of \$10,000 to \$15,000 could be allocated for this purpose. The construction costs will depend on the design, ease of access to the site, and timing of construction. It is difficult to assign a value for construction at this time.

Costs associated with keeping the Creekside parking lot open include: on-going patrols by Footprints Security, if continued monitoring is deemed necessary; additional amenities at the Creekside Place parking lot, if deemed valuable to aid in mitigating community concerns; and signage to improve communication about the parking lot, respecting the neighbourhood and directional information.

Costs associated with closing the Creekside parking lot, assuming it is restored to a natural vegetation state, will include removal/disposal of gravel, culverts and signage; importing and installation of clean growing medium, and; planting, watering, and maintenance of a restoration area for several years until the site becomes established.

Costs for geotechnical and engineering design for a Benson Creek crossing and for a safe descent at Ammonite Falls were estimated at a combined value of \$75,000 in the Management Plan. Costs to construct would follow, depending on the design outcomes. Other costs may arise in relation to any studies or permissions required to undertake the described works.

As there is a significant amount of financial investment that could be targeted for Benson Creek Falls Regional Park in the short to medium term, Parks staff initiated an early lease renewal process with the Province. Confirmation that the park is secured for an additional 30-year lease term should be received from the Province prior to pursuing any capital works related to this park.

Should the Board decide to no longer manage the lands as a Regional Park, responsibility of its management would shift to the Province. The Province would then need to determine what the highest and best use of the lands would be and manage the lands accordingly. This option could lead to a loss or reduction of public access to this popular recreational area depending on the direction the Province may take. This in turn could have a negative impact to the Region with the lands being less accessible for the eco-tourism sector as well as for area residents.

STRATEGIC PLAN IMPLICATIONS

The Strategic Plan 2016-2020 identifies recreational amenities as a core service and the need to secure and provide long-term access to regional parks and trails is an important goal for the region. The crown lands in the Benson Creek area, while managed mostly for resource-use, are highly used for recreation by residents of and visitors to the City of Nanaimo and the region. Securing the Regional Park and access to it should remain a priority for the RDN; however, if the park lease is no longer in place, the land could potentially continue to function as a public asset into the future. The Strategic Plan also focuses on relationships, and the RDN will aim to strengthen the two-way communication with the local community, and continue to work in collaboration with the Province, Woodlot Managers, VIU and private land managers into the future.

SUMMARY/CONCLUSIONS

Trail access from Jameson Road has been unofficially used by the public since at least 1991, with people using trails and logging roads on the private forest land as well as on the crown land. With the subdivision plan for the Creekside area coming into effect in 2005 and the rural residential neighbourhood developing, problems with traffic congestion have slowly grown. People are continuing to access the lands at the end of Jameson Road, and now in more numbers, as the unique geographical feature, Ammonite Falls, is becoming more well-known and advertised over online media.

Within the 2014 Benson Creek Falls Regional Park Management Plan, solutions to improve the Jameson Road parking situation were explored and the option to improve an existing parking lot on Creekside Place was carried out. Around the same time, a trail alignment from the end of Jameson Road to the Park (through the crown woodlot) was sanctioned with the Province as an official public route to the Park from this popular access point.

Initially, it appeared that this parking lot was not being used and residents continued to experience congestion on the roads. RDN Parks staff attempted to educate hikers about the new parking lot with flyers on vehicles and social media. Improved signage indicating vehicles would be towed was installed and enforcement, by way of Footprints Security and RCMP patrols was renewed in the spring of 2016. Reports from the Footprints Security patrols for 2016 show that compliance with the parking regulations in the area has improved, and very few incidents of parking violations are noted in their reports. At the Regional Parks and Trails Select Committee meeting in early June 2016, the area residents requested, that the Creekside Parking lot be closed. A motion from that meeting directed staff to produce a report on the subject. This report has attempted to summarize the last three years on the topic, since the time the Management Plan for the park was commissioned in 2013. Research, planning and correspondence between Parks staff, Footprints Security, the RCMP, and residents has been presented, as well as various steps that have occurred to mitigate the parking congestion at the end of Jameson Road.

Prior to requesting that the Creekside Parking lot be closed, correspondence from the residents included some ideas that may serve to help mitigate some of the issues. Parks staff wish to revisit the ideas that were put forward in more detail, as there is concern that closing the parking lot will lead to further problems for the community. Jameson Road is a long-standing access point to trails in the adjacent crown land and Benson Creek Falls Regional Park and it will be extremely difficult to prevent people from parking in the area. Parks staff recognize that it has become more popular over recent years, mostly due to word-of-mouth in the community (both on- and off-line). A similar situation is currently occurring on Benson View Drive, where the parking lot provided for the Witchcraft Lake Regional Trail and Mount Benson Regional Park is not meeting current demand, causing traffic congestion in this neighbourhood as well.

As more people learn about the recreational opportunities in the City of Nanaimo's backyard, these sites (and others) will feel the pressure of increased use. Effort is needed to monitor and manage the Jameson Road trailhead so as not to compromise the residential neighbourhood. Short-term improvements to the site, such as improved signage, garbage cans, and continued reporting of non-compliance should be revisited with the community. If the Creekside parking lot is closed, it is expected that serious congestion on Jameson Road and Creekside Place will resume; some form of parking in this area will be needed. As demand increases, the idea of expanding the parking lot or developing additional parking at the corner of Jameson Road and Creekside Place should also be reviewed.

Once the lease renewal with the Province is confirmed, efforts to move towards developing the Weigles Road parking lot should occur. This has been a long-standing project since sanctioned trail access into Benson Creek Falls Regional Park from this location has been in place for many years. However, until engineering feasibility, design and construction of a suitable Benson Creek crossing occurs, access to Ammonite Falls from Weigles Road will not be promoted by the RDN. Furthermore, the descent to the base of Ammonite Falls is currently extremely unsafe and environmentally hazardous, and there may be merit in prioritizing engineering work for this site over the Benson Creek crossing.

Access to the public lands, via public roads is not something that can be denied to the greater community. The RDN is a land manager, ready to work with other land managers (VIU, Province, Forestry and Gravel operations) around Benson Creek Falls Regional Park to support the safe use of the lands for

recreation, conservation, resource extraction and educational purposes into the future. RDN staff also acknowledge the need to ensure open and on-going communication with residential neighbours to parks and trails and the importance of promoting respectful recreational use of parks and trails within the community.



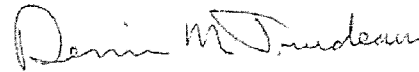
Report Writer



Per/ Manager Concurrence



General Manager Concurrence



CAO Concurrence



6.2 Park Access

The Issue: Benson Creek Falls Regional Park has two main access routes: Weigles Road on the north side of the Park and Jameson Road on the south side of the park. Both of these primary access routes have limitations.

In Spring 2013, the RDN installed trail counters at the Weigles Road and Jameson Road access points. **Table 1** shows the number of people accessing BCFRP between May and August 2013.

Table 1: Trail Counter Data – May to August 2013

Access Route	May	June	July	August	Total ⁹ (4 months)
Weigles Road	1,388	1,108	1,118	1,580	5,194
Jameson Road	1,023	1,218	1,256	1,158	4,655

Trail counts suggest that both routes to BCFRP are well-used. While further counts will identify trends, it appears that Weigles Road may be used more consistently throughout the year as a destination for regular visitors, such as dog walkers. The Jameson Road route may have more frequent use during summer as a popular route for visitors accessing Ammonite Falls.

Policy 3:

Secure two public access routes to Benson Creek Falls Regional Park – one to the north side of Benson Creek and one to the south side.

Weigles Road Access (North Access)

The Weigles Road Park Access is the official entrance to Benson Creek Falls Regional Park. There is a small existing parking lot with space for about 8-10 vehicles and the RDN has a lease that provides trail access from the parking lot to the main area of the park.

The parking lot is small, poorly organized and, on busy days, overflow parking spills onto Weigles Road. The lot is also in relatively poor condition with uneven grade and potholes.



Disorganized parking at the Weigles Road parking lot.

Action 2:

Upgrade, reorganize and expand the Weigles Road parking lot.

⁹ Trail counts may include both park entry and exit of an individual during a single park visit

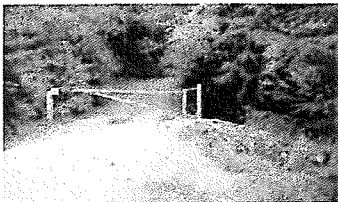


To help keep people from parking on Weigles Road, expansion and improvements to the organization of the parking lot are recommended. Key considerations when planning parking lot improvements:

- Connect with the adjacent Crown Lot lease-holder of Woodlot #W0012 regarding opportunities for aligning future forestry access with parking lot improvements.
- Confirm the legal boundaries of the parking area to determine if the lot falls within the BCFRP lease area or within the road ROW.
- Contact the adjacent gravel quarry to identify opportunities for obtaining gravel for parking lot development.

Jameson Road Access (South Access)

Jameson Road is a popular park access point, but currently does not have official access agreements in place and does not have sufficient parking.



Woodlot gate at the Jameson Road Access Route.



Informal parking on Jameson Road and Creekside Place.

The north access at Weigles Road is popular for park users accessing shorter trail loops or bike routes at the north end of the park; however, people destined for Ammonite Falls typically enter the park from an unofficial access point at the end of Jameson Road on the south side of the park. The trail to Ammonite Falls in this location is shorter and easier than the route from Weigles Road. However, park users must cross privately-leased Crown woodlot (Woodlot Licence W0020) to access the trailhead.

There is no formal parking at the Jameson Road entrance which results in roadside parking at the intersection of Jameson Road and Creekside Place, a concern for local residents. On busy days at the park, on-street parking may restrict access for large vehicles, including emergency vehicles.

During the management planning process, several options to address the access and parking issues were considered, including:

- Securing official parking at Jameson Road and a formalized access route through the woodlot into the park;
- Improved trail access to Ammonite Falls from the Weigles Road access to make it a more attractive and easier route; and
- Identifying an alternative access point to the park from the east.

A review of these options identified that the best short-term solution for public access to Ammonite Falls was from Jameson Road. While improvements to the trails from Weigles Road are planned (see Section 6.3.1), the terrain through Benson Creek Ravine will continue to be a barrier for those with lesser mobility. Several access points from the east were also investigated, but land ownership and parking were identified as deterrents to



these routes. It was also determined that Jameson Road provides the best emergency access point to the park and surrounding area.

Action 3:

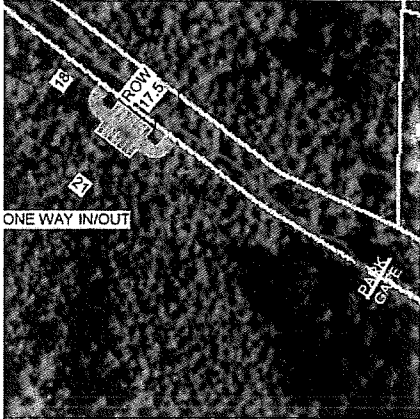
Develop an off-road parking area at the Jameson Road Access point.

Because it is anticipated that Jameson Road will remain a popular park access point for the foreseeable future, a parking solution is required to resolve on-street parking concerns. During the plan development, three potential parking lot options were identified. **Table 2** shows preliminary analysis of the three options.

Table 2: Summary of Parking Options

Option	Potential Layout Study	Potential Pros	Potential Cons
P1: Creekside Place Community Park using the Existing Parking Lot		<ul style="list-style-type: none"> ▪ Lowest cost ▪ Could be implemented immediately at low cost ▪ Minimal disturbance 	<ul style="list-style-type: none"> ▪ Could affect available parking for Community Park ▪ Longer walk to Park
P2: Corner of Jameson Road and Creekside Place		<ul style="list-style-type: none"> ▪ Very close to existing informal parking on Jameson Road ▪ Easy to access ▪ Safe sightlines ▪ Keeps traffic out of residential area 	<ul style="list-style-type: none"> ▪ Higher cost including costs for grading and building new lot ▪ Retaining walls may be needed at edge of ravine



Option	Potential Layout Study	Potential Pros	Potential Cons
P3: Inside Woodlot Gate		<ul style="list-style-type: none"> ▪ Closest to the park entrance 	<ul style="list-style-type: none"> ▪ Highest cost, including costs for clearing, grading, retaining and road access to parking ▪ Requires agreements with Crown/MOTI ▪ No passive surveillance/potential security issues ▪ Potential closures during fire season

The three parking options were presented for public review and feedback during Open House #2. Feedback suggested that:

- Option P1: Creekside Place Community Park using the Existing Parking Lot and Option P2: Corner of Jameson Road and Creekside Place were equally preferred.
- Option P3: Inside Woodlot Gate received the lowest support due to challenges with access, cost, potential conflict with Woodlot uses and potential security issues.

Based on this feedback the following approach to parking at the Jameson Road Access is provided:

- 1) Complete minor improvements at Creekside Place Community Park to upgrade surfacing and potentially expand the existing parking area (Option P1).
- 2) Install 'No Parking' signage at corner of Jameson Road and Creekside Place (where people are currently parking and blocking access) with direction to parking at Creekside Place Community Park.
- 3) Monitor parking demand through one summer season and identify if people are parking at the park and if parking in that area is sufficient.
- 4) If demand exceeds capacity in that location, or people do not abide by 'No Parking' signs, consider development a new parking lot at the corner of Creekside Place and Jameson Road (Option 2). Parking lot in this location will require design development for grading and creek protection prior to development.



Action 4:

Obtain a formal agreement with MFLNRO, with support from the Woodlot #0020 Manager, for a public access route from Jameson Road to BCFRP.

Typical components of the trail application will include:

- Completed application form
- Updated Management Plan
- Rationale for selecting the route
- Information that addresses potential issues (e.g. parking impacts) that could arise through formalization of the route

Public input noted that the existing Jameson Road Access Route has several steep and difficult slopes. During development of the Management Plan, an existing alternate route with gentler slopes was identified and supported by the Woodlot manager. See **Figure 3: Potential Jameson Route Alignment** for an approximate alignment for this route.

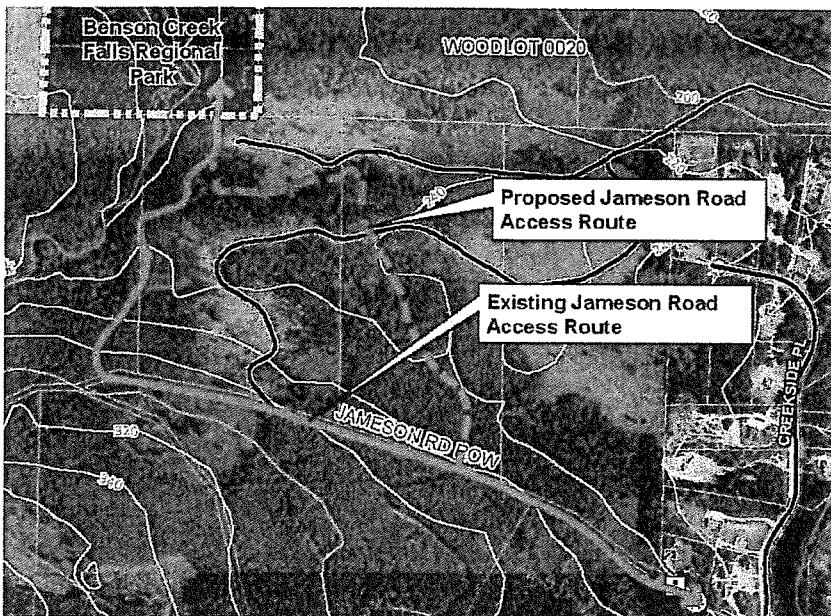


Figure 3: Potential Jameson Route Alignment



During Open House #2, public feedback about the proposed alternate route was mixed – with participants both supporting and not supporting the route.

Concerns about the route included:

- Potential conflicts with motorized/equestrian users on the alternate route.
- Development of an alternate, easier route may make it 'too easy' to access the park – inviting increased use and potential impacts to the environment and local neighbourhood.
- Some prefer the challenge of the existing route.

It is recommended that the RDN investigate potential route alternatives prior to identifying and securing the preferred access to the park.

A Section 56 Provincial Trails Partnership Agreement for this route may warrant consideration to establish this route and require its consideration during future resource planning.

6.3 Park Trails

The Issue: Commonly used trail sections within the park have identified challenges to public use.

Three priority trail routes within BCFRP were identified during the management planning process. See **Figure 4: Priority Trail Routes** (next page) for approximate alignment of each route.

These routes are the most commonly used and were identified as having the highest priority for improvements:

- The North-South route from the Weigles Road parking lot to the south boundary of the park (just past Ammonite Falls);
- The Jameson Road access route from Jameson Road to the south boundary of the park (connecting with the north-south route); and
- The short trail loop at the Weigles Road entrance that includes the BCFRP access and an existing trail through Woodlot W0012.



Small side trail that intersects with the north-south route.

Beyond these major routes, several minor trail routes cross or link to trails within the park. These routes are typically used by the mountain biking community as part of their larger Doumont trail network. While these routes are not as popular amongst BCFRP users, they can confuse users if they are not familiar with the area.

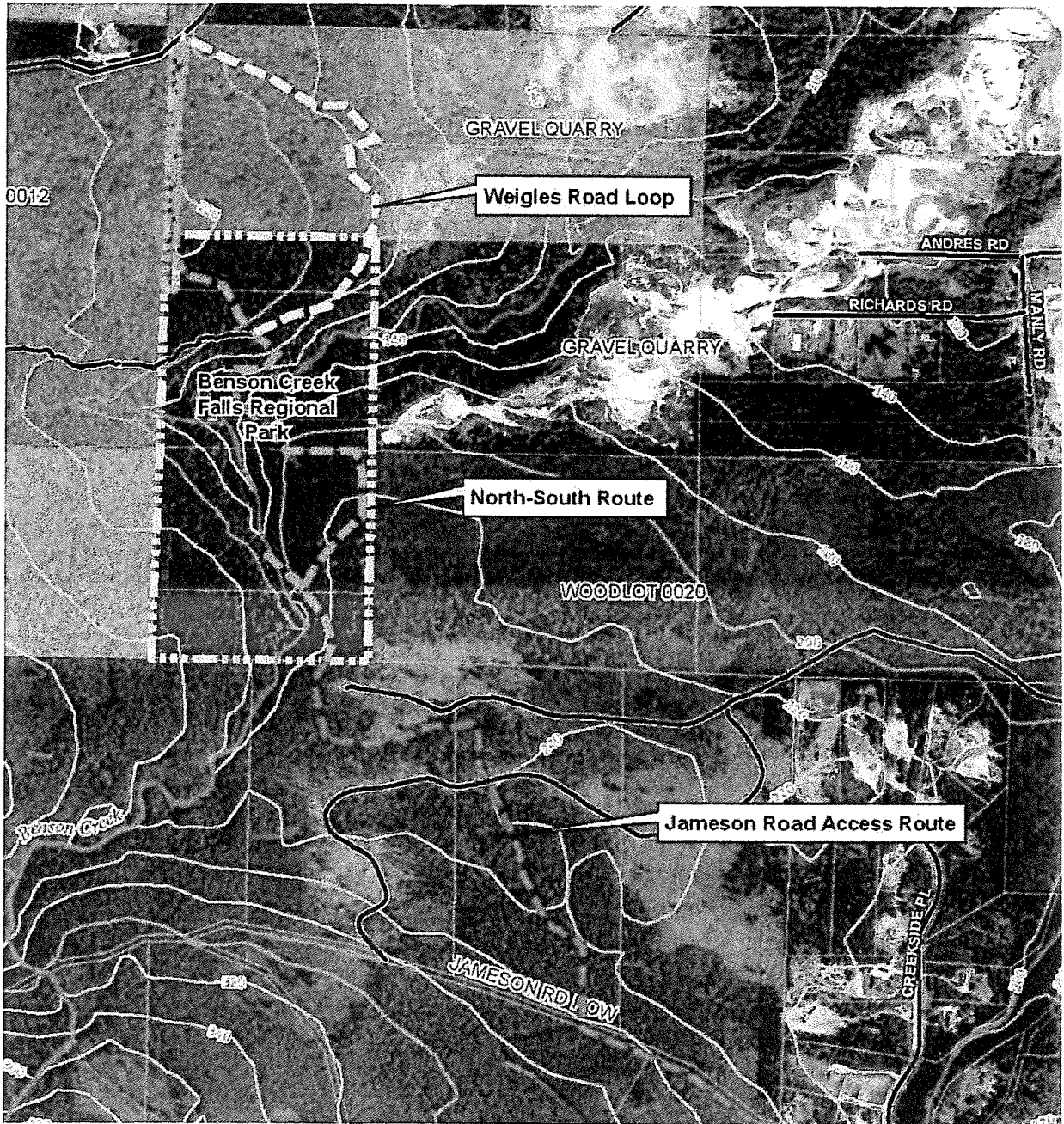
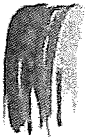


Figure 4: Priority Trail Routes



Policy 4:

Improve and maintain trail access on the three priority trail routes identified in this plan.

North-South Route

The trail route between the Weigles Road parking lot and south boundary of the park has potential to provide access to Ammonite Falls; however, two notable gaps exist:



Unmaintained Trail sign at the top of Benson Creek Ravine.

- At Benson Creek Ravine, steep-sided banks (approx. 50 m deep) require switchback trails and the creek crossing is a fallen log that is used for crossing the creek. These barriers are a challenge and safety issue for many park users. Due to these issues this route is not currently identified as a route for accessing the falls – it is signed as an “unmaintained trail”. On the north side of the creek, bank erosion is especially present, largely due to informal “short-cut” trails that have been created to shorten the switchbacks down the slope.



Flagged, but undeveloped alternate route.

- A portion of trail route, approximately 250m in length, on the south side of Benson Creek Ravine previously crossed private land and has been decommissioned by the private land owner. An alternate route has been flagged, but has not yet been cleared or constructed.

Action 5:

Undertake trail improvements or relocation of the ravine descent to Benson Creek in conjunction with a new bridge crossing over the ravine (See Section 6.5: Park Infrastructure). Consult with MFLNRO for review and selection of the preferred crossing location.

As a first step in the process, it is recommended that the ravine area be reviewed to determine if an alternate route exists that has better grades and safety. MFLNRO should be consulted during the crossing location review process for input on potential alternative routes. If a new route can be identified, the existing route should be closed and remediated.



Improvements to the Benson Creek ravine trail should include closing and rehabilitation of short-cut routes.

If the existing route is determined to be the preferred route, trail improvements should include enhanced delineation of the switchbacks and closing and rehabilitation of short-cut routes using techniques such as staked small-diameter logs and native shrub planting and signage – especially on the north side of the creek¹⁰.

¹⁰ Per Ursus Environmental Overview of Benson Creek Falls Regional Park.



Action 6:

Clear and develop the flagged trail route to reconnect the Weigles Park Access to Ammonite Falls. Trail construction should be routed to avoid larger standing trees and their drip-lines¹¹.

Jameson Road Access Route

Action #3 of this plan recommends securing formal public access from Jameson Road. The most commonly-used route from Jameson Road has a steep section of trail, approximately 250 m in length. It is recommended that the formalized public access follow an existing trail about 600 m west of the woodlot gate (see Map 5), as this route has easier grades. A small bridge over an intermittent creek may be required as part of the trail development.

Action 7:

Once a formalized agreement with MFLNRO has been obtained (See Action #4), develop and sign the Jameson Road access route as an entrance to BCFRP.

Weigles Road Loop

Many users entering BCFRP from Weigles Road are using a 1.3 km trail loop that starts and finishes at the parking lot. Approximately 500 m of this loop is on Woodlot W0012, outside the park boundary. Trail users are not generally aware that a portion of the loop is outside the park.

Public input suggested that this loop route is very popular and efforts should be made to support its continued availability for public use. Recognizing that it is on privately-leased Woodlot land, the RDN should work closely with the woodlot owner to maintain trail access in the event of logging activities.



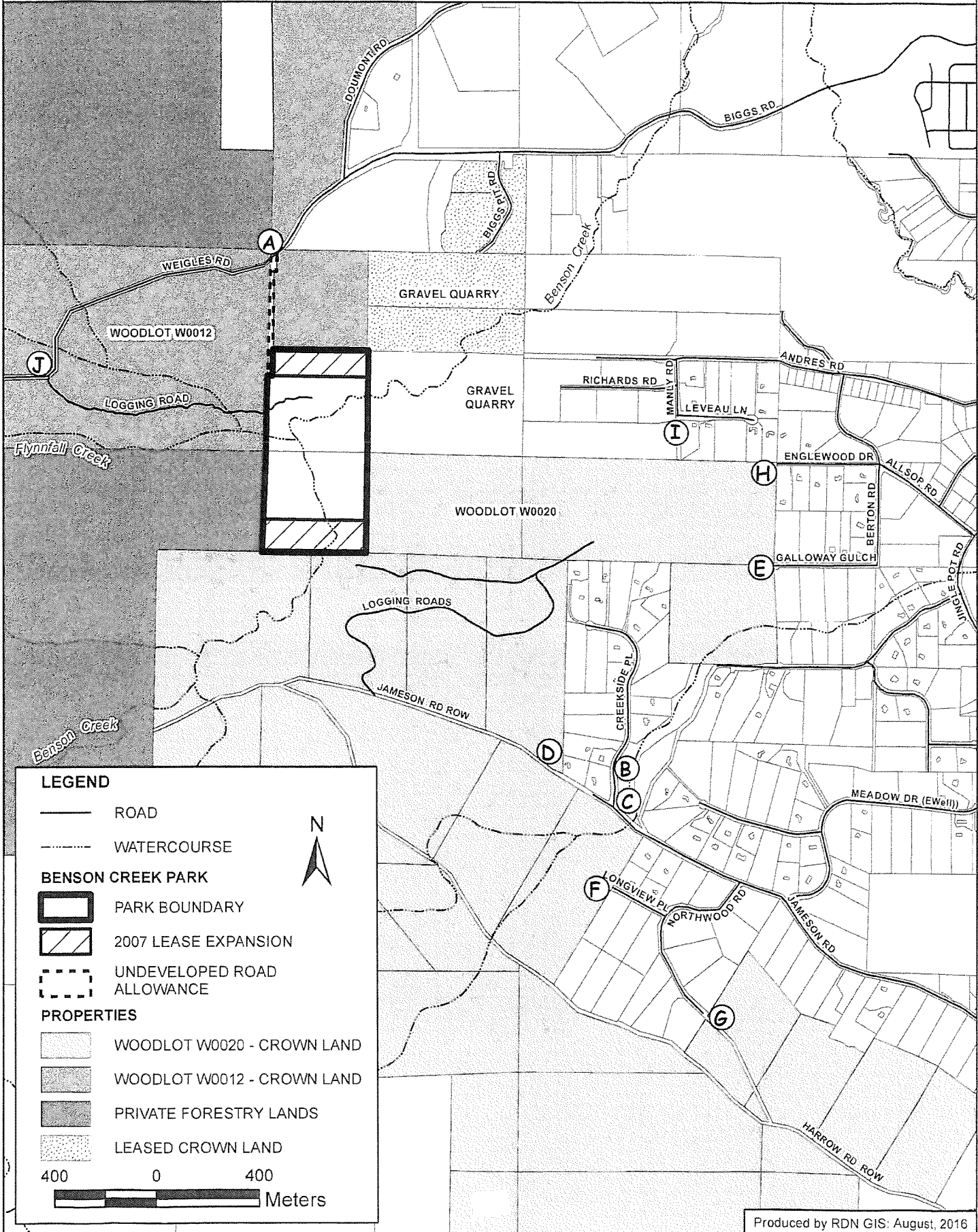
The Weigles Road Loop traverses a small stream at the northeast corner of the park before crossing onto Woodlot W0012.

Action 8:

Work with MFLNRO and the Woodlot owner to secure an agreement for the Loop Route at the Weigles Road Entrance as a recreational trail and maintain its use during woodlot activities. Sign the trail to inform users when they are outside the park boundary.

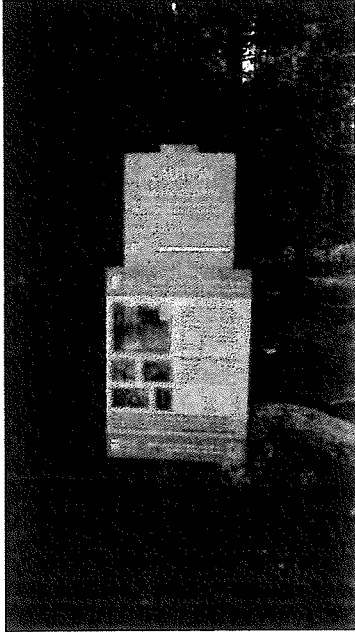
¹¹ Per Ursus Environmental Overview of Benson Creek Falls Regional Park, p.17

APPENDIX B: Map of Lands Surrounding Benson Creek Falls Regional Park





3.2 Outreach



A key component of Phase 1 was outreach to let people know about the planning process and how to participate. As part of the outreach process, signs were posted at BCFRP to inform park users.

A key component of the planning process was to undertake outreach to solicit input from nearby residents, park users and others with an interest in the park. Outreach for the process occurred at the following key milestones in the project, these were:

- 1) Introduction and notification of the planning process initiation
- 2) Advertisement for public events
- 3) Notification of the draft plan and opportunity to provide comment
- 4) Notification of the final plan and approval

Messaging was provided through the following means:

- Project webpage hosted on the RDN Parks website, with regular updates and postings
- Signage within BCFRP, including a QR code link to take people to the project webpage
- Email communications to stakeholder groups and phone/meeting follow-up with key stakeholder groups
- Email communications to park user groups and other community group email/list-serves
- Door to door notification for nearby residents
- Flyer/post card drops at community parks/facilities
- Newspapers, community publications, social media ads and local radio ads to notify people about public events
- Posters on local area bulletin boards and postal boxes

3.3 Summary of Consultations

Several engagement strategies were used to solicit input about the plan update:

- Project Webpage & Social Media
- Park User Survey
- Public Open Houses
- Stakeholder Consultations
- Staff Working Group & Advisory Committee

Each consultation strategy is summarized below and further details about the events and outcomes are available in **Appendix B: Summary of Public and Stakeholder Consultation**.



Project Webpage & Social Media:

The RDN website hosted a BCFRP Management Plan Update page which hosted background information about the park, information about the planning process, the online survey and summaries of input and events. Throughout the process the page was updated to maintain current information.

In addition to the project webpage, regular updates and notification of events were posted to the RDN's Facebook Page and on Twitter.

Park User Survey:

A survey was launched at the onset of the project to opportunities for community members to record their ideas about park use, current issues, opportunities and updates to the vision statement. This early feedback, combined with input from the first open house, was used to identify key management plan issues and recommend directions for the plan update.

Survey Summary:

Dates:	Open from May 27 th through June 29 th , 2013
Locations:	Available online and in hard copy at the first public open house and the RDN offices.
Responses:	106 completed surveys
Key Feedback:	<p>Vision:</p> <ul style="list-style-type: none"> ▪ 1999 Vision remains applicable today ▪ Expanded recreation uses such as mountain biking and trail running could be considered <p>Key Issues:</p> <ul style="list-style-type: none"> ▪ Navigation & park signage ▪ Park access ▪ Parking ▪ Trail improvements

Management Plan



Benson Creek Falls Regional Park Management Plan Update 2013

The project website hosted information about the project, process and events over the course of the project.



Public Open Houses:

Over the course of the project, two public open houses events were completed.

Open House #1

A public open house was early in the process to obtain input on issues, opportunities, vision and program development and provide the public with an opportunity to record and discuss their ideas with RDN staff, the consulting team and each other.



Open House #1

Open House #1 Summary:

Date:	Saturday, June 22, 2013 10:00am – 1:00pm
Locations:	Main Venue – Creekside Place Community Park Satellite Venues – Weigles Road Park Entry and Jameson Road Access
Participants:	Approximately 75 contacts
Key Feedback:	<ul style="list-style-type: none"> ▪ Improve accessibility to Ammonite Falls. Suggestions primarily focused on addition of stairs and a safer viewing platform. ▪ Improve signage throughout the park. Suggestions indicated directional signage as a top priority, but also included park boundary information and park maps. ▪ Improve parking and access into park. Ideas included improvements at the Weigles Road entry (with an improved route to Ammonite Falls), parking/access from Galloway Gulch, formalized parking/access at Jameson Road or potential access through the adjacent gravel quarry. ▪ Add/improve connections to adjacent public lands (e.g. Creekside Place Community Park and Mount Benson Regional Park). ▪ Address parking issues and garbage at Jameson Rd. access. Many residents adjacent to the park indicated the Jameson access was problematic due to roadside parking restricting vehicle passage, nuisance and garbage. ▪ Protect and acknowledge geological history. Several residents told stories about fossils found in the park.



Open House #2

A second public open house was held after the Draft Plan development to obtain input and confirmation on proposed vision and directions. Participants were asked to provide feedback on the plan through a series of interactive boards, as well as through a feedback form.

Open House #2 Summary:

Date:	Wednesday, October 23, 2013 5:00pm – 8:00pm
Location:	Mountain View Elementary School
Participants:	Approximately 45 attendees
Key Feedback:	<ul style="list-style-type: none"> ▪ Support for the proposed vision and goals for the park. ▪ General support for actions and priorities. ▪ Caution should be exercised when increasing public access to BCFRP. If access becomes too easy there is risk of overuse and damage. ▪ The RDN should consider opportunities to obtain more land to expand the park. ▪ Signage improvements should include distance markers, trail maps and information about level of difficulty. ▪ If use increases, issues between motorized and non-motorized use may occur. While conflicts weren't identified as an existing major concern within the park, the trails accessing the park may have more potential conflicts. ▪ Parking options: <ul style="list-style-type: none"> ○ Even support for Option 1 (Creekside Place Community Park) and Option 2 (Corner of Creekside Pl. and Jameson Road) ○ Little support for Option 3 (within woodlot) ○ Alternate suggestions included having access only from Weigles Road or moving the north access to Galloway Gulch or Longview Road ○ Concern that improved parking will attract more traffic to the area



<ul style="list-style-type: none">▪ Priority Actions:<ul style="list-style-type: none">○ Developing stair access and viewing platform to Ammonite Falls○ Designing and Implementing a comprehensive park sign system▪ Priorities for amenities at trailheads included:<ul style="list-style-type: none">○ Jameson Road: Trail maps, signage, restrooms○ Weigles Road: Signage, bench○ Mixed support○ Concerns there could be trail user conflicts○ Some current users like the challenge of the steeper slope and that it takes some effort to access the park▪ Feedback on the proposed new Jameson Road Access Route (to avoid steep slopes):▪ Alternate routes suggested

Stakeholder Consultations:

Adjacent land owners, first nations and a variety of organizations, agencies and individuals were contacted to inform them about the process and seek their input about Benson Creek Falls Regional Park. See **Appendix C: Stakeholder Consultation List** for a list of stakeholders contacted during the planning process. The purpose of stakeholder engagement was to gain input on issues and opportunities relevant to the stakeholders and obtain feedback on draft plan directions.

Initial contact with all stakeholders was established through email to inform stakeholders about the management plan process and invite participation in the online survey and initial public open house. Subsequent contacts and meetings were undertaken during the draft plan development to meet with key stakeholders and review emerging draft plan directions.

First Nations with traditional territories in the vicinity of the park were contacted to invite their engagement in discussing any interests and concerns for the park. Letters of invitation signed by Joe Stanhope were sent in May 2013 to the Snuneymuxw, Snaw-naw-as, Stz-uminus First Nations and the Te'Mexw Treaty Association and were followed up by email and phone calls. The First Nations were also directly invited by email letters and by phone in October 2013 to review and relay any concerns about the



Draft Management Plan. No direct concerns or issues were received during the project term.

Staff Working Group & Advisory Committee:

Two committees were involved with the development of the plan update:

- **Staff Working Group:** This group was comprised of RDN parks staff and members of the consulting team. The working group met regularly over the course of the project to review ongoing project developments and directions.
- **BCFRP Advisory Committee:** This group was comprised of members of the Staff Working Group, along with representatives of the Regional District of Nanaimo's Parks & Trails Select Committee. Three meetings were held with this group at key project milestones to gain initial input on issues and opportunities and review outreach and engagement materials, review the draft plan and review the final plan.



APPENDIX D

**Shift Summary - Ammonite Falls
Feb. 21-22, 2015**

Feb. 21, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
10:00	0	0	0
11:00	8	0	8
12:00	7	4	11
13:00	16	3	24
14:00	5	14	15

Feb. 22, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
10:00	2	0	2
11:00	6	0	8
12:00	12	2	18
13:00	9	6	21
14:00	11	10	22

Summary:

Our static guard made the above notations regarding cars parking in the designated parking area as request. Further to this information, the Guard also noted for Saturday Feb. 21st and Sunday Feb 22nd that he talked to all drivers arriving on site and did not have any problems. Everyone was compliant with the parking regulations and No one was towed on either day.



**Shift Summary - Ammonite Falls
Feb. 28 – Mar. 1, 2015**

Feb. 28, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
11:00	--	--	4
12:00	4	3	7
13:00	6	2	11
14:00	10	4	17
15:00	9	6	20

Roadside Parking: None
 RCMP Contact: None
 Number of Cars Towed: None

General Comments: One off-road vehicle with two male occupants drove by and went around the gate – would not stop when told to.

Mar. 1, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
11:00	--	--	5
12:00	9	4	10
13:00	10	3	17
14:00	10	7	20
15:00	1	12	9

Roadside Parking: 1 truck (BC# [REDACTED]) was parked in the “no parking” zone. Mid Island Towing and RCMP contacted. The owner arrived shortly before the tow truck and departed.

RCMP Contact: Once (see above)
 Number of Cars Towed: None (see above – vehicle not actually towed)

General Comments: Two quads went around the gate and onto the site.



Shift Summary - Ammonite Falls April 4 – April 5, 2015

April 4, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
11:00	--	--	7
12:00	7	2	9
13:00	0	1	8
14:00	0	2	6
15:00	-	-	-

Roadside Parking: None
 RCMP Contact: None
 Number of Cars Towed: None

General Comments: Guard did not experience anything out of the ordinary

April 5, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
11:00	--	--	9
12:00	9	1	17
13:00	25	7	35
14:00	2	22	15
15:00	4	7	12

Roadside Parking: 5
 RCMP Contact: 1
 Number of Cars Towed: None – one car ticketed

General Comments: When arriving on site at 1100, SG noted one car parked in the No Parking zone. Guard then called RCMP non-emergency, and RCMP dispatched car. M1 mobile attended site at 1130, RCMP arrived at 1140 - RCMP ticketed car and did not tow. Static guard did not report license plate number or take picture.

Also of note, at 1300 when there were 31 cars in the parking lot, 4 cars were parked along the Creekside Place due to the parking lot being full (hence the 4 extra cars that were tallied into the "roadside parking" section above).



**Shift Summary - Ammonite Falls
May 16 – May 17, 2015**

April 4, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
11:00	--	--	7
12:00	8	5	10
13:00	7	8	9
14:00	9	4	14
15:00	8	8	14

Roadside Parking: None
 RCMP Contact: Drive by between 1100-1200
 Number of Cars Towed: None

General Comments: Guard did not experience anything out of the ordinary

May 17, 2015

Time	Vehicles Arriving in Lot	Vehicles Leaving Lot	Total Number of Vehicles
11:00	--	--	8
12:00	11	8	11
13:00	4	8	7
14:00	5	6	6
15:00	5	4	7

Roadside Parking: None
 RCMP Contact: 0
 Number of Cars Towed: None

General Comments: Orange and Black Motorcycle parked in lot for ½ hour. Guard talked to him, he left at 1320. Guard cleaned up some garbage at the intersection of Creekside and Jamieson.

Shift Summary- Ammonite Falls

March 19th, 2016

Time	Vehicles on Lot
1100	3
1200	6
1300	15
1400	18
1500	18

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

March 20th, 2016

Time	Vehicles on Lot
1100	4
1200	4
1300	7
1400	6
1500	8

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

March 26th, 2016

Time	Vehicles on Lot
1100	9
1200	10
1300	10
1400	7
1500	12

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

March 27th, 2016

Time	Vehicles on Lot
1100	12
1200	16
1300	22
1400	18
1500	16

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

Guard Comments: The guards reported that there were no issues. They received no push back from anyone, and everyone parked in the parking lot and not on the road.

Shift Summary- Ammonite Falls

April 23rd, 2016

Time	Vehicles on Lot
1100	6
1200	20 arrived, 12 left
1300	7 arrived, 9 left
1400	9 arrived, 11 left
1500	8 arrived, 6 left

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

April 24th, 2016

Time	Vehicles on Lot
1100	6 in lot
1200	6 left, 4 arrived
1300	4 arrived, 8 out
1400	6 arrived, 3 out
1500	7 arrived, 1 out

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

RCMP Contact: 0

Number of Cars Towed: 0

Guard Comments: The guards reported that there were no issues. They received no push back from anyone, and everyone parked in the parking lot and not on the road.

Shift Summary- Ammonite Falls

May 21, 2016

Time	Vehicles on Lot
1100	10 in lot
1200	13 in lot
1300	12 in lot
1400	8 in lot
1500	11 in lot

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

May 22, 2016

Time	Vehicles on Lot
1100	9 in lot
1200	11 in lot
1300	14 in lot
1400	17 in lot
1500	14 in lot

Roadside Parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

RCMP Contact: 0

Number of Cars Towed: 0

Guard Comments: The guards reported that there were no issues. They received no push back from anyone, and everyone parked in the parking lot and not on the road.

Shift Summary- Benson Creek Falls

Date: Saturday June 25, 2016

Time	Vehicles on Lot
1100	
1200	9 cars @ 12:22
1300	
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Cloudy, showers off and on

Guard Comments: Picture taken at 12:22

Date: Sunday June 26, 2016

Time	Vehicles on Lot
1100	
1200	
1300	
1400	15 cars @ 14:28
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Sunny and Clear

Guard Comments: Picture taken at 14:28

Shift Summary- Benson Creek Falls

Date: Saturday July 2, 2016

Time	Vehicles on Lot
1100	
1200	2 cars in lot @ 12:21
1300	
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Sunny Day

Guard Comments: Picture taken at 12:21

Date: Sunday July 3, 2016

Time	Vehicles on Lot
1100	
1200	18 cars in lot @ 12:30
1300	
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Sunny Day

Guard Comments: Picture taken at 12:30

Shift Summary- Benson Creek Falls

Date: Saturday July 9, 2016

Time	Vehicles on Lot
1100	
1200	7 cars in lot @12:30
1300	
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Rainy

Guard Comments: Picture taken at 12:30

Date: Sunday July 10, 2016

Time	Vehicles on Lot
1100	
1200	9 cars in lot @ 1321
1300	
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Sunny

Guard Comments: Picture taken at 13:21

Shift Summary- Benson Creek Falls

Date: Saturday July 16, 2016

Time	Vehicles on Lot
1100	
1200	
1300	
1400	9 cars in lot @ 14:05
1500	

Jameson roadside parking: 2

RCMP Contact:

Number of Cars Towed: 2

Grey Infinity [REDACTED]

Silver Mazda Protégé 5 [REDACTED]

Weather: Cloudy

Guard Comments: Picture taken at 14:00

Date: Sunday July 17, 2016

Time	Vehicles on Lot
1100	
1200	
1300	
1400	15 cars @ 12:34
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Sunny, partly cloudy

Guard Comments: Picture taken at 12:34

Shift Summary- Benson Creek Falls

Date: Saturday July 23, 2016

Time	Vehicles on Lot
1100	
1200	
1300	
1400	4 cars in lot @ 14:05
1500	

Jameson roadside parking: 2

RCMP Contact:

Number of Cars Towed: 0

Weather: Sunny 28 Degrees

Guard Comments: Picture taken at 14:00

Date: Sunday July 24, 2016

Time	Vehicles on Lot
1100	
1200	6 Cars in lot @ 12:11
1300	
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: n/a

Number of Cars Towed: n/a

Weather: Sunny

Guard Comments: Picture taken at 14:05

Shift Summary- Benson Creek Falls

Date July 30th, 2016

Time	Vehicles on Lot
1100	
1200	5 Vehicles @ 12:32
1300	
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

Weather: Sunny 24 degrees

Guard Comments:

Date July 31st, 2016

Time	Vehicles on Lot
1100	
1200	
1300	7 Vehicles @ 13:28
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

Weather: Overcast 21 degrees

Guard Comments:

Date August 1st, 2016

Time	Vehicles on Lot
1100	
1200	
1300	
1400	9 Vehicles @ 14:07
1500	

Jameson roadside parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

Weather: Cloudy

Guard Comments:

Shift Summary- Benson Creek Falls

Date August 6th, 2016

Time	Vehicles on Lot
1100	
1200	
1300	12 Vehicles @ 12:54
1400	
1500	

Jameson roadside parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

Weather: Cloudy

Guard Comments:

Date Aug 7th, 2016

Time	Vehicles on Lot
1100	
1200	
1300	
1400	6 Vehicles @ 14:51
1500	

Jameson roadside parking: 0

RCMP Contact: 0

Number of Cars Towed: 0

Weather: Sun, cloud/rain mix

Guard Comments:



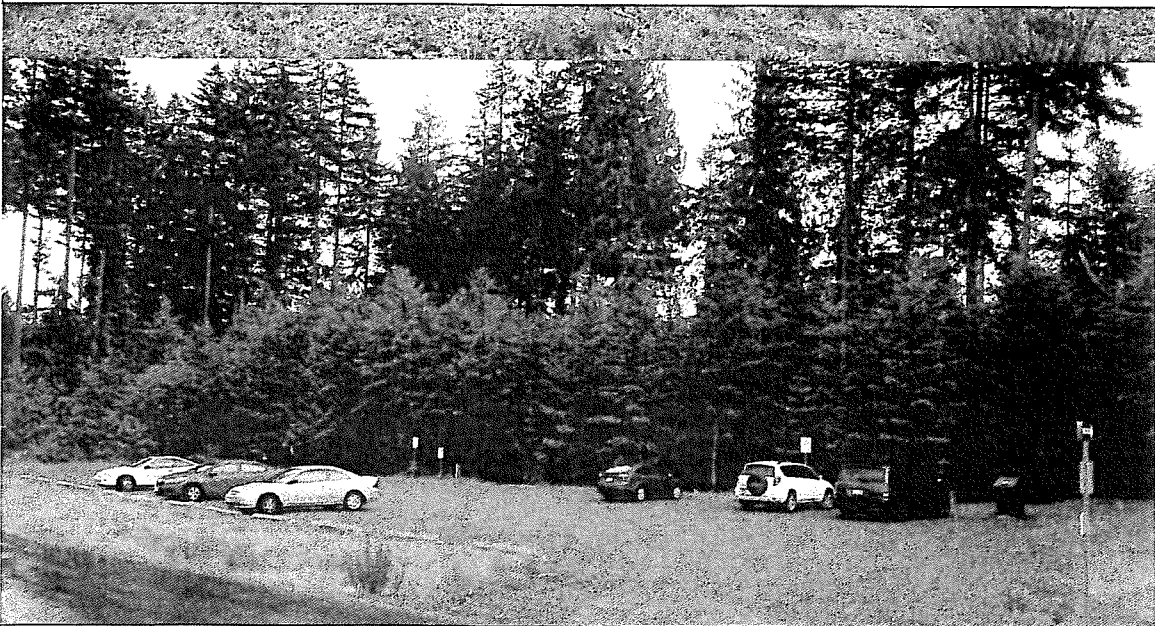
Saturday June 25, 2016



Saturday July 2, 2016



Sunday July 3, 2016



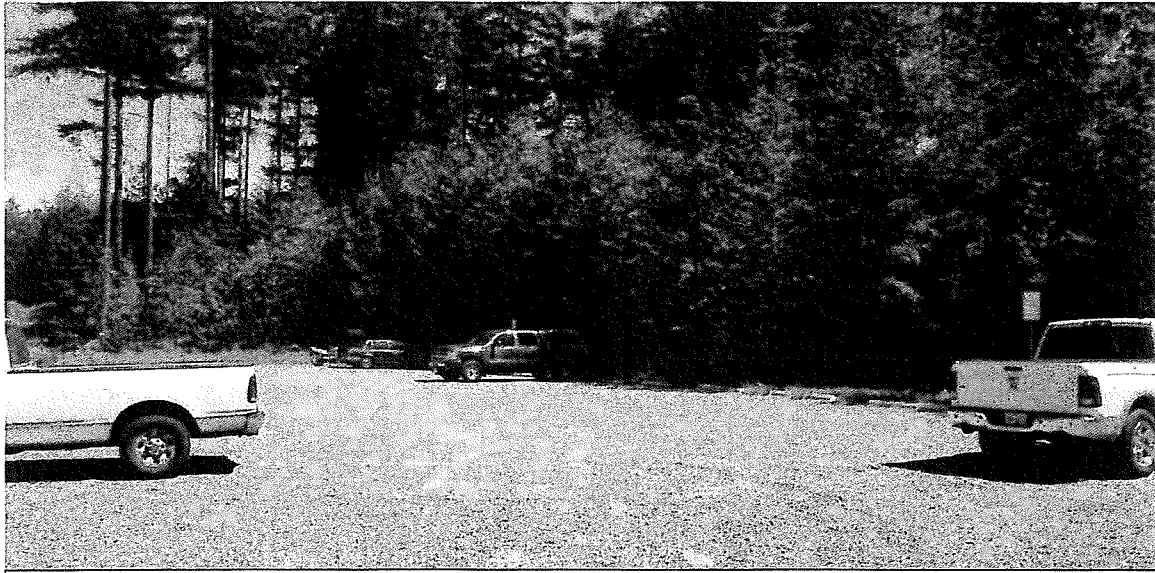
Saturday July 9, 2016



Sunday July 10, 2016



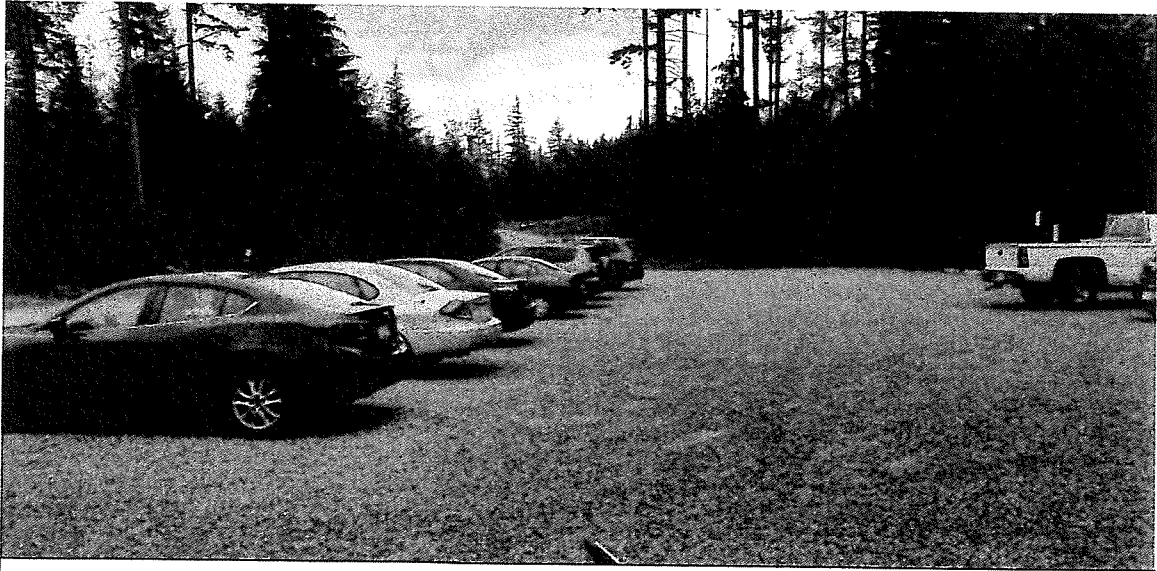
Sunday July 24, 2016



Saturday July 30, 2016



Sunday July 31, 2016



Saturday August 6, 2016



Sunday August 7, 2016

APPENDIX E

Ammonite Falls

Parking Concerns of Creekside Place/Jameson Road Property Owners

Key Issues

- -Continual parking in “No Parking” areas
- -Safety concerns caused by cars blocking Emergency Vehicle access to both the trails and the homes in the area
- -Cars blocking driveway accesses
- -Inadequate and confusing signage
- -Road construction design is narrow and the hill drops away. Lots of swing room is needed and one side of the roadway pavement is already eroding. Cars blocking intersection make it difficult for neighbours to get their trailers, boats and large work trucks around the corner.
- -Growing problems as the park is gaining in popularity
- -Parking lot is often now full on the weekends and park users are parking on Creekside as well
- -No garbage cans in the parking lot
- -Neighbours having to clean up the garbage from the parking lot
- -Worry that garbage will attract our local bears
- -Increased traffic down Creekside Road due to park users not knowing it is a dead end
- -Park users trespassing on private property (in spite of clear signage) at the end of Creekside Road to access trails and occasionally parking in the cul-de-sac
- -Footprints Security effective when they are present but people immediately parking illegally when they leave
- -Waste of taxpayers money to employ Footprints when other solutions are available
- -Drug deals on occasion occurring in the evenings in the parking lot
- -Vagrants sleeping in their vehicles in the parking lot on occasion
- -Waste of RCMP resources having to spend time on parking issues

Communication Concerns

- -Lack of communication between the RDN and neighbours
- -Neighbours getting the “run around” from RDN staff. Having concerns dismissed by RDN staff and rudeness by RDN staff to three neighbours

- -Being told it is not an RDN issue, to phone RCMP or Ministry of Transportation and Highways (who then refer back to RDN) rather than being directed to RDN officials who are willing to listen to concerns and work collaboratively on solutions with the RCMP and neighbours
- -Many RDN decisions have not only created more problems but have shifted the responsibility onto neighbours for acting as parking regulators and for garbage maintenance
- -Former residents Constable Jen Allen and Assistant Fire Chief Mary Drakely were very helpful to neighbours. Since they both moved, we have noticed an increase in problems

Possible Solutions

- -Willingness of RDN to work collaboratively with neighbours and communicate with neighbours on a regular basis
- -Larger, clearer signage
- -Regular towing of parking offenders
- -A clearly defined process for neighbours to report offenders and have immediate action taken (perhaps two neighbours who will have the authority for calling the towing company)
- -"No post" barrier on the high side of Jameson Road
- -Enlarge capacity of the parking lot on the south side (towards Jameson Road) that will also increase the site lines and visibility of the parking lot from the intersection
- -Well sealed garbage cans in the parking lot with regular garbage removal
- -Notice of "Bears active in the area" signs
- -Brainstorming session of other possible improvements

Creekside/Jameson Roads Community Issues

Problem Synopsis: The Creekside/Jameson Road neighbourhood area has been experiencing an increasing influx of vehicle and pedestrian traffic, as an access point for Benson Creek Regional Park (Ammonite Falls). Cars parking on the roads block driveways and impede usage of the intersection frequently creating frustrating and unsafe situations. Increased traffic has also brought people trespassing on private lands, garbage strewn about which attracts bears, use of trails and the community park as an outdoor bathroom, use of the community park for illegal activities and overnight camping, and speeders and people doing "brake stands" on our roads. And, inadequate RDN signage adds to peoples' confusion. Those are only some of our neighbourhood concerns. Neighbours have been unfairly left with the policing of inappropriate behaviour due to inability of the RDN and MOTI to either ticket or tow cars, and the RCMP ranking our concerns as a low priority, due to staff shortages.

In an attempt to ease the parking situation, the RDN chose to use our Community Park to create a parking lot for people using the Benson Falls Regional Park, rather than develop a parking lot off of Weigles Road, which already has a dedicated road into the park for that purpose. (Please see attached plan.) The result was a rapid increase of traffic to our neighbourhood, with social media promoting of Jameson Road/Creekside as now being the main access for Ammonite Falls.

Our problems have increased. This was not what our community wanted!

Creekside Road/Jameson Road Residents Requests

1. We want our Community Park restored to its original purpose.
 - Create a new parking lot off of Weigles Road as the main access to Benson Falls Regional Park;
 - Permanently close the parking lot in our community park and restore it back to being a green area with the intended trail through to the Meadow Drive area
 - Place signage notifying park users that the Creekside lot will be closing and parking will be transferred to the Weigles Road lot, to begin 'retraining' parkers users
 - Advertise locally and notify all current hiking websites when that change is nearing
2. Until the new parking lot is created...

- Improve signage; for example larger "No Parking/ Towing in effect" signs along Jameson and Creekside Roads, more and larger signs directing people to the parking lot, bear/cougar warning signs
 - Please do not put a toilet into the parking lot, as most residents believe it will only increase illegal camping in the lot, and further establish the lot as "the" parking lot for Ammonite Falls. Providing fewer services will likely deter parking lot users, and we will have to continue to put up with toilet paper and feces on the trails until then.
 - Most residents do not want a path created from the lot to Jameson Road, again, as this further legitimizes the parking lot
 - Most residents do not want a kiosk for the above reason
 - Most residents do not want the parking lot increased in any way
 - Ask MOTI to move the small "Dead End" sign from the left hand side of the road under the stop sign, to the right hand side of the turn onto Creekside Road, where it can be seen by drivers
 - Ask the RCMP for more regular checks of parking violators on weekends
 - Continue usage of "Footprints Security" personnel on long weekends
3. RDN to contact the Editors of the websites such as those below, and have them remove directions to park in our community park or park on the side of Jameson Road
- www.trailpeak.com
 - - "Continue straight on Jameson onto the gravel. You can park a few hundred feet up the gravel, near the yellow gate."
 - www.getonthebeatenpath.blogspot.ca
 - - "At the end of Jameson there is a paved sideroad to the right but keep going straight on Jameson and park near the yellow gate."
 - www.nanaimoinformation.com
 - - " the approach from Jameson Rd (east) is more straightforward" "take the first right onto Jameson Rd. Stay right and look for the Creekside Place Community Park parking lot."
 - www.lornecollicutt.com
 - - repeats nanaimo information directions
 - www.tourismnanaimo.com
 - - Repeats Trailpeak instruction to park on the side of the road near the yellow gate!
 - www.inclinemage.ca

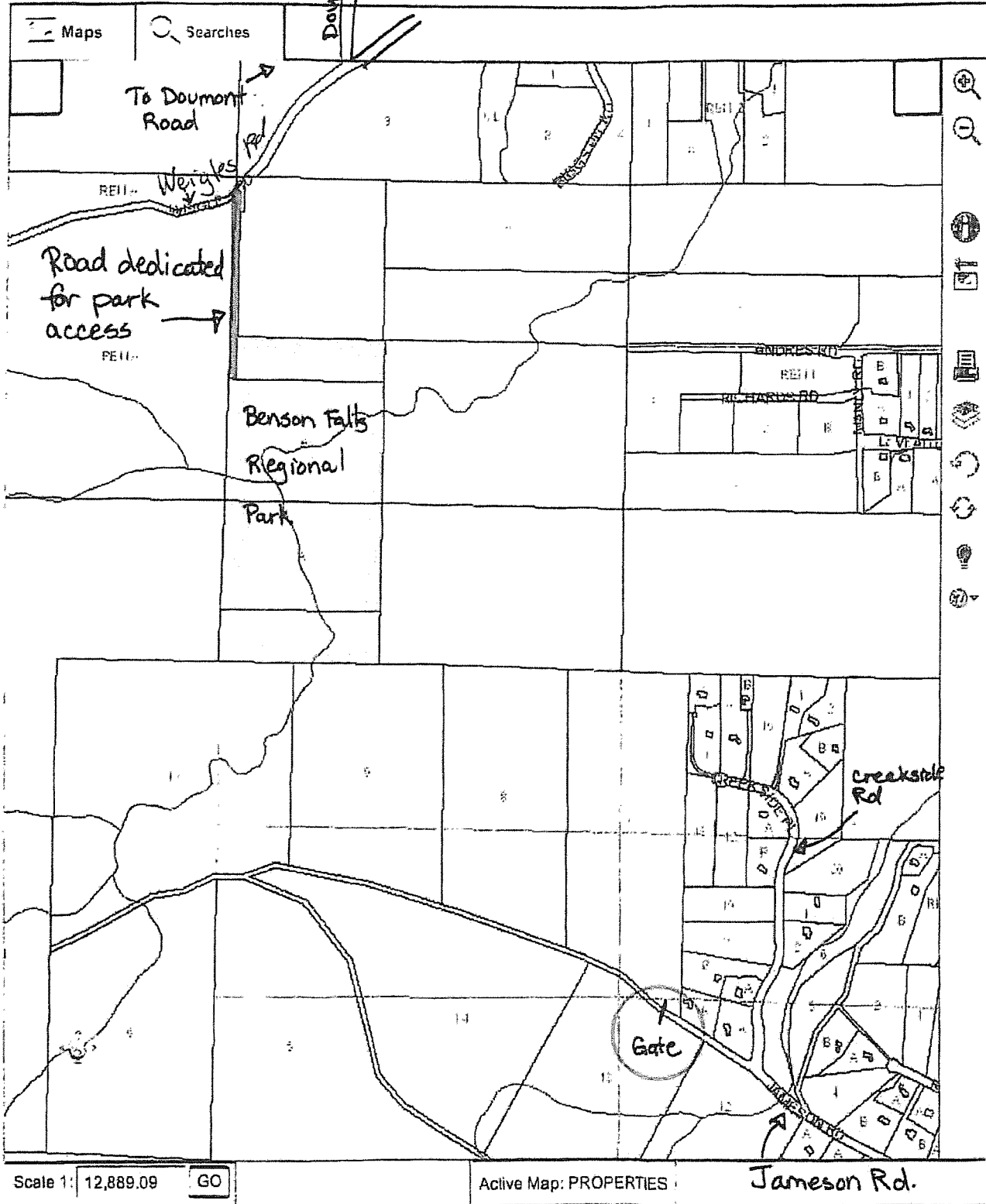
- - "drive down Jameson Road and park in the Creekside Place Community Park parking lot"
- www.fototripper.com
- - Take a right on Jameson and drive until the road ends at a logging road complete with a yellow gate. There is about enough space for one car right next to the gate so I prefer to parking further down the paved road so as not to block access to any of the private residences that are on that logging road"
- www.girlwithadogandgoodshoes.wordpress.com
- - "Drive to the end of Jameson Road until it ends at Creekside Road. Park here along the side of the road."

These are just a sampling of hiking websites. Websites geared towards people who mountain bike, and ATV will also need to be checked.

4. RDN to liaise with Tourism Nanaimo and other groups promoting Nanaimo to clarify how to promote Ammonite Falls, in a manner that is respectful to our community

We recognize that there will be no easy fix for the woes we have been experiencing for several years now. We also recognize that they have increased dramatically since the parking lot was installed in our Community Park. We ask that the RDN continue to work collaboratively with our neighbourhood, in hopes of restoring some of the peace we used to have in our community.

Thank you very much.



SURVEY PLAN of BLOCK A of SECTIONS 17, 18 & 19, RANGE 1, MOUNTAIN DISTRICT.

167895

DCGS 32F.020

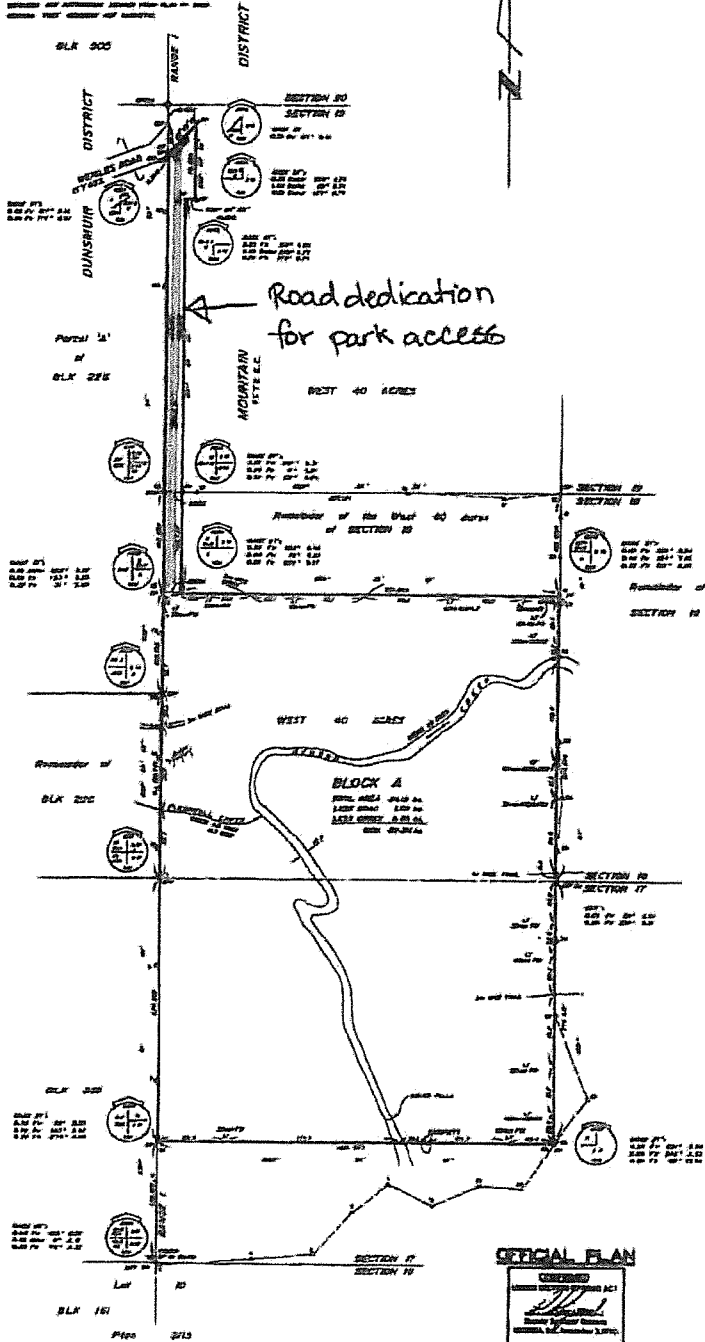
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SCALE 1:2000



LEGEND

- BOUNDARY OF THE PROPERTY DESCRIBED HEREIN
- BOUNDARY OF THE CITY AND COUNTY
- BOUNDARY OF THE DISTRICT
- BOUNDARY OF THE SECTION
- BOUNDARY OF THE BLOCK
- BOUNDARY OF THE LOT
- BOUNDARY OF THE TRACT
- BOUNDARY OF THE QUARTER
- BOUNDARY OF THE TOWNSHIP
- BOUNDARY OF THE COUNTY
- BOUNDARY OF THE STATE



Lot No.	Area (Acres)	Area (Sq. Ft.)
1-10	0.10	6,969.6
1-11	0.10	6,969.6
1-12	0.10	6,969.6
1-13	0.10	6,969.6
1-14	0.10	6,969.6
1-15	0.10	6,969.6
1-16	0.10	6,969.6
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1-18	0.10	6,969.6
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1-100	0.10	6,969.6

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OFFICIAL PLAN

RECORDED

BOOK 100 PAGE 100

DATE 10/10/1985

BY [Signature]

I, [Name], County Clerk, do hereby certify that the foregoing is a true and correct copy of the original as recorded in the office of the County Clerk, and that the same has been duly recorded in the office of the County Clerk.

WITNESSED my hand and the seal of the County of [Name], State of [Name], this [Date] day of [Month], 1985.

REGIONAL DISTRICT OF NANAIMO

**MINUTES OF THE ELECTORAL AREA SERVICE COMMITTEE MEETING
OF THE REGIONAL DISTRICT OF NANAIMO HELD ON
TUESDAY, OCTOBER 11, 2016 AT 3:00 PM IN THE
RDN BOARD CHAMBERS**

In Attendance:

Director J. Stanhope	Chairperson
Director A. McPherson	Electoral Area A
Director H. Houle	Electoral Area B
Alternate	
Director C. Pinker	Electoral Area C
Director B. Rogers	Electoral Area E
Director J. Fell	Electoral Area F
Director W. Veenhof	Electoral Area H

Regrets:

Director M. Young	Electoral Area C
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Also in Attendance:

P. Carlyle	Chief Administrative Officer
R. Alexander	Gen. Mgr. Regional & Community Utilities & Solid Waste
G. Garbutt	Gen. Mgr. Strategic & Community Development
T. Osborne	Gen. Mgr. Recreation & Parks
J. Harrison	Director of Corporate Services
W. Idema	Director of Finance
D. Pearce	A/Director of Transportation Services and Emergency Planning
J. Hill	Mgr. Administrative Services
J. Holm	Mgr. Current Planning
T. Brown	Intergovernmental Liason
B. Ritter	Recording Secretary

CALL TO ORDER

The Chairperson called the meeting to order and respectfully acknowledged the Coast Salish Nations on whose traditional territory the meeting took place.

Director Veenhof welcomed Phyllis Carlyle, the new Chief Administrative Officer, and Alternate Director Pinker to the meeting.

DELEGATIONS

Mitch and Ardella Freko, re 2377 Higginson Road, Nanoose Bay.

Mitch and Ardella Franko raised their concerns regarding their neighbouring property which is operating as a vacation rental citing issues of security, liability and lack of privacy.

Sam Sugita, Rogers, re Telecommunication Antenna System Application No. PL2014-139 – Electoral Area ‘C’

Sam Sugita spoke in support of Application No. PL2014-139 and requested concurrence from the Board.

ELECTORAL AREA SERVICES COMMITTEE MINUTES

Minutes of the Regular Electoral Area Services Committee meeting held Tuesday, September 13, 2016.

MOVED Director Houle, SECONDED Director Veenhof, that the minutes of the Regular Electoral Area Services Committee meeting held Tuesday, September 13, 2016, be adopted.

CARRIED

COMMUNICATION/CORRESPONDENCE

BC Rural Dividend Program Guide, Ministry of Forests, Lands and Natural Resource Operations.

MOVED Director McPherson, SECONDED Director Fell, that the BC Rural Dividend Program Guide, Ministry of Forests, Lands and Natural Resource Operations, be received.

CARRIED

PLANNING

DEVELOPMENT PERMIT

Development Permit Application No. PL2016-125 – 939 Cypress Road, Electoral Area ‘G’.

MOVED Director Veenhof, SECONDED Director Rogers, that the Board approve Development Permit No. PL2016-125 to permit the construction of a dwelling unit subject to the conditions outlined in Attachments 2 to 4.

CARRIED

Development Permit Application No. PL2016-127 – 935 Cypress Road, Electoral Area ‘G’.

MOVED Director Veenhof, SECONDED Director Rogers, that the Board approve Development Permit No. PL2016-127 to permit the construction of a dwelling unit subject to the conditions outlined in Attachments 2 to 4.

CARRIED

Development Permit Application No. PL2016-135 – 67 River Terrace, Electoral Area ‘C’.

MOVED Director Pinker, SECONDED Director Rogers, that the Board approve Development Permit No. PL2016-135 to permit the construction of additions to a dwelling unit and the replacement of deck structures subject to the conditions outlined in Attachments 2 to 4.

CARRIED

DEVELOPMENT VARIANCE PERMIT

Development Variance Permit Application No. PL2016-140 – 5078 Longview Drive, Electoral Area ‘H’.

MOVED Director Veenhof, SECONDED Director Fell, that the Board approve Development Variance Permit No. PL2016-140 to reduce the setback from the Other Lot Line to permit the construction of a garage subject to the terms and conditions outlined in Attachments 2 to 4.

CARRIED

MOVED Director Veenhof, SECONDED Director Fell, that the Board direct staff to complete the required notification for Development Variance Permit No. PL2016-140.

CARRIED

OTHER

Electoral Area Boundary Amendment Process, Requirements, and Implications.

Staff provided a presentation and overview of the process, requirements and implications of an Electoral Area boundary amendment.

MOVED Director Veenhof, SECONDED Director Fell, that the Electoral Area Boundary Amendment Process, Requirements, and Implications report be referred to the Strategic Planning Session.

After debate the mover withdrew the motion with consent of the assembly.

MOVED Director McPherson, SECONDED Director Veenhoff, that the Electoral Area Boundary Amendment Process, Requirements, and Implications report be referred to the November Electoral Area Services Committee meeting.

CARRIED

Telecommunication Antenna System Application No. PL2014-139 – Electoral Area ‘C’.

MOVED Director Pinker, SECONDED Director McPherson, that the Board instruct Regional District of Nanaimo staff to advise ROGERS COMMUNICATIONS Inc. and Innovation, Science and Economic Development Canada of the following:

ROGERS COMMUNICATIONS INC. has satisfactorily completed its consultation with the Regional District of Nanaimo;

The Regional District of Nanaimo is satisfied with ROGERS COMMUNICATIONS INC.'s public consultation process and does not require any further consultation with the public; and

The Regional District of Nanaimo concurs with ROGERS COMMUNICATIONS INC.'s. proposal to construct a wireless telecommunications facility on the property parcel legally described as Section 16, Range 3, Cranberry District provided it is constructed substantially in accordance with the plans submitted to it.

CARRIED

Electoral Area Telecommunication Antenna System Consultation and Information Policy.

Staff provided an overview of the Electoral Area Telecommunication Antenna System Consultation and Information Policy.

MOVED Director Fell, SECONDED Director Veenhof, that the Electoral Area Telecommunication Antenna System Consultation and Information Policy be referred back to staff for reconsideration at the next Electoral Area Services Committee meeting.

CARRIED

COMMUNITY PARKS

PARKS AND OPEN SPACE COMMITTEE MINUTES AND RECOMMENDATIONS

Minutes of the Electoral Area 'B' Parks and Open Space Advisory Committee meeting held Monday, September 19, 2016.

MOVED Director Houle, SECONDED Director Veenhof, that the minutes of the Electoral Area 'B' Parks and Open Space Advisory Committee meeting held Monday, September 19, 2016 be received for information.

CARRIED

Bylaw Referral Park Implications – Gabriola Island Local Trust Committee Bylaw Nos. 289 & 290 (Density Transfer).

MOVED Director Houle, SECONDED Director Veenhof, that the Gabriola Island Local Trust Committee of the Islands Trust be advised that the proposed 136-hectare park land addition to the 707 Community Park is acceptable and that further information and discussion is required prior to the park land dedication in conjunction with the subdivision of the 'receiver' parcels, specifically in regards to whether the Mallett Creek reservoir and dam be included within the park land dedication area.

CARRIED

Minutes of the Electoral Area 'A' Parks, Recreation and Culture Commission meeting held Wednesday, September 21, 2016.

MOVED Director Rogers, SECONDED Director Pinker, that the minutes of the Electoral Area 'A' Parks, Recreation, and Culture Commission meeting held Wednesday, September 21, 2016 be received for information.

CARRIED

Salish Sea Marine Trail Proposal BC Marine Trails Network Association.

MOVED Director Veenhof, SECONDED Director Houle, that the Board direct staff to work with the BC Marine Trails Network Association on developing a partnership agreement for Electoral Area 'A' Parks, Recreation and Culture Commission review, that establishes the Nelson Road Boat Launch as a Salish Sea Marine Trail access point, noting the parking congestion and a lack of available services.

CARRIED

Cedar Heritage Centre Agreement

MOVED Director McPherson, SECONDED Director Pinker, that the Board direct staff to enter into discussions with Cedar School and Community Enhancement Society to discuss an extension of the current Lease and Site License Agreement to December 31, 2018.

CARRIED

DIRECTOR'S FORUM

The Directors' Forum included discussions related to Electoral Area matters.

BUSINESS ARISING FROM DELEGATIONS, COMMUNICATIONS OR DIRECTORS' FORUM

BC Rural Dividend Program Guide, Ministry of Forests, Lands and Natural Resource Operations – List of Possible Projects for 2017 Round of Funding for Discussion.

MOVED Director Veenhof, SECONDED Director Rogers, that the Board recommend the projects that are listed as feasible for the October 31, 2016 deadline for the second application intake of the BC Rural Dividend Program.

CARRIED

NEW BUSINESS

Notice of Motion – Sleepy Hollow.

Director Fell noted that the following motions will be brought forward to the November 22, 2016 Electoral Area Services Committee agenda:

That Planning staff are requested to proceed with all planning requirements necessary to enable completion of the Sleepy Hollow subdivision in approximate accordance with layouts proposed in 1997.

That staff are directed to amend Bylaws 1152, 1285 and 1615 to bring these bylaws into compliance with the final Sleepy Hollow layout.

In Camera

MOVED Director Veenhoff, SECONDED Director Houle, that pursuant to Sections 90 (1) (e), (f), (i) and (k) of the *Community Charter* the Committee proceed to an In Camera Meeting for discussions related to land acquisition, law enforcement, solicitor-client privilege, and the proposed provision of a service.

CARRIED

TIME: 4:47pm

ADJOURNMENT

MOVED Director Veenhoff, SECONDED Director Rogers, that this meeting be adjourned.

CARRIED

TIME: 5:10 PM

CHAIRPERSON

CORPORATE OFFICER

TO: Wendy Marshall
Manager of Park Services

DATE: August 30, 2016

FROM: Elaine McCulloch
Parks Planner

MEETING: Sept 19, 2016 EA 'B' Parks and Open Space
Advisory Committee

FILE:

SUBJECT: Bylaw Referral Park Implications – Gabriola Island Local Trust Committee Bylaw Nos. 289 & 290 (Density Transfer)

RECOMMENDATION

That the Gabriola Island Local Trust Committee of the Islands Trust be advised that the proposed 136-hectare park land addition to the 707 Community Park is acceptable and that further information and discussion is required prior to the park land dedication in conjunction with the subdivision of the 'receiver' parcels'.

PURPOSE

To consider the Gabriola Island Local Trust Committee referral request to review draft rezoning Bylaw Nos. 289 and 290 and indicate how the RDN's parks interests are affected by the proposed 136-hectare (336 acre) park land addition to the 707 Community Park as well as the potential additional 19.3 ha (47.7 acre) park land dedication which would result from future subdivision of the rezoned lands.

BACKGROUND

The Gabriola Island Local Trust Committee has received a rezoning application that proposes to transfer the densities of three properties which lie between Coats Marsh Regional Park and the 707 Community Park to an area near the Island's Village Core in exchange for the dedication of the donor properties to the 707 Community Park. As the community parks function on Gabriola is provided by the Regional District of Nanaimo (RDN), the Gabriola Island Local Trust Committee has provided the Regional District with an early referral request to review and provide comment on the draft rezoning Bylaw Nos. 289 and 290 in respect to park land implications. The referral response deadline is August 31st, 2016 however upon special request, this deadline has been extended to allow the Electoral Area 'B' Parks and Open Space Advisory Committee (POSAC) and the Regional Board time to review and provide comment on the associated RDN park land implications of this proposal.

The proposed density transfer rezoning would transfer 17 densities from the donor lands, which lie between Coats Marsh and the 707 Community Park (Attachment 1), to the receiving lands near the Gabriola Island Village Core (Attachment 2), in exchange for the dedication of 136 hectares (336 acres) of park land to the 707 Community Park.

This transfer of density would enable the development of 25 lots on the receiving lands. Future subdivision of the receiving lands will require a dedication of 5% of the area of land being subdivided (or

equivalent cash-in-lieu) as per Section 510 of the *Local Government Act (LGA)*. The total area of the receiving lands is 67.8 ha (167.5 acres) requiring a park land dedication of 3.4 ha (8.4 acres).

Donor lands

It is proposed that the three properties making up the 136-hectare (336 acre) addition to the 707 Community Park would be redesignated as Park. The properties are located within the Coastal Douglas-fir moist maritime subzone and are primarily undeveloped second-growth Douglas-fir forest that was clear-cut in the recent past. This rare ecotype represents less than 0.3% of the land area of the province. The donor lands also include sensitive wetland ecosystems that, in conjunction with the wetlands in 707 Community Park and Coats Marsh Regional Park, make up a significant portion of the upland watershed of Coats Marsh and Hoggan Lake. (Attachment 3) The proposed park lands have an existing unofficial trail network that locals currently use to connect between the 707 Community Park and Coats Marsh Regional Park.

The acquisition of park land which would connect the 707 Community Park and Coats Marsh Regional Park is highly desirable both for environmental protection and trail connectivity considerations. The addition of these lands would protect an expanded area of Coastal Douglas Fir regenerating forest and provide increased protection to the highly sensitive wetland ecosystem and watershed functions of the adjacent parks. The acquisition of the proposed donor lands would legitimize the community's use of property's existing trail system, providing a robust trail connection between the two parks; resolve the issue of the 707 CP's Old Centre Road Trail alignment that currently trespasses across the north-east corner of the donor lands; provide a direct, multi-use trail connection between North and South Roads (as identified in the 707 Community Park Management Plan); and provide a trail connection from Stanley Place into Coats Marsh Regional Park (as identified in the Coats Marsh Regional Park Management Plan). (Attachment 4)

If the dedication of community park lands were to be accepted by the Regional District on behalf of the residents of Electoral Area 'B', it would be under the condition they are dedicated as free hold lands that are cleared of any legal encumbrances.

Receiving lands

The proponent has provided a conceptual strata subdivision plan that shows a 25 lot subdivision with 19.3 hectares (47.7 acres) of community park land dedication, constituting 28% of the receiving lands. (Attachment 5) In addition to the proposed park land dedication, the conceptual subdivision layout also shows internal trail connections on strata common property from Lockinvar and Burnside Roads. The proposed park and trail layout will facilitate trail connection from Lockinvar, Burnside and Taylor Bay Roads to the Village core. Included in the proposed park land dedication are the Mallett Creek reservoir and its associated dam.

The receiving lands are located within the Coastal Douglas Fir moist marine subzone and have been selectively logged in the recent past. The proposed park dedication lands are primarily composed of two Sensitive Ecosystem Classes, the selectively logged Mallett Creek wetland and its associated riparian area setbacks (approx. 26 % of the park area) and a primary non-sensitive Douglas Fir / salal ecosystem (approx. 74 % of the park area). The bio-inventory also identifies an area of mature forest, a rare-ecosystem type, located on lots 6 and 7. The majority of this mature forest ecosystem is located outside of the proposed park land dedication area. (Attachment 6)

The location of the proposed park lands and trails provide suitable adjacency to Cox Community Park and good connections between Cox Community Park and the Village Core.

Further consideration will be required regarding whether to accept the Mallet Creek riparian area / trail and the reservoir as part of the Community Park system. The development of a trail along Mallett Creek from Taylor Bay Road to the reservoir is unadvisable given that the development of trails within riparian areas does not comply with current environmental best practices. A new trail and trailhead is not required given that a trail already exists 300 meters away at Cox Community Park that has a developed trailhead and off-road parking; furthermore, the proposed new trailhead location on Taylor Bay Road is unsuitable due to poor road visibility with limited space for off-road parking. Accepting the Mallett Creek reservoir and its accompanying dam and water conveyance infrastructure as part of the community park system involves the acceptance of an associated risk regarding dam safety as well as the ongoing costs and responsibilities of dam maintenance. If the RDN were to consider accepting the reservoir as park land, more information would be required regarding the obligations and potential future implications of maintaining the dam including what would be involved if it were to be decommissioned. It should be noted that water extraction from the reservoir is permitted in perpetuity under Provincial Water License to three downstream properties for irrigation use as well as to the fire hydrant on Taylor Bay Road for fire protection purposes.

Other opportunities to consider regarding park land dedication include the expansion of the park boundaries to incorporate more of the mature forest polygon to provide additional protection to this rare ecotype. Discussions with the Gabriola Land and Trail Trust (GaLTT) have also highlighted the opportunity to develop a trail connection between the new connector road and Horseshoe Road on the eastern side of the subject properties. As this trail route follows an existing riparian corridor, additional professional environmental assessment and trail route design would be required. (Attachment 7)

Further information and discussion with the applicant and the Islands Trust is required regarding the final layout of the park dedication and public access to the internal strata trail connections through the future subdivision process.

ALTERNATIVES

1. That the Gabriola Island Local Trust Committee of the Islands Trust be advised that the proposed 136-hectare park land addition to the 707 Community Park is acceptable and that further information and discussion is required prior to the park land dedication in conjunction with the subdivision of the 'receiver' parcels'.
2. That alternative recommendations be made in regard to the Gabriola Island Local Trust Committee referral request to review draft rezoning Bylaw Nos. 289 and 290 and related parkland dedication proposal.

FINANCIAL IMPLICATIONS

The financial implications of accepting the 'donor' parcels as community park land would include additional staff time and resources to manage the lands which continue to be stretched amongst the seven Electoral Area Community Park systems. Additional funds would be required for a legal review and Stage 1 Preliminary Site Investigation to determine whether there is potential for contamination in contravention of environmental regulations.

Operationally, this land will need to be managed for due diligence i.e. inspection, upkeep and potential decommissioning of trail, hazard tree monitoring, signage upgrades, fire suppression, and wetland monitoring.

The 707 Community Park Management Plan 2010 – 2020 establishes the management direction to guide the operations, development and stewardship of the Park. If additional lands are added to the Park, there will be increased costs to the scheduled 707 Community Park Management Plan 2020 update as a result of the expanded scope of the plan and in order to complete baseline studies of the additional park land.

STRATEGIC PLAN IMPLICATIONS

The Board Strategic Plan 2016-2020 identifies a strong focus on protecting and enhancing the environment, and through the addition of park lands connecting 707 Community Park and Coats Marsh Regional Park, the RDN will protect an expanded area of Coastal Douglas Fir regenerating forest and provide increased protection to the highly sensitive wetland ecosystem and watershed functions of the adjacent parks.

The Plan also addresses recreational amenities as a core service. Connecting the two parks would significantly expand the existing trail systems and satisfy the long-standing community goal to provide an east-west multi-use trail connection between North and South Roads.

SUMMARY/CONCLUSIONS

The Regional District of Nanaimo has received an early referral request from the Gabriola Island Local Trust Committee to review and provide comment on the associated RDN park land implications of the draft rezoning bylaws Nos. 289 and 290. The proposed density transfer rezoning would transfer 17 densities from the donor lands which lie between Coats Marsh and the 707 Community Park, to the receiving lands near the Gabriola Island Village Core, in exchange for the dedication of 136 hectares (336 acres) of park land to the 707 Community Park. The applicant has provided a conceptual subdivision layout plan of the receiving lands that shows a 19.3 hectare (47.7 acre) park land dedication constituting 28% of the receiving lands as well as additional public trail connections to the Village Core from Lockinvar and Burnside Roads.

The acquisition of the proposed donor lands would legitimize the community's use of the property's existing trail system and satisfy a number of long-term goals identified in both the 707 Community Park and Coats Marsh Regional Park Management Plans including providing public trail connections between the two parks; resolving the issue of the 707 CP's Old Centre Road Trail alignment that currently trespasses across the north-east corner of the donor lands; providing a direct, multi-use trail connection between North and South Roads; and providing a trail connection from Stanley Place into Coats Marsh Regional Park.

Further information and discussion with the applicant and the Islands Trust is required regarding the final layout of the park dedication and public access to the internal strata trail connections through the future subdivision process. The conceptual subdivision layout provides good connections between Cox Community Park and the Village Core however, further consideration is required regarding securing public access to the internal strata trail connections and the acceptance of the Mallett Creek riparian corridor and reservoir as community park land. Other opportunities regarding park land dedication can also be explored as part of the subdivision park land referral process including the expansion of the park boundaries to protect more of the mature forest area and potentially developing a trail connection to Horseshoe Road along the subject property's eastern property boundary.

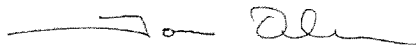
The financial implications of accepting the 136 hectares of additional park land which would connect the 707 Community Park and Coats Community Park include the legal costs associated with property transfer; ongoing operational costs including signage upgrades, inspection and maintenance of the existing trail system; as well as increased costs to the scheduled 707 Community Park Management Plan 2020 update in order to complete baseline studies of the additional park land.



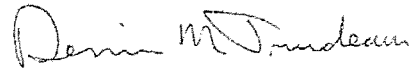
Report Writer



Per/ Manager Concurrence

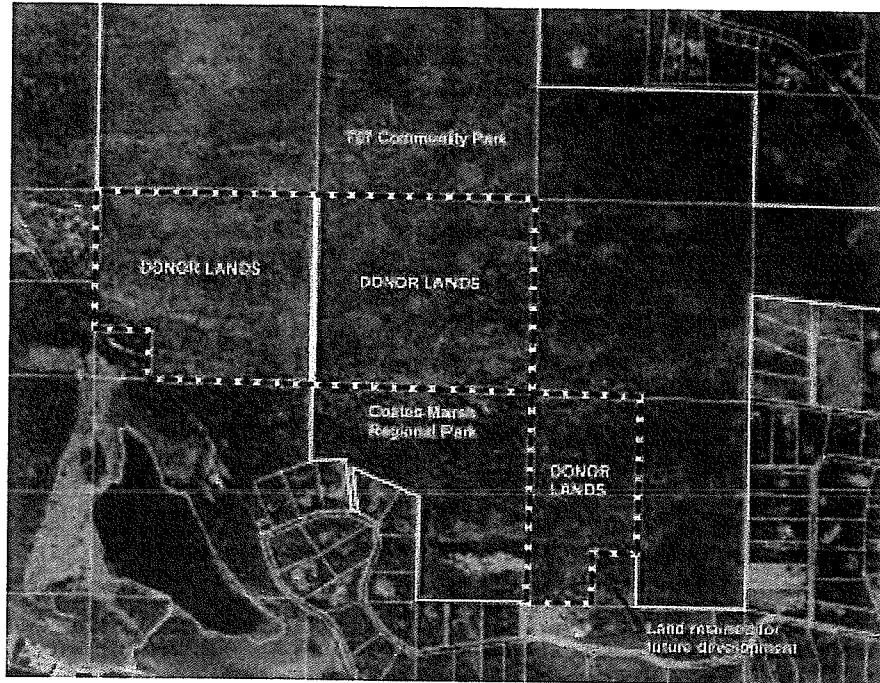


General Manager Concurrence

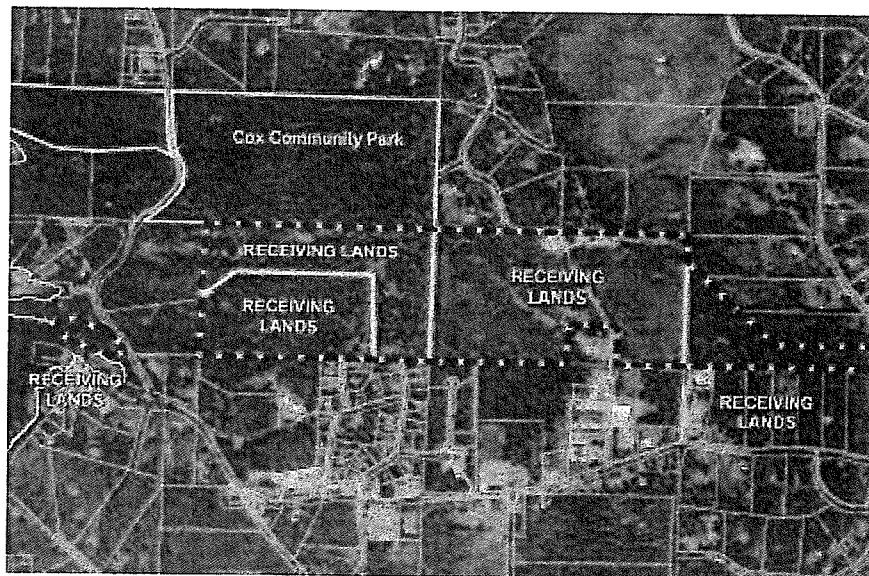


C.A.O. Concurrence

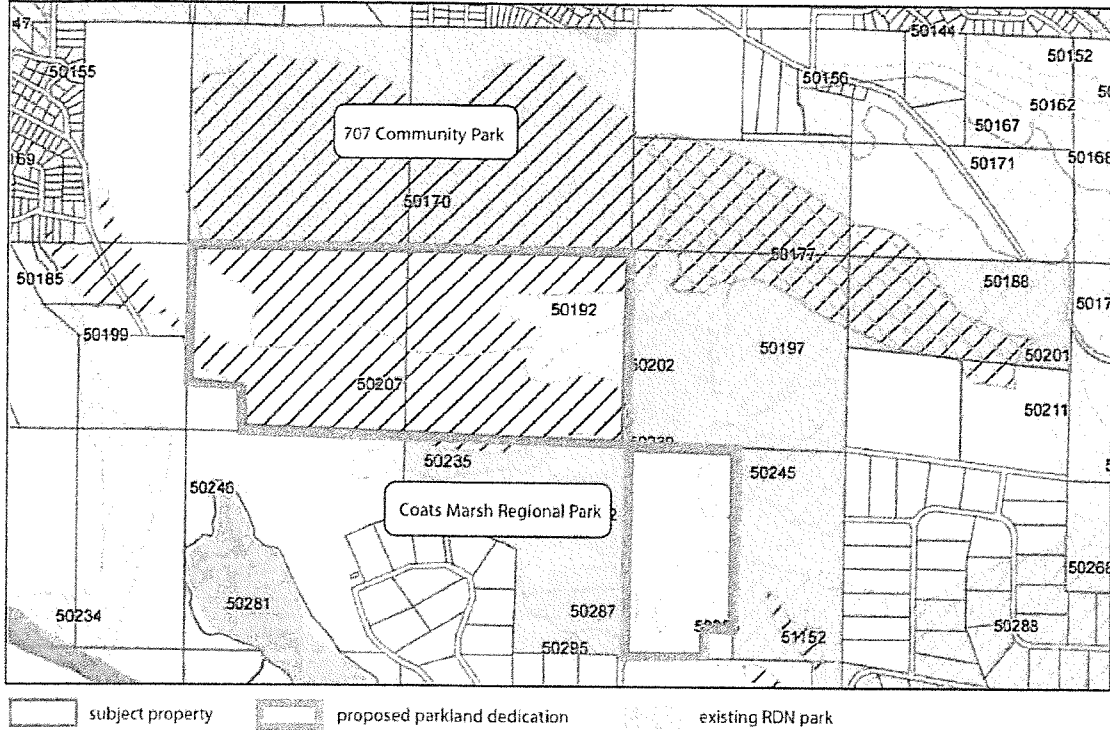
**Attachment 1
Donor Lands**



**Attachment 2
Receiving Lands**



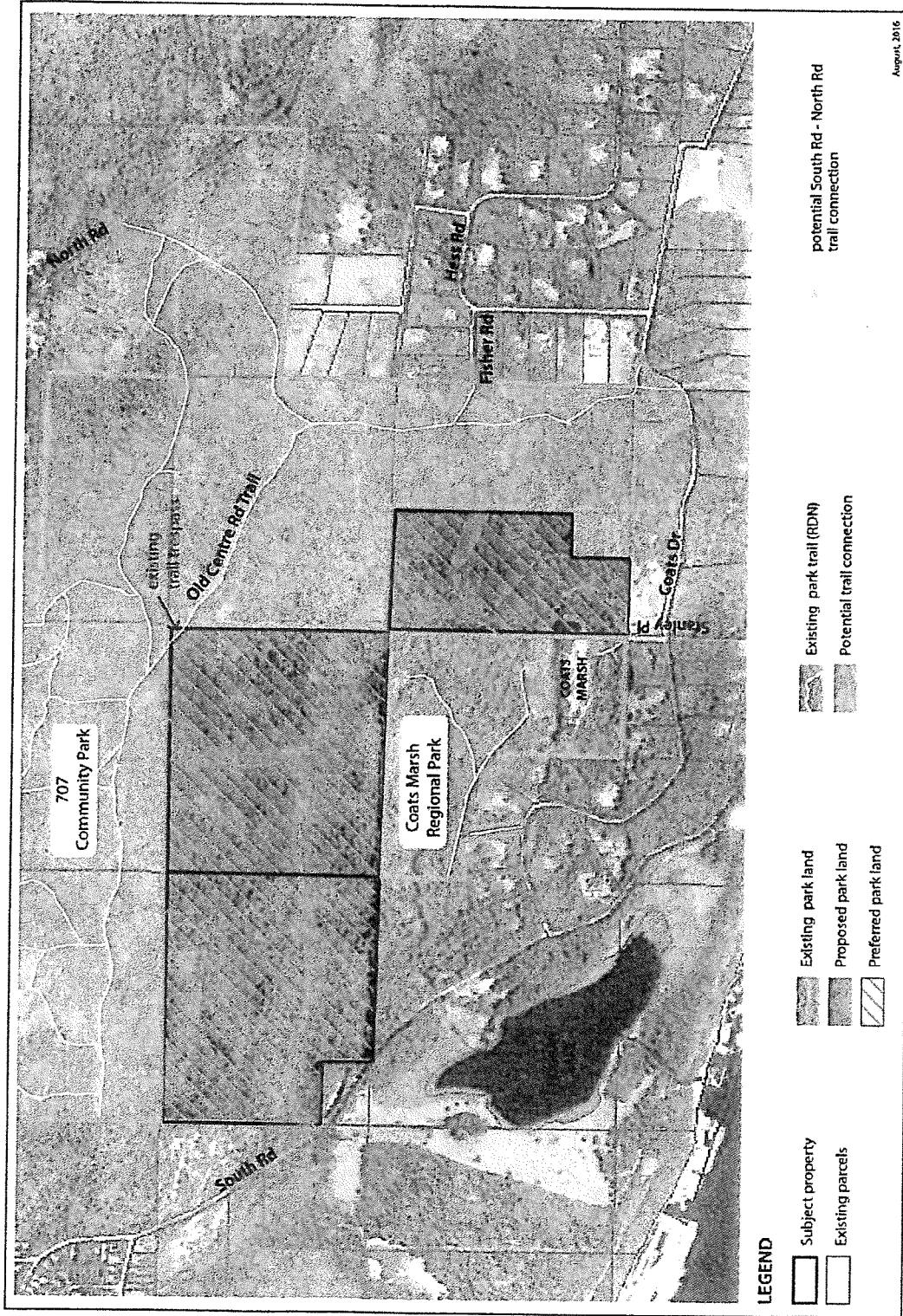
Attachment 3
Ecosystem Mapping coverage, donor property,
Gabriola Island Sensitive Ecosystem Mapping Airphoto - 2007



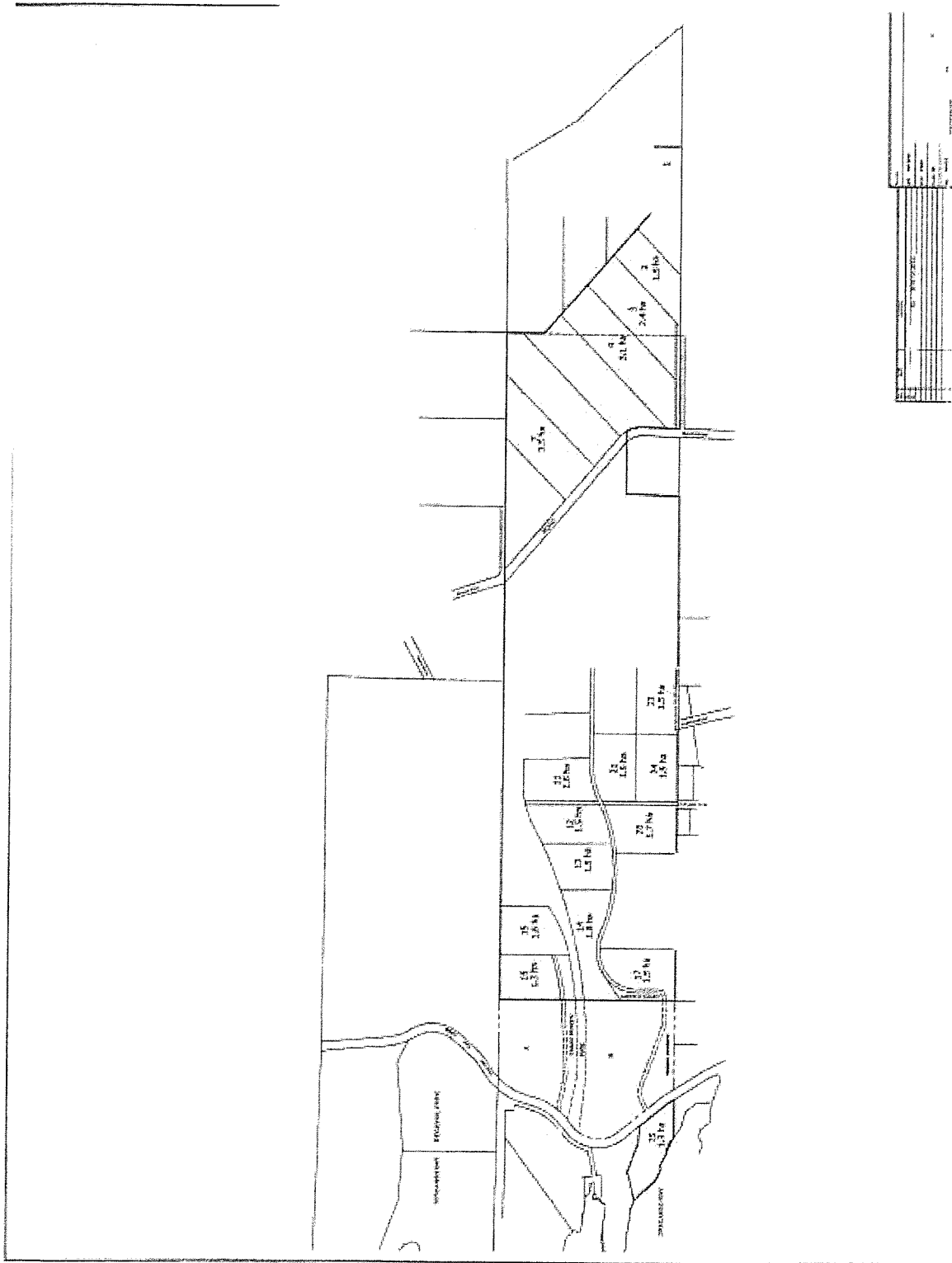
Identified Sensitive Ecosystem polygon features within proposed parkland dedication area from *Gabriola Sensitive Ecosystem Mapping - Airphoto 2007*

Primary Ecosystem						Secondary Ecosystem					
Polygon #	%	SE Class	SE subclass	Mapcode	Stage	%	SE Class	SE subclass	Mapcode	Stage	
50170	60	Non-Sensitive	NA	Douglas-fir / salal	shrub / herb	30	woodland	conifer	Douglas-fir - shore pine - arbutus	shrub / herb	
50192	90	Non-Sensitive	NA	Douglas-fir / salal	shrub / herb	10	wetland	swamp	Western redcedar - vanilla leaf	pole / sapling	
50202	90	wetland	swamp	Western redcedar - vanilla leaf	pole / sapling	10	Non-Sensitive	NA	Douglas-fir / salal	shrub / herb	
50207	80	Non-Sensitive	NA	Douglas-fir / salal	shrub / herb	10	wetland	swamp	Western redcedar - vanilla leaf	pole / sapling	
50230	100	wetland	swamp	Western redcedar - Indian Plum	pole / sapling						
50245	50	Non-Sensitive	NA	Douglas-fir / salal	pole / sapling	50	wetland	swamp	Western redcedar - vanilla leaf	pole / sapling	
50295	90	wetland	swamp	Western redcedar - Indian Plum	young forest	10	Non-Sensitive	NA	Rural residential	no structural stage	
50296	90	Non-Sensitive	NA	Douglas-fir / salal	shrub / herb	10	wetland	swamp	Western redcedar - Indian Plum	pole / sapling	

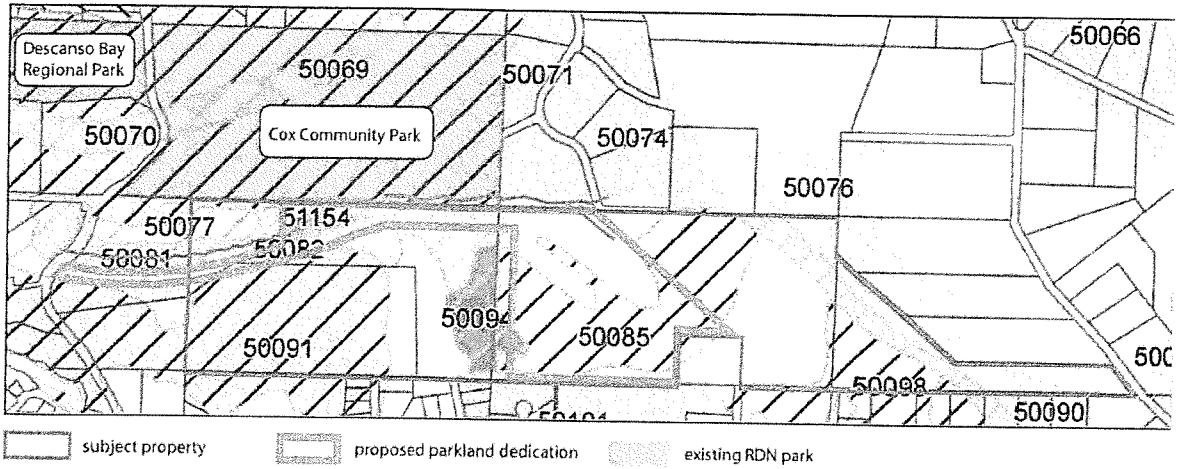
Attachment 4
 Park and trail connections, donor property



Attachment 5
Conceptual Subdivision Layout, Receiving property

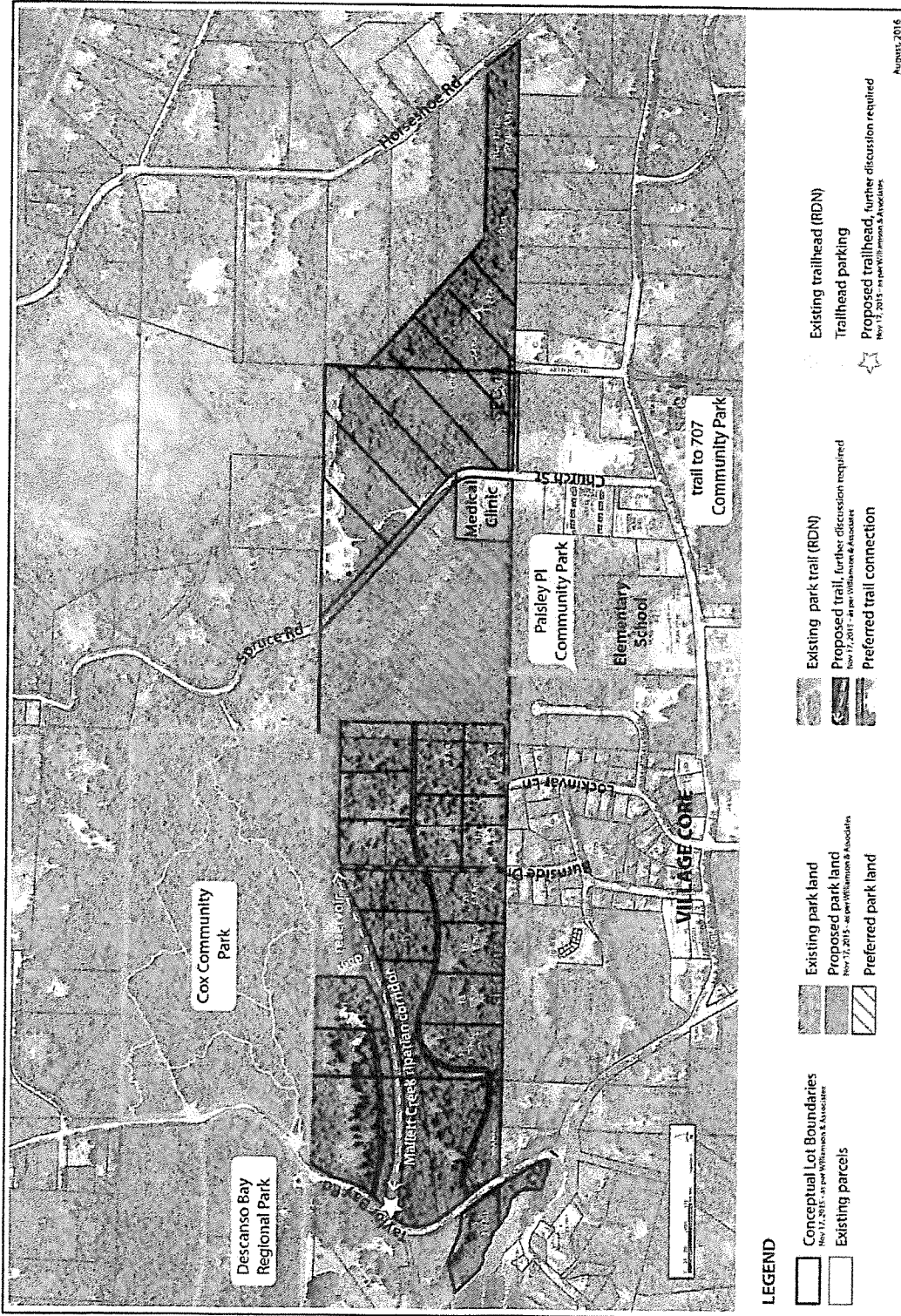


Attachment 6
Ecosystem Mapping coverage, receiving property,
Gabriola Island Sensitive Ecosystem Mapping Airphoto - 2007



Primary Ecosystem						Secondary Ecosystem				
Polygon #	%	SE Class	SE subclass	Mapcode	Stage	%	SE Class	SE subclass	Mapcode	Stage
50082	90	Wetland	swamp	Western redcedar / vanilla leaf	young forest	10	wetland	marsh	Sitka sedge - hemlock parsley marsh	herb
51154	10	Freshwater	lake	lake						
50094	80	Woodland	conifer	Douglas-fir - shore pine - arbutus	mature forest	20	mature forest	conifer	Douglas-fir / salal	mature forest
50085	80	Non-Sensitive	NA	Douglas-fir / salal	shrub / herb	20	woodland	conifer	Douglas-fir - shore pine - arbutus	shrub / herb
50076	100	Wetland	swamp	Douglas-fir / salal	young forest					

Attachment 7
 Park and trail connections, receiving property



TO: Wendy Marshall
Manager of Parks Services

DATE: August 29, 2016

FROM: Joan Michel
Parks and Trails Coordinator

MEETING: RPTSC – September 20, 2016

FILE:

SUBJECT: Salish Sea Marine Trail Proposal from BC Marine Trails Network Association

RECOMMENDATION

1. That the Board direct staff to continue to show support for the concept of marine trails and recognize paddlers as a stakeholder group when undertaking park planning.
2. That the Board direct staff to work with the BC Marine Trails Network Association on developing for Board approval a partnership agreement that establishes Descanso Bay Regional Park as a Salish Sea Marine Trail camping site, and the Nelson Road Boat Launch (Area A) and Blueback Community Park (Area E) as Salish Sea Marine Trail access points, and provides for continuing site assessment and potential expansion of RDN park and water access sites to be included in BC marine trails.

PURPOSE

To review the BC Marine Trails Network Association's proposed Salish Sea Marine Trail and partnership proposal.

BACKGROUND

The BC Marine Trails Network Association (BCMTNA) is a registered non-profit society comprised of ten paddling clubs and numerous individuals and businesses located on Vancouver Island, the Gulf Islands and the lower Mainland. The BCMTNA launched its first network of trails for paddlers, the Gulf Island Marine Trail, in 2011. At that time, the trail involved 27 existing waterfront parks, campgrounds and access sites from Island View Beach Regional Park (CRD) in the south to Newcastle Island (BC Parks) and Descanso Bay Regional Park on Gabriola (RDN).

In the following years, the BCMTNA's web page map revealed additional sites stretching up and around Vancouver Island. Additional sites within the Regional District ranged from private waterfront lands like Nanoose's Schooner Cove Marina and the Qualicum First Nation's Big Qualicum River Campground to MoTI water accesses such as the Nelson Road Boat Launch (Area A community park facility at the water access) and Buccaneer Beach (Area H). One RDN community park, Blueback (Area E), is shown on the BCMTNA map.

Participation in the Gulf Island Marine Trail and inclusion of other sites like the Nelson Road Boat Launch and Blueback on the BCMTNA map have not involved extra work on the part of the RDN. Descanso Bay Regional Park and the Nelson Road Boat Launch already serve the paddling community. Blueback is currently being improved as a paddler's access point.

Aside from the BCMTNA web site, there has until recently been no obvious promotion of the Gulf Island Marine Trail or the Marine Trail concept, at least in the mid-Island area. The Descanso Bay Regional Park brochure includes a note about the Marine Trail and provides a web address. No dedicated signage was ever developed by the Association to mark marine trail sites, and the RDN was not contacted again by the BCMTNA until the spring of 2016.

The BCMTNA is now rejuvenating and looking to develop an association with the Trans Canada Trail in order to help build recognition of existing marine trail networks and advance the overall concept. Since the TCT is focused on one linear cross-country connection, the BCMTNA has conceived the Salish Sea Marine Trail – termed a ‘blueway’ as opposed to a network – to complement the land-based Victoria to Nanaimo to Vancouver stretch of the TCT. At the June 26, 2016 Regional Board meeting, BCMTNA Acting Project Manager John Kimantas briefed members on marine trails and requested that the RDN partner in the Salish Sea Marine Trail initiative. Subsequently, Staff obtained further information from the Association on its status, goals and Salish Sea Marine Trail partnership proposal in particular.

At this time, the BCMTNA is actively identifying camping and access sites for the Salish Sea Marine Trail which involves Electoral Areas A, B and E. While Association members are still out scouting, no RDN regional or community sites other than existing BCMTNA identified access points Nelson Road Boat Launch and Blueback Community Park and camping site Descanso Bay Regional Park are considered suitable for inclusion in the proposed Salish Sea Marine Trail. Moorecroft Regional Park was examined but found wanting as an access point at low tide. Similarly, Beachcomber Regional Park is not particularly suitable as an access for paddlers. It is too early to determine the status of Electoral Area E’s new Oak Leaf Drive Community Park. There are no additional RDN park possibilities along the Cedar waterfront at this time, and none required on Gabriola Island for the Salish Sea Marine Trail.

The current BCMTNA organization is intent on creating formal partnership agreements with those who own or manage the access and camping sites shown on its public maps. They have no agreement template developed as yet and continue to work out what might be required. The Association is also concerned with ensuring that paddlers’ interests be taken into consideration by local government in general park planning. They are proposing establishment of a marine trail advisory panel. It has been made clear to the Association that inclusion of a site in a BCMTNA marine trail requires agreement by the relevant landowner or manager.

ALTERNATIVES

1. That the Board direct staff to recognize paddlers as stakeholders in park planning, and work with the BC Marine Trail Network Association on formalizing the inclusion of select RDN owned or managed parks and water accesses in marine trails and, specifically, in the Salish Sea Marine Trail.
2. That the Board direct staff not to formalize any participation in the BC marine trail network and alternate direction be provided.

FINANCIAL IMPLICATIONS

The BCMTNA has been encouraged to produce some signage at their cost, similar to what the Trans Canada Trail organization provides for participating trail organizations. At present, there are no costs associated with pursuing the proposed marine trail initiative aside from staff time. To the extent that the Salish Sea Marine Trail is incorporated into the Trans Canada Trail, some minor event-related costs may arise during 2017 in order for the RDN to participate in the Canada-wide celebrations.

STRATEGIC PLAN IMPLICATIONS

The Salish Sea represents a significant recreational playground for the Regional District. Kayaking is a growth sport and leisure past-time that features highly now in eco-tourism development. Formally extending trail planning work at the RDN to include marine as well as land-based trails will help the RDN maximize its tourism potential as well as clarify ocean frontage resources and development for residents.

SUMMARY/CONCLUSIONS

The BC Marine Trail Network Association wishes to engage with the Regional District in the formal planning and establishment of marine trail access and camping sites. Specifically, the Association wishes to conclude a Salish Sea Marine Trail in association with the Trans Canada Trail and in time for the national trail's 25th anniversary in 2017. Three long-standing waterfront RDN park sites, the Nelson Road Boat Launch (Area A), Descanso Bay Regional Park (Area B) and Blueback Community Park (Area E), are well situated to be formally recognized as part of a marine trail network. No additional work is required to perform as a marine trail site, though installation of Association-produced signage is recommended. Staff have provided initial feedback to the Association on a draft partnership agreement but more work will be required to achieve a useful document.



Report Writer



Manager Concurrence



GM Concurrence



A/C.A.O. Concurrence

BC Rural Dividend Program Guide, Ministry of Forests, Lands and Natural Resource Operations – List of Possible Projects for 2017 Round of Funding for Discussion.

Projects staff recommend as feasible for Oct 31, 2016 deadline

EA C – Trans Canada Trail Parking Area – plans are quite far along and likely could apply by Oct 31

EA F – Little Qualicum River Park – bridge repair (emergency access & pedestrian bridge), current cost estimate \$260,000, project is far enough along to apply

EA G – Dashwood Community Hall upgrades, have some estimates and planning in place to make application by Oct 31

EA H – Horne Lake Historic Trail, apply for funding to develop plan & for surveying, have background information that likely makes this feasible by Oct 31

EA H – Spider Lake Broadband development, pending discussion with service providers, may not be able to complete discussions in time for Oct 31

Other Projects that could be undertaken for future rounds of funding

EA A – Morden Colliery Trail – but because of delays related to ALR aspect of trail, won't be able to apply by Oct 31 – can review for 2017 round of funding

EA B – Village Trail, pending final resolution with MoTI for plan, won't be able to apply by Oct 31

EA E & H – Transit stops study – relative to Transit Future Plan, not sure if would be 2016 or 2017 application

EA F – Palmer Road Trail, likely more applicable to 2017 round of funding when plans are more developed

Other applicants – that may require support from RDN

EA B – Gabriola Golf Club has been asking RDN about funding but as a not-for-profit they could apply directly to the fund

Parksville Curling Club, located in Parksville on Parksville land in an RDN facility. As a not-for-profit, they could apply directly based on Parksville population, would need support of RDN as building owner and of Parksville as property owner. Not sure if they have any existing plans, costing, etc. But will ensure they are aware and working towards plan for 2017.

All EA's – (but would have to select one or two specific EA's for application) Wayfinding signage – could be partnership with First Nations, might be more applicable to 2017 round of funding in order to ensure RDN resources are available

All EA's – Potential partnerships with First Nations for economic development projects in their areas, would be applicable to future funding years

All EA's – Local community centres managed by not-for-profits who can apply directly or possible partnership with RDN for Renewable Energy Systems at their sites

EA F – Various community halls & railway society as not-for-profits could apply directly

Link to Grant Website

<http://www2.gov.bc.ca/gov/content/employment-business/economic-development/developing-your-community/community-partners/rural-advisory-council/rural-dividend>

REGIONAL DISTRICT OF NANAIMO

MINUTES OF THE REGULAR COMMITTEE OF THE WHOLE MEETING
OF THE REGIONAL DISTRICT OF NANAIMO HELD ON
TUESDAY, OCTOBER 11, 2016 AT 7:00 PM IN THE
RDN BOARD CHAMBERS

In Attendance:

Director W. Veenhof	Chairperson
Director C. Haime	Deputy Chairperson
Director A. McPherson	Electoral Area A
Director H. Houle	Electoral Area B
Alternate	
Director C. Pinker	Electoral Area C
Director B. Rogers	Electoral Area E
Director J. Fell	Electoral Area F
Director J. Stanhope	Electoral Area G
Director B. McKay	City of Nanaimo
Director B. Bestwick	City of Nanaimo
Director J. Hong	City of Nanaimo
Director J. Kipp	City of Nanaimo
Director W. Pratt	City of Nanaimo
Director I. Thorpe	City of Nanaimo
Director B. Yoachim	City of Nanaimo
Director M. Lefebvre	City of Parksville
Director T. Westbroek	Town of Qualicum Beach

Regrets:

Director M. Young	Electoral Area C
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Also in Attendance:

P. Carlyle	Chief Administrative Officer
R. Alexander	Gen. Mgr. Regional & Community Utilities & Solid Waste
G. Garbutt	Gen. Mgr. Strategic & Community Development
T. Osborne	Gen. Mgr. Recreation & Parks
J. Harrison	Director of Corporate Services
W. Idema	Director of Finance
D. Pearce	A/Director of Transportation and Emergency Planning
J. Hill	Mgr. Administrative Services
C. Golding	Recording Secretary

CALL TO ORDER

The Chairperson called the meeting to order and respectfully acknowledged the Coast Salish Nations on whose traditional territory the meeting took place.

The Chairperson welcomed Phyllis Carlyle, the new Chief Administrative Officer, and Alternate Director Pinker to the meeting.

COMMITTEE OF THE WHOLE MINUTES

Minutes of the Regular Committee of the Whole meeting held Tuesday, September 13, 2016.

MOVED Director Stanhope, SECONDED Director Thorpe, that the minutes of the Regular Committee of the Whole meeting held Tuesday, September 13, 2016, be adopted.

CARRIED

COMMUNICATION/CORRESPONDENCE

Tara Faganello, Ministry of Community, Sport, and Cultural Development, re Clean Water and Wastewater Fund Project #C40009 – Greater Nanaimo Pollution Control Centre: Centrifuge and Polymer System.

MOVED Director Stanhope, SECONDED Director Houle, that the correspondence from Tara Faganello, Ministry of Community, Sport, and Cultural Development, regarding Clean Water and Wastewater Fund Project #C40009 – Greater Nanaimo Pollution Control Centre: Centrifuge and Polymer System be received.

CARRIED

Tara Faganello, Ministry of Community, Sport, and Cultural Development, re Clean Water and Wastewater Fund Project #C40016 – San Pareil Water System – Treatment Upgrades.

MOVED Director Stanhope, SECONDED Director Houle, that the correspondence from Tara Faganello, Ministry of Community, Sport, and Cultural Development, regarding Clean Water and Wastewater Fund Project #C40016 – San Pareil Water System – Treatment Upgrades be received.

CARRIED

STRATEGIC AND COMMUNITY DEVELOPMENT

INTERGOVERNMENTAL LIAISON

2016-2020 Strategic Plan Seminar Session Summary.

MOVED Director Stanhope, SECONDED Director Lefebvre, that the Board receive the report on the 2016 – 2020 Strategic Plan Session Summary for information.

CARRIED

Federation of Canadian Municipalities – Canada 150 Community Leaders.

MOVED Director Westbroek, SECONDED Director Lefebvre, that the Board appoint Director Houle from the District 68 area and Director Stanhope from the District 69 area to the Federation of Canadian Municipalities Canada 150 Community Leaders network.

CARRIED

Disposition of Regional District of Nanaimo Owned Property.

MOVED Director Lefebvre, SECONDED Director Houle, that staff be directed to proceed with the transfer of the Regional District of Nanaimo owned parcel in the City of Parksville, legally described as Lot A, District Lot 123, Nanoose District, Plan VIP58761, to the City of Parksville for \$1.00.

CARRIED

MOVED Director Lefebvre, SECONDED Director Houle, that staff be directed to proceed with a notice of proposed disposition pursuant to Section 286 of the *Local Government Act* for the transfer of the Regional District of Nanaimo owned parcel, legally described as Lot A, District Lot 123, Nanoose District, Plan VIP58761, to the City of Parksville.

CARRIED

Update Regarding Strategic Initiatives and Relations with First Nations in the Region.

MOVED Director Stanhope, SECONDED Director Houle, that the Update Regarding Strategic Initiatives and Relations with First Nations in the Region report be received for information.

CARRIED

ADVISORY, SELECT COMMITTEE AND COMMISSION

District 69 Recreation Commission Meeting.

Minutes of the District 69 Recreation Commission meeting held Thursday, September 15, 2016.

MOVED Director Fell, SECONDED Director Pratt, that the minutes of the District 69 Recreation Commission meeting held Thursday, September 15, 2016 be received for information.

CARRIED

Recreation Services Master Plan Advisory Committee – Selection of D69 Recreation Commission Members.

MOVED Director Fell, SECONDED Director Pratt, that Commissioners Fell, Nosworthy, Patterson and Horner be appointed to the District 69 Recreation Services Master Plan Advisory Committee.

CARRIED

Directors' Roundtable

Directors provided updates to the Board.

IN CAMERA

MOVED Director Stanhope, SECONDED Director Lefebvre, that pursuant to Section 90 (1) (e) of the *Community Charter* the Committee proceed to an In Camera Meeting, for discussions related to land issues.

CARRIED

TIME: 7:39 PM

ADJOURNMENT

MOVED Director Houle, SECONDED Director Stanhope, that this meeting be adjourned.

CARRIED

TIME: 7:43 PM

CHAIRPERSON

CORPORATE OFFICER

REGIONAL DISTRICT OF NANAIMO
TRANSIT SELECT COMMITTEE
THURSDAY, OCTOBER 13, 2016 AT 12:00 PM
IN THE COMMITTEE ROOM

Present:

Director T. Westbroek	Chairperson
Director A. McPherson	Electoral Area 'A'
Director B. Rogers	Electoral Area 'E'
Director J. Stanhope	Electoral Area 'G'
Director B. Veenhof	Electoral Area 'H'
Director C. Pinker	Electoral Area 'C'
Alternate	
Director M. Lefebvre	City of Parksville
Director B. McKay	City of Nanaimo
Director B. Bestwick	City of Nanaimo
Director J. Hong	City of Nanaimo

Also in Attendance:

P. Carlyle	Chief Administrative Officer, RDN
D. Pearce	A/Director of Transportation & Emergency Planning Services
D. Marshall	Manager, Fleet, Projects & Emergency Planning Services
E. Beauchamp	Supt., Transportation Planning & Scheduling, RDN
M. Moore	Senior Regional Transit Manager, BC Transit
M. Lockley	Senior Transit Planner, BC Transit
D. Strobl	Manager, Sales and Revenue, BC Transit
M. Sparks	Recording Secretary, RDN

Regrets:

D. Trudeau	General Manager, Transportation & Emergency Planning Services
M. Young	Electoral Area 'C'
B. Bestwick	City of Nanaimo
B. Yoachim	City of Nanaimo
C. Haime	District of Lantzville

CALL TO ORDER

The Chairperson called the meeting to order at 12:00 pm.

MINUTES

MOVED Director Stanhope, SECONDED Director Lefebvre, that the minutes of the regular Transit Select Committee meeting held June 23, 2016 be adopted.

CARRIED

COMMUNICATIONS/ CORRESPONDENCE

MOVED Director Veenhoff, SECONDED Director Stanhope, that the correspondence dated August 25, 2016 re Custom Registration Process Expansion be received.

CARRIED

BC TRANSIT UPDATES

BC Transit 2015/16 Annual Performance Summary

MOVED Director Hong, SECONDED Director Veenhoff, that the BC Transit 2015/16 Annual Performance Summary be received.

CARRIED

MOVED Director Veenhoff, SECONDED Director Lefevre, that the RDN send a letter to BC Transit, encouraging BC Transit to look into developing interregional transit connections (including alternative service modes) on Vancouver Island and in particular between the Cowichan Valley Regional District and the Comox Valley Regional District.

CARRIED

MOVED director McKay, SECONDED Director Hong, that Staff be directed to prepare a detailed route analysis to assess the viability of Community buses on Conventional transit routes.

CARRIED

RDN Transit fare review process – verbal presentation

Doug Strobl, BC Transit, provided a verbal presentation regarding the RDN transit fare review process.

REPORTS

BC Transit Custom Registration Process Report

MOVED Director Veenhoff, SECONDED Director Hong, that this report be deferred to the next Transit Select Committee meeting.

CARRIED

2017/2018 Proposed Transit Services Expansion

MOVED Director Veenhoff, SECONDED Director Stanhope, that the Board approve the proposed 5,000 hour annual Conventional Transit expansion outlined in this report and direct staff to advise BC Transit accordingly.

CARRIED

MOVED Director Lefevre, Seconded Director Veenhoff that Staff be directed to provide a report exploring the option of providing service to Electoral Area 'F', including cost and hours needed.

CARRIED

MOVED Director McKay, Seconded Director Hong that staff be directed to report back with options for Route 7 Cinnabar/Cedar.

CARRIED

ADJOURNMENT

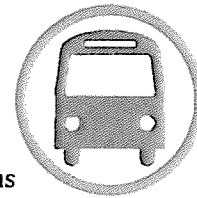
MOVED Director Veenhoff, SECONDED Director Stanhope, that this meeting be adjourned.

CARRIED

Time 2:15 pm

CHAIRPERSON

Regional District of Nanaimo Transit System



The Annual Performance Summary (APS) is a key component of the Annual Partnership Communications Calendar. It provides a snapshot of transit investment and performance within your community as compared to previous years, to budget, to system level performance targets and to peer communities.* This information is intended to support local decisions on service priorities and potential investments into service and capital initiatives. Upon alignment of future initiatives through the Transit Improvement Program, this information is used to update your three year budget forecasts and inform BC Transit's Service and Capital Plan.

2015/16 BC Transit Initiatives

BC Transit's shared services model continues to result in transit system costs well below those of industry averages. According to the Canadian Urban Transit Association, BC Transit consistently has lower costs per hour, and costs per passenger.

BC Transit's mandate in 2015/2016 was to find further efficiency and effectiveness within the current investment in transit throughout the province. As such, our efforts aimed at identifying opportunities for service optimization, improving on-time performance and streamlining operational processes with a mind to providing an overall better transportation network in BC Transit communities.

The provision of service delivery, maintenance and fuel represent the largest operating costs. Our contracting strategy has enabled us to contain lifts associated to the provisioning of service, including labour, to near inflation and significantly lower than those of industry peers. In regards to efforts to reduce costs associated to maintenance, shortened amortization periods of vehicles and the introduction of pooled lease fees by vehicle type and year have eliminated the need for major mid-life repairs, allows for major maintenance campaign work to be delivered in a more strategic way, and has eliminated the impact of bus-specific costs incurred in an individual system. These efforts, combined with lower than anticipated fuel prices in 2015/2016, have positively contributed to performance indicators related to operating costs.

In October 2015, changes made to the BC Transit Regulations promoted and rewarded efforts towards achieving efficiencies. These changes allowed for savings from budget realized in communities through corporate and system level efforts to be carried forward in an operating reserve purposed for offsetting future year increases. You will note the amount accumulated in your operating reserve for 2015/2016 with your April 2016 municipal invoice.

2015/16 Regional District of Nanaimo Initiatives and Highlights

Based on the highest priority initiative of the RDN Transit Future Plan and endorsed by the RDN Board in March 2014, approximately one half of the 5,000 annual hour conventional transit service expansion was implemented on a part-year basis effectively starting up on September 6, 2015. The

* The Regional District of Nanaimo APS report provides performance information for the conventional service business unit (841) and the custom service business unit (641).

goal of this expansion was to establish the Frequent Transit Corridor within RDN Transit and to begin to increase service levels.

Three heavy duty transit vehicles were added to the fleet to accommodate the service expansion and system fleet spare ratio requirement. Routes #1 Downtown/Woodgrove and #4 V.I. University were restructured in order to better connect Woodgrove Centre, Vancouver Island University and the City of Nanaimo Downtown. This change created the new frequent transit spine of the transit system and increased frequency and span of service on Wakesiah, Bowen and Uplands Roads. The short to medium-term goal is to increase service to 15 minutes Monday to Friday from 7:00 a.m. to 7:00 p.m. and to improve service levels in the evening and on weekends.

The service expansion was coordinated with the rebranding of the Rider's Guide and the renumbering of the routes to deliver improved ease of use across the network. The annualization of the 5,000 hour conventional transit service expansion will be reflected in the 2016/17 service performance.

In July 2015, the BC Transit Board authorized BC Transit to proceed with the purchase of an additional 24 Conventional Compressed Natural Gas (CNG) buses in 2016/17. BC Transit believes the RDN is the best location in the Province to introduce additional CNG buses and to create a 100% Conventional CNG Fleet because CNG fueling is already in place (with only minimal upgrades being required) and the RDN has successfully operated CNG buses for the past year with no major challenges. The CNG buses will be delivered between November 2016 and January 2017 with the implementation date of March 1, 2017. The 24 additional CNG buses will be replacing the remaining diesel buses in the fleet.

In 2015, BC Transit, in collaboration with the RDN and the Cowichan Valley Regional District (CVRD), conducted a study to explore the feasibility of an inter-regional transit service between the two regional centers. The objective was to complete a high level market analysis of the potential for transit riders between the two regions to confirm if a sustainable business case exists and to identify potential service models, associated costs, customer fares and timing that could be adopted to provide conventional and/or custom transit services in a cost effective and efficient manner. A Memorandum of Understanding outlined the project objectives and scope of work, including the work plan, roles and responsibilities and project schedule. The RDN and CVRD Inter-Regional Service Discussion report was presented to the Transit Select Committee in February 2016.

The results show that Vancouver Island University (VIU) would lead the potential market. Based on the microscopic analysis, using a range of mode share percentages, the following results were reached:

- A ridership of 300 passenger trips per day is the best case forecast for the corridor between CVRD and VIU. This is based on converting the commuting habits of the Nanaimo VIU population travelling from the Cowichan Valley areas.
- Commuter transit demand between RDN and CVRD is estimated to be low with between 12 to 26 transit rides.
- Zero estimated rides for RDN commuters wanting to travel to the Nanaimo Airport.

Based on these results, the RDN Transit Select Committee and Board of Directors reported back to BC Transit that the Regional District of Nanaimo and Cowichan Valley Regional District Inter-Regional Service is not viable at this time.

Conventional Service (Business Unit 841)

Local Investment Measures	2015/16 Actual	2014/15 Actual	YoY Var	2015/16 AOA Budget	AOA Budget Var	TFP Target	TFP Target Var	2015/16 Peer Average	Peer Average Var
Revenue service hours (000)	116	113	2%	116	0%	N/A	N/A	108	7%
Total cost (\$000)	\$12,306	\$12,078	2%	\$13,300	-7%	N/A	N/A	\$12,495	-2%
Service hours per capita	1.15	1.14	1%	1.15	0%	N/A	N/A	1.21	-5%
Fleet size	49	46	7%	49	0%	N/A	N/A	46	7%
Return on Investment	2015/16 Actual	2014/15 Actual	YoY Var	2015/16 AOA Budget	AOA Budget Var	TFP Target	TFP Target Var	2015/16 Peer Average	Peer Average Var
Passenger trips (000)	2,724	2,712	0%	2,740	-1%	N/A	N/A	2,974	-8%
Total revenue (\$000)	\$4,112	\$4,088	1%	\$4,130	0%	N/A	N/A	\$3,583	15%
Passenger trips per capita	27.1	27.5	-1%	27.3	-1%	33.85	-20%	33.4	-19%
Revenue per trip	\$1.49	\$1.49	0%	\$1.50	0%	N/A	N/A	\$1.18	26%
Performance	2015/16 Actual	2014/15 Actual	YoY Var	2015/16 AOA Budget	AOA Budget Var	TFP Target	TFP Target Var	2015/16 Peer Average	Peer Average Var
Operating cost per service hour	\$92.34	\$93.98	-2%	\$100.78	-8%	N/A	N/A	\$100.42	-8%
Operating cost per passenger trip	\$3.92	\$3.92	0%	\$4.26	-8%	\$4.60	-15%	\$3.65	8%
Passenger trips per service hour	23.5	24.0	-2%	23.7	-1%	30	-22%	27.5	-14%
Operating cost recovery	38.5%	38.5%	0%	35.4%	9%	25.5%	51%	33.0%	17%

Key Conventional Service Outcomes

The 2% increase in revenue service hours and the successful implementation of the Frequent Transit Route, and savings from the CNG fleet have resulted in stable performance for the Nanaimo System for 2015/16. Ridership increased marginally by 1% and the use of monthly passes has increased by 10%.

The lower operating and maintenance cost associated with CNG buses has contributed to the 2% lower operating costs per service hour and is further demonstrated by the strong 38.5% operating cost recovery, which is well above the endorsed Transit Future Plan performance target and trends higher than the average of all similar size transit systems across the province.

* Transit Future Plan (TFP) Targets are from the *Regional District of Nanaimo Transit Future Plan, February 2014*.

† Peer Average is the average of six Tier 1 systems (not including Victoria).

Custom Service (Business Unit 641)

Local Investment Measures	2015/16 Actual	2014/15 Actual	YoY Var	2015/16 AOA Budget	AOA Budget Var	TFP Target	TFP Target Var	2015/16 Peer Average	Peer Average Var
Revenue service hours (000)	25	24	4%	27	-7%	N/A	N/A	22	10%
Total cost (\$000)	\$1,847	\$1,728	7%	\$2,099	-12%	N/A	N/A	\$1,881	-2%
Service hours per capita	0.19	0.19	3%	0.21	-7%	N/A	N/A	0.21	-9%
Fleet size	16	16	0%	16	0%	N/A	N/A	13	20%
Return on Investment	2015/16 Actual	2014/15 Actual	YoY Var	2015/16 AOA Budget	AOA Budget Var	TFP Target	TFP Target Var	2015/16 Peer Average	Peer Average Var
Passenger trips (000)	69	68	2%	69	-1%	N/A	N/A	91	-24%
Total revenue (\$000)	\$203	\$205	-1%	\$206	-1%	N/A	N/A	\$159	28%
Passenger trips per capita	0.5	0.5	0%	0.5	-1%	N/A	N/A	0.9	-37%
Revenue per trip	\$3.04	\$3.10	-2%	\$3.07	-1%	N/A	N/A	\$2.00	52%
Performance	2015/16 Actual	2014/15 Actual	YoY Var	2015/16 AOA Budget	AOA Budget Var	TFP Target	TFP Target Var	2015/16 Peer Average	Peer Average Var
Operating cost per service hour	\$63.61	\$63.17	1%	\$66.88	-5%	N/A	N/A	\$70.43	-10%
Operating cost per passenger trip	\$23.21	\$22.48	3%	\$26.63	-13%	N/A	N/A	\$18.81	23%
Passenger trips per service hour	2.7	2.7	-3%	2.5	8%	N/A	N/A	3.4	-20%
Operating cost recovery	12.7%	13.5%	-5%	11.2%	14%	N/A	N/A	9.3%	37%

Key Custom Service Outcomes

The Nanaimo Custom system indicates a relatively unchanged result for 2015/16 with the average of 2.7 rides per service hour, well below the average of similar size systems.

There has been a small upward trend of 2% in ridership for 2015/16; however, there has been an upward trend of 37% in unmet trips, a 15% increase in Taxi Saver usage, and a 10% decline in taxi supplement usage. These results may indicate that there is room for improvement in the efficiency and effectiveness in the delivery of the Custom Transit System with much of the increased demand not being met. It would be worthwhile to initiate an analysis of the effectiveness of the utilization of the current vehicle type (i.e. low-floor ARBOCs).

* Peer Average is the average of six Tier 1 systems (not including Victoria).

Future Priorities

Conventional Transit

Priorities will continue to be developed to improve ease of use for the customer. These priorities include:

- Development of the downtown waterfront transit exchange to provide improved operations and infrastructure commensurate with a maturing mass transit system
- Develop local service expansion strategies to improve local transit in the growing communities of Qualicum Beach and Parksville and improve local transit connections to the frequent transit corridor
- Initiate a fare review of both custom and conventional transit service
- SmartBus technology
- Closed-circuit television (CCTV)

Custom Transit

Improved scheduling software for Custom Transit.

Key Performance Indicator (KPI) Glossary

Key Performance Indicator	Definition
Fleet size	The total number of transit vehicles providing a given type of service for the year.
Operating cost per passenger trip	Total cost for the year less the local contribution to lease fees (debt service) per total passenger trips for the year.
Operating cost per service hour	Total cost for the year, not including taxi, less the local contribution to lease fees (debt service) per total revenue service hours delivered for the year.
Operating cost recovery	Total revenue for a system for the year divided by total cost for the year less the local contribution to lease fees (debt service).
Passenger trips	Total passenger trips for the year. An estimated measure of system ridership.
Passenger trips per capita	Total passenger trips for the year per the defined population of the area being served by the type of service. For Conventional systems this is the population that falls within 400m of the fixed route conventional service by linework. For Custom and Paratransit systems this is the population within the defined limits of service. In systems that do not have defined limits of service this is the population that falls within the boundaries of the system as described in Schedule A of the Annual Operating Agreement (AOA).
Passenger trips per service hour	Total passenger trips for the year, not including taxi, per total revenue service hours delivered for the year.
Revenue per trip	Total revenue, less advertising revenue, for a system for the year per non-Taxi Saver trips for the year.
Revenue service hours	Total revenue service hours delivered for the year. (Does not include Taxi)
Service hours per capita	Total revenue service hours vehicles were on the road (excluding deadhead) for the year per the defined population of the area being served by the type of service. For Conventional systems this is the population that falls within 400m of the fixed route conventional service by linework. For Custom and Paratransit systems this is the population within the defined limits of service. In systems that do not have defined limits of service this is the population that falls within the boundaries of the system as described in Schedule A of the AOA.
Total cost	Total AOA cost, which includes the local contribution to lease fees (debt service) but not the provincial contribution.
Total revenue	Total revenue for a system for the year, which include fares (cash, ticket, passes but not including Taxi Saver recoveries) and advertising revenue.



TO: Daniel Pearce
A/Director, Transportation and Emergency
Planning Services

DATE: October 5, 2016

FROM: Darren Marshall
Manager, Fleet, Projects and Emergency
Planning Services

MEETING: TSC October 13, 2016

Erica Beauchamp
Superintendent of Transit Planning & Scheduling

FILE: 8310-01

SUBJECT: 2017/2018 Proposed Transit Service Expansion

RECOMMENDATION

That the Board approve the 5,000 hour Conventional Transit expansion proposed for 2017/2018, outlined in this report, and direct staff to advise BC Transit accordingly.

PURPOSE

To obtain direction from the Board regarding the proposed service expansion for the Conventional Transit system.

BACKGROUND

One of the RDN Transit goals, identified within the Transit Future Plan, is to enhance the current transit system in order to connect the region's urban and rural communities with their downtowns and neighborhood centres, thus offering an attractive alternative to driving. Enhancing the local transit network within District 69 and improving service to the regional routes, will enable more people to have access to transit services.

RDN Transit and BC Transit are proposing an annual 5,000 hour RDN Conventional Transit expansion starting September 2017. This proposed expansion would result primarily in enhanced service in District 69 with improvements to other transit services.

These service changes reflect the 2014 *RDN Transit Future Plan* and include:

Deep Bay

- **Route and service improvements**
 - ♦ Service will operate Monday to Friday with two round trips (one morning, one afternoon). This change will simplify trip planning and offer more service to Area H.
 - ♦ Route 99 will meet Routes 91, 95 and 98 in Qualicum Beach to allow passengers to travel within Qualicum Beach or continue on to Parksville and/or Nanaimo.

Qualicum Beach (see Appendix A)

- **New Routes – 98 Qualicum Beach and 95 Columbia Beach**
 - ◊ 60 minute service provided by the two routes;
 - ◊ Route 98: Services the West section of Qualicum Beach then becomes the new route 95 Columbia Beach;
 - ◊ Route 95: Services the East section of Qualicum Beach including airport area, Chartwell, Columbia Beach, Eaglecrest and Qualicum Woods before heading back into Qualicum Beach and becoming the 98 at Ravensong Aquatic Centre.

Transit Future Plan

Based on the conceptual map provided in the Transit Future Plan for transit within the Town of Qualicum Beach, the current proposed routes 95 and 98 cover the same relative extent of residential area. Since the conceptual diagram (**Appendix B: Map 5A, page 7 of the Transit Future Plan**) is not map based, does not follow Town road structure, and is intended as a look into possible future transit for Qualicum Beach, the planned transit routes utilized the general concept of servicing as many of the residential areas within Qualicum Beach as possible.

As well, the proposed September 2017 transit expansion is aligned with the Transit Future Plan Vision Statement:

“The Regional District of Nanaimo Transit System supports the region’s high quality of urban and rural life by connecting the region’s rural village centres, neighborhoods and urban areas with high quality transit services...”

This connection of rural and urban areas is accomplished through expanded services along the Deep Bay corridor, increasing the frequency of the 91 Intercity, and through the new community transit route within Qualicum Beach.

ALTERNATIVES

1. That the Board approve the proposed 5,000 hour annual Conventional Transit expansion outlined in this report and direct staff to advise BC Transit accordingly.
2. That the Board not approve the proposed 5,000 hour annual Conventional Transit expansion outlined in this report and provide direction to staff.

FINANCIAL IMPLICATIONS

The expansion is scheduled to be implemented in September 2017, resulting in 1,900 annual hours in 2017 and the balance of 3,100 annual hours in April 2018 (BC Transit’s fiscal year is April 1 to March 31st).

This translates into the following rough estimate increases, year by year, for each Area and Municipality:

Share of Requisition				
	2016	2017	2018	2019
Parksville	502,214	571,963	615,944	585,290
Qualicum Beach	185,077	209,693	284,619	361,027
EA E	144,824	164,783	180,000	175,159
EA G	124,164	140,091	166,430	184,239
EA H	56,385	63,470	83,007	104,355
Total	1,012,664	1,150,000	1,330,000	1,410,070

Requisition values are based on:

- 2011 census data (still awaiting 2016 census data)
- No change in Custom transit hours for this purpose
- Requisition values are based on the previous year's numbers
- District 69 requisitions are based on: 40% population and 60% usage (as per Bylaw 897.05)
- Full impact of expansion will be realized by the year 2019

The 5,000 hour annualized Conventional Transit expansion is included in the proposed 2017 budget and five year financial plan.

STRATEGIC PLAN IMPLICATIONS

Focus on Service and Organizational Excellence – The Board vision expresses a desire to build a future where the air is clean and safe to breathe. Expansion of transit service allows a greater number of residents to access the transit service, which allows them access to areas of the RDN that would otherwise be inaccessible.

Focus on Relationships – The RDN Transit service links communities within the RDN and also has the possibilities of linking communities outside the RDN, which would allow RDN residents greater access to the surrounding areas.

Focus on Economic Health – Expanded transit service throughout the region promotes economic viability and regional collaboration. Expansion of transit service allows a greater number of residents to access the transit service, which in turn allows them to access economic opportunities throughout the RDN.


Focus on the Environment – Transit service throughout the RDN allows residents the option to leave their personal vehicles at home, helping to reduce emissions and particulate matter. Further, an enhanced transit service allows a greater number of residents to access the transit service and further reduce environmental emissions.

SUMMARY / CONCLUSIONS

RDN Transit Staff has developed schedules and budget estimates related to the 5,000 hour Conventional Transit expansion proposed for 2017/2018. This service expansion is based on the 2014 *RDN Transit Future Plan* and would include 1,900 prorated service hours for September 2017 and the remaining 3,100 hours in 2018. These expansion hours are earmarked to expand the transit systems in District 69 as well as provide minor enhancements to overall transit service.



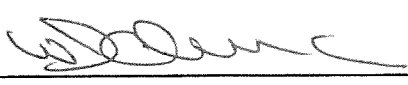
Report Writer



Director Concurrence

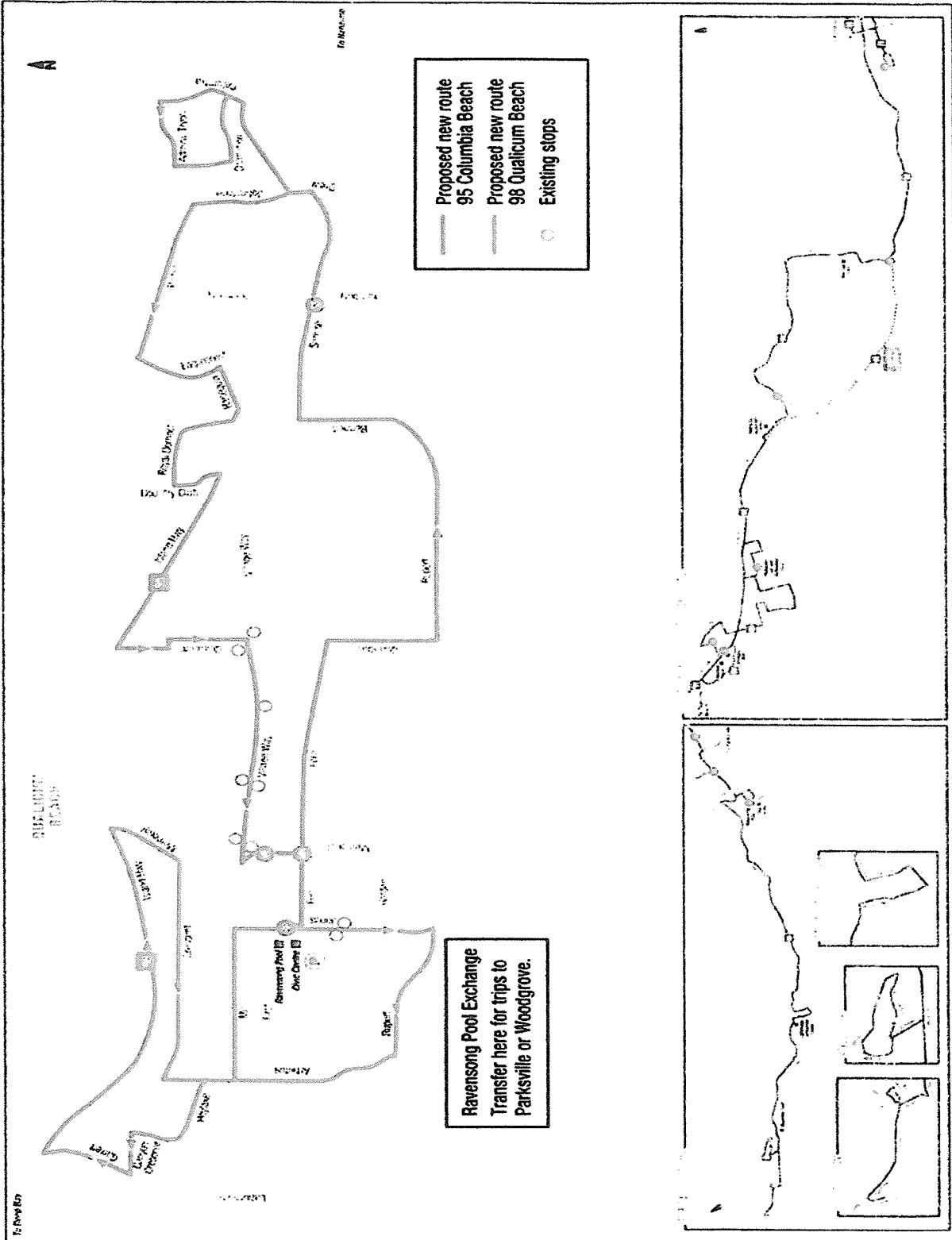


Report Writer

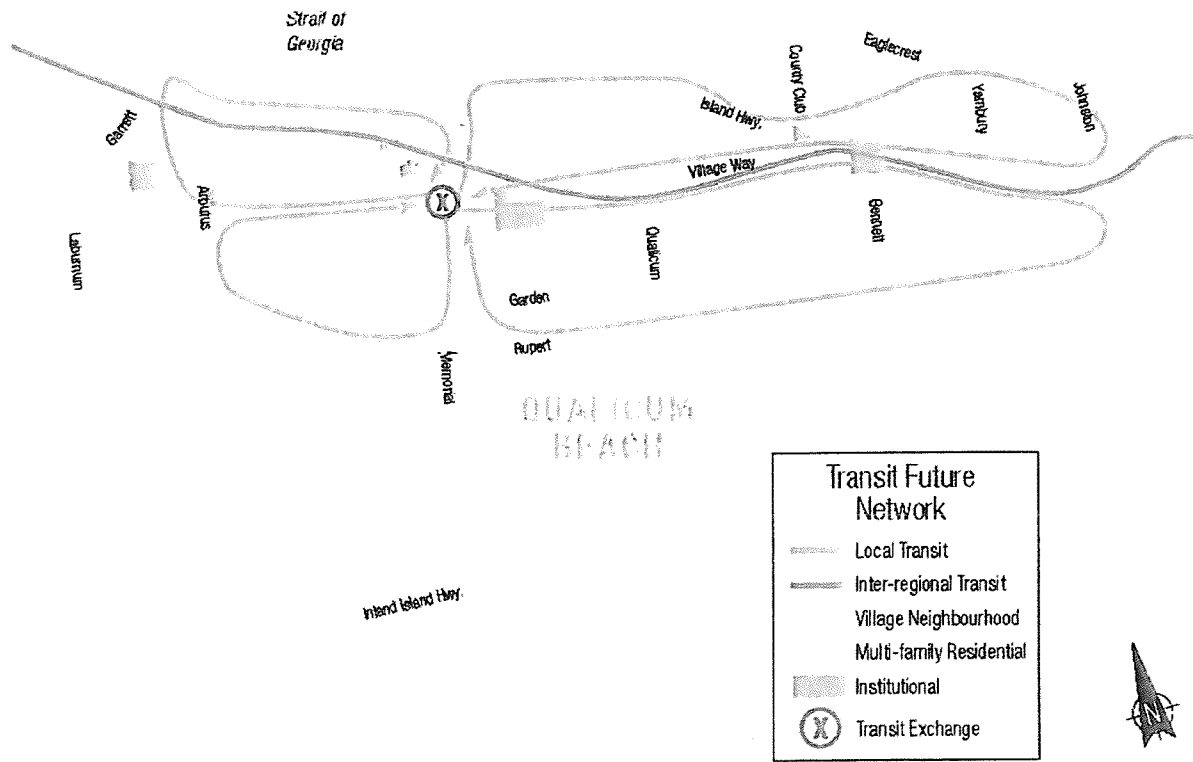


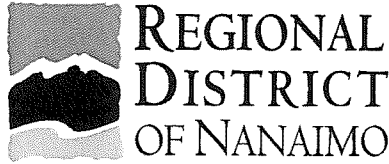
C.A.O. Concurrence

Appendix A. Proposed route for 98 Qualicum Beach and 95 Columbia Beach



Appendix B: Map 5A, page 7 of the Transit Future Plan





RDN REPORT	
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STAFF REPORT

TO: Regional District of Nanaimo Board **DATE:** October 18, 2016

FROM: Randy Alexander
GM, Regional & Community Utilities **MEETING:** Board October 25, 2016

FILE: 1855-04

SUBJECT: Clean Water and Wastewater Fund Applications

RECOMMENDATION

That the Board endorse the following projects for submission under the Clean Water and Wastewater Fund, with a commitment to contribute the RDN’s share of the project costs:

- Greater Nanaimo Pollution Control Centre Upgrades.
- French Creek Pollution Control Centre Expansion.
- Electoral Area ‘C’ Drinking Water Service Planning.
- Cedar Sewer System.
- Nanoose (Craig Bay) Pump Station Replacement.
- Nanoose Sewer Service Forcemain Replacement.
- French Creek Water Service Upgrades.
- Bowser Sewer Servicing.

PURPOSE

To propose projects for the Board’s consideration to be submitted under the Clean Water and Wastewater Fund (the Fund).

BACKGROUND

Canada and British Columbia launched the Fund in September 2016. The Program Guide and supporting documentation are available at: <http://www2.gov.bc.ca/gov/content/governments/local-governments/environmental-infrastructure/local-government-grants/clean-water-and-wastewater-fund>

The Fund is intended to accelerate short-term local government investments to meet immediate priorities for the planning, rehabilitation and construction of water, wastewater and stormwater infrastructure.

Canada and British Columbia governments are investing up to \$373.6 million under the Fund to support infrastructure projects in communities across BC. The Government of Canada will contribute \$225.1 million and the Province of British Columbia will contribute \$148.5 million to the total program.

The Fund offers funding up to a maximum of eighty-three percent (83%) of the total eligible project costs. Fifty percent (50%) is contributed by the Government of Canada and thirty-three percent (33%) by the Province of British Columbia.

Application Deadline: The application intake for the Fund is now open. The intake will close on November 23, 2016.

The Fund will primarily focus investments on meeting immediate priorities for clean water and wastewater to support a cleaner and healthier environment for communities.

Regional Districts may submit **one** application for each community in their area. A community is defined as a settlement area within a regional district electoral area, or an established or proposed service area.

A Board resolution endorsing the project, with a commitment to contribute the regional district's share of the costs, must accompany the application.

Eligibility:

- Eligible project categories: Drinking Water; Wastewater; Stormwater.
- Eligible projects types include rehabilitation, expansion, new construction, asset management, design and planning.
- Applicants are limited to municipal or regional governments established under British Columbia legislation. Improvement Districts are not eligible to apply. Any applications made by local government in partnership with an improvement district would require transfer of the asset to the local government.
- Construction must have begun after April 1, 2016, with a **completion date of no later than March 31, 2018** (projects completing by March 31, 2019 may be considered on a case by case basis).

Evaluation criteria include the extent to which the project meets the following objectives:

- Increased capacity or lifespan of the Asset (Economic Growth).
- Enhanced Service (Building Stronger Communities).
- Improved environmental and public health outcomes.

Proposed Projects:

Staff have identified the following projects as possible projects for submission to the current intake of the Fund. Staff will be discussing the applicability of these projects to the program with Provincial staff over the next month to confirm eligibility but at this time, staff believe these projects meet the criteria for eligible projects and align with the Fund objectives.

Greater Nanaimo Pollution Control Centre Upgrades:

Construction

The Greater Nanaimo Pollution Control Centre provides primary wastewater treatment to the Nanaimo and Lantzville area. The plant must be upgraded to secondary treatment levels to meet higher treatment standards imposed by federal and provincial governments. This project is underway and included in the financial plan for 2019 completion. It may be necessary to phase applications for this project under the Fund program given how large it is. Any grant funding would be used to offset borrowing currently planned for the project. The funding application would seek a project completion funding extension to March 31, 2019. The project construction cost is estimated at \$81 million.

French Creek Pollution Control Centre Expansion:

Planning and Design

The French Creek Pollution Control Centre provides secondary level wastewater treatment to the Parksville, French Creek and Qualicum Beach areas. Capacity expansion is required due to growth. Preliminary design for this project is planned for 2017 and grant funding would be used to offset the taxpayer funded share of the work.

The cost of preliminary design is estimated to be \$400k

Electoral Area 'C' Drinking Water Service Planning:

Planning and Design

Design and planning of infrastructure requirements including source supply investigation, infrastructure design and engineering (extraction, storage, treatment and distribution) and lifecycle asset planning to support a new water service area serving the South Wellington community in Electoral Area 'C'. This project is not currently included in the financial plan and the RDN share could be funded through Community Works Funds allocated to EA C. Over the longer term, it would be necessary to establish a water service if the initial design and planning work indicated viability.

The cost of this work is estimated to be on the order of \$250k.

Cedar Sewerage System:

Planning and Design

Municipal wastewater from select properties in the Cedar Village Centre (in Electoral Area 'A') is treated at the Duke Point Pollution Control Centre. Planning and engineering design are required to establish the requirements for expanding community sewer availability in Cedar. This project would be follow up to the current capacity review underway that was funded from Regionally Significant Gas Tax Program funds. It is not currently in the Financial Plan and funding could be drawn from the Duke Point Wastewater and Cedar Sewer Reserve funds for the RDN's share of costs.

The cost of this work is scope dependent, and could exceed \$1 million

Nanoose (Craig Bay) Pump Station Replacement:

Design and Construction

Replace pumpstation and install new transmission main from Parksville's Top Bridge Reservoir to supply the Nanoose Bay Peninsula Water Service Area with treated surface water once the new ERWS Water Treatment Plant is online. This project is included in the Financial Plan for 2018/19 and grant approval would move the construction timing up and reduce borrowing requirements in this service.

The cost of this work is estimated to be \$2 million.

Nanoose Sewer Service Forcemain Replacement:

Design and Construction

The Nanoose Bay Pollution Control Centre sewer forcemain services the Fairwinds development in Nanoose Bay. Failures on the forcemain indicate that it is nearing end of life, and replacement is recommended to address increasing repair costs and potential environmental impacts from spills. This work is included in the long-term financial plan for critical area replacements up to \$1 million but grant funding would allow for the entire main to be replaced at one time.

The cost of this work is scope dependent, and could exceed \$2 million.

French Creek Water Service Upgrades:

Design and Construction

In addition to direct capital investment in infrastructure (well maintenance and redevelopment, and wellhead upgrades at two well sites; as well as a new reservoir for the system), the project will provide detailed design engineering and costing for a new treatment plant to remove iron and manganese from the community water supply. The initial stages of design work for this project have been included in the Financial Plan for this service and reserve funds would be used to fund the RDN's share of costs.

The cost of this work is estimated to be \$600k.

Bowser Sewer Servicing

Planning, Design, Construction

Bowser Village Centre's community plan identifies sewer servicing as a key component to developing Bowser Village Centre into a "complete compact community". The RDN is completing a Wastewater Servicing Study that will produce a detailed engineering design and cost estimate for the provision of a wastewater system that includes service connections, collection, treatment and disposal for the Bowser Village Centre. Grant funding will allow the project to progress through consultation, referendum, discharge design and/or construction.

This project is not currently included in the financial plan as it requires establishment of a new service area and RDN funding for this project is dependent upon obtaining voter approval. The costs are estimated to be \$250k to complete planning and design, \$5 million for collection system construction, and \$5 million for construction of the treatment system.

ALTERNATIVES

1. That the Board support application under the Fund for the identified projects.
2. That the Board provide alternate direction to staff. Without grant funding, the full cost of these projects would be borne by the RDN.

FINANCIAL IMPLICATIONS

Applications under the Fund require a Board resolution endorsing the projects accompany the application. Individual project scope and costs have not been finalized. Staff resources will be required to manage projects that receive funding. Scope and costs will be revised and established to align best with the Fund evaluation criteria pending follow up discussion with the Province. The projects noted above all result in potentially significant financial impacts to the participants in the services and funding of infrastructure projects under the Fund has the potential to significantly reduce the tax burden associated with the selected projects. Funding under the Fund is limited, and the demand is expected to exceed the funds available. The Province has indicated there will be additional intakes for this program in future years and projects not included at this time can be resubmitted.

STRATEGIC PLAN IMPLICATIONS

These projects align well with the RDN 2016-2020 Strategic Plan priorities of: Service and Organizational Excellence (funding infrastructure in support of our core services; effective and efficient use of funds); Focus on Economic Health (leveraging funding opportunities to provide economic benefits; importance of water in supporting our economic and environmental health); and Focus on Environment.

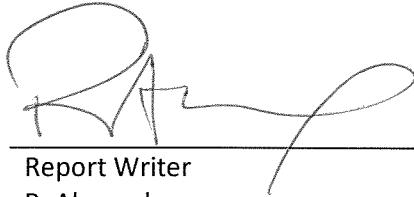
SUMMARY AND CONCLUSIONS

Canada and British Columbia launched the Clean Water and Wastewater Fund in September 2016. The Fund is intended to accelerate short-term local government investments to meet immediate priorities for the eligible project categories of planning, rehabilitation and construction of water, wastewater and stormwater infrastructure.

The Fund offers funding up to a maximum of eighty-three percent (83%) of the total eligible project costs. The application intake for the Fund is now open. The intake will close on November 23, 2016.

Applicants are limited to municipal or regional governments established under British Columbia legislation. Construction must have begun after April 1, 2016, with a completion date of no later than March 31, 2018.

Staff have identified projects for Board endorsement that are best aligned with the timing, objectives, and evaluation criteria of this Fund application intake.



Report Writer
R. Alexander



CAO Concurrence
P. Carlyle