

REGIONAL DISTRICT OF NANAIMO
REGIONAL PARKS AND TRAILS SELECT COMMITTEE
AGENDA

Tuesday, October 9, 2018

12:00 P.M.

Committee Room

This meeting will be recorded

Pages

1. CALL TO ORDER
2. APPROVAL OF THE AGENDA
3. ADOPTION OF MINUTES
 - 3.1 Regional Parks and Trails Select Committee Meeting - May 15, 2018 4
That the minutes of the Regional Parks and Trails Select Committee meeting held May 15, 2018, be adopted.
4. DELEGATIONS
5. CORRESPONDENCE
 - 5.1 R. Robinson, Friends of French Creek Conservation Society , re: French Creek Estuary Lands 7
 - 5.2 T. Cameron, Gabriola Resident, re: Accessibility of Descanso Bay Regional Park 9
The following motion was put forward at the June 18th, Area B POSAC meeting:

It was moved and seconded that the delegation's information be referred to the Regional Parks and Trails Select Committee for consideration.
 - 5.3 D. James, Qualicum Beach Streamkeepers Society, re: Little Qualicum River Estuary 13
 - 5.4 L. Lemon and P. Cuttris, Benson View Rd. Residents, re: Mt. Benson Regional Park Parking 15

6. UNFINISHED BUSINESS

6.1 Mount Benson Regional Park – Parking Lot Project Update 16

At the May 22nd RDN Board Meeting the following resolution was Carried:

It was moved and seconded that the main motion “That upon completion of the new parking lot at 2761 Benson View Road, the floating Boardwalk be repurposed as a viewing platform that does not provide a crossing, and be located on the West shore of Witchcraft Lake with a connecting trail from the new parking lot, accessible by all; and further, that the existing parking area be maintained to service the City of Nanaimo’s Park at Witchcraft Lake and as a parking area for ambulances, Search and Rescue and a staging area for Fire Department trucks to draft water from the lake.” be referred to the Regional Parks and Trails Select Committee.

7. REPORTS

7.1 Parks Update Report – Summer 2018 29

That the Parks Update - Summer 2018 be received as information.

7.2 Morden Colliery Regional Trail Update 49

That the Morden Colliery Regional Trail Update be received for information.

7.3 Big Qualicum River to Alberni-Clayoquot Regional District Regional Trail Update 55

That the Big Qualicum River to Alberni-Clayoquot Regional District Regional Trail Update be received.

7.4 Trans Canada Trail – Renewal of Island Timberlands Licence 61

That the RDN enter into a licence renewal with Island Timberlands’ for the Trans Canada Trail from August 1, 2018 to July 31, 2020.

7.5 Trans Canada Trail – Private Land Use Agreement 66

That the RDN the 2018 - 2020 land use agreement with Gayle and Peter Brase for the Trans Canada Trail be approved.

7.6 Benson Creek Falls Regional Park – Access Improvements 79

That detailed design and planning for the truss bridge across Benson Creek, including associated trail improvements, proceed.

That detailed design and planning for a combination of stairs and new trail to the base of Ammonite Falls proceed.

8. BUSINESS ARISING FROM DELEGATIONS

9. NEW BUSINESS
10. ADJOURNMENT

REGIONAL DISTRICT OF NANAIMO

MINUTES OF THE REGIONAL PARKS AND TRAILS SELECT COMMITTEE MEETING

Tuesday, May 15, 2018

12:00 P.M.

Board Chambers

In Attendance:	Director H. Houle	Chair
	Director A. McPherson	Electoral Area A
	Director M. Young	Electoral Area C
	Director B. Rogers	Electoral Area E
	Director J. Fell	Electoral Area F
	Director B. Veenhof	Electoral Area H
	Director G. Fuller	City of Nanaimo
	Director J. Hong	City of Nanaimo
	Director I. Thorpe	City of Nanaimo
	Director M. Lefebvre	City of Parksville
	Director B. Colclough	District of Lantzville
	Director T. Westbroek	Town of Qualicum Beach
Regrets:	Director J. Stanhope	Electoral Area G
	Director B. Yoachim	City of Nanaimo
Also in Attendance:	P. Carlyle	Chief Administrative Officer
	T. Osborne	Gen. Mgr. Recreation & Parks
	W. Marshall	Mgr. Parks Services
	A. Harvey	Recording Secretary

CALL TO ORDER

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

APPROVAL OF THE AGENDA

It was moved and seconded that the agenda be approved as amended with the addition of the addendum items to Delegations and Correspondence.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Regional Parks and Trails Select Committee Meeting - January 30, 2018

It was moved and seconded that the minutes of the Regional Parks and Trails Select Committee meeting held January 30, 2018, be adopted.

CARRIED UNANIMOUSLY

DELEGATIONS

R. Stone, re: Erosion to Nanaimo River Park Grounds

R. Stone and C. Martin provided the Committee with information about the land erosion at Nanaimo River Regional Park and requested it needs attention to prevent the loss of more ground.

R. O'Donnell, Benson View Road Resident, re: Decommissioning of Witchcraft Lake Parking Area

R. O'Donnell told the Committee about his and his neighbors' concerns about the continued use of the current parking lot and floating boardwalk after the construction of the new parking lot on Benson View Road is complete. He also read a letter from L. Lemon, voicing his concerns and the impact on his property.

CORRESPONDENCE

It was moved and seconded that the following correspondence be received for information:

R. O'Donnell, Benson View Resident to T. Osborne, Regional District of Nanaimo, re: Mt. Benson Parking Update (and replies)

L. & B. Lemmon, Benson View Resident to T. Osborne, Regional District of Nanaimo, re: Benson View Regional Park Issues (and reply)

N. Goeller, Ministry of Forest Lands, Natural Resource Operations and Rural Development to K.Cramer, Parks Planner re: Nanaimo River Regional Park (and replies)

D. Gaudry, Nanaimo & Area Land Trust, re: Proposed Mount Benson Regional Park Trail Maintenance 2018-2019

S. Holmes, Benson View Road Resident, re: Trailhead Mt. Benson Affected Residents

CARRIED UNANIMOUSLY

REPORTS

Parks Update Report – Winter 2018

It was moved and seconded that the Parks Update Report - Winter 2018 be received for information.

CARRIED UNANIMOUSLY

Witchcraft Lake Regional Trail Improvement Partnership Agreement

It was moved and seconded that the Regional District of Nanaimo enter into a two year agreement with the Federation of Mountain Clubs of British Columbia for the restoration and improvement of the Witchcraft Lake Regional Trail and trails within Mount Benson Regional Park.

CARRIED UNANIMOUSLY

Mount Benson Regional Park – Parking Lot Project Update

It was moved and seconded that upon completion of the new parking lot at 2761 Benson View Road, the floating boardwalk be removed or repurposed and the existing parking area be maintained to service the City of Nanaimo’s park at Witchcraft Lake.

CARRIED UNANIMOUSLY

BUSINESS ARISING FROM DELEGATIONS

R. Stone, re: Erosion to Nanaimo River Park Grounds

The Committee discussed the concerns about the Nanaimo River erosion.

ADJOURNMENT

It was moved and seconded that the meeting be adjourned.

CARRIED UNANIMOUSLY

TIME: 1:15 PM

CHAIR

From: Friends of French Creek Conservation Society (FFCCS)

Estuary Lands Committee, Robin Robinson, Chair

To: the Oceanside Community

Re: French Creek Estuary Lands

There is talk in the community about the estuary lands at French Creek and their future. The fate of the estuary has been of prime concern for the Friends of French Creek Conservation Society since its inception in 2004. We are sending you this report to inform you of our progress in preserving this important and sensitive property. Like many land conservation projects, it is long slow work.

Most of the undeveloped land near the estuary is owned by French Creek Estates Ltd., with small sections of parkland owned by the Regional District of Nanaimo. Recently, less than half of the 23 acres, located between Hwy 19A, Columbia Drive, Viking Way and French Creek, has been contracted to be sold to a development company. The more sensitive area adjacent to the estuary is still owned by French Creek Estates Ltd. and is presently being proposed by them as a protected estuary park. The FFCCS Estuary Lands Committee is acting as the facilitator for this exciting prospect.

Some History

In 2006 the Nature Trust of BC, on behalf of FFCCS, held unsuccessful negotiations with French Creek Estates Ltd. owner, the late John Moore. Mr. Moore passed away in 2015, and during the summer of 2016 the 23 acres were put on the market with an asking price of \$6.9M.

In 2016, the Estuary Lands Committee was established, with the addition of some members from the French Creek Residents Association (FCRA) Board. The goal of the committee was to investigate feasible methods to secure as much of the estuary lands as possible for natural space and park, instead of for development.

The Committee has always been respectful of the fact that the land is privately owned with clear title and an RDN Development Permit (DP) dating from 1994. Fortunately, that DP has morphed over time with changes to BC's environmental standards and there is no longer a threat of multi-storey condominiums being built on the land.

Some results of the Committee's work to date:

- We have established a productive working relationship with the owner of French Creek Estates Ltd. As a result, FFCCS and FCRA are in the process of developing a Memorandum of

Understanding with French Creeks Estates Ltd. who have verbally agreed to facilitate the transfer of more than 60% of the 23 acres into preserved parkland.

- We have arranged a meeting with Ducks Unlimited Canada and the West Coast Conservation Land Management Program in September for the purpose of involving them in the management of the parkland.
- We have compiled and completed an on-line Community Survey ([link to pdf survey](#)) conducted July 2 – 16, 2018 to which we received 342 responses. It was created to gain information on residents' awareness and use of the lands and their interest in the land becoming a public park. The response was overwhelmingly positive towards forming an estuary park.
- We have been working in conjunction with the Mount Arrowsmith Biosphere Region Research Institute (MABRRI) and Vancouver Island University (VIU). With permission from French Creek Estates Ltd., VIU students and staff are preparing a land-use and environmental survey report of the estuary lands. This report is expected to be published at the end of September.

In Conclusion:

FFCCS has had the goal of securing the estuary lands for almost 15 years. In obtaining a verbal agreement with the landowner to protect more than 60% of the 23 acres, we are pleased with the progress that has been made to date. We look forward to succeeding in having this land protected.

SUBMISSION TO AREA B POSAC FOR JUNE 18th, 2018 MEETING

Tom Cameron

Area B POSAC

Category: Parks & Open Space Advisory Committee

Date: Jun 18, 2018, Time: 7 - 9pm, Location: Gabriola Arts & Heritage

As a handicapped resident of Gabriola and frequent user of Descanso Bay Regional Park, I would like to make a few observations about the park in the context of current conditions and the current management plan. My first point is that it may be time to revisit the 5 Year Master Plan for the park that expired 10 years ago. Park use, the regional population, public perceptions and government priorities have changed during this period.

A second observation is that some of the existing Objectives and Policies of the Master Plan are not being observed. For example, here are key component statements from the Management Plan for Descanso Bay Regional Park:

3.4 Objectives

3.4.1 Accessibility *To provide a public Regional Park that is open and accessible for the benefit, enjoyment and use for all residents of the region and beyond.*

3.4.2 Public Safety *To create and operate a park that is secure, strives to protect public safety and minimizes hazards, both natural and man-made.*

And:

4.2.3 Policies 4.2.3 (a) Public Access 4.2.3(b) Universal Design

i.) Accessibility and universal design matters shall be considered in any new facility development or upgrading projects to accommodate park users with different levels of ability.

There is a whole flock of relatively new picnic tables in the day use area and campground none of which were designed or built for accessibility. The difference in cost between a picnic table designed to accommodate a walker or wheelchair and all the *regular* picnic tables in the park is negligible. It is a very easy step in the right direction to convert half a dozen of these tables (on site) as part of a longer term vision for improved public accessibility.

Another step that could be taken is to provide designated handicapped parking stalls in both the day use area and the upper parking lots. This is about signage, stall width and surface materials and curbstones. These are low cost items that could be considered maintenance rather than requiring major capital expenditures and planning. In a similar vein, a couple of campstalls (close to toilets, level, larger living areas) could be chosen as suitable for minor

work to improve accessibility. The DBRP Campground doesn't have to be advertised as totally accessible to immediately get started on improving accessibility for all.

It has long been a real puzzle to me that there are no picnic tables or benches placed on the point of land on the upper level beyond the change room and washroom. It is a very heavily used area of the park and a key element in accessibility is to have a place to sit down and rest. The upper point is one of the sunniest locations in the park during the winter months and is a prime picnic spot. It is relatively easy to install a table or benches so they don't wander over the edge.

Speaking of the change room building, I think it is a new facility and there is a **trip-lip** from the gravel to the concrete pad. This is a minor maintenance issue. While the toilet buildings and change room may not be ideally accessible in design, it would be easy to install grab bars and even increase the door width to make them more accessible for all park users.

Driftwood logs at the beach and boat launch area are a regular public safety hazard in the park. This is a basic maintenance issue that should be dealt with on an ongoing basis as required. Crawling over driftwood logs carrying a kayak or rowboat is a dangerous proposition for an able bodied person, but is a total barrier for someone with reduced mobility.

A number of things can immediately be carried out at Descanso Bay Regional Park:

- Modify the maintenance contract for the park for this and future years,
- Work directly with local NGOs to achieve immediate improved accessibility,
- Install handicapped parking stall(s) in the day use area and upper parking lots,
- Accessible picnic tables provided by modification of existing tables,
- Regular maintenance is required to remove or cut passages through driftwood logs,
- Reducing the grade from the parking lot to the start of the pebble beach,
- Installation of an access mat (Mobi Mats illustrated below) from the parking lot to well within the ocean, and
- Amend the surface of the sandstone platform in the bay for improved accessibility. This could be done by adding concrete to fill and level the surface, and/or by cutting the sandstone rock surface to remove humps and provide texture to reduce the slip hazard.

What is required is a can-do approach to the management and operation of the Descanso Bay Regional Park rather than further postponing of what needs to be done. The funds needed for this work can be found through grant programs and other sources. The talents, labour and volunteers to do any and all the work that needs to be done can be brought to bear. **This a personal submission but it is compatible with the work of Gabriola Land and Trails Trust (Galtt) in cooperation with other agencies, groups and individuals that are working on a broader, long-term approach to the delivery of improved accessibility on trails and parks on the island.**



Master Planning for Descanso Bay Regional Park

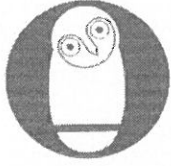
It is my opinion that the opportunity for improved accessibility to the shore and ocean at Descanso Bay Regional Park is one of the best in the RDN and on Vancouver Island.

A number of things should be considered immediately:

- Initiate the updating of the Master Plan and budgeting for the park in the context of stated policies of the province and the RDN for improving access for all users.
- Gabriolans have demonstrated a depth of talent, energy and resources that are remarkable and could be tapped by the Regional District of Nanaimo. There may be new ways of doing Regional and Community Parks business by the RDN to bring volunteers, funds and resources to bear.
- The potential and values of our Parks are not being fully realized because of limitations of the RDN staffing and budgeting process. Using RDN standards, specifications and guidelines, there is very little that is beyond citizen capabilities of big and small islanders. How can we get on with the tasks at hand?
- The distance and slope from the day use area to the existing toilet buildings is perhaps the biggest barrier to comprehensive improved accessibility at the shore and ocean for users. A suitable building and site plan in the day use area could be achieved outside a full master planning process and could be delivered on the ground within a year. It would make sense to put the long proposed picnic shelter into this interim plan for the day use area.

Observation about Gabriolan current RDN and comprehensive tax load:

- The average RDN Area B General Services property tax amount is \$353.00. In general, this amount is actually reduced through the Regular Home Owner Grant Process, and for many Gabriolans it is further reduced through the Additional Home Owner Grant.
- My personal situation is fairly typical for Gabriola, and I would pay a total of \$921.51 with a regular grant and \$646.51 with the additional grant for property taxes for 2018. This is all-in for: the province, the Island Trust, for the RDN Area B, for local services including the Gabriola Volunteer Fire Department. The point being made is that residents are not overly burdened by our property taxes.
- I fully realize that the RDN has made significant commitments for the future planning and development of the new parks that will result from the Potlatch density transfer process. There may be alternative ways to proceed with the planning and funding of these needs.



British Columbia
Conservation
Foundation

Qualicum Beach Streamkeepers Society

August 13, 2018

Tom Osborne
General Manager, Recreation and Parks
Regional District of Nanaimo
6300 Hammond Bay Road
Nanaimo, BC V9T 6N2

Les Bogdan
Director, Regional Operations
Ducks Unlimited Canada
Unit 511, 13370-78 Ave.
Surrey, BC V3W 0H6

Dear Tom and Les:

It's been more than 6 years now that a cooperative effort has been underway between Ducks Unlimited Canada, the Regional District of Nanaimo, the British Columbia Conservation Foundation and the Qualicum Beach Streamkeepers to undertake annual habitat restoration activities in the Little Qualicum River estuary and spit.

As you're aware, in June 2010 a Management Plan for the Little Qualicum River Estuary Regional Conservation Area (2010 - 2019) was released and we are now nearing the end of its effective term. The primary management goal for the LQRERCA is to ensure the natural state of the spit preserved, conserved, maintained and enhanced as wildlife (*including wild fish*) habitat, within the context of the Little Qualicum estuary as a whole.

In support of this goal, BCCF undertook a large-scale fish habitat improvement project in the spit's DFO-constructed salmon rearing channel in 2012, and the QB Streamkeepers and BCCF have planted over 200 native trees, shrubs and grasses on the spit, most within four fenced enclosures to protect plantings from browsing deer and rabbits, since fall 2014.

Each summer, BCCF and Streamkeeper volunteers have carried a portable water pump and several hundred metres of hose to bring potable water from the river to the plantings during

extended periods of hot and dry weather. In addition, more native species have been planted to replace those lost and improvements have been made to the enclosures. Many invasive plants, including blackberries and scotch broom, have been cut and removed. Several hundred hours of volunteer time have been committed over this period.

In addition, complementary work undertaken by the Guardians of Mid-Island Estuaries Society to reduce the number of resident Canada Geese, and restore native *Carex* sedge marsh benches, looks very promising for long-term estuary health.

Overall, much has been learned about the survival of native plant species in this challenging environment – an environment which seems to becoming even more water short and dry, with long established trees on the Spit showing stress and losses.

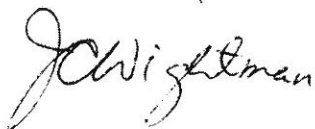
Collectively, we believe it's essential that managers and stakeholders in the Little Qualicum River estuary now commit to reviewing the experience of the past several years and develop a shared commitment and vision for the future. We've essentially completed the first phase of joint stewardship and can learn much from it. If our non-government organizations are to continue with on-the-ground restoration in the estuary, a clear set of shared objectives and targets will be central.

We look forward to your thoughts about how best to move forward on this important issue.

Yours truly,



David James
President
Qualicum Beach Streamkeepers Society
216 Saturna Drive
Qualicum Beach, BC V9K 2P5



Craig Wightman, RPBio.
Senior Fisheries Biologist
BC Conservation Foundation
PO Box 7
#1-7217 Lantzville Road
Lantzville, BC V0R 2H0

From: "Patricia" < >

Date: August 25, 2018 at 6:29:36 PM PDT

To: "Larry Lemmon" < >, <tosborne>, <[maureen_young](#)>, "Kelsey" <[KCramer](#)>, "Wendy" <WMarshall>

Cc: "Randy O'Donnell" >

Subject: Re: Mount Benson Regional Park

As Larry and Bonnie Lemmon's neighbour I fully endorse all the concerns raised by them (concerns I have raised a number of times in the past). Please act promptly to put in place some remedial procedures to help us manage these ongoing and increasing problems.

Thank you

Patricia Cuttriss
2900 Benson View Road
Nanaimo, BC V9R 6W7

From: larry lemmon

Sent: Saturday, August 25, 2018 5:21 PM

To: [tosborne](#) ; [maureen_young](#) ; Kelsey ; Wendy

Cc: Randy O'Donnell ; Patricia

Subject: Mount Benson Regional Park

August 25, 2018

Hello,

I am writing this letter to RDN, letting you know that the situation concerning the parking at Mount Benson Regional Park has not gone away and is not getting better.

We are pleading with you to hasten the parking lot project, decommission the bridge and close the existing parking area across from our home at 2910 Benson View Rd. While you are scheduling and rescheduling meetings and doing the paper shuffle to work on these issues, could you at least put a couple of signs up by the existing parking strip stating that there is no camping or parking between 11pm and 6am. We need the exact same signs that are in place at every other park in Nanaimo and surrounding areas.

I would rather have no parking between 9pm and 9am because it is residential but I do not know the bylaws surrounding that.

As of now, there are numerous people parking and camping overnight in the area who are loud, obnoxious, disrespectful, blasting their music and leaving their litter for residents like Patricia and Robert Cuttliss to pick up in the morning.

While you are at it, some signage stating that any litterers will be fined could be added as well.

We have called the police on several occasions to contend with such issues but they say with lack of signage they cannot do anything.

Myself and Randy have confronted a few of these people and that can get testy and unpredictable at times. You have put us all in an unsafe situation.

Show us you care by hearing our concerns and acting promptly to rectify the problems stated.

Thank you,

Larry and Bonnie Lemmon

2910 Benson View Rd
Nanaimo BC
V9R 6W7

TO: Regional Parks and Trails Select Committee **MEETING:** May 15, 2018

FROM: Kelsey Cramer
Parks Planner **FILE:** 6150-20

SUBJECT: Mount Benson Regional Park – Parking Lot Project Update

RECOMMENDATIONS

1. That following completion of the new parking lot, the existing parking lot and floating boardwalk at Witchcraft Lake remain open for one year and that a subsequent report to the Board be prepared on their use.

SUMMARY

A new \$ 1 million 100+ stall parking lot to serve Mount Benson Regional Park and the surrounding recreational trails on provincial crown land is expected to be complete summer, 2019.

Some local residents have requested that the existing parking site be fully decommissioned by removing the parking lot and floating boardwalk. The anticipated cost to fully decommission the parking lot and boardwalk is in the order of \$20,000 to \$25,000, in addition to the loss of approximately \$83,000 in capital expenditures that went into creating the site.

Monitoring of the use of the existing parking area once the new parking lot is open to assess the impact is recommended.

BACKGROUND

Since the creation of Mount Benson Regional Park in 2006, the main trailhead and access point on Benson View Road, at Witchcraft Lake, has seen increasing recreational use. The current parking area, which straddles Ministry of Transportation and Infrastructure (MoTI) road allowance and City of Nanaimo (City) land, was installed in 2010 for a cost of \$34,000. The roadside parking lot was installed with input from the MoTI, as well as from the neighbours, who had voiced concern about a lack of parking at the site. A floating boardwalk was also installed by the City of Nanaimo to provide a sanctioned route across the lake to the trails beyond. The RDN contributed \$30,000 to its construction and manages the trailhead and floating boardwalk as regional trail under License of Use with the City of Nanaimo. Prior to this infrastructure going in, recreationalists would trespass around the northern shore of the lake to get to the trails and mountain top. The RDN's License of Use agreement with the City was renewed in 2017 for a second 5-year term, expiring in 2022.

The existing roadside parking area holds 24 cars and is managed by the RDN under permit with the MoTI. Other site amenities include a trailhead kiosk with map, a garbage can, bollard, access control gate and directional signage that have gone in between 2010 and 2017, at a total cost of approximately \$19,000. There is the potential to move these amenities to the new parking lot.

The existing roadside parking area appeared to meet the immediate needs at the time. More recently however, in 2015 and 2016, neighbours once again began contacting the RDN with complaints about the parking and trailhead, including road congestion, noise and litter. The RDN Board approved the purchase of 2761 Benson View Road, at a cost of \$580,000, with the intent to create an off-road parking lot and new trailhead for Mount Benson Regional Park which should be completed in the summer of 2019 (see Attachment 1 for a Context Map).

Update on the New Parking Lot Project

The new paved parking lot will contain approximately 100+ stalls, 25 of which would be located within the adjacent undeveloped road allowance. The design is considered to be at 50% completion and may change as the design progresses (Attachment 2). The corresponding cost estimate is approximately \$905,000, which includes a 15% construction contingency (Attachment 2). Trailhead amenities are not included within this estimate. MOTI will review the design and hydrological assessment prior to permitting access, development and maintenance of the parking area where it falls on road allowance.

Current works on the property include the removal of the house, which is expected to net \$11,500 towards the project.

The project includes trail improvements to connect with the existing Witchcraft Lake Regional Trail. The RDN already holds a permit with MoTI for trail development and maintenance in the undeveloped road allowance south of the lake. A new trail alignment across Crown land to the Regional Park is also being investigated, with the intent of delivering a sustainable hiking trail that will be able to better withstand the recreation use than the existing Witchcraft Lake Regional Trail. The cost of this trail is estimated to be in the order of \$20,000. A submission to the Province for permission to use this alignment will be made in the coming weeks.

Once approvals from MoTI and the Province are confirmed and the design is complete, then the project will be tendered. An anticipated timeline for tendering the project is winter 2018/2019, with Board consideration of the award of the tender in February 2019 and project construction beginning spring 2019.

Determining the Future of the Existing Witchcraft Lake Parking Area

While most residents are content with the plans for the new parking lot, some residents, near the existing trailhead, are requesting the RDN decommission the existing parking area and remove the floating boardwalk over Witchcraft Lake (Attachment 3). The RDN manages the existing parking under permit with MoTI and maintains the floating boardwalk under agreement with the City.

The RDN has kept the City staff and MoTI staff apprised of the neighbours' requests and concerns given that responsibility at this site will shift fully to their organizations should the RDN no longer be involved. City staff and MoTI staff have been on site to consider options for the existing parking and trailhead area.

The following are options considered:

- a) *Leave the parking and trailhead area as is and monitor its use for a given period once the new parking lot is open;* monitoring the existing trailhead and parking once the new parking lot is open will allow the opportunity to observe how the environment changes with the new parking lot and trailhead in operation. As per a letter from the MoTI (Attachment 4), the Ministry supports the continued use of the existing parking area located within the public road right of way, and will, in conjunction with the RDN re-assess the use of the existing parking area after the construction and implementation of the new parking lot.
- b) *Leave the parking area as is once the new parking lot is open and have two parking lots;* it is expected that the majority of recreationalists will make use of the new parking lot and trailhead as it will provide amenities such as signage, maps, garbage and vault toilet. It is also expected that historic winter use of Witchcraft Lake will continue and that recreational access across the lake remains a valued asset, including for the residents who live nearby. The existing kiosk would be relocated to the new parking lot and a smaller map sign could be installed to de-emphasize this access point.
- c) *Permanently remove the existing parking area, boardwalk and other trailhead features by removing the culvert and re-instating the roadside ditch, as well as restoring vegetation once the new parking lot is open;* prior to the boardwalk going in, people walked around the northern shore of the lake to access the trails. The lake itself has been used for skating in the winter when it's cold enough to freeze. To fully decommission the site would detract from the public's access to the lake and the trails on the other side. MoTI staff expressed that they would not support installing no-parking signs along this portion of Benson View Road because the surrounding area and road itself are public. There is also no avenue to enforce signage beyond calling the RCMP, who may be busy responding to other priorities. With this input, if the roadside parking and boardwalk are gone, people who still want to visit the lake will not be obstructed with no-parking signs. They will still be able to park on the road shoulder.
- d) *Remove the boardwalk, but keep the platform at the base of the trail as a lookout, or relocate the boardwalk elsewhere on the lake so that it provides a viewing platform, but does not provide a crossing;* a lookout or viewing platform would create an environment where people are not merely passing through, but are invited to stay. Neighbour concerns around noise and loitering could potentially be exacerbated by a viewing platform or lookout in this relatively secluded location. Another limitation to moving the structure elsewhere on the lake is the quantity of dead trees in the waterbody. A clear route would need to be created, or it would need to be lifted and then installed from a new location along the shoreline.

Removing the existing 24 parking stalls and floating boardwalk immediately after the new 100+ stall parking lot is opened may be premature if there is no longer the pressure on this location as the primary access point to this popular recreational area. A monitoring period of one year is proposed to allow time to make a decision on the RDN's future involvement at this location. The City of Nanaimo will be consulted and kept informed during the monitoring period as the outcome at this site involves City land.

ALTERNATIVES

1. That following completion of the new parking lot, the existing parking lot and floating boardwalk at Witchcraft Lake remain open for one year and that a subsequent report to the Board be prepared on their use.
2. That the existing roadside parking lot and floating boardwalk at Witchcraft Lake remain open once the new parking lot is complete and the RDN manage both recreational access points.
3. That the existing roadside parking lot and floating boardwalk at Witchcraft Lake be permanently decommissioned and the RDN remove itself from future responsibility at this site once the new parking lot is complete.
4. That the Regional Board provide alternative direction to staff regarding the future of the existing roadside parking lot and floating boardwalk at Witchcraft Lake.

FINANCIAL IMPLICATIONS

To date approximately \$83,000 has been spent by the RDN on capital improvements to the existing parking lot and trailhead at Witchcraft Lake.

ITEM	COST
2010 Floating Boardwalk	\$30,000
2010 Parking lot	\$34,000
2013 Kiosk with map and bollard	\$15,000
2017 Garbage can and Gates	\$4,000
TOTAL EXPENDITURE	\$ 83,000

Operational costs on site have been approximately \$1,000 annually and include garbage removal, trail re-surfacing and most recently, snow-plowing.

To fully decommission the existing parking and boardwalk will be an expected one-time cost of approximately \$20,000 to \$25,000 (which includes an estimated \$8,000 to remove the floating boardwalk and \$15,000 to remove the culvert, re-instate the ditch and re-vegetate the disturbed areas). Actual costs of removal would be confirmed by contractor quotes.

Costs associated with monitoring the site for one year will depend on the method applied and could cost in the range of \$5,000. This would be budgeted for in 2019.

In summary, a capital loss of approximately \$89,000 would result if the existing site is decommissioned, assuming the kiosk, bollard, garbage and gates would be used elsewhere. If the site is left open and monitored, an expected cost for monitoring would be \$5,000 per year.

STRATEGIC PLAN IMPLICATIONS

The Mount Benson Regional Park parking lot project responds to the following RDN strategic priorities:

- Recognizing recreational amenities as core services.
- Funding infrastructure in support of our core services.



Kelsey Cramer
kcramer@rdn.bc.ca
May 9, 2018

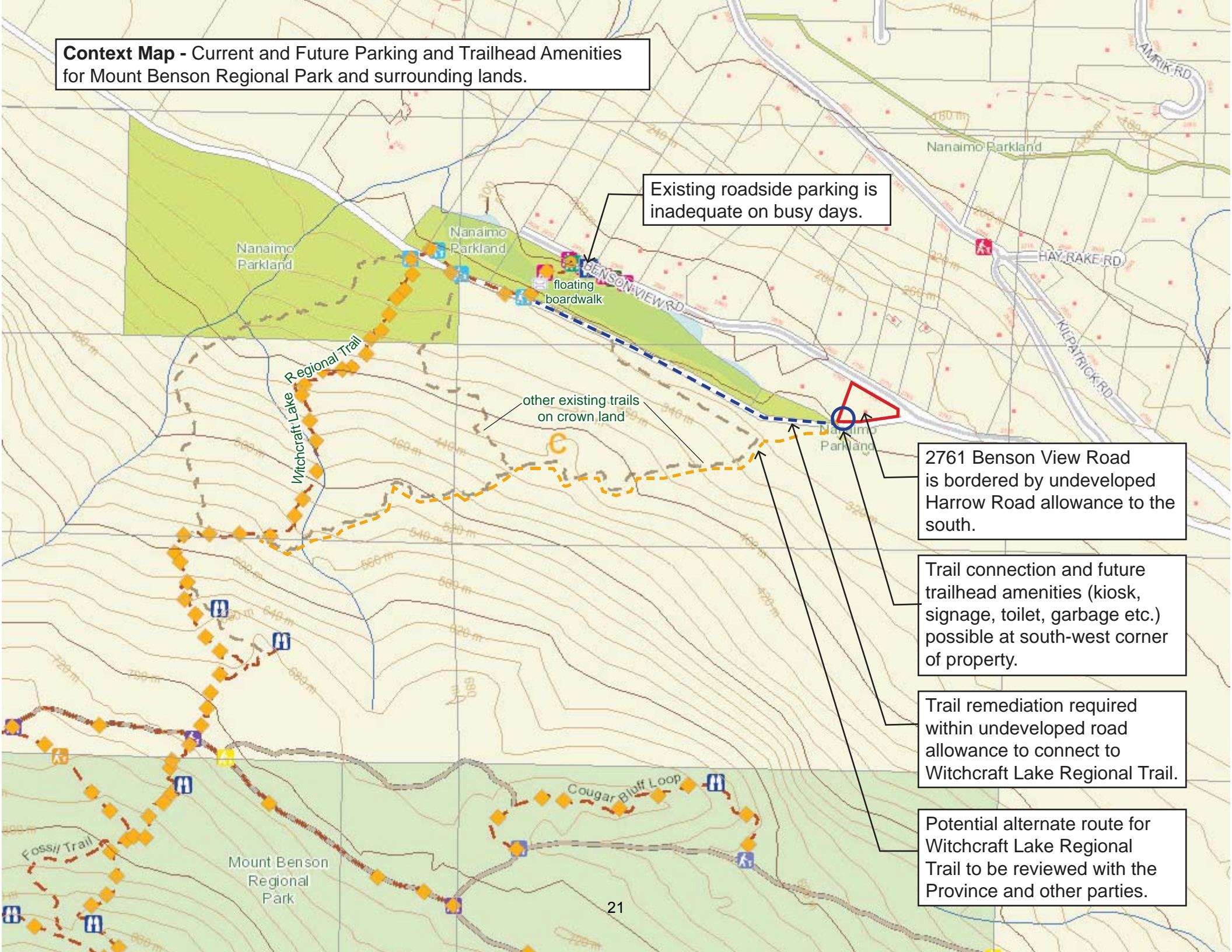
Reviewed by:

- W. Marshall, Manager, Parks Services
- T. Osborne, General Manager, Recreation and Parks Services
- P. Carlyle, Chief Administrative Officer

Attachments

1. Context Map
2. 50 percent Concept Design and Cost Estimate
3. Benson View Rd Residents Feedback Summary
4. Letter from MoTI

Context Map - Current and Future Parking and Trailhead Amenities for Mount Benson Regional Park and surrounding lands.



Existing roadside parking is inadequate on busy days.

other existing trails on crown land

2761 Benson View Road is bordered by undeveloped Harrow Road allowance to the south.

Trail connection and future trailhead amenities (kiosk, signage, toilet, garbage etc.) possible at south-west corner of property.

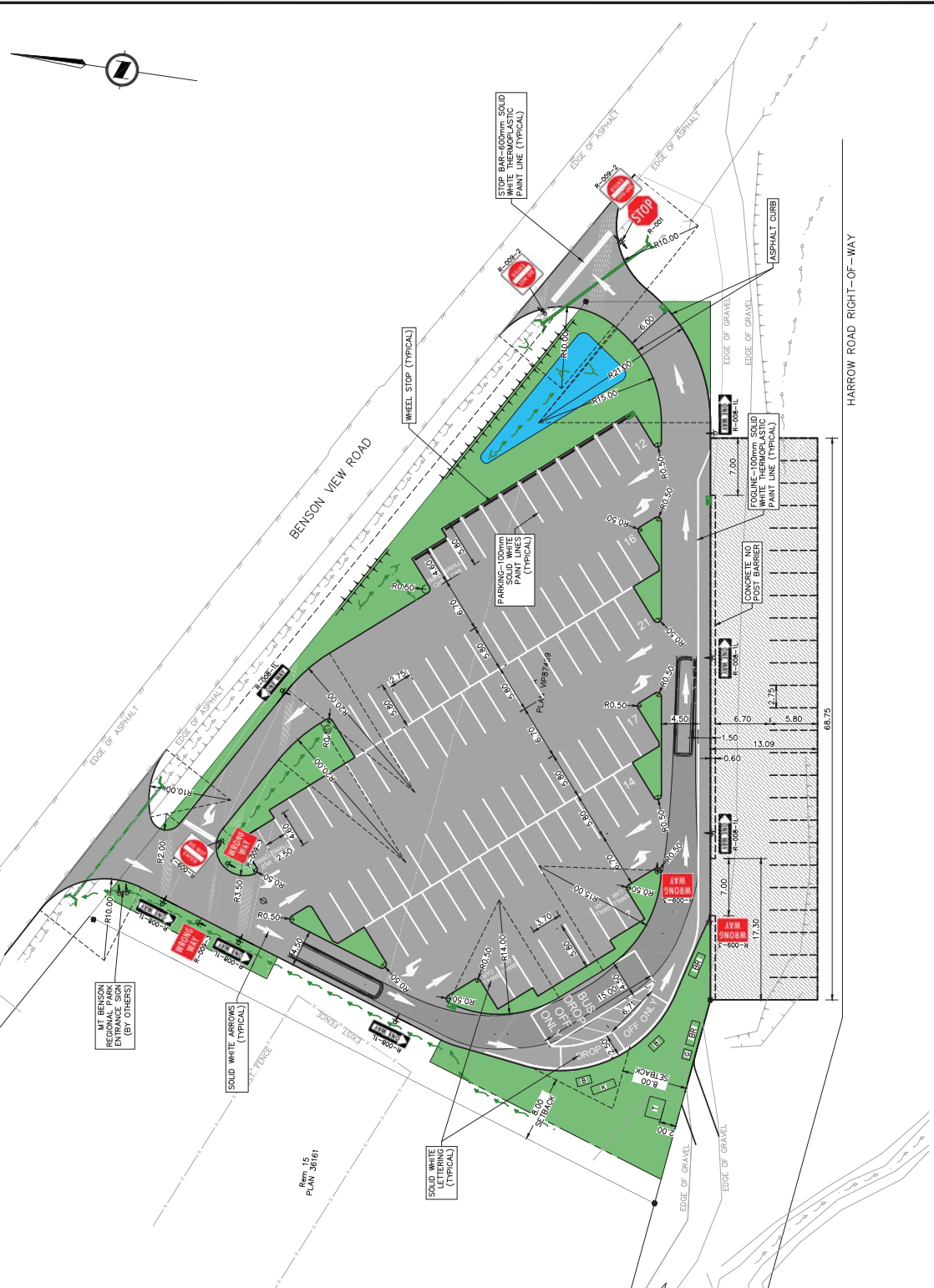
Trail remediation required within undeveloped road allowance to connect to Witchcraft Lake Regional Trail.

Potential alternate route for Witchcraft Lake Regional Trail to be reviewed with the Province and other parties.

PARKING	
FULL-SIZE	76
SMALL-CAR	8
ACCESSIBLE	3
BUS	1
PICK UP / DROP OFF	4
TOTAL	92

- NOTES:
1. PAVEMENT MARKINGS TO CONFORM TO THE MANUAL OF STANDARD PRACTICE SIGNS AND MARKINGS. ALL MARKINGS TO BE REVIEWED AND APPROVED PRIOR TO PLACEMENT.
 2. ERADICATE EXISTING ROAD MARKINGS AS REQUIRED.
 3. RELOCATED SIGNS TO COME WITH NEW CONCRETE TO BE SUPPOSED OFF THE CONCRETE BASE & POST TO BE SUPPOSED OFF THE

- LEGEND:
- [E] BENCH 1.8m x 1m PAD
 - [X] MOCK 3m x 1m PAD
 - [G] GARBAGE 1.2m x 1m PAD
 - [BR] BICYCLE RACK 3m x 1m PAD
 - [T] TOILET 2.5m x 2m PAD / FOOT FRONT



Drawing No. 104	REGIONAL DISTRICT OF NANAIMO 830 WEST ISLAND HIGHWAY, PARKSVILLE BC, V9P 2K4 MOUNT BENSON PARKING LOT GEOMETRICS, SIGNING AND PAVEMENT MARKINGS	Project Number 223141250-01 Rev. PA	Approved Stamp McElhannney Inc. Consulting Services Ltd. 223141250-01 0 2 1250 12m 50% DESIGN NOT FOR CONSTRUCTION <small>ORIGINAL DESIGNED BY: 468 (027-547)</small>
THE DESIGN AND DRAWINGS ARE THE PROPERTY OF MCELHANNNEY INC. CONSULTING SERVICES LTD. AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MCELHANNNEY INC. CONSULTING SERVICES LTD. THE DESIGN AND DRAWINGS ARE PROVIDED FOR THE CLIENT'S USE ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE DESIGN AND DRAWINGS ARE NOT TO BE USED FOR ANY OTHER PURPOSE. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE DESIGN AND DRAWINGS ARE NOT TO BE USED FOR ANY OTHER PURPOSE. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.			
DATE: APRIL 2018 DRAWN BY: [Name]	ISSUED FOR 50% DESIGN APPROVAL [Signature] [Title]		

REGIONAL DISTRICT OF NANAIMO
Recreation and Parks Department
Mount Benson Parking Lot
50% DESIGN - CONSTRUCTION COST ESTIMATE

Prepared By: H.Cao
Checked By: C.M.P.
Date: April 19, 2018

					MCSL ESTIMATE	
					2018 Dollars	
ITEM NO.	MMCD REF.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1.0	GENERAL CONDITIONS					
1.1	Refer to Supplementary Specifications	Mobilization and Demobilization	Lump Sum	1.00	\$15,000.00	\$15,000.00
1.2	Refer to Supplementary Specifications	Site Maintenance and Sediment Management	Lump Sum	1.00	\$8,000.00	\$8,000.00
		GENERAL CONDITIONS SUBTOTAL				\$23,000.00
2.0	ROAD AND SITE WORKS					
		SITE PREPARATION				
2.1	Refer to Supplementary Specifications	Clearing and Grubbing - Includes tree removal and disposal	Square metre	6225.00	\$2.00	\$12,450.00
2.2	31 24 13 1.8.5.1	Stripping (150mm thickness fill areas only)	Cubic Metre	290.00	\$12.00	\$3,480.00
2.3	31 24 13 1.8.5.1	Common excavation , off-site disposal	Cubic Metre	2460.00	\$18.00	\$44,280.00
2.4	31 23 17 1.6.1/2/3/4	Rock Removal (Blasting permitted)	Cubic Metre	990.00	\$200.00	\$198,000.00
2.5	31 24 13 1.8.9	Subgrade preparation	Square metre	6225.00	\$1.50	\$9,337.50
2.6	31 24 13 1.8.7	Import road embankment fill	Cubic Metre	1120.00	\$25.00	\$28,000.00
	32 11 16.1	GRANULAR SUB-BASE:				
2.7	32 11 16.1 1.4.3/4	Granular sub-base - 250 mm thickness for parking areas	Square metre	4630.00	\$13.00	\$60,190.00
	32 11 23	GRANULAR BASE:				
2.8	32 11 23 1.4.2/3	Granular base - 150 mm thickness for road and site	Square metre	4630.00	\$15.00	\$69,450.00
	32 12 16	HOT-MIX ASPHALT CONCRETE PAVING:				
2.9	32 12 16 1.5.1/2	Asphaltic concrete paving 50mm thickness	Square metre	3740.00	\$45.00	\$168,300.00
2.10	32 12 16 1.5.1/2	Asphalt water control curb	Lineal Metre	200.00	\$35.00	\$7,000.00
	03 30 20	PAINTED PAVEMENT MARKINGS:				
2.11	32 17 23 1.5.3	Permanent pavement markings	Lump Sum	1.00	\$10,000.00	\$10,000.00
2.12	Refer to Supplementary Specifications	Traffic sign, pole and base	Each	15.00	\$600.00	\$9,000.00
		MISCELLANEOUS				
2.13	Refer to Supplementary Specifications	Concrete No-post Barriers	Lineal Metre	55.00	\$180.00	\$9,900.00
2.14	Refer to Supplementary Specifications	Concrete Wheel Stops	Each	12.00	\$120.00	\$1,440.00
2.15	Refer to Supplementary Specifications	Steel Security Gate c/w concrete footing	Each	4.00	\$3,500.00	\$14,000.00
		ROAD AND SITE WORKS SUBTOTAL				\$644,827.50
3.0	STORM WORKS					
3.1	Refer to Supplementary Specifications	Remove existing culverts	Lineal Metre	15.00	\$90.00	\$1,350.00
3.2	31 23 01 1.10.6	Drainage swale	Lineal Metre	140.00	\$25.00	\$3,500.00
3.3	Refer to Supplementary Specifications	Drainage Ditch (MOTI ROW)	Lineal Metre	75.00	\$50.00	\$3,750.00
3.4	Refer to Supplementary Specifications	Ditch Rip Rap - 25kg Class min 300 thickness	Square metre	120.00	\$40.00	\$4,800.00
3.5	33 40 01 1.6.2	Culvert 500mm CSP, imported backfill	Lineal Metre	20.00	\$210.00	\$4,200.00
3.6	33 40 01 1.6.2	Culvert 600mm CSP, imported backfill	Lineal Metre	30.00	\$250.00	\$7,500.00
3.7	33 42 13 1.5.3	Pre-cast concrete headwall	Each	6.00	\$3,500.00	\$21,000.00
3.8	33 40 01 1.6.5	Catchbasin	Each	6.00	\$1,500.00	\$9,000.00
3.9	33 40 01 1.6.2	Pipe - 200mm diam. PVC SDR28, imported backfill (catchbasin lead)	Lineal Metre	50.00	\$140.00	\$7,000.00
3.10	33 40 01 1.6.2	Pipe - 300mm diam. PVC, imported backfill	Lineal Metre	100.00	\$180.00	\$18,000.00
3.11	33 44 01 1.5.1.1	Manhole, lid, slab, cover and frame - 1050mm diameter	Each	2.00	\$2,800.00	\$5,600.00
3.12	33 44 01 1.5.1.2	Manhole riser section - 1050mm diam.	Vert. Metre	3.00	\$600.00	\$1,800.00
		POND				
3.13	Refer to Supplementary Specifications	Pond Grading	Square metre	200.00	\$100.00	\$20,000.00
3.14	Refer to Supplementary Specifications	Discharge Control Structure	Lump Sum	1.00	\$5,000.00	\$5,000.00

REGIONAL DISTRICT OF NANAIMO
Recreation and Parks Department
Mount Benson Parking Lot
50% DESIGN - CONSTRUCTION COST ESTIMATE

					2018 Dollars	
ITEM NO.	MMCD REF.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
3.15	Refer to Supplementary Specifications	Geofabric Liner	Square metre	200.00	\$8.00	\$1,600.00
3.16	Refer to Supplementary Specifications	Re-use of existing blast rock for armour (stockpile and re-use)	Cubic Metre	90.00	\$30.00	\$2,700.00
STORM WORKS SUBTOTAL						\$116,800.00
4.0	LANDSCAPING					
	32 92 19	HYDRAULIC SEEDING				
4.1	32 92 19 1.8.1/2	Hydraulic Seeding of disturbed areas	Square metre	600.00	\$5.00	\$3,000.00
LANDSCAPING SUBTOTAL						\$3,000.00

Notes:

1) Estimated costs are derived from recent experience on Vancouver Island, but there is no warranty that actual cost will not vary. McElhanney accepts no liability for actual cost which may vary from the estimated construction costs provided herein.

2) Cost estimate based on McElhanney drawings 12523-01-101-401 (50% Designed), dated April 16, 2018.



SECTION 1: GENERAL CONDITIONS SUBTOTAL	\$23,000.00
SECTION 2: ROAD AND SITE WORKS SUBTOTAL	\$644,827.50
SECTION 3: STORM WORKS SUBTOTAL	\$116,800.00
SECTION 4: LANDSCAPING SUBTOTAL	\$3,000.00
TOTAL CONSTRUCTED WORKS	\$787,627.50
CONTINGENCY (15%)	\$118,144.13
TOTAL PROJECT COST (LESS GST)	\$905,771.63

Benson View Road Residents Feedback Summary

compiled December 11, 2017

Feedback form distributed at Residents Meeting on-site October 17, 2017. Thirteen (13) residents signed in.

Number of Respondents: 8 feedback forms returned
3 emails with comments received

Question 1	Please share any general comments regarding the Regional District of Nanaimo Board's recent approval to purchase 2761 Benson View Road for the purposes of an off-road parking lot and trailhead amenities for Mount Benson Regional Park and surrounding lands.		
Responses	POSITIVE	NEGATIVE	Comments (# times noted if more than 1)
	9	2	Gate control at night to prevent partying (2)
			Security checks, animal control checks
			Retain as much existing vegetation as possible
			Install no parking signs on Benson View (2)
			Process is taking too long, waiting another year is unreasonable
			Great. Ensure veg. buffer between road and parking area
			Install 'tow-away zone', 'slow your speed' on BV Rd
			Parking upgrades required, build and retain as much as possible. Construction costs and demand will only increase in future. We'll be across from new parking lot and would prefer things did not change, but are aware this is unrealistic and support RDN efforts towards easing the congestion
			Install Parking Lot Full sign (2)
			Elated to receive news of designated parking lot
			Benson View Road is dangerous for vehicles, walkers, bikers (3)
			Excellent! Decommission existing parking and bridge (2)
			Install 'residents only' parking signs on BV Rd
			Not sustainable as sole access to Mount Benson (2)

Question 2	Depending on whether the adjacent Harrow Road allowance is incorporated, between 92 and 126 parking stalls are anticipated. Final design will include a fence between the parking lot and the neighbouring residence and will include an access-control gate.		
Responses	92 better than 126	126 better than 92	Comments
	0	8	126 will not be enough for future needs with more vehicles.

Question 3	Do you feel that phasing construction would be a suitable approach (e.g. build some stalls first and then build the remainder at a later date)?		
Responses	Yes	No	No response
	0	7	Staging the project will increase cost.

Question 4	Are there specific aspects of Option 1 or Option 2 that you prefer and would like to see reflected in the next stage of design?		
Responses			
	Option 2- we need to maximize parking now and in future.		

Benson View Road Residents Feedback Summary

compiled December 11, 2017

	Build out as much as possible with consideration for neighbourhood and environment.
	Make new trail to Witchcraft Lake and existing floating bridge so people not tempted to park at end of Benson View Rd.

Question 5	Please check all trailhead amenities that you feel should be integrated in the next stage of design:		
Responses	For	Against	Comments (# times noted if more than 1)
Kiosk	8	0	
Garbage	6	2	Must be emptied - bears will make a mess
Recycling	5	3	Must be emptied - bears will make a mess
Pit toilets	4	4	Area is on wells, pit toilets not compatible. Toilets essential - where do 8000 people from June to Aug go?
Directional Signs	8	0	
Interpretive Signs	7	1	
Other	2	0	Gate locked at night (2), sign warning of fines for littering

Question 6	Given the new proposed parking facility and trailhead development at 2761 Benson View Rd, what is your preference for the existing roadside parking lot?	
Responses	Count	Comments
Leave it as is and continue to maintain it as a secondary trail access point	3	Very disappointed to think access should be discontinued all together. Why demolish a unique amenity and reduce parking capacity by 24 stalls? Why reduce usage options for mobility constrained people?
Leave the floating boardwalk, but reduce parking area and remove kiosk	0	
Decommission parking area and remove floating boardwalk/ all amenities	5	Could the existing bridge be relocated to new trailhead as a pier to walk out onto? Decommissioning all is only sane plan for residents. If bridge is left, hikers will still park all up and down the road.
Other	1	Leave the bridge, but decommission parking area - people can walk to bridge from new parking area.

Additional Comments Received via Email
Residents expect quiet rural lifestyle and increase in traffic takes this away.
People undertaking 'midnight hikes' then early morning voices are loud when they return.
Unsavory characters drink and party in existing parking lot and police have had to be called.
Many visitors use the roadside as their garbage dump - how is RDN going to manage garbage issue.
Traffic safety on Kilpatrick and Benson View Road is most important factor. There have been two fatalities on the road. Road is disintegrating in places due to increased traffic, road wasn't intended for this level of traffic.
Road is treacherous in winter and heavier traffic will reduce safety.



April 18, 2018

To: Regional District of Nanaimo Board of directors.

RE: Witchcraft Lake and Benson View road parking.

This letter, written on behalf of the Ministry of Transportation and Infrastructure is intended to support the Regional District of Nanaimo with respect to the constructed parking area on Benson View road.

The parking area on Benson View road is currently being used by the public for the purposes of vehicle parking in order to access Benson View Park. Working in conjunction with the RDN the ministry has provided, by way of permit to the RDN to use the public road right of way and to construct and maintain the current parking area.

The ministry supports the continued use of this parking area located within the public road right of way. Working with local communities and Municipal governments as a whole, the Ministry supports the betterment and continual access of public rights of way.

In recognition of the cost and efforts to enhance the current access The Ministry would support the current parking area to remain, during the construction period of the new Benson View parking and trailhead. After the construction period and implementation of the new Parking lot and trailhead the ministry will, in conjunction with the RDN re-asses the use of the existing parking area.

Regards

Stefan Yancey

Operations Manager

CC: Michael Pearson, Vancouver Island District Manager.

TO: Parks Committees and Commissions **MEETING:** September 17, 2018

FROM: Wendy Marshall
Manager, Parks Services

SUBJECT: Parks Update Report – Summer 2018

RECOMMENDATION

That the parks update for Summer 2018 be received as information.

SUMMARY

Parks staff continue to work on projects identified in the 2018 Parks Work Plan and the RDN Operational Plan.

Planning and Capital Projects – Key Highlights

Mount Benson Parking Facilities

Site design is progressing. A permit application to the Ministry of Transportation and Infrastructure (MOTI) will be submitted in August along with the 80% design package. Project tender is anticipated for late 2018.

Errington Community Park

The conceptual design and costing for the Master Plan is underway. Phasing considerations for construction will be considered once Order of Magnitude costing is reviewed. The formal Public Engagement portion of the project is complete, with a final plan drawing of the conceptual Master Plan available for display in late September after EA F POSAC review. A survey and geotechnical review of the proposed area of the park for the project is underway.

Huxley Park Projects R+P-34-2016

Sports Court

A contractor has been hired to paint new pickleball lines on the sports court. The work is in the contractor's queue to be completed this fall (weather permitting).

Skatepark

A design consultant has been retained to complete construction drawings and costing for the Gabriola Skatepark to be completed in 2018. Staff continues to provide support to the *Keep on Pushin'* community fundraising campaign to raise \$72,000 towards the construction of the facility.

Trail from Horne Lake and Heritage Designation R+P-31-2016

The Horne Lake Strata membership received the project brief and did not provide comment. In July, MOTI agreed that the RDN and Island Timberlands can revisit the 1911 Gazetted Road plan in order to correct errors, and identify a mutually agreeable long-term trail corridor from

Horne Lake Regional Park to the ACRD border. Technical meetings are underway with MOTI and will be initiated with Island Timberlands in the fall.

Village Way Path

In May, MOTI and the RDN met to re-examine the stalled November 2015 design in light of a softening of the Ministry's position regarding non-vehicular infrastructure within the developed road allowance. An approach involving asphalt curb and raised path without catch basin system for drainage was identified. The project engineer is now updating design plans and confirming that a simpler drainage approach will work. Once approved by the Ministry, a schedule of quantities will be created and the design costed.

Morden Colliery Bridge and Trail R+P-27-2015

The RDN's August 2017 request to the Agricultural Land Commission to reconsider its July 2017 decision to bar trail and bridge development along the old rail corridor has proven successful. In early July 2018, the Commission advised the RDN that trail development would now be permitted on condition that the trail works are fenced and a vegetative buffer installed, passages are created for farm workers and machinery to cross the trail, and all works are completed by July 2021. The reconsideration decision remains subject to review by the Commission Chair and appeal by the landowner who opposes the trail project.

Benson Creek Falls Regional Park Facilities R+P-33-2017

The conceptual designs for improved access to Ammonite Falls and across Benson Creek were reviewed by the public from February 9 to March 16, 2018. A summary of feedback is posted on the RDN Get Involved website. Both bridge options (truss vs. suspension) received equal support. A new trail or combination of trail and stairs were the preferred options for descent to Ammonite Falls, while some preferred a staircase at the existing descent site. Input from the Ministry of Forests, Lands and Natural Resource Operations has been requested. The park is leased crown land and these projects will require Provincial approval due to proximity to Benson Creek.

Dunsmuir Community Park Development

A contract has been awarded to Leuco Construction Inc. for Phase 1 park construction (a new sports court and parking lot). Construction began in August and was scheduled to be completed by the end of October. With the extreme fire hazards the project was put on hold late August until cooler temperatures return. A community groundbreaking was held August 10, 2018.

Meadowood Way Community Park – Community Centre Development

The consultant retained to provide Phase 1 Detailed Design and Costing is Herold Engineering with de Hoog Keirulf Architects. The design work and costing is underway. Staff met with the Corcan Meadowood Residents Association early July to inform and consult on the current design requirements for the Centre.

Blue Water Community Park Restoration

The restoration of the park will require many seasons to be complete. The initial vegetation management with Goats on the Hoof was completed in May 2018 and they will return in the fall for a less intensive round of management. This will be followed by seeding and tree planting.

The tree planting is funded by a 2018 BC Hydro grant of \$2,700.00 and must be complete by year end.

Registry and Mapping

Area B's community park portfolio has been fully registered. A set of park maps with registry information tables along with an updated planning map were provided to the Area B POSAC. Missing Ministry of Transportation and Infrastructure permits were obtained for various uses of undeveloped road allowance in Area A, the new Driftwood Road Beach Access registered, and an updated map set distributed to the Area A Parks, Recreation and Culture Commission. Area C parks and planning maps near completion. Property acquisition names for Areas F and G parks, trails, water accesses and open spaces were clarified, thus completing that task for the electoral areas and assisting GIS in the labelling of community park properties on the web map.

Operations – Key Highlights

General Service Calls

Operations staff were busy in the spring and summer time trimming vegetation, brushing out trails, and responding to hazard tree issues. Staff responded to routine complaints including; vandalism, graffiti, uncontrolled dogs, and dumping. Increasing popularity of some parks is placing additional demand for toilet service and garbage collection frequency.

Glynneath Road CP

Hazard tree removals commenced in June following contractor selection. The work is being carried out in two phases, with the first phase to be completed in 2018 and the second part in early 2019. The Contractor is following a work plan set forth by Parks Operations and based on an Assessment Report produced by Strategic Natural Resource Consulting for this site.

707 Community Park

Work was completed to improve Fire Department access to key areas of the park. Work included trail brushing, road grading, and a new gate was installed at the North Road entrance to the park.

Witchcraft Lake Regional Trail

Parks has entered into an agreement with the Federation of Mountain Clubs of British Columbia for their member club the Island Mountain Ramblers to carry out trail improvements on a portion of the trail named "Straight to the Top". The agreement is a two-year pilot project. Logistical work is now underway between the Club and Parks Operations to facilitate this year's work.

Boultbee Community Park

Staff replaced the deteriorated playground containment border with a much improved cedar border.

Parks Programming

Successful Spring programs included hikes on the CPR Regional Trail, Mount Cokely, and Mount Arrowsmith. The Spring Break GO Wild Camp at Moorecroft Regional Park was a success with 16 children registered. Paddling Adventures on Horne Lake, Night Walk in Englishman River Regional Park, and Amazing Race in Englishman River Regional Park were cancelled due to low registration.

Park Use Permits

Area A

- Park Use Permit given to VIU Horticulture Department (partnered with International Education) to harvest Wild Ginger from Nanaimo River Regional Park April 9, for propagation. Replanting to happen in Fall 2018.
- Runners of Compassion, Nanaimo Chapter, was given a permit for TCT- Extension Ridge trail for Fletcher's Challenge, a trail running race, held on March 30.

Area B

- Park Use Permit granted to Gabriola 4-H Club for concession at Rollo McClay Community Park (ball fields) from April-September 2018.
- Park Use Permits granted to GaLTT for free guided walks throughout parks on Gabriola during Spring and Summer 2018, and for broom cutting in May at 707 Community Park.

Area C

- Nanaimo Mountain Bike Club received a Park Use Permit for partial use of Benson Creek Falls Regional Park for a cross country mountain bike race held on May 26.

Area E

- Park Use Permits granted for weddings at Moorecroft Regional Park (June 3, June 11, 2018). Permits for school field trips to Moorecroft Regional Park (2) granted to two elementary schools in D69.
- Park Use Permit granted to CUPE Local 3570 for Family Picnic at Jack Bagley Community Park held on May 12.

Area F

- VIU granted a permit for the Mount Arrowsmith Biosphere Region BioBlitz at Englishmen River Regional Park April 21. Results of this study to be forwarded to RDN in the Fall 2018.
- Errington Therapeutic Riding Association was granted a permit to hold part of their "pledge ride" on the Coombs to Parksville Rail Trail June 24, 2018.

Area G

- BC Conservation Foundation was granted a permit to do a tour in the Little Qualicum River Estuary Regional Conservation Area April 5, 2018, during the Brant Festival.

Area H

- No permits this quarter.

FINANCIAL IMPLICATIONS

The projects outlined in this report have funds identified in the 2018 Budget. Electoral Area projects are funded through the associated 2018 Community Parks Budget and in some cases are supplemented by Community Works Funds or grant funding. Regional Parks projects are

funded through the 2018 Regional Parks Operational Budget or the Regional Parks Capital Budget.

STRATEGIC PLAN IMPLICATIONS

Projects in this report support the RDN's strategic priorities for Service and Organizational Excellence and Focus on the Environment:

- Delivering efficient, effective and economically viable services that meet the needs of the Region;
- We will fund infrastructure in support of our core services employing an asset management focus;
- As we invest in regional services we look at both costs and benefits — the RDN will be effective and efficient;
- We recognize community mobility and recreational amenities as core services; and
- We will have a strong focus on protecting and enhancing our environment in all decisions.



Wendy Marshall
wmarshall@rdn.bc.ca
August 21, 2018

Reviewed by:

- T. Osborne, General Manager, Recreation and Parks
- P. Carlyle, Chief Administrative Officer

Attachments

1. Parks Work Plan – July 2018

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
A	16-785	2017-002	Beach Accesses	Driftwood Beach Access consultation and design	2017	2018 Q3	Completed	Board report completed and design to move forward during summer. Design completed.
A	18-149	2018-001	Beach Accesses	Driftwood Beach Access stairs construction	2018	2018 Q2	Underway	Tender issued and selection to take place in July.
A	17-153	2018-025	Cedar Plaza	Review Possible Alternatives to allow water	2017	2018 Q2	Underway	Application into NCID waiting for approval
A	18-224	2018-074	Cedar Plaza	Installation of a communications board			Not started	TBD
A	18-144	2018-026	Glynneath	Trees - removal/replant. Keep park in natural state	2018	2019 Q2	Underway	Harvesting Assessment complete, obtaining estimates for work. First phase of removal completed.
A		2018-024	Kipp Road	Geotechnical options for site remediation	2018	2018 Q2	Underway	Remediation technical plan complete and cost estimate complete. Applying to the Province for assistance.
A	17-516	2018-023	Skatepark	Review options for a viewing platform	2018		Not started	Identified in 5-year work plan.
A	18-223	2018-075	Thelma Griffiths	Pilot Park for new signs	2019		Not started	Planned for 2019
B	16-348, 18-008	2017-006	707	New Signs as per plan	2018	2017 Q4	On hold	Delayed until parkland addition brought into the RDN system.
B		2018-027	707	Gate, drainage and road repairs	2018	2018 Q3	Underway	Fire Department Access Improved.
B		2018-028	707	New Property - add amenities	2018		Not Started	Will start once property added to the RDN system.
B			707	Management Plan Update	2020		Not Started	Planned for 2020.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
B			707	New Property development	2023		Not Started	Planned for 2023.
B		2018-031	Cox	New Property - add safety amenities	2018		Not started	Will start once property added to the RDN system.
B			Cox	Master plan	2021		Not started	Planned for 2021.
B			Cox	Property Development	2022		Not started	Planned for 2022.
B	18-179		Cox	Work with Galtt on trails	2018	2018 Q3	Underway	Staff working with Galtt on trail layout.
B		2018-029	Huxley	Electrical Upgrades Assessment	2018	2018 Q3	Not Started	To be completed simultaneously with construction drawings.
B			Huxley	Grant applications for Skate Park	2019		Not Started	Planned for 2019 once drawings completed.
B			Huxley	Skatepark Construction	2020		Not Started	Planned for 2020.
B		2018-061	Huxley	Park Opening Event	2018		Completed	Opening event held.
B	18-182	2018-076	Huxley	Pickleball line painting	2018	2018 Q4	Underway	Work expected to commence in September - based on contractor availability
B	16-346	2016-007	McCollum Road Cash in Lieu	Work with Developer for processing the Cash in Lieu	2016	TBD	On Hold	Waiting on developer.
B		2018-033	Pilot Bay and Huxley Benches	Benches	2018	2018 Q3	Underway	Huxley Benches Installed
B		2018-032	Whalebone	Upgrades to trails	2018	2018 Q2	Completed	2018 upgrades complete as of April 18th 2018.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
B-CWrks	18-180	2018-030	Huxley	Skateboard and park entrance Construction drawings/costing/geotec/survey	2018	2018 Q2	Underway	Report went to May 22 Board for project funding approval (CW Funds). Funding approved.
B-CWrks	Staff	2017-009	Joyce Lockwood Stairs	Rebuild Beach Access stairs	2018	2018 Q3	On hold	Unfavourable Geotech Report. Staff determining options.
B-CWrks	Board	2015-001	Village Pathway	Design/MOTI approval	2015		Underway	Met w MOTI 18May; identified possible approach. Project engineer contracted to revise plans and confirm feasibility.
B-CWrks		2017-011	Village Way Path	Construction	2019	2020	Suspended	Suspended until MOTI approval of design is obtained.
C EW/PV	Posac	2018-003	Anders Dorrit	Information sign design and install	2018	2019 Q3	Not started	Now planned for 2019.
C EW/PV	Posac	2018-004	Anders Dorrit	Concept Design & Open House	2018	2018 Q3	Completed	Open house held at end of April.
C EW/PV			Anders Dorrit	Detailed Design	2019	2019 Q2	Not started	Application to ALC to occur prior to detailed design.
C EW/PV			Anders Dorrit	Tender & Construction	2020	2021	Not started	Planned for 2020.
C Ext		2018-035	Extension Miners	Coal artifact display, trail to river design	2018	2018 Q4	Not started	Planned to start in Fall 2018.
C Ext			Extension Miners	Install Trail to river	2019		Not started	Planned to start in Summer 2019.
C Ext		2018-034	Trails Initiative	Horse Access on Crown	2018	2018	Not started	Planned to start in Fall 2018.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
E	18-084	2018-055	Bonnington Drive/Coventry Place	High level report on cost and process for stairs and trail construction	2018	2018 Q3	Underway	Report planned for fall POSAC. Staff looking at options/costs.
E	18-085	2018-037	Brickyard	Parking, Toilet, Garbage - Concept Layout & Neighbour Consultation	2018	2018 Q2	Suspended	Suspended as per board direction.
E	18-085	2018-038	Brickyard	Toilet, Garbage Install	2018	2018 Q3	Suspended	Suspended as per board direction.
E	16-197	2016-009	Claudet	Utilities lot transfer	2016	TBD	Underway	Staff reviewing approach to dispose of parkland.
E		2018-039	Es-hw Sme~nts	Interpretive signs -design and install	2018	2018	Completed	Completed.
E	18-087		Jack Bagley	Court placement and design	2019		Not started	Survey to take place in 2018 and planning in 2019.
E	17-155, 17-409	2018-036	Nanoose Road Community Park	Lease renewal, public consultation, Design new use once received	2018	2020	Not started	Option to purchase to be considered.
E	17-517, 18-086	2018-074	Stone Lake Drive	Natural Playground Site survey, Public Input & Preliminary Design	2018	2018 Q3	Underway	Survey completed and public consultation underway.
E			Water Accesses	Priority from Study (survey, design, install)	2019		Not started	Planned for 2019.
F	17-310	2018-009	ACT Trails	Surface David Lundine trail	2018	2018 Q2	Not started	In coordination with Errington CP Master Plan. Construction planned for fall 2018.
F		2018-040	ACT Trails	Palmer Road East Trail Construction	2018	2018 Q4	Not started	Planned to start in summer/fall 2018 with survey of the determine trail alignment.

**Parks Work Plan
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PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
F			ACT Trails	Bellevue Trail 1 - Grafton/Bellevue	2019		Not started	Planned for 2019.
F			ACT Trails	Bellevue Trail 2 - Koperick link	2019		Not started	Planned for 2019.
F	17-312	2018-006	Errington	Park Master Plan to include a bike skills park and a playground	2017	2019 Q3	Underway	Public engagement and Open House are complete. Master Plan concept design and costing underway.
F			Errington	Phase I detail design	2019		Not started	Planned for 2019.
F			Errington	Phase II Detail Design	2021		Not started	Planned for 2021.
F			Errington	Phase II Construction	2022		Not started	Planned for 2022.
F	Staff	2018-007	Errington	Operator Agreement	2018	2018 Q4	Underway	Due to water/septic infrastructure staff investigating options including Crown grant.
F	18-183	2018-077	Malcolm	Pilot Park for new signs	2019		Not started	Planned for 2019.
F	18-196	2018-041	Meadowood	Community Hall Construction	2018		Underway	Schematic design and Class B estimate underway. Report being drafted for September EASC.
F-CWrks	Posac	2019-001	Errington	Phase I construction	2020		Not started	Planned for 2020.
G		2018-056	Blue Water	Clearing and restoration.	2017	2020 Q3	Underway	BC Hydro grant of \$2,700.00 received to plant trees in park. Goats on site in May and will return in fall to complete vegetation management.

**Parks Work Plan
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PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
G		2017-015	Boulton	Replace playground borders	2017	2018	Completed	Work carried out by Ops Staff
G			Dashwood	Playground Updates	2019		Not started	Planned for 2019.
G		2018-057	Lee Rd	Tree removal French Creek	2018	2018 Q1	Completed	Trees removed from the creek.
G	18-185	2018-078	Maple Lane	Develop plan and add to five year plan	2018	2018 Q3	Completed	Added to five year plan.
G	18-184	2018-079	Maple Lane	Pilot Park for new signs	2018	2018 Q3	Underway	Signs under development
G	Posac	2018-010	River's Edge	Playground concept design	2019		Not started	Planned for 2019.
G			River's Edge	Playground detail construction drawings	2020		Not started	Planned for 2020.
G			River's Edge	Playground Install	2021		Not started	Planned for 2021.
G-CWrks	Posac	2019-002	French Creek Paths/Trails	TBD	2020		Not started	Planned for 2020.
G-CWrks	17-158, 17-405, 17-600	2018-011	Little Qualicum Hall	Engineering study and community consultation to determine direction	2018	2018 Q3	Completed	Engineering study complete and consultation underway with community. Report complete and direction determined.
H		2018-042	Beach Accesses	Signage and Improvements	2018	2018 Q3	Underway	Beach Access priorities determined at June 11 POSAC. Signs will be installed in fall/winter.
H	17-020	2017-016	Dunsmuir	Detailed design	2018	2018 Q2	Completed	Phase 1 tender drawings completed and project tendered.
H			Dunsmuir	Phase II Planning	2019		Not started	Planned for 2019.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
H			Dunsmuir	Phase II Construction	2020		Not started	Planned for 2020.
H		2016-013	Lions Park	Operators Agreement	2016	2018 Q3	Underway	Revised licence sent to Lions 30Apr. Spoke w President 23May. They will call when ready to meet.
H	Posac	2019-003	Oakdowne	Licence on other crown parcels surrounding the park	2019		Not started	Planned for 2019.
H			Sunny Beach	Improvements	2019		Not started	Planned for 2019.
H	Posac	2018-013	Wildwood	Kiosk development and install - split with Regional	2018	2018	Not started	Project will start in late summer.
H	18-143	2018-080	Wildwood	Pilot Park for new signs	2018	2018 Q4	Not started	Planned for fall in conjunction with kiosk design.
H-CWrks	Other	2020-001	Area H Roadside Trails	Work with MOTI on any development of trails along the road.	2020		Not started	Planned for 2020.
H-CWrks	18-148, 18-147	2018-012	Dunsmuir	Phase I construction	2018	2018 Q3	Underway	Funding approved (CW Funds). Phase 1 tendered and selection to take place in July. Contractor selected and ground breaking on August 10.
Other - Comm	Other	2018-014	Bike Network Plan	Develop plans	2019		Not started	Planned for 2019.
Other - Comm	Operational		Development	Subdivision/parkland - review, comments and POSAC input			On Going	Ongoing as required through planning.
Other - Comm	16-616, 18-061	2016-018	Park Signage	Resign Park regulation and info signs	2016	2018 Q3	Completed	Board and committees have reviewed and pilot parks selected.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
REG	Staff	2017-019	Ammonite Falls Trail	Bridge Replace	2017	2018 Q2	Underway	Environmental Assessment complete. Design estimates underway.
REG	Staff	2018-020	Arboretum	Kiosk upgrade -design new sign with volunteers and install	2018	2018 Q4	Underway	Design of signage has started.
REG	Mngmnt Plan	2018-045	Beachcomber	Main Path Upgrades (stairs/handrails)	2018	2018 Q4	Underway	Handrail ordered, trail surfacing and box stairs to follow
REG	18-072	2016-028	Beachcomber	Management Plan	2016	2017	Completed	Board approved plan.
REG	16-669	2017-048	Benson Creek Falls	Parking feasibility study and design - Weigles entrance (incl. env. study)	2017	2018 Q1	Completed	Concept planning complete. Approvals, detailed design to follow.
REG	16-668	2017-049	Benson Creek Falls	Parking - monitor and communicate with residents	2017		Ongoing	Ongoing.
REG			Benson Creek Falls	Weigles entrance parking Lot Construction	2019		Not started	Will occur with stair and bridge construction.
REG	Mngmnt Plan	2018-019	Benson Creek Falls	Kiosk	2020	2020	Not started	Planned for 2020.
REG			Benson Regional Trail	Signage	2019	2020	Not started	Planned for 2019.
REG		2018-043	BigQ/ACRD Regional Trail	Detailed planning	2018		Not started	Will proceed once preliminary work is completed.
REG		2020-003	BigQ-ACRD Regional Trail	Construction	2019	2020	Not started	Would take place after detailed design.
REG		2018-048	Coats Marsh	Building and Bat housing	2018		Underway	Bat houses underway.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
REG	Staff	2018-018	Descanso	Tree removal	2018	2018 Q2	Underway	Coastal Wildfire carried out Phase 1, Phase 2 underway by contracted arborist to be completed in fall.
REG			Descanso	Gate house replacement	2020		Not started	Planned for 2020.
REG		2018-046	Englishman River	Geo technical study for the bank above the road	2018	2018 Q3	Not started	Work planned for summer.
REG	Other		Fairwinds	Development - PDA		TBD	Underway	Staff have met with Planning Staff to review development proposal and PDA amendments.
REG	16-767	2017-024	First Nations Passage via Horne Lake	Heritage designation	2017	2020	On Hold	Address once regional trail development has advanced.
REG			Horne Lake	Picnic shelter design/tender	2021		Not started	Planned for 2021.
REG		2018-044	Horne Lake and Descanso	Registration Software	2018	2018 Q2	Underway	Registration software purchased. Implementation underway.
REG		2017-021	La Selva Trail	Construction	2017		Delayed	Delayed due to land issue at site.
REG			Lighthouse	Nile Creek Bridge	2021		Not started	Planned for 2021.
REG			Lighthouse	Fletcher Creek	2023		Not started	Planned for 2023.
REG	16-480	2016-026	Moorecroft	Site Planning with First Nations (as per workshop priorities)	2016	2017 Q4	Underway	Consultation underway when required.
REG	Mngmnt Plan	2018-021	Moorecroft	Picnic shelter design/tender	2020		Not started	Planned for 2020.

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Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
REG		2016-026	Moorecroft	FN Liaison	2016		Ongoing	Continue discussions with FN regarding building in the park.
REG			Moorecroft	Parking Lot Design & Improvements	2021		Not started	Planned for 2021.
REG			Moorecroft	Meadow Road Upgrade	2019	2019 Q2	Not started	Planned for 2019.
REG			Moorecroft	Reroute Water Line	2019	2019 Q2	Not started	Planned for 2019.
REG			Moorecroft	Entry Area Improvements	2020		Not started	Planned for 2020.
REG		2018-049	Moorecroft	Miss Moore's Cabin Removal	2018	2018 Q3	Underway	Cabin removed. Planning for the site underway.
REG			Moorecroft	Interpretive Signage (design & install)	2021		Not started	Planned for 2021.
REG			Moorecroft	Kiosk	2020		Not started	Planned for 2020.
REG	Mngmnt Plan	2017-041	Moorecroft	Two vault Toilets & storage (design, locate, install)	2017	2018 Q3	Underway	Archeologist review of site complete, test-holes for vaults complete. Toilets ordered.
REG	16-666, 17-510	2018-054	Mount Benson	Parking design and construction	2018	2019	Underway	House removal complete. Plans nearing 80%. MOTI permit application to follow. Plans now at 95%.
REG			Mount Benson	Trail Improvements - Condition and Evaluation of High Use Routes	2019	2018 Q3	Not started	Planned of 2019.
REG			Olympic Torch Trail and Thames Crk	Planning	2020		Not started	Some reviews done for seniors housing project.

**Parks Work Plan
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PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
REG			PQ Links	Barclay Bridge - asphalt extension	2019		Not started	Planned for 2019.
REG	Staff	2017-020	TCT	Timberlands Road trail head development	2016	2018 Q4	Underway	Draft license to 2nd landowner 8Jun. Island Timberlands approved alternate drier route 11Jul. Detailed planning of parking lot commencing. Rural Dividend Program updated.
REG		2018-080	TCT signage review	GPSing of signage in prep for updating given new TCT signs.	2018		Underway	Staff GPSing signs.
REG			TCT signage update	Apply for free signage if available; otherwise purchase. Update all.	2019		Not started	Planned for 2019.
REG	Other	2019-004	Top Bridge	Reroute trail and parking lot in City of Parksville	2021		Not started	Timing ultimately depends on the City of Parksville.
REG			Top Bridge	Connection to Rail Trail - Design	2019		Not started	Planned for 2019.
REG			Top Bridge	Connection Construction	2020		Not started	Planned for 2020.
REG	Posac	2018-017	Wildwood/LHR T	Kiosk development and installation - split with H	2018	2018	Not started	Project will begin in late Summer.
REG	18-176	2017-070	Witchcraft Lake Regional Trail	Volunteer Trail Building Agreement	2017	2018 Q1	Completed	Agreement aproved by Board and issued for signature.
REG	18-176	2018-047	Witchcraft Lake Regional Trail	Volunteer Trail Building	2018	2018 Q3	Underway	Agreement complete, logistical planning and material assembly underway
REG	18-177	2018-081	Witchcraft Lake	Costing and location for moving boardwalk	2018	2018 Q4	Underway	Working with City of Nanaimo on location and costs.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
REG CAP		2018-050	Benson Creek Falls	Detailed design and costing stairs and bridge	2018	2018 Q4	Not started	Planned for late 2018.
REG CAP			Benson Creek Falls	Bridge Construction	2019	2019/2020	Not started	Planned for 2019.
REG CAP			Benson Creek Falls	Stairs at falls Construction	2019	2019/2020	Not started	Planned for 2019.
REG CAP	16-670	2017-031	Benson Creek Falls	Concept Plans and consultation Bridge and Stairs	2017	2018 Q4	Underway	Concept plans and public consultation completed. Report will be prepared for October.
REG CAP		2017-043	BigQ/ACRD Regional Trail	Preliminary planning including agreement with strata	2017		Underway	Brief provided to Strata received with no comment. MoTI advises RDN to negotiate 1911 Horne Lake Rd plan revisions with Island Timberlands.
REG CAP	17-227	2017-073	E&N -- Coombs to Parksville Rail Trail	Horse Parking - Wood lot	2017		On Hold	Awaiting Springhill Rd development.
REG CAP		2018-062	E&N -- Coombs to Parksville Rail Trail	Trail Repair - Clean up, Design and rebuild		2018 Q3	Underway	Final design being detailed with input from environmental monitor; subject to approval by ICF and SVI. Building contractor lined up. Work to be completed by mid-Sept end of fish window.
REG CAP		2017-022	E&N -- Coombs to Parksville Rail Trail	Finish Construction Details	2018		Underway	First review of as-built plans completed. Final plans await completion of flooding repairs in September.

**Parks Work Plan
Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
REG CAP	17-386	2017-068	Little Qualicum	Bridge Design	2018	2019	Underway	RFP for an Engineering firm to produce design has started. Consultant selected.
REG CAP			Little Qualicum	Bridge Construction	2020	2020 Q4	Not started	Planned for 2020.
REG CAP	Board	2014-001	Morden Colliery	Lease upgrade	2014		Underway	Waiting on Province to respond to lease upgrade request.
REG CAP	16-124,14-755,14-754	2017-047	Morden Colliery	Bridge and trail design and tender	2017		Underway	ALC provided approval early Jul, with development conditions and July 2021 deadline for completion. Game plan being established.
REG CAP			Morden Colliery	Construction	2019	2020	Not started	Will commence after detailed designs are completed.
REG - Other	Staff	2018-053	Brochure	Design New Brochure/Print	2017	2018 Q3	Underway	Design is under draft review. Photo sessions were held late March 2018 to provide addition people in parks photos. Final copy under review.
REG - Other	Operational		Operator agreements	Monitor			Ongoing	Ongoing
REG - Other	Other	2018-016	Park Zoning	With Planning Department	2019		Not started	Planned for 2019.
REG - Other	Operational		Partnerships	Meetings and on-going communication with partners			Ongoing	Ongoing
REG - Other	Operational	2017-042	RPT Plan	Develop RFP. Work with consultant on plan development	2018	2019 Q4	Not started	RFP to be prepared during fall for Board report in the spring of 2019.

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Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
REG - Other	16-654,16-678,17-019,18-030	2016-020	Salish Sea Marine Trail	Agreement with BC Marine Trail Association & signage	2016	2018 Q3	Completed	Signage received fr BCMTNA and installed at five approved locations. DBRP pamphlet updated to reflect being on Salish Sea Marine Trail.
REG - Other		2017-072	Tourism VI Trails Strategy	Phase 3 Exceptional Hiking Experiences Network	2017		Underway	Met w TVI n VISTA to encourage TVI focus on this multi-region trail. Strong interest.
Other	Operational	2018-051	2019 Budget and Work plan	Create and forward for approvals	2018	2019 Q1	Underway	Budgeting started.
Other	18-217	2018-082	Wicklow West land exchange	Work with developer on land exchange	2018	2019 Q2	Underway	Subdivision applications submitted. Working on process for disposition of parkland
Other			Acquisitions	Assessment and report			Underway	Several properties under consideration.
Other	Staff	2019-006	Bylaw 1399	Update existing bylaw	2019		Not started	Planned for 2019.
Other	Staff	2019-005	Donation Program	Create program	2019		Not started	Planned for 2019.
Other	Operational		GIS and Mapping	Ongoing mapping			On going	Ongoing
Other			Park wells	well licensing and decommissioning; reconciliation of provincial data			Underway	Park staff to visit possible well sites n confirm if exist n ensure decommissioned if necessary. Provide Province w updated well data.
Other		2018-060	Parks Programming	Programming for all seasons	2018		Underway	Spring & Summer Programming Winter 2018, Fall Programming completed June/July 2018.
Other		2018-052	Policies	Update	2018		Not started	Planned for fall 2018.

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Summer 2018**

PARK PROJECTS AND REQUESTS								
Service Area	Origin	Project #	Park	Description	Start Date	Completion	Progress	Comment
Other	Operational		Portfolio Records & Mapping	Acquisition registry, park records, mapping, statistics			On Going	Areas A n B Property Registry Forms and Planning Maps completed n distributed. Area C maps nearing completion; property data collection n naming advanced for Areas E, F and G.
Other	Operational		Project Management	Software	2019		Not started	Planned for 2019.
Other	Operational	2018-022	Standing Contracts	With Purchasing Manager bring on frequently used contractors under a standing contract	2018	2018 Q2	Not started	Planned for fall.
Other	Operational	2017-044	Risk Management	Update Inspection Program	2017	2018 Q4	Underway	Work will continue throughout 2018.
Other		2018-059	School Programming	Working with schools to encourage more interpretive programs	2018		Underway	Program planning Spring 2018, implementation Fall 2018.
Other	Operational	2016-032	SharePoint system	Create and upload old files	2016		Underway	Staff continue to move files from the old files to the new system.
Other		2018-058	Volunteers in Parks	Re-initiate program	2018		Not started	Planned for fall 2018.
Other	Operational	2017-043	Worksafe BC	Update program	2017	2018 Q4	Underway	Work will continue throughout 2018.

TO: Regional Parks and Trails Select Committee **MEETING:** October 9, 2018
FROM: Joan Michel
Parks and Trails Coordinator **FILE:** 2014-001/2017-047
SUBJECT: Morden Colliery Regional Trail Update

RECOMMENDATION

That the Morden Colliery Regional Trail update be received for information.

SUMMARY

Planned development of the Morden Colliery Regional Trail (MCRT), including bridgeworks over the Nanaimo River, is advancing. In July 2018, the Agricultural Land Commission (ALC) reversed its 2017 decision upon appeal and issued conditional approval to the development of 1 km of trail through Agricultural Land Reserve. The ALC set a deadline of July 2021 for completion of approved works and submission of final reports.

In August 2018, the Province advised that it is giving priority to the RDN's 2015 application for a tenure upgrade over the Crown owned trail corridor from non-exclusive licence to lease. Parks Services will work with the Province as required to conclude the tenure change application process.

Over the fall of 2018, Parks Services will review and update the scope of planned MCRT development from trailhead parking lot within Morden Colliery Historic Provincial Park to Cedar Road, approximately 2 km of route. Professional service requirements for the planning and costed design to tender phase will be clarified. A proposed budget of \$300,000 for this phase is included in the preliminary 2019 Regional Parks Capital budget. If the RDN has not secured leasehold tenure over MCRT lands by the end of January 2019, Parks Services will return to the Board with recommendations before initiating planning and design work.

Assuming the RDN is on track to obtain leasehold tenure in early 2019, production of a costed and permitted design for MCRT trail and bridge development can be contracted upon approval of RDN budgets. A recommendation to proceed to tender could follow in early 2020, with construction occurring as early as 2020-2021. Currently, \$2,137,875 is identified in the preliminary 2019-2023 financial plan for bridge construction. These costs will be updated through the planning and tender process.

BACKGROUND

Attachment 1 shows the portion of MCRT under consideration for change through tenure upgrade and bridge and trail development.

Agricultural Land Reserve

The ALC's July 2018 decision to approve MCRT development is not final. The neighbour who challenged trail development has one year within which to submit a request for reconsideration. The Chair of the ALC had 60 days to recommend reconsideration, but this deadline has passed without action. At this time, the ALC's approval is conditional upon the following:

- Both sides of the 1 km corridor are to be fenced and, within the trail corridor, a minimum 3 m wide coniferous and shrub barrier is to be maintained against each fence line;
- Passage across the trail corridor by the owner of agricultural lands either side of the corridor is to be accommodated and gates or other barriers installed;
- Trail design is subject to ALC review and approval;
- A final report is to be submitted to the ALC for review and approval; and
- All works and reports are to be completed by July 2021.

Licence to Lease Tenure Upgrade

In 1995, the Province granted the RDN a 20-year non-exclusive licence of occupation for six of seven MCRT parcels. In 2010, the Regional Board approved applying for an upgrade to the RDN's tenure from licence to lease before moving on investment in bridge and trail improvements. A lease application for all seven MCRT parcels was submitted in 2015. The seventh parcel bisects Morden Colliery Historic Provincial Park but unlike the Provincial Park, this parcel is not a registered archaeological site. Having that corridor parcel within the RDN's control will factor in the design of parking area and ability to provide for equestrian trailer parking.

Concluding a lease for the MCRT may yet involve expenditure on a survey of the entire corridor, a common requirement of Crown lease applications. Given the passage time since the lease application was submitted and changes that have occurred in Provincial land use application processes, it may also be necessary to submit an updated land use or management plan for the Crown corridor.

MCRT Development Scope

The planning of MCRT trail and bridge works began in 1999, and preliminary design and hydro-technical studies for the bridging of the Nanaimo River have been completed. Two spans will be required. In October 2014, the Regional Board approved the following motions:

That the updated Nanaimo River Pedestrian Crossing at the Morden Colliery Regional Trail Feasibility Study be received to use as a guiding document for the future development of a bridge crossing within the Morden Colliery Regional Trail corridor.

That subsequent design and assessment work proceed under the Steel Truss Bridge option.

See Attachment 2 for the conceptual drawings of the truss bridges referenced in the motion above.

In February 2016 and further to public consultation, the Board approved the following motion:

That the design and development of the multi-use bridge crossing over the Nanaimo River, within the Morden Colliery Regional Trail, incorporate equestrian accessibility (in addition to pedestrian, cyclist and wheelchair accessibility) in response to current community recreational needs and public support.

With almost 20 years having passed since MCRT development was first examined, project scope requires updating before final planning and design work is contracted. For example, a series of small wooden and metal MCRT bridges developed in the mid-1990s over Thatcher Creek to the west of the Nanaimo River will likely need to be replaced. ALC conditions and the demands of construction and maintenance access given the narrow MCRT corridor may require the negotiation of temporary or permanent land access agreements with adjacent landowners. The commitment to serve equestrians raises the need to consider horse trailer parking. Safe passage across busy Hemer and Cedar Roads requires attention. There are a number of encroachments along the undeveloped MCRT to be resolved before development can proceed.

Project Timeline

Climate change and increasingly variable river flow action has elevated the complexity of an already challenging effort to bridge the Nanaimo River within the limits of a 20 m wide corridor and an active floodplain. Preliminary project studies have raised potential issues concerning the establishment of sound bridge footings, the risk of continuing riverside erosion and the potential for trail flooding. Comprehensive hydrological, geo-technical and environmental studies will be required to conclude the planning and design of MCRT bridges and other works; this will take up much of 2019. It is possible a costed and permitted design could be achieved in time to tender construction beginning in 2020. However, while it does not appear that a *Navigable Waters Protection Act* permit will be necessary; other permitting is expected to be complex and may trigger a federal environmental review assessment. This could delay the construction phase to 2021-2022. If application must be made to external agencies for construction funding, which now typically requires shovel-ready plans, initiation of construction could again be delayed.

ALTERNATIVES

1. Receive the Morden Colliery Regional Trail update.
2. Consider alternate direction.

FINANCIAL IMPLICATIONS

Staff time continues to be spent on obtaining leasehold tenure for the MCRT. Should expenditure on survey be required, there is \$44,500 set aside in the approved Regional Parks capital budget to cover the cost.

The 2018 approved budget allocated \$118,000 in funds for completion of the planning and costed design phase of MCRT development, with \$37,875 of that supplied by Area A

Community Works Fund. The 2019 preliminary budget proposes \$300,000 for this work to address revised project scope and use of supplemental project administration resources.

In 2016 the high level estimated construction costs for the bridge and related trail construction was \$1,975,000 and this amount was included in the Regional Parks Capital five year plan. Through the planning process and studies, the costs will be refined. The 2019-2023 preliminary five year plan identifies \$2,137,875 for construction.

It can be expected that a developed MCRT will require more maintenance than typical of RDN regional trails because of the equestrian-friendly bridge structures, the active floodplain situation around the bridges, and ALC requirements. Once the planned MCRT works are in place, future long-term Regional Parks operating budgets will need to be adjusted accordingly. An asset replacement plan will be developed as part of the design process.

STRATEGIC PLAN IMPLICATIONS

The RDN's strategic priority to focus on service and organizational excellence includes recognition that community mobility and recreational amenities are core services. Completion of MCRT development has featured in RDN park and trail planning since the late 1990s and continues to find support in the community.



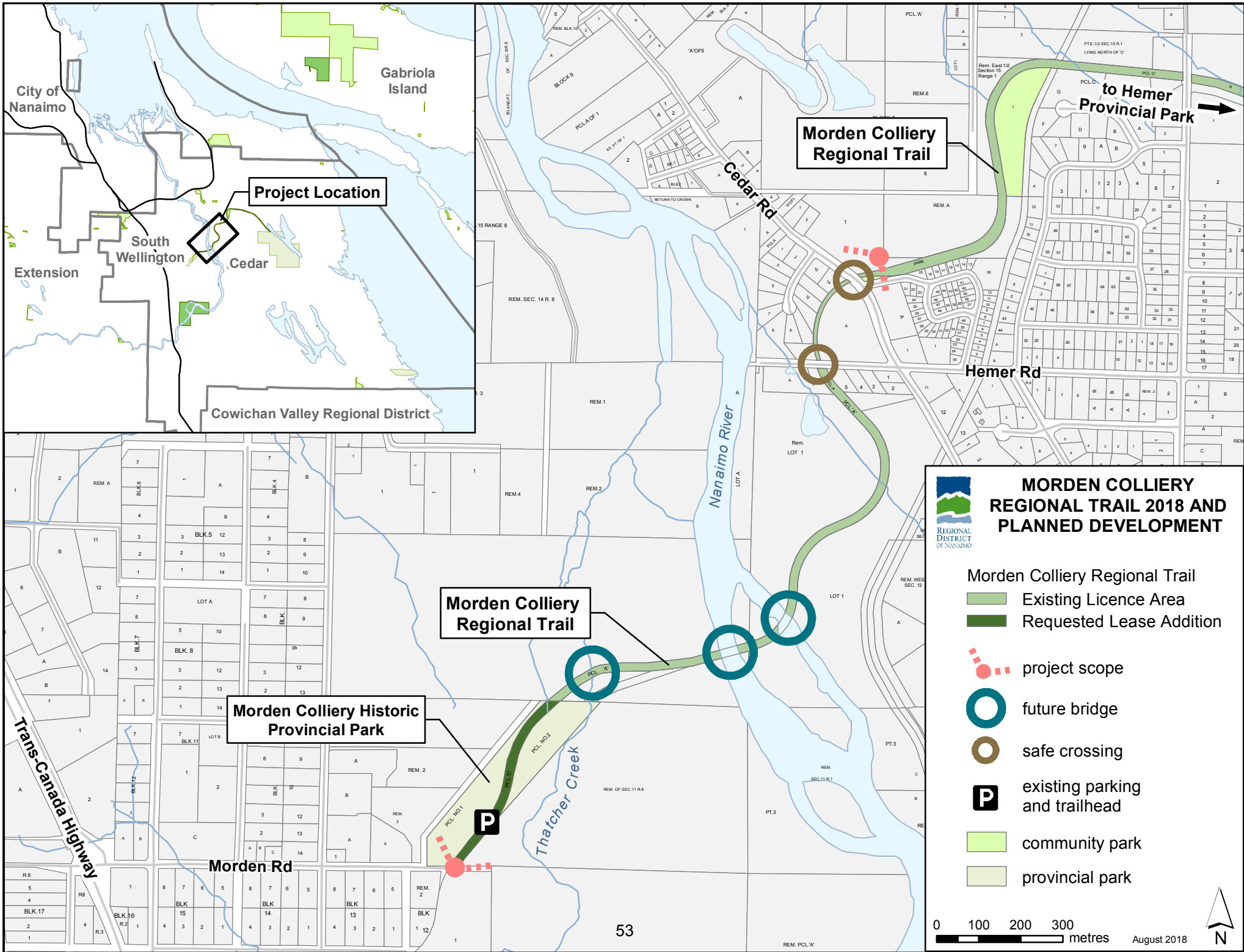
Joan Michel
jmichel@rdn.bc.ca
September 17, 2018

Reviewed by:

- W. Marshall, Manager of Parks Services
- T. Osborne, General Manager of Recreation and Parks Services
- P. Carlyle, Chief Administrative Officer

Attachments

1. Map of Morden Colliery Regional Trail 2018 and Planned Development
2. Arched Truss Bridge Concepts for East and West Spans of Nanaimo River



MORDEN COLLIERY REGIONAL TRAIL 2018 AND PLANNED DEVELOPMENT

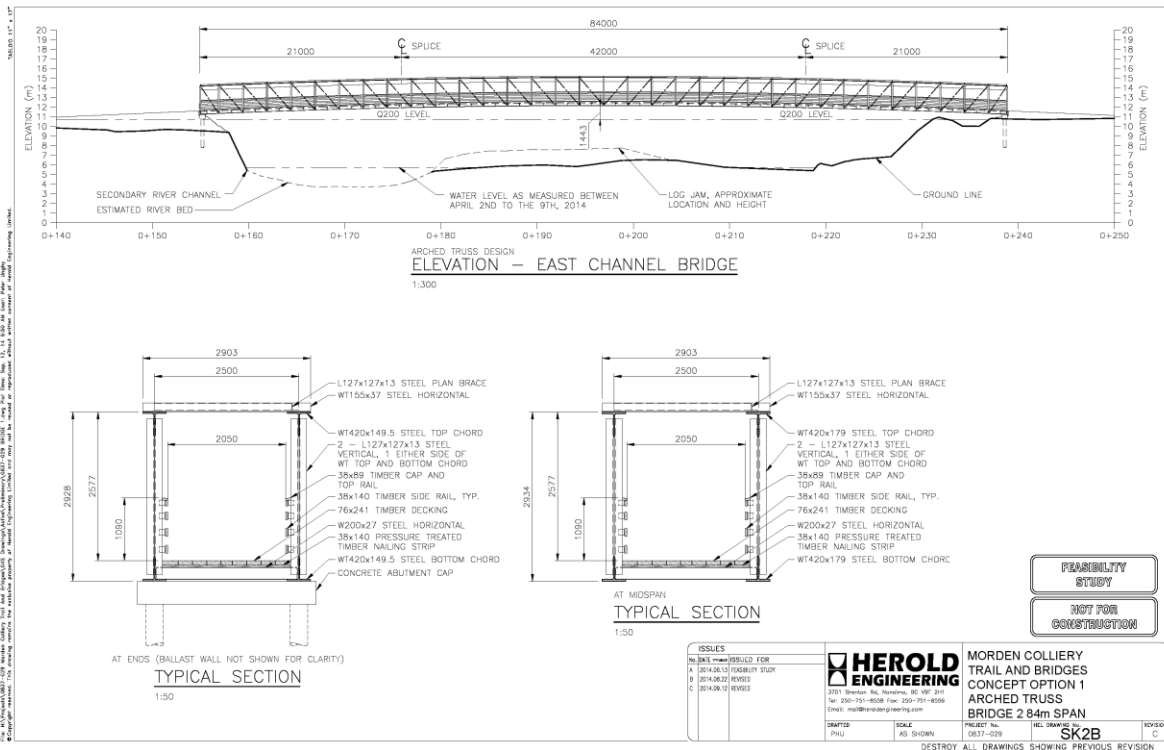
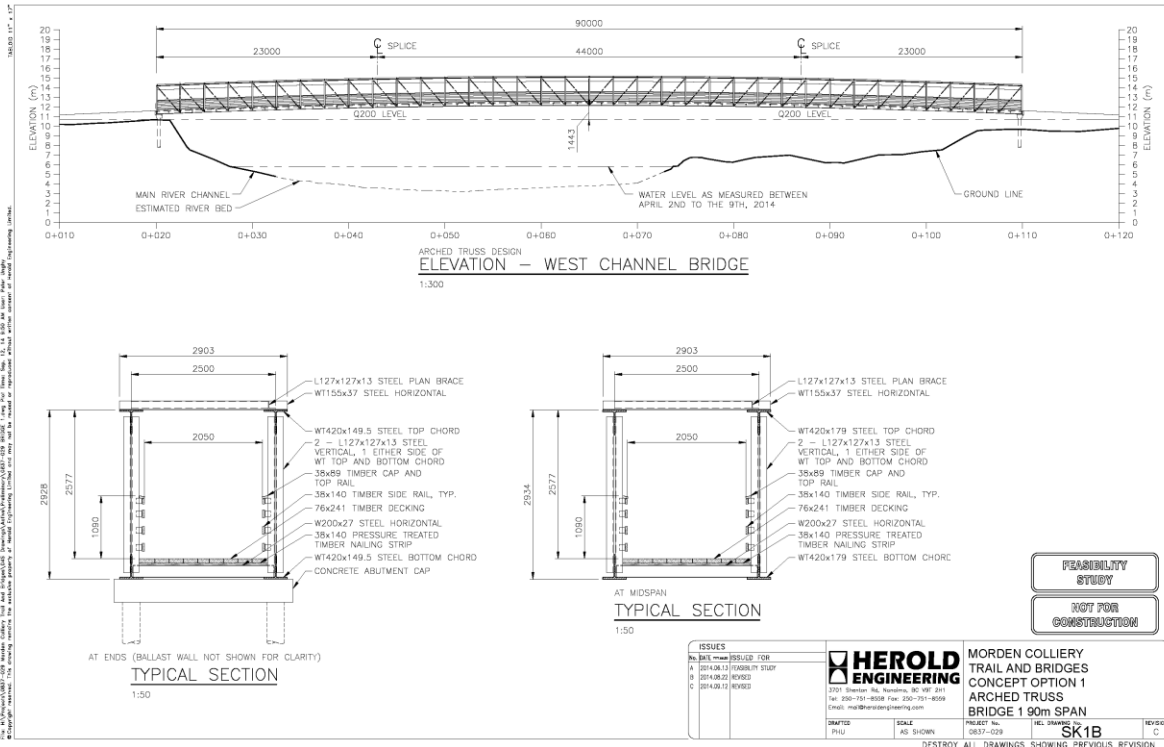
REGIONAL DISTRICT OF NANAIMO

- Morden Colliery Regional Trail
 - Existing Licence Area
 - Requested Lease Addition
- project scope
- future bridge
- safe crossing
- existing parking and trailhead
- community park
- provincial park

0 100 200 300 metres

August 2018

Attachment 2: Arched Truss Bridge Concepts for East and West Spans of Nanaimo River



TO: Regional Parks and Trails Select Committee **MEETING:** October 9, 2018
FROM: Joan Michel
Parks and Trails Coordinator **FILE:** 2017-043/2018-043
SUBJECT: Big Qualicum River to Alberni-Clayoquot Regional District Regional Trail Update

RECOMMENDATION

That the Big Qualicum River to Alberni-Clayoquot Regional District Regional Trail Update be received.

SUMMARY

In late 2016, the Regional Board approved commencing with the planning of regional trail between the Big Qualicum River Regional Trail (BQRRT) and the Alberni-Clayoquot Regional District (ACRD). A working title for the initiative is the Big Qualicum River (BQR) to Alberni-Clayoquot Regional District (ACRD) Regional Trail. The initiative originated in the early 2000s with the rezoning of lands around Horne Lake, the RDN's commitment to the Qualicum First Nation to preserve and celebrate the historical cross-island passage through regional trail, and the Horne Lake Strata's commitment to provide land access for regional trail across the north shore of the lake. This regional trail project involves trail development and achieving Provincial recognition of a sea to sea, First Nation to First Nation BC heritage passage. See Attachment 1 for a project map.

With the assistance of the Horne Lake Strata and a geological engineering study, potential trail route on Strata lands was identified in 2017-18. Work continues on final survey and marking of the undeveloped public right-of-way linking Horne Lake with the ACRD, expected to be completed by the fall of 2019. Fisheries and Oceans Canada (DFO), the Ministry of Transportation and Infrastructure (MoTI), Horne Lake Strata membership, the Qualicum First Nations, the ACRD and the City of Port Alberni have received project briefs.

The formal planning and costed design of the BQR-ACRD Regional Trail and preparation of a land use agreement with the Strata are planned for 2019, with construction of the trail proposed for 2020. In 2020, Parks Services will work with the ACRD and First Nations both sides of the Island on the heritage passage component of the regional trail project and identification of a First Nation's name for the overall initiative to replace BQR-ACRD.

BACKGROUND

Trail Development – Strata Lands along the North Shore of Horne Lake

Horne Lake Strata lands between the BQRRT and the hydro corridor (see Attachment 1 map) offer existing footpath suitable for regional trail use. New trail will be needed on Strata lands to connect with the BQRRT and to cross the valley containing hydro (and gas) corridor.

Between the hydro corridor and Horne Lake Regional Park (HLRP) are designated hazard lands associated with Mount Mark and the rock slide on its western flank. In 2017, with the assistance of a \$10,000 BC Rural Dividends Program grant, Thurber Engineering Ltd was engaged to complete a geological engineering review of the hazard lands, assess the risk of trail development, and identify a suitable trail alignment. The Thurber study concluded that the risks posed by Mount Mark's natural geological hazards to Horne Lake Caves Road and the gas line that follows it would not likely be affected by the construction and operation of trail.

It is proposed that old logging roads situated 100-200 m above the Horne Lake Caves Road will serve as a trail route below Mount Mark. Below the rock slide, no safe route on the north side of the Caves Road was identified. Thurber recommends finishing the trail lakeside on Strata lands cleared of cottages in the early 2000s, and then using the road allowance – see Attachment 2, Big Rock Map. To the extent that this last section of Caves Road from the Big Rock to the entrance of the Regional Park runs close to the lake and may not provide room for a trail, a lakeside boardwalk can be considered to complete access to the Park.

In 2018, the Thurber report was forwarded to the Strata and a detailed project brief with timeline provided for circulation to Strata members in advance of their April annual general meeting. Parks Services met with DFO, MoTI, and RDN Current Planning staff to review the Thurber report and overall BQR-ACRD Regional Trail proposal. MoTI agrees that Horne Lake Caves Road is not suitable for use as trail corridor, and advises that no road widening is foreseen in the near future. DFO notes that the level of Horne Lake is managed and can vary 3.5 m or more over the course of the year. Development restrictions concerning Mount Mark hazard lands prohibit construction of structures but do not preclude trail development.

Trail Development – Horne Lake Regional Park to ACRD via 1911 Road

Planned trail route between HLRP and the ACRD border involves use of the only public right-of-way across the Beaufort Range between Hwy 4 and Courtenay: the 20 m wide 1911 Horne Lake and Alberni Road. While surveyed in 1911, the Road was never developed between the east end of Horne Lake and the ACRD border. Provincial land records of that section of the Road were lost until the rezoning of Horne Lake lands in 2001.

Since 2017, Parks Services has been working with the surveyor familiar with the 1911 Road from the Horne Lake rezoning project. Clarification of the Road's location on the ground south of HLRP is needed in order to complete a centre-line traverse from Park to ACRD border. Some of the 1911 Road has been surveyed and plans registered so its location is generally understood, however, plan discrepancies remain an issue. MoTI has been assisting Parks Services with resolution of the issue, which is expected to involve discussions with Island Timberlands, whose Block 188 is bisected by the 1911 Road. Assuming a resolution is achieved by spring 2019, and with the help of volunteers who look forward to trail development, a marked footpath is expected to be on the ground by the end of summer 2019.

Trail Development – Project Timeline for Planning through Construction

Over the fall-winter 2018-2019, a request for qualifications will be issued to identify a short list of firms deemed suitable to bid on a request for proposals (RFP) to design-build the BQR-ACRD Regional Trail. Most design-build effort will concern route under Mount Mark to the entrance of HLRP, with minor works only expected to be required along the remainder of the regional trail. Emphasis will be placed on safe passage and footpath standards will apply.

The RFP will identify two stages of work: (i) planning and costed design with options, and project permitting support, and (ii) construction. With Regional Board approval in 2019 of the proposed planning budget, Parks Services will issue the RFP with commitment to contract for stage (i) work. In the fall of 2019, the RDN will engage with the Horne Lake Strata on development of a formal land use agreement for regional trail. The agreement can address authorization of off-road vehicle use by Horne Lake Strata members.

Upon Regional Board approval of a construction budget for 2020, and conclusion of permitting and the RDN-Strata land use agreement, Parks Services will proceed with stage (ii) of the design-build contract and initiate construction.

Heritage Passage

In July 2017, Parks Services met with senior staff from the ACRD and the City of Port Alberni to review the regional trail and heritage passage project. A proponent of the initiative since 2001, the ACRD continues to support linkage of a BQR-ACRD Regional Trail with their Log Train Trail and nearby McLean Mill National Historic Site. City staff agree the trail and heritage passage projects will make a positive contribution to mid-Island tourism. Both agencies await further direction from the RDN as to project advancement.

Once regional trail development has progressed, Parks Services will move forward in 2020 with heritage passage planning, including identification of a First Nation's name for the regional trail and heritage passage. Collaboration with First Nations on both sides of the RDN - ACRD border will be required, and the RDN will depend upon their input for narrative development of the passage story. The story produced will form part of an updated application to the Province for heritage recognition to be expressed through signage and other communication products.

ALTERNATIVES

1. That the BQR-ACRD Regional Trail update be received
2. That alternate direction be provided.

FINANCIAL IMPLICATIONS

The approved 2018 Regional Parks operating budget includes \$150,000 in planning dollars for the BQR-ACRD Regional Trail project, to be carried forward to 2019. As part of the design process, an asset replacement plan will be developed. Funds required to support the First Nations Heritage Passage will be clarified in 2019 during 2020 budget planning, and grant application opportunities pursued.

STRATEGIC PLAN IMPLICATIONS

Development of the BQR-ACRD Regional Trail and First Nations Passage aligns with several RDN strategic priorities. Beyond providing a core service that builds upon existing regional trail and park investments, the project is evidence of the RDN's commitment to working in partnership with First Nations, major landowners, volunteers and neighbouring regions. The project should make a notable contribution to regional eco-tourism.



Joan Michel
jmichel@rdn.bc.ca
September 17, 2018

Reviewed by:






- W. Marshall, Manager of Parks Services
- T. Osborne, General Manager of Recreation and Parks Services
- P. Carlyle, Chief Administrative Officer

Attachments

1. Map of Proposed BQR-ACRD Regional Trail and First Nations Passage via Horne Lake
2. Big Rock Map

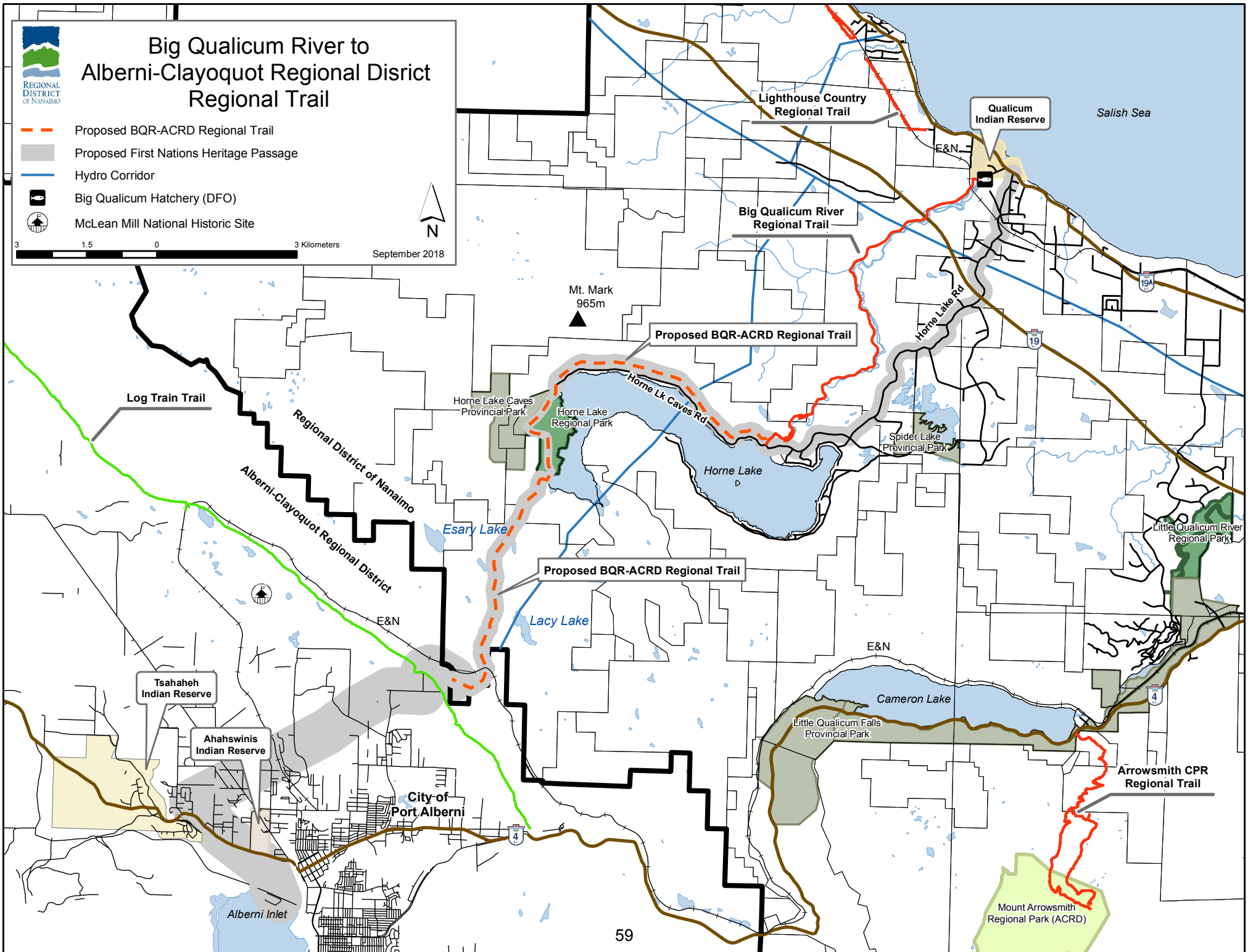


Big Qualicum River to Alberni-Clayoquot Regional District Regional Trail

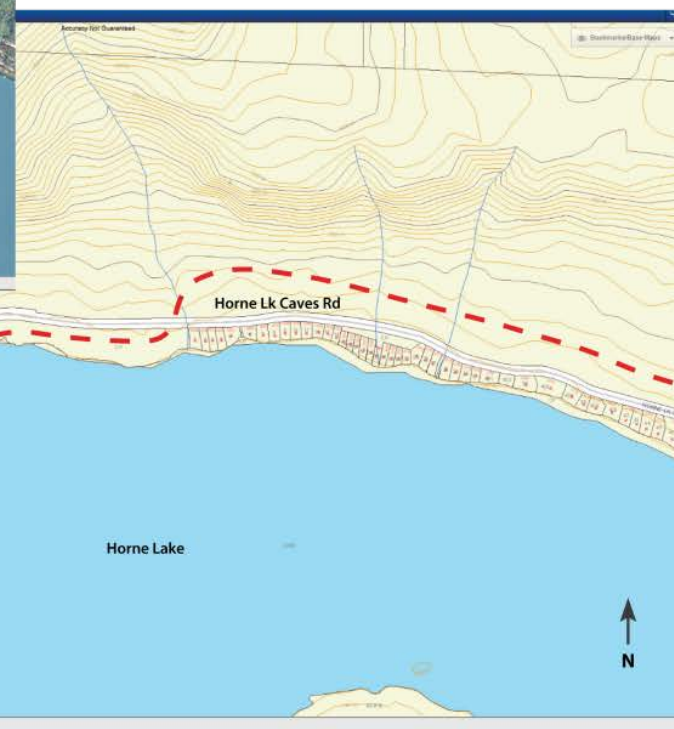
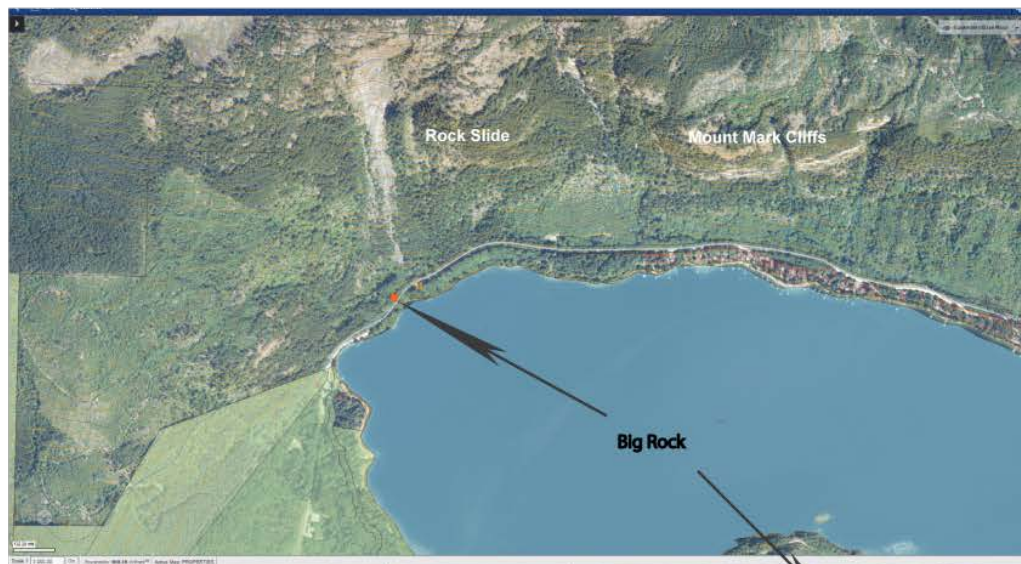
-  Proposed BQR-ACRD Regional Trail
-  Proposed First Nations Heritage Passage
-  Hydro Corridor
-  Big Qualicum Hatchery (DFO)
-  McLean Mill National Historic Site

3 1.5 0 3 Kilometers

September 2018



**Proposed
BQR-ACRD Regional Trail
September 2018**



Big Rock Map

Showing Potential Trail Route
out of Strata Lands to
Horne Lake Regional Park



TO: Regional Parks and Trails Select Committee **MEETING:** October 9, 2018
FROM: Joan Michel
Parks and Trails Coordinator **FILE:** 2017-020
SUBJECT: Trans Canada Trail – Renewal of Island Timberlands Licence

RECOMMENDATION

That the RDN enter into a licence renewal with Island Timberlands’ for the Trans Canada Trail from August 1, 2018 to July 31, 2020.

SUMMARY

The RDN’s licence to operate approximately 15 km of Trans Canada Trail (TCT) on Island Timberlands forest lands expired at the end of July 2018. The non-exclusive licence originated in 2004 and was renewed several times. Island Timberlands’ has offered to renew the licence until 2020 (Attachment 1).

The 2018-2020 expanded licensed area licence will include a new trailhead parking lot on Timberlands Road and about 1.5 km of access trail connecting the parking lot to the TCT in the Province’s DL 6 and 20 gravel pit lands. The cost of the two-year licence will be \$1,000 plus GST.

BACKGROUND

Nanaimo area volunteers led by Trails BC conceived and initiated the RDN’s section of Canada’s national trail, recently rebranded as The Great Trail, in the late 1990s. The RDN began its formal involvement with the TCT in 2001 by developing the Haslam Creek Suspension Bridge under licence from Island Timberlands and TimberWest. In 2004, the RDN assumed responsibility for all of the TCT on Island Timberlands property between Nanaimo and Haslam Creek, and that licence was renewed in 2009, 2014 and 2016.

The RDN’s approximately 22 km section of TCT is located within Electoral Area C (Attachment 2). The trail runs south from the City of Nanaimo through Extension to the border with the Cowichan Valley Regional District, with a gap at the Nanaimo River. Most of the trail sits on Island Timberlands property; other landowners include the Province and TimberWest.

The south end of the RDN’s TCT is being extended because the Province plans to restrict vehicular passage through its nearby DL 6 and 20 gravel pit property. Currently, trail users park in the gravel pit before heading out on the TCT. In March 2017, the RDN received a \$30,000 grant from BC’s Rural Dividends Program to help develop a parking area outside of the pit property along with access trail to and through the pit. In July 2018, Parks Services concluded negotiations with Island Timberlands regarding use of their lands for a parking lot and new access

trail, and this is reflected in the attached TCT licence renewal offer. The new trail involves a 25 m stretch of road that is held by Island Timberlands under statutory right of way. The landowner involved supports use of the right of way for trail and will conclude a land access agreement, subject of a separate staff report. Development of all new works will be completed by year-end 2018.

Island Timberlands' recent agreement to licence more trail and a parking lot on Timberlands Road reflects the company's support for TCT near the firm's proposed residential development in Cassidy.

ALTERNATIVES

1. That the Island Timberland's 2018-2020 Trans Canada Trail licence renewal offer be approved.
2. That alternate direction be provided.

FINANCIAL IMPLICATIONS

The previous licence fee of \$525 has increased to \$1000 plus GST for the two year 2018-2020 term and is included in the 2018 Regional Parks operating budget. The operation and maintenance costs of all of the TCT in the amount of \$5,000, including the new Timberlands Road parking lot, is incorporated into the Regional Parks 2018 operating budget.

STRATEGIC PLAN IMPLICATIONS

The RDN's strategic priority to focus on service and organizational excellence includes recognition that community mobility and recreational amenities are core services. Operation of a regional trail network in the RDN depends upon access to private forest lands. The RDN is grateful to the private landowners for access.



Joan Michel
jmichel@rdn.bc.ca
September 11, 2018

Reviewed by:

- W. Marshall, Manager of Parks Services
- T. Osborne, General Manager of Recreation and Parks Services
- P. Carlyle, Chief Administrative Officer

Attachments

1. Island Timberlands 2018-2020 Licence Offer for Trans Canada Trail
2. Map of Trans Canada Trail

Our File: G-4413

DELIVERED VIA EMAIL

August 20, 2018

RON Recreation and Parks, Oceanside Place
830 W. Island Highway
Parksville, B.C
V9P 2X4

Attention: Joan Michel

Dear Joan:

Re: Renewal of Non-Exclusive Licence - for the Trans Canada Trail on various properties as per the attached Map

Island Timberlands Limited Partnership (ITLP), hereby offers to renew your Licence dated August 1, 2004, and any subsequent amendments and renewals, on the following terms and conditions:

1. The term of this renewal shall be for two years commencing August 1, 2018 and expiring July 31, 2020.
2. The fee for this renewal shall be \$500.00 per year plus GST, payable on receipt of invoice.
3. The Licence includes a parking lot and trail as per the "Schedule B-Map"

All other terms and conditions of the Licence dated August 1, 2004 and any subsequent amendments and renewals will remain in effect during the term. Please sign where indicated in the space below to indicate your acceptance of these terms and conditions and return a fully executable copy to me either by email or direct mail. Island Timberlands Limited Partnership's G.S.T. Registration Number is R860211499 RTOOOI.

Yours truly,
Island Timberlands Limited Partnership,
by its general partner Island Timberlands GP Ltd.
Real Estate Group



Denise Sakai,
Real Estate Co-ordinator

Agreed to and accepted by:
Authorized signatory of
RDN Recreation and Parks

Print Name

Date

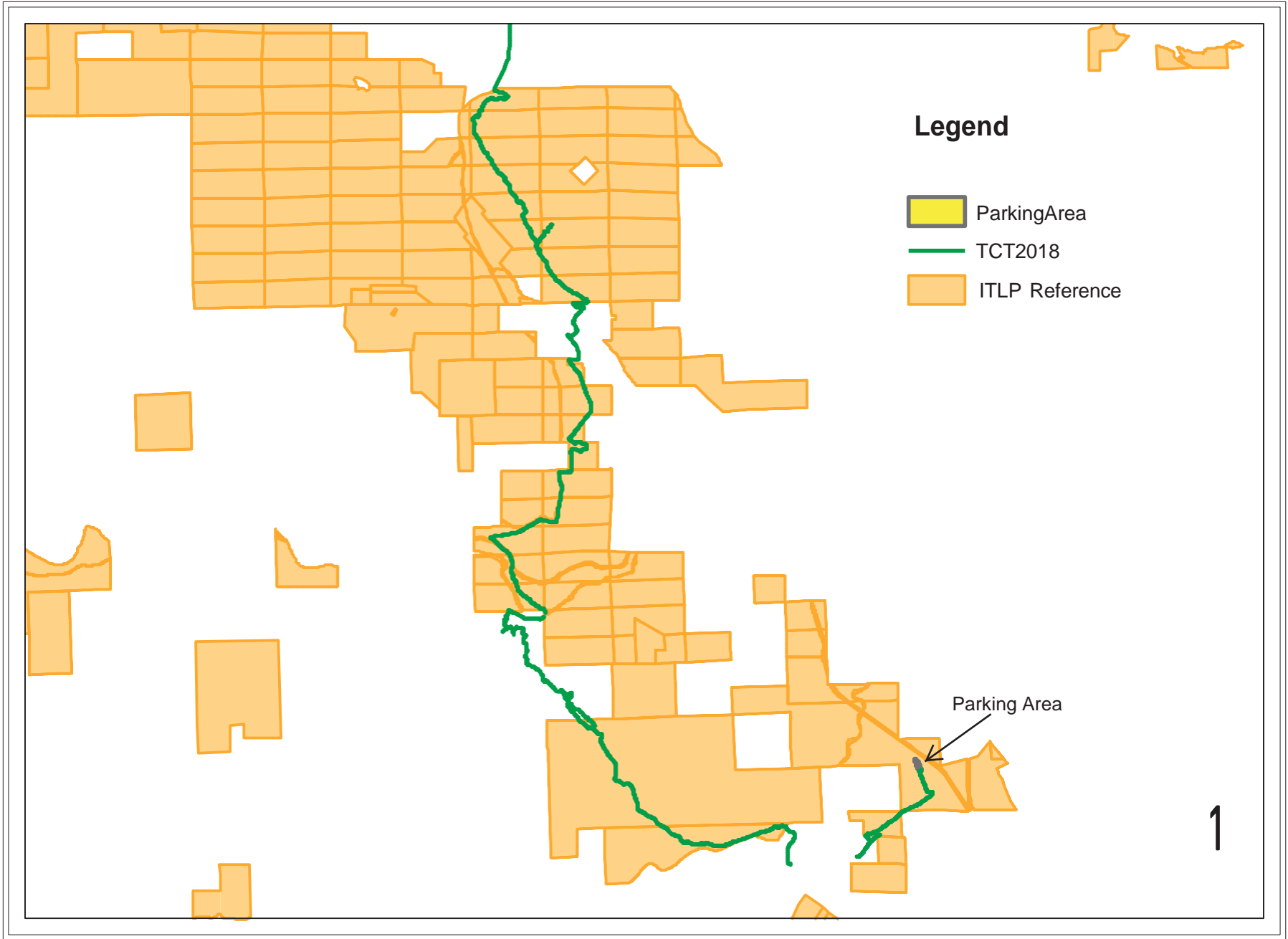


@ EFC PEFC/29 32-344

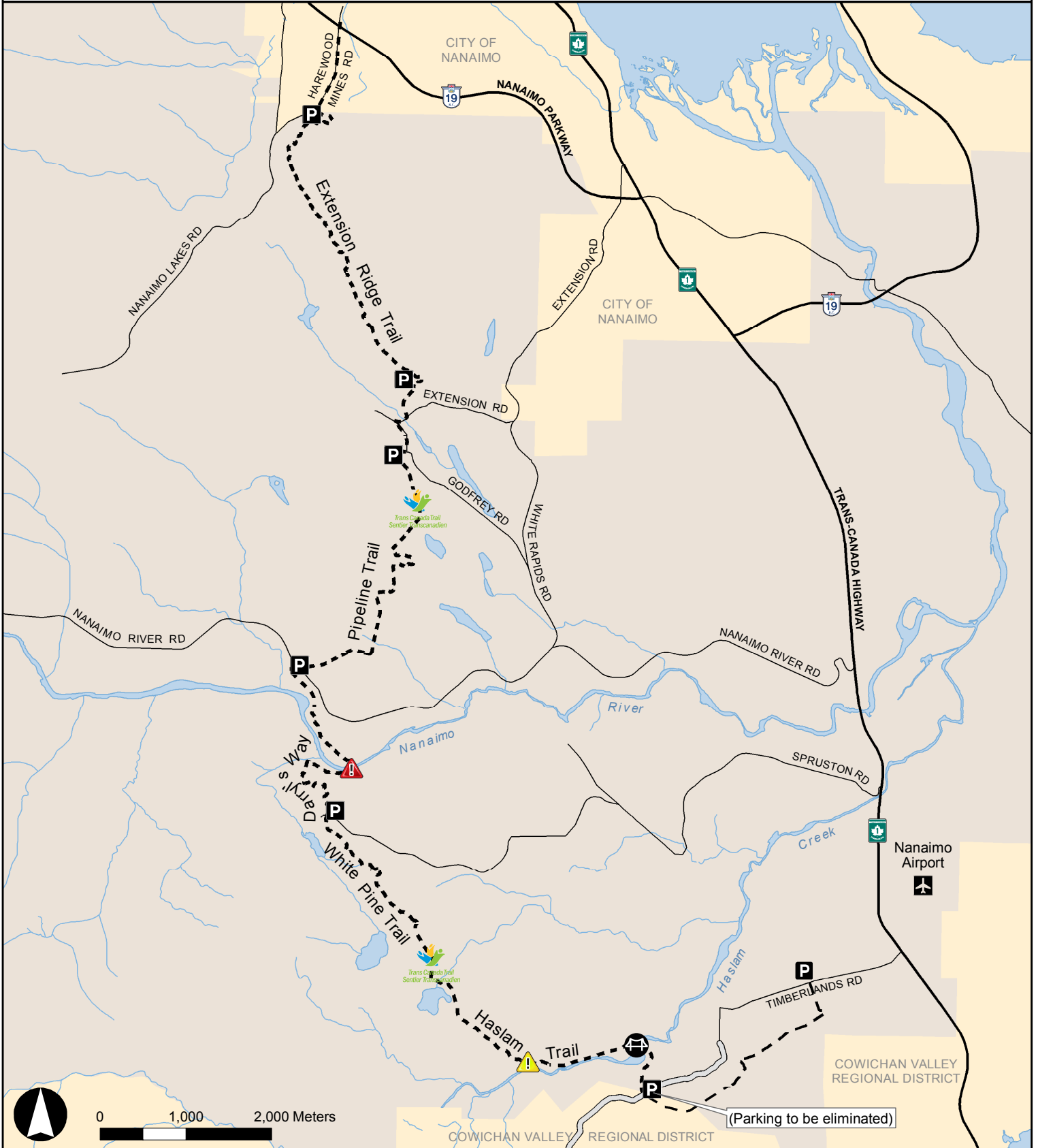


RDN - Trans Canada Trail July 2018

SCHEDULE B - MAP



Trans Canada Trail, Showing Planned 2018 Development



- | | | | |
|-------------------|--------------------|----------------------|------------------|
| P Parking | No Bridge Crossing | Trans Canada Trail | Gravel Road |
| Suspension Bridge | Steep Grade | 2018 TCT Development | Private Property |

(Parking to be eliminated)

TO: Regional Parks and Trails Select Committee **MEETING:** October 9, 2018
FROM: Joan Michel
Parks and Trails Coordinator **FILE:** 2017-020
SUBJECT: Trans Canada Trail – Private Land Use Agreement

RECOMMENDATION

That the RDN the 2018 - 2020 land use agreement with Gayle and Peter Brase for the Trans Canada Trail be approved.

SUMMARY

The RDN plans to develop approximately 1.5 km of Trans Canada Trail (TCT) between Timberlands Road and the Province's DL 6 and 20 gravel pit lands. The new regional trail route follows utility corridor and old road situated on lands owned by Island Timberlands and, in the case of a 25 m stretch of the road, lands owned by Gayle and Peter Brase. Island Timberlands has issued the RDN a licence for the proposed development on their lands, and the Brases have agreed to use of their lands for trail corridor, as set out in Attachment 1.

The RDN-Brase agreement is for a two-year term and bears no associated fee for land use. The two-year term was requested by the Brases and matches that of Island Timberlands' TCT licence. Under the Brase agreement, the RDN assumes liability for public use of their lands, agrees to trail closure during times of extreme fire risk, and commits to clearly demarcating public trail and private property through signage.

BACKGROUND

The south end of the RDN's TCT in Electoral Area C is being extended because the Province plans to restrict vehicle access to its nearby DL 6 and 20 gravel pit lands. Currently, trail users park in the gravel pit before heading out on the TCT. A new trailhead parking lot on Timberlands Road and access trail to the gravel pit has been negotiated with Island Timberlands (Attachment 2, Map of Trans Canada Trail Showing Planned 2018 Development). Use is being made of utility corridor and an old haul road. A section of the road, approximately 25 m, crosses the northwest corner of lands owned by Gayle and Peter Brase by way of a statutory right of way (SRW) in favour of Island Timberlands. Public recreational trail is not one of the recognized purposes of the SRW, and the RDN must obtain approval for trail from the landowner.

The attached land use agreement is based on the 2005 Thompson Clarke – Ocean Trail agreement in Area H, which was renewed in 2010 and 2015. These agreements are not registered on title and the landowner is able to terminate given notice. The RDN commits to erecting clear signage at site that distinguishes between private property and public trail corridor, and recognizes the community contribution being made by the private landowner. In

the case of the Brases' 25 m long trail corridor, the route consists of existing gravel roadway and no development other than signage is required.

ALTERNATIVES

1. That the 2018 - 2020 land use agreement with Gayle and Peter Brase for Trans Canada Trail be approved.
2. That alternative direction be provided.

FINANCIAL IMPLICATIONS

The approved construction budget for development of the TCT parking lot and access trail is \$65,000, which includes a \$30,000 development grant from BC's Rural Dividends Program awarded in March 2017. There is no fee associated with the Brase land use agreement, and project budget will cover signage commitments under the agreement. Continuing maintenance of the new access trail including the Brases' 25 m section is covered under the Regional Parks Budget.

STRATEGIC PLAN IMPLICATIONS

The RDN's strategic priority to focus on service and organizational excellence includes recognition that community mobility and recreational amenities are core services. Operation of a regional trail network in the RDN depends upon access to lands owned by others, and the negotiation of access agreements. The RDN is grateful to private landowners for this access.



Joan Michel
jmichel@rdn.bc.ca
September 5, 2018

Reviewed by:

- W. Marshall, Manager of Parks Services
- T. Osborne, General Manager of Recreation and Parks Services
- P. Carlyle, Chief Administrative Officer

Attachments

1. Licence to Use Lands For Trans Canada Trail
2. Map of Trans Canada Trail Showing Planned 2018 Development

**LICENCE TO USE
LANDS FOR TRANS CANADA TRAIL**

THIS AGREEMENT dated for reference the ____ day of _____, 2018.

BETWEEN:

**GAYLE ANNE BRASE and
PETER CHRISTOPHER BRASE**

5775 David Road
Ladysmith, B.C.
V9G 1M1

(the "**Landowners**")

OF THE FIRST PART

AND:

REGIONAL DISTRICT OF NANAIMO

6300 Hammond Bay Road
Nanaimo, B.C.
V9T 6N2

(the "**Regional District**")

OF THE SECOND PART

WHEREAS:

- A. The Landowners are the owners of that parcel of land described in Schedule "A" and shown outlined in red on the map in Schedule "B" (the "**Lands**"); and
- B. The Regional District wishes to be granted a non-exclusive Licence to Use those portions of the Lands described in Schedule "C" (the "**Trail Corridor**") for the purpose of pedestrian, mountain biking and equestrian trail, part of the Trans Canada Trail, and the Landowners have agreed.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the fee paid by the Regional District to the Landowners and in consideration of the premises and covenants and agreements contained in this Agreement, the receipt and sufficiency of which is hereby acknowledged, the parties covenant and agree with each other as follows:

1.0 RIGHT TO USE THE TRAIL CORRIDOR

1.1 The Landowners, subject to the performance and observance by the Regional District of the terms, conditions, covenants and agreements contained in this Agreement and to earlier termination as provided in this Agreement, grant to the Regional District a non-exclusive right by way of licence for the Regional District, its agents, employees, contractors, and invitees to make use of the Trail Corridor for the purpose of publicly accessible recreational trail operated by the Regional District under its regional parks function.

2.0 RESERVATION OF RIGHTS

2.1 The Landowners reserve to themselves from the grant and the covenants made by them to the Regional District under clause 1.1 above, the right for the Landowners, their agents, employees, contractors and invitees to have full and complete access to the Lands with respect to all of the Landowners' purposes and activities.

2.2 The Regional District acknowledges that this Agreement creates no interest in the Lands and that in the event the Landowners sell the Lands, the Regional District would be responsible for securing a new agreement with the new landowners or removing the Trail Corridor as per Section 12.0 below before a change in the possession of the Lands occurs.

3.0 RIGHTS OF WAY

3.1 The Landowners and the Regional District acknowledge the existence on the Lands of the non-exclusive Statutory Right of Way ES116196 in favour of Island Timberlands GP Ltd., and Island Timberlands' endorsement attached hereto as Schedule "D" of the use of this right of way for the purpose of Trail Corridor.

4.0 LICENSE FEE

4.1 In consideration of the right to use the Trail Corridor, the Regional District shall pay to the Landowners a licence fee of One Dollar (\$1.00), payable in advance, on the first day of the Term.

5.0 TERM

5.1 The Term of the License granted under this Agreement shall be two (2) years commencing on the ____ day of _____, 2018 and ending on the ____ day of _____, 2020 unless earlier terminated under this Agreement.

6.0 IMPROVEMENTS

6.1 The Regional District shall not construct or place any structures on or make any improvements to the Lands unless agreed to in writing between the parties.

6.2 The Regional District shall not fell or remove trees or large woody debris found on the Lands, or bring on or deposit any soil or fill on the Lands, or clear the Lands without the written permission of the Landowners. The Regional District shall have the right to trim vegetation in order to ensure clear passage along the Trail Corridor.

- 6.3 The Regional District shall maintain signage along the Trail Corridor that identifies and highlights the location of the public trail route and user restrictions, provides Regional District and emergency contact information, and gratefully acknowledges the Landowners' permission to allow private lands to be used for public trail access.
- 6.4 Notwithstanding anything in Section 6.1, 6.2 and 6.3 above and after making reasonable effort to contact the Landowners, the Regional District shall have the right to take immediate action in removing any hazard on the Lands to public use of the Trail Corridor.
- 6.5 The Landowners agree that all approvals contemplated in this section are not to be unreasonably withheld.

7.0. OPERATIONS AND MAINTENANCE

- 7.1 The Regional District shall be solely responsible for the operation and maintenance of the trail and signage along the Trail Corridor.
- 7.2 The Regional District shall undertake quarterly inspections of the Trail Corridor in order to ensure the trail is free of hazards and signage is in place and in good order. The Regional District shall contact the Landowners semi-annually to review condition and discuss any required improvements.
- 7.3 Notwithstanding anything in Section 7.2 above, the Regional District shall respond without delay whenever contacted by the Landowners with a concern about the state of the Trail Corridor.
- 7.4 The Regional District shall also respond without delay to any complaints received from the Landowners or the public about the public's use of the Trail Corridor, and shall be responsible for temporarily closing the Trail Corridor as required in order to deal with user problems.
- 7.5 When the Coastal Fire Centre advises that wildfire risk is becoming extreme, the Regional District posts "no-smoking" signs at all parks and trails managed by the Regional District and issues public notices about the smoking ban and elevated wildfire risk. The Regional District shall ensure such "no-smoking" signs are posted on the Trail Corridor section of the Trans Canada Trail.
- 7.6 During periods of extreme wildfire risk and at the direction of the Landowners, the Regional District shall close the Trans Canada Trail by posting "trail closed" signs on the Trail Corridor and elsewhere on the Trans Canada Trail between Timberlands Rd and the Haslam Creek Bridge, issuing public notices to that effect, and maintaining information about trail access on the Regional District web site.
- 7.7 The Regional District shall notify the Landowners of any plans to change the location of the Trans Canada Trail route either side of the Trail Corridor in particular plans to use the Fortis BC statutory right-of-way flanking the Lands to the north and west and showing in Schedule B Map of Lands.

8.0 REGULATION

- 8.1 The Regional District shall regulate and enforce public use of the Trail Corridor in accordance with *Park Use Regulations Bylaw No. 1399, 2004* and *Park Use Regulations Amendment Bylaw 1399.01, 2009*, as well as any subsequent *Bylaw No. 1399* amendments.
- 8.2 Bylaw 1399 provides for special use of parks and trails for events and other uses, and the Regional District shall notify the Landowners when application is made for a special use of the Trans Canada Trail that involves the Trail Corridor.

9.0 PROMOTION

- 9.1 The Regional District may promote the Trail Corridor as part of the Trans Canada Trail, also known as The Great Trail, a regional trail situated in Electoral Area C of the Regional District. The Regional District shall inform the public about the private ownership of lands used for the Trans Canada Trail and advocate for respect of private property.

10.0 INDEMNIFICATION

- 10.1 The Regional District releases and will indemnify and save harmless the Landowners, their officers, employees and agents from and against all lawsuits, damages, costs, expenses, fees or liabilities which the Regional District or anyone else may incur, suffer or allege by reason of the use of the Trail Corridor by the Regional District, its officers, agents, employees, contractors, invitees or any member of the public or the carrying on upon the Lands of any activity in relation to the Regional District's use of the Lands, or the Regional District's non-compliance with any legal requirements, or breach of the Agreement by the Regional District except to the extent that such lawsuits, damages, costs, expenses, fees or liabilities are caused or contributed to by the Landowners or any employees, agents or invitees of the Landowners.
- 10.2 The Regional District agrees to take out and maintain during the Term, a policy of comprehensive general liability insurance against claims for personal injury, death or property damage arising out of the use and occupancy of the Trail Corridor by the Regional District in the amount of not less than Five Million Dollars (\$5,000,000.00) per single occurrence, naming the Landowners as an additional insured party thereto and shall provide the Landowners with a Certificate of Insurance.

11.0 NOTICES

- 11.1 It is hereby mutually agreed:

Any notice required to be given under this Agreement shall be deemed to be sufficiently given if mailed from any government post office in the Province of British Columbia by prepaid registered mail addressed as follows:

- (i) if to the Landowners:
5775 David Road
Ladysmith, B.C.
V9G 1M1

- (ii) if to the Regional District:
6300 Hammond Bay Road
Nanaimo, B.C. V9T 6N2

or at the address a party may from time to time designate, then the notice shall be deemed to have been received seventy-two hours after the time and date of mailing. If, at the time of mailing the notice, the delivery of mail in the Province of British Columbia has been interrupted in whole or in part by reason of a strike, slow-down, lock-out or other labour dispute, then the notice may only be given by actual delivery of it.

12.0 TERMINATION

- 12.1 If the Regional District is in default on the payment of the License fee, or the payment of any other sum payable under this Agreement, or is in breach of this Agreement, and if the default continues for a period of 30 days after the giving of notice by the Landowners to the Regional District, then the Landowners may terminate this Agreement and re-enter the Lands and the rights of the Regional District with respect to the Lands shall lapse and be absolutely forfeited.
- 12.2 This Licence may be terminated for any reason by the Landowners or the Regional District at any time upon one (1) month's written notice to the other party.

13.0 RENEWAL

- 13.1 This Agreement may be renewed for a term of five (5) years upon mutual agreement by both parties.

14.0 WAIVER

- 14.1 Waiver of any default by a party shall not be interpreted or deemed to be a waiver of any subsequent default.

15.0 FORFEITURE

- 15.1 The Landowners, by waiving or neglecting to enforce the right to forfeiture of this Agreement or the right of reentry upon breach of this Agreement, do not waive the Landowners' rights upon any subsequent breach of the same or any other provision of this Agreement.

16.0 FIXTURES AND CLEAN UP

- 16.1 Should this Agreement be terminated and not replaced by a new agreement, the Regional District will remove any signage placed on the Trail Corridor as referenced under this Agreement. Any structures or improvements not so removed by the Regional District shall become the sole property of the Landowners at no cost to the Landowners.

17.0 INTERPRETATION

- 17.1 (a) Where the singular or neuter are used in this Agreement they include the plural or the feminine or the masculine or the body politic where the context or the parties require.

- (b) The headings to the clauses in this Agreement have been inserted as a matter of convenience and for reference only and in no way define, limit or enlarge the scope or meaning of this Agreement or any provision of it.
- (c) This Agreement shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, successors, administrators and permitted assignees.
- (d) This Agreement shall be construed in accordance with and governed by the laws applicable in the Province of British Columbia.
- (e) This Agreement shall not be interpreted as granting any interest in the Land to the Regional District.
- (f) All provisions of this Agreement are to be construed as covenants and agreements as though the word importing covenants and agreements were used in each separate paragraph.

IN WITNESS WHEREOF the parties hereto have set their hands as follows:

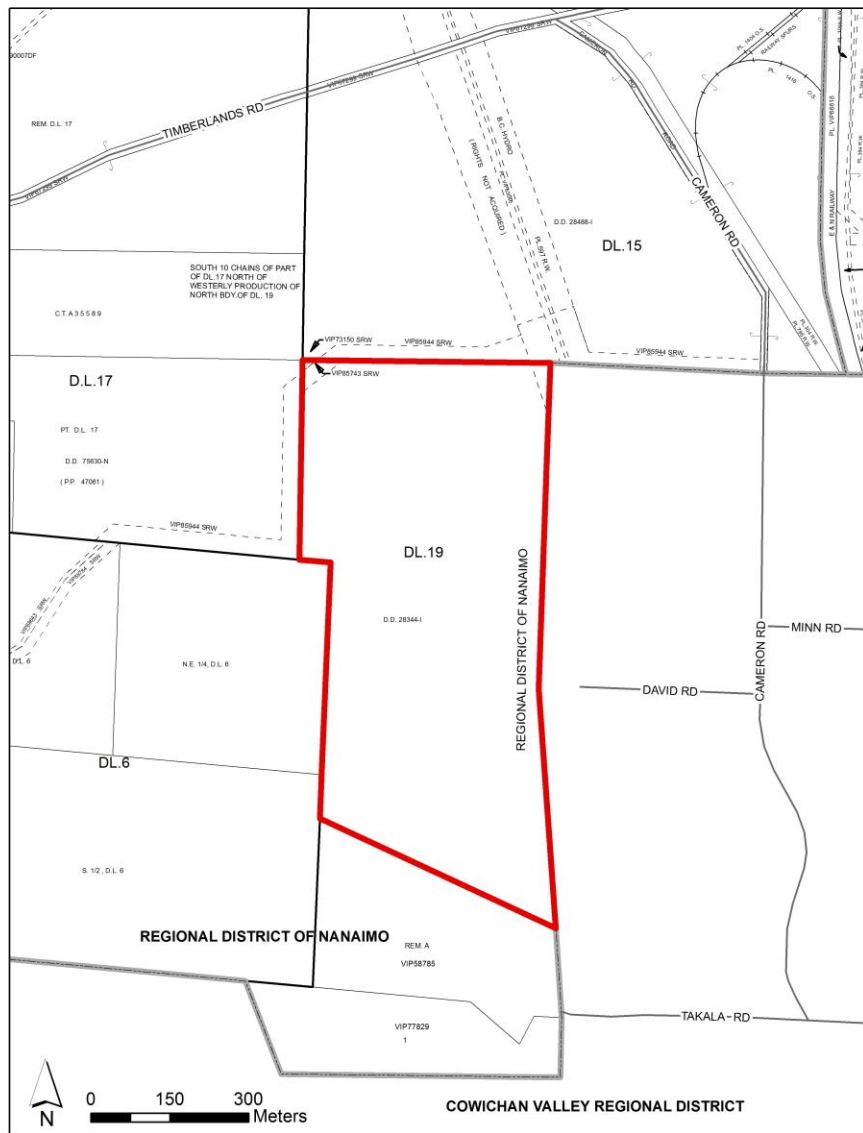
Signed this _____ day of _____, 2018)
)
)
)
)
 _____)
 Gayle Anne Brase)
)
)
)
 _____)
 Peter Christopher Brase)

The **REGIONAL DISTRICT OF NANAIMO,**)
)
this _____ day of _____ 2018,)
by its authorized signatories:)
)
)
)
)
_____)
)
)
)
)
_____)
)
)

SCHEDULE "A" Legal Description of the Lands and Parcel Identifier

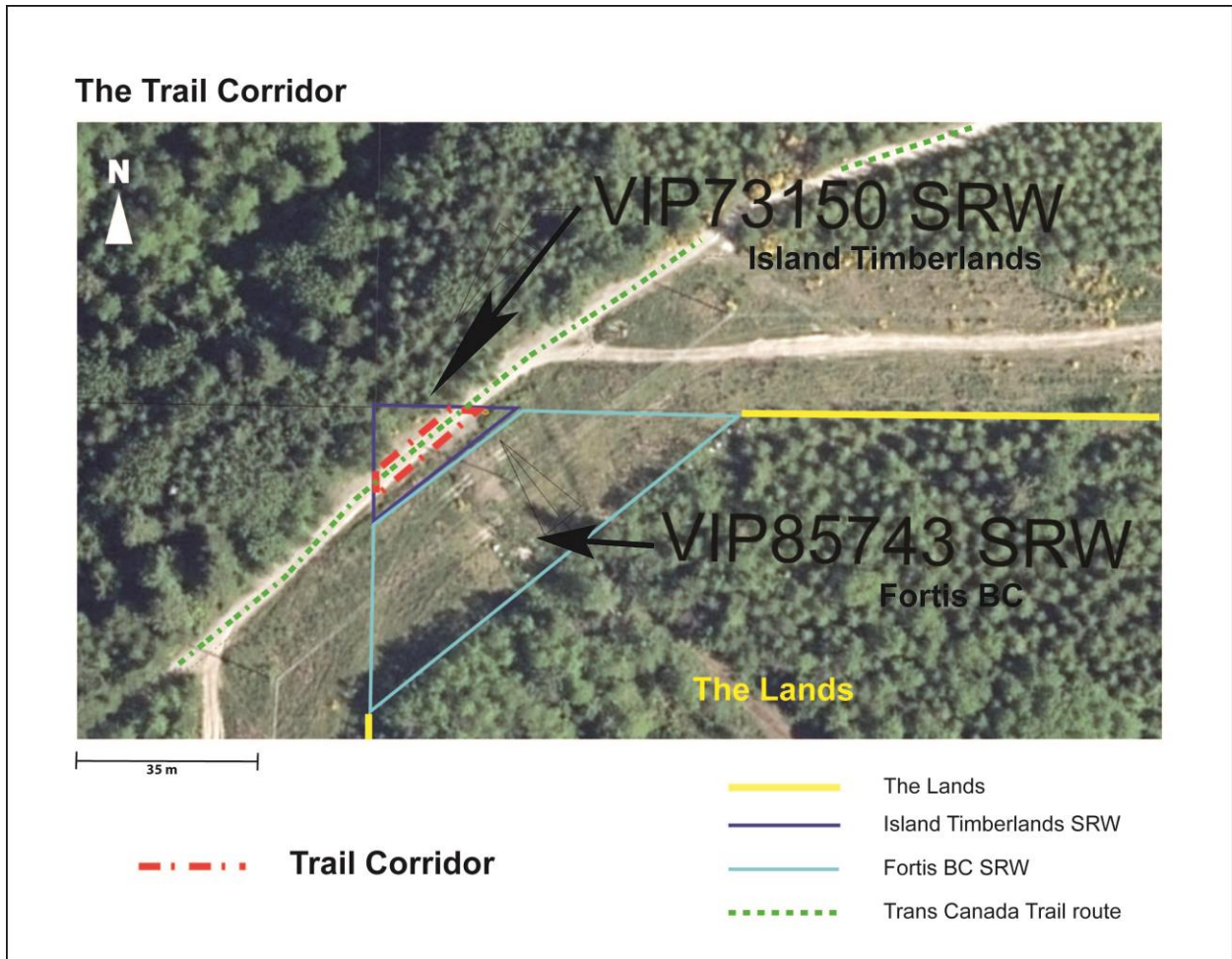
That part of District Lot 19, Bright District, lying to the north of a straight boundary joining a point on the westerly boundary of said Lot 19 distant 16 chains northerly from the south east corner of Lot 6, of said District to a point on the westerly boundary of Lot 12 of said District distant 14 chains northerly from the south east corner of said Lot 19. Parcel identifier 000-875-872.

SCHEDULE "B" Map of the Lands



SCHEDULE "C" The Trail Corridor

For the purpose of this Agreement, the Trail Corridor shall consist of approximately 25 m of existing gravel road running through Statutory Right of Way ES116196 (VIP73150 SRW) and shown in red in the map below.



SCHEDULE "D"

**Island Timberlands Endorsement of Use of SRW ES116196
For Trans Canada Trail**

From: [White, Pip](#)
To: [Michel, Joan](#)
Subject: Statutory Right of Way ES116196
Date: Thursday, August 16, 2018 11:44:51 AM
Attachments: [image001.png](#)

To whom it may concern:

This is to confirm that Island Timberlands recognizes and supports the use of the existing road through Statutory Right of Way ES116196 for the purpose of the Trans Canada Trail

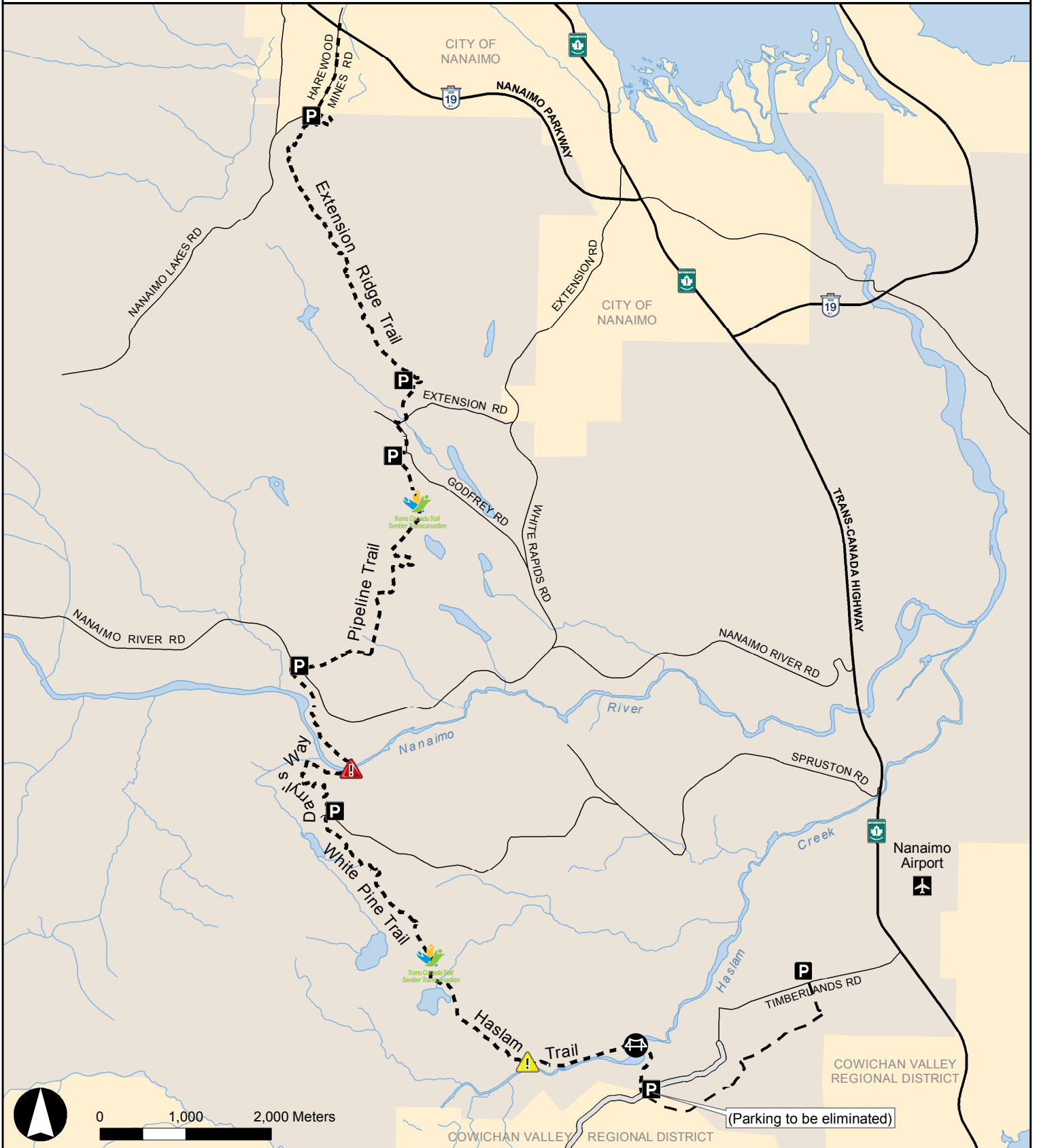
Pip White
Director, Real Estate



65 Front Street, 4th Floor, Nanaimo, BC, Canada, V9R 5H9
M: 250.588.7683 T: 250.755.3546 F: 250.755.3540
pwhite@islandtimberlands.com

The information contained in this transmission is confidential information intended for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited.

Trans Canada Trail, Showing Planned 2018 Development



- | | | | |
|-------------------|--------------------|----------------------|------------------|
| P Parking | No Bridge Crossing | Trans Canada Trail | Gravel Road |
| Suspension Bridge | Steep Grade | 2018 TCT Development | Private Property |

TO: Regional Parks and Trails Select Committee **MEETING:** October 9, 2018
FROM: Kelsey Cramer
Parks Planner **FILE:** 2017-032
SUBJECT: Benson Creek Falls Regional Park – Access Improvements

RECOMMENDATIONS

1. That detailed design and planning for the truss bridge across Benson Creek, including associated trail improvements, proceed.
2. That detailed design and planning for a combination of stairs and new trail to the base of Ammonite Falls proceed.

SUMMARY

In January 2014, the Regional Board approved the Benson Creek Falls Regional Park Management Plan. Action Items 13 thru 17 in the Management Plan address improving access and safety within the park. The park is managed as Regional Park under Crown lease, which was renewed for a second 30-year term in January, 2017.

Following the lease renewal, conceptual design work for a recreational bridge over Benson Creek and improved access to Ammonite Falls was initiated, as outlined in the Management Plan. Three concepts for access to the Falls and two bridge concepts were presented to the public in early 2018.

Over the summer, staff reviewed the options and met on site with consultants and Ministry of Forest Lands and Natural Resource Operations. A combination of stairs and new trail, with restoration of degraded slope areas, will result in a solution that improves site safety and access, while not compromising the natural setting with built infrastructure. The truss bridge option over Benson Creek will provide a secure footbridge crossing for park visitors. These projects are estimated to cost in the order of \$365,000 to construct and would be funded through the Regional Parks capital budget. Final design is planned for 2019 and construction of the infrastructure scheduled for 2020.

BACKGROUND

Benson Creek Falls Regional Park is formally accessed from Weigles Road to the north and from Jameson Road to the south. However, access through the park is limited by Benson Creek (see map in Attachment 1). A steep ravine with rugged unmaintained trails and a fallen log across the creek currently provides the only link between the north and south portions of the park. This difficult route is not promoted for visitor use by the RDN, and signage warns recreationalists of the unmaintained trail conditions.

The 2014 Park Management Plan addresses the issue and recommends a geotechnical and engineering study to assess the feasibility of trail improvements and a bridge crossing to provide easier access across the creek. A bridge will improve hiker safety and environmental conditions in the park and will allow visitors to park on Weigles Road and access the falls by hiking through the park. The Management Plan also speaks to parking improvements on Weigles Road and a conceptual plan has been prepared. Applications and approvals from the Province are required prior to constructing the parking lot, which would be located on crown land.

In October, 2016 the Board provided direction to initiate the park infrastructure projects:

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.

Renewal of the 30-year crown lease was completed in early 2017 and in May that year professional services were sought to begin the geotechnical study and concept design for the park infrastructure projects. An Expression of Interest was issued, followed by an invitation to respond to a Request for Proposals for conceptual design options, geotechnical study and public consultation. Herold Engineering and team was the successful proponent. Two concept designs for a bridge crossing of Benson Creek along with three concepts for improved access to the Falls were prepared. The conceptual designs were shared with the public from February 8 to March 16, 2018 on the RDN's Get Involved webpage, including a questionnaire to obtain input from the community. The summary of input from 164 responses is included in Attachment 2, along with graphics of the various concepts.

Approximate construction costs below include a 20% contingency rounded to the nearest \$5000 for ease of comparison. (Note that costs stated in Attachment 2 are updated below to include vegetation restoration, where applicable.) Cost estimates will be refined with detailed design.

Benson Creek Bridge Options

Option 1 – Truss Bridge:

- Timber clad aluminum truss bridge with improved trail and box stairs where required.
- Construction Cost Estimate: \$235,000
- Engineering Fees Estimate (detailed design and tender): \$25,000
- Public response in favour: 39.1%

Option 2 – Suspension Bridge:

- Steel cable and aluminum suspension bridge with improved trail and box stairs where required.
- Construction Cost Estimate: \$245,000
- Engineering Fees Estimate: \$25,000
- Public response in favour: 40.4%

Summary:

Approximately even numbers of respondents favoured the truss and suspension bridge options. The option to leave it alone was not included given it was a priority action in the management plan to improve site conditions; however, a few comments voiced that it should be left alone.

When factoring in cost, ease of construction, life span, maintenance costs, and year-round accessibility for a wider range of users, the truss bridge option meets more of these criteria than the suspension bridge option. Several respondents noted that the movement of a suspension bridge can be a deterrent to some people. While on the other hand, some who favoured the suspension bridge noted it would be fun and could have tourism value. The primary goals of the project are to improve safety and environmental conditions in the park; the bridge crossing is not intended to create a tourist attraction. Many respondents respect the environment and wildlife and would prefer fewer visitors in the park.

Staff recommend proceeding with the truss bridge (Option 1).

Ammonite Falls Descent Options

Option 1 – New Staircases along Current Descent:

- Timber clad aluminum stairs at top end of descent to lookout area plus large timber clad aluminum staircase located at current descent to base of falls. No vegetation disturbance outside existing disturbed areas. Marginal vegetation restoration following construction (see Attachment 3 for restoration strategies).
- Construction Cost Estimate: \$265,000
- Engineering Fees Estimate: \$25,000
- Public response in favour: 10.2%

Option 2 – New Staircase and New Trail Combination:

- Timber clad aluminum stairs at top end of descent to lookout area plus combination of stairs and new trail to base of falls. Vegetation restoration of existing bank below lookout area would be required with split rail fencing to protect restoration area. New trail would impact vegetation and ravine bank in currently undisturbed area.
- Construction Cost Estimate: \$130,000
- Engineering Fees Estimate: \$20,000
- Public response in favour: 36.5%

Option 3 – New Trail Only:

- New trail to base of falls would begin above current descent, including a new spur trail to lookout area. Entire existing descent would require vegetation restoration and split rail fencing to protect restoration areas. New trail would impact vegetation and ravine bank in currently undisturbed areas.
- Construction Cost Estimate: \$105,000
- Engineering Fees Estimate: \$15,000
- Public response in favour: 47.9%

Summary:

Respondents provided many comments as to why they preferred certain options. Maintaining a natural experience along with providing a route that would be accessible to many abilities was important. Minimizing environmental impact, while still allowing access to the bottom of the falls with views along the way was also important.

Some felt the existing descent (with unauthorized ropes) should be kept and is part of why many people visit the site. Others felt the steep slopes and ropes are a major limitation to their enjoyment of the site.

Limiting vegetation disturbance and striving for successful restoration of the degraded slopes are important elements noted by Ministry of Forest Lands and Natural Resource Operations staff. Option 1 will contain site construction to the area that is already degraded; however, it will result in the most intrusive built structure in the natural setting. Options 2 and 3 will extend disturbance into the surrounding forest, but will reduce the amount of infrastructure in the park. The concern that some visitors will continue to reel or scramble down the steep slope exists with Options 2 and 3. Therefore, signage to indicate slope restoration is underway, along with fencing to guide access and protect restoration areas, are important elements of these options.

When considering anticipated costs, environmental impact, public response, construction and restoration implementation, general maintenance implications, and perceived impact on park visitation, staff recommend proceeding with Option 2, a combination of stairs and new trail to the base of the falls.

Next steps will be to move forward with detailed design, environmental approval applications and project tender. Professional fees anticipated for next steps are:

Benson Creek Crossing:

- Engineering services: \$25,000
- Environmental services: \$5,000
- Geotechnical services: \$5,000

Ammonite Falls Descent:

- Engineering services: \$15,000 - \$25,000 (depending on the option)
- Environmental services: \$5,000
- Geotechnical services: \$5,000

ALTERNATIVES

1. That detailed design and planning of a truss bridge across Benson Creek including associated trail improvements and a combination of stairs and new trail to Ammonite Falls proceed.
2. That detailed design and planning of a truss bridge across Benson Creek including associated trail improvements and a combination of stairs and new trail to Ammonite Falls not proceed, and that alternate direction be provided.

FINANCIAL IMPLICATIONS

The cost to complete detailed design, studies/approvals, tendering and construction of the truss bridge option and a combination of stairs and new trail at Ammonite Falls is estimated in the order of \$365,000 for capital costs in 2020, and \$65,000 for professional fees in 2019. Funding for this project is accounted for in the 2018-2022 financial plan. Staff time will be required to coordinate and oversee the design and construction of the project, at an estimated average of 1 - 2 hours/week.

Maintenance of the sites will include routine trail brushing and infrequent repair, annual inspection of the bridge and stair components, with anticipated replacement of wood accents on the bridge and stairs every 15 years. An estimated \$1,000 should be allocated annually for routine and long-term maintenance, funded by the regional parks operations budget.

An expected \$7,300/year asset replacement cost should be included in the regional parks capital budget for a 50-year projected lifespan.

Construction will be funded by the regional parks capital budget. Funding support may also be possible through infrastructure grants that aim to improve recreational access for BC communities.

STRATEGIC PLAN IMPLICATIONS

Investing in Benson Creek Falls Regional Park infrastructure will contribute to the Board's strategic focus areas of service and environment. The project will serve to improve access and safety for recreationalists visiting the park. The project will also improve environmental site conditions by restoring eroded areas and directing recreational traffic in a more sustainable manner.



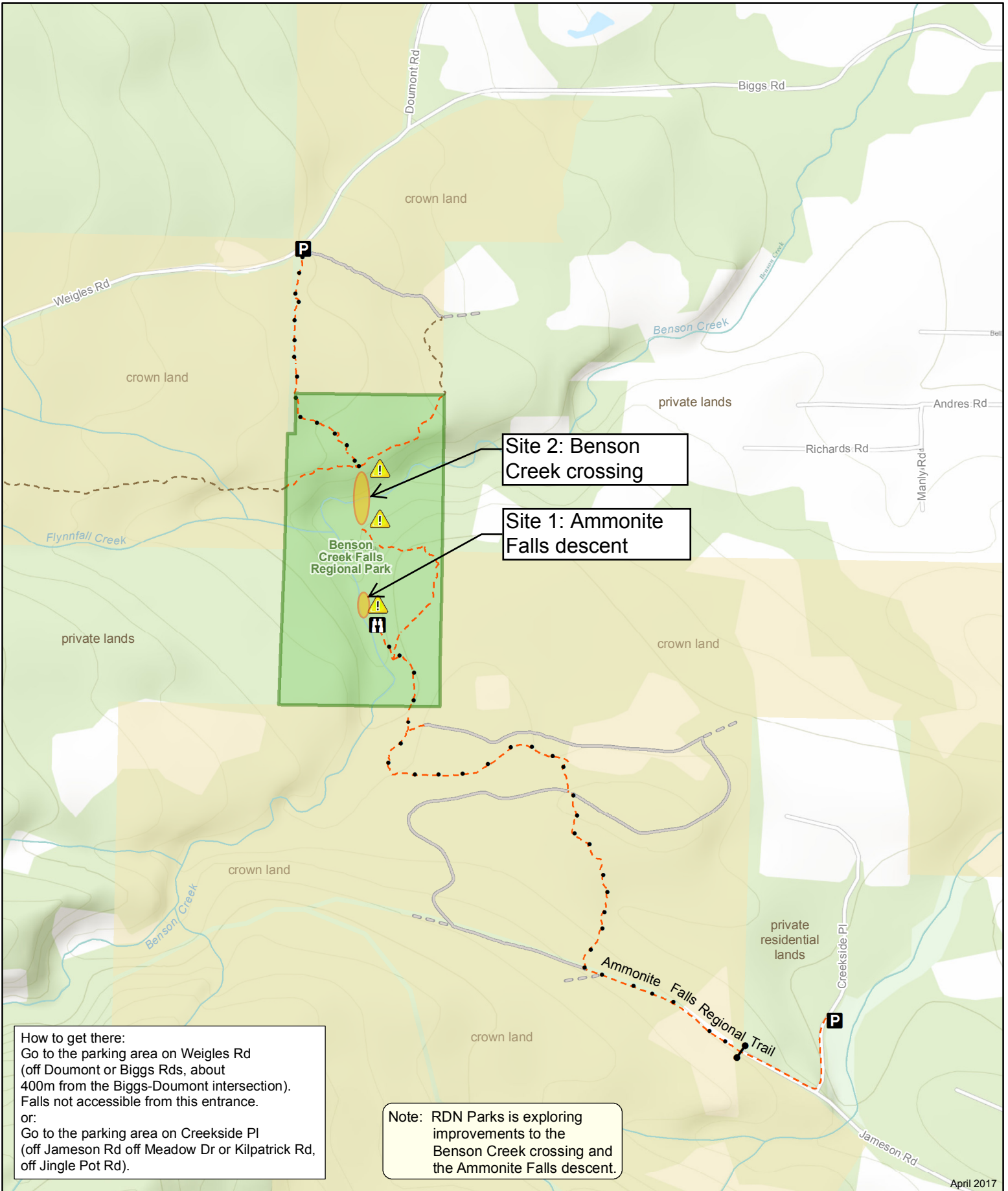
Kelsey Cramer
kcramer@rdn.bc.ca
September 26, 2018

Reviewed by:

- W. Marshall, Manager, Parks Services
- T. Osborne, General Manager, Recreation & Parks Services
- P. Carlyle, Chief Administrative Officer

Attachments

1. Benson Creek Falls Regional Park Map
2. Public Input Summary
3. Vegetation Restoration Strategies



How to get there:
 Go to the parking area on Weigles Rd
 (off Doumont or Biggs Rds, about
 400m from the Biggs-Doumont intersection).
 Falls not accessible from this entrance.
 or:
 Go to the parking area on Creekside Pl
 (off Jameson Rd off Meadow Dr or Kilpatrick Rd,
 off Jingle Pot Rd).

Note: RDN Parks is exploring
 improvements to the
 Benson Creek crossing and
 the Ammonite Falls descent.

April 2017

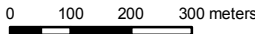
Benson Creek Falls Regional Park



- Numbered Trail Marker
- ⚠ Caution: steep trail, not maintained beyond this point

- 🚗 Vehicle Gate
- P Parking
- 👁️ Viewpoint

- - - RDN Recreational Trail
- - - Other Recreational Trail
- Gravel Road



ACCESS IMPROVEMENTS PROJECT



PUBLIC
INPUT

Feb 8
to
Mar 16
2018

SUMMARY



BENSON CREEK FALLS
REGIONAL PARK
Access Improvements Project



Benson Creek Falls Regional Park is becoming an increasingly popular destination to enjoy hiking and spectacular natural scenery, including Ammonite Falls.

BENSON CREEK FALLS REGIONAL PARK

Access Improvements Projects - Public Input

BACKGROUND

In 2014, the Regional District of Nanaimo (RDN) developed a **Benson Creek Falls Regional Park Management Plan** to identify future park improvements. Two key capital recommendations from the plan included development of an improved crossing over Benson Creek and improved access to the base of Ammonite Falls. The **Benson Creek Falls Regional Park Access Improvements Project** is intended to identify and evaluate potential options for each of these improvements.

As part of the options development and review process, an online public engagement process was completed to inform members of the public about these future improvements and obtain input on their preferred directions.

This summary documents the public input received for consideration during the evaluation of the access improvement options and the selection of a preferred direction

PROCESS

The public engagement process was an opportunity for participants to review **two potential crossing options for Benson Creek** and **three potential descent options to Ammonite Falls**. The options consider viable potential solutions that would fit access and cost objectives for the park.

Herold Engineering Ltd. prepared preliminary engineering design for each of the options, including structures, trail routing, and trail improvements. Preliminary order-of-magnitude construction cost estimates for each option were completed to allow participants to compare costs during their evaluations. Lanarc developed illustrative summaries of the concepts to support community understanding of the general look, feel, and experience of each option and worked with the RDN to prepare background information on the project.

Details about the project and summary information on the options were posted on the RDN's **Get Involved** website, along with a questionnaire to gather participant responses.

The public feedback period ran from Thursday, February 8 through Friday, March 16, 2018.

The following outreach was undertaken to inform people about the opportunity to participate:

- **Get Involved Website:** Project page at www.getinvolved.rdn.ca
- **Facebook:** Five posts on the RDN's Facebook page.
- **Twitter:** Four posts on the RDN's Twitter account.
- **Radio:** One week of advertising on local radio (102.3 the Wave and 106.9 the Wolf).
- **Emails:** Targeted emails to approximately 20 local interest groups with requests for sharing the invitation across their networks.
- **Project Park Signs:** Posters at the main park trailheads to inform park users about the project.

The following sections summarize participation in the process and the participant preferences received.

Why is a formal Benson Creek crossing being developed?

Benson Creek runs through the centre of the park and there are well-used trails on both the north and south sides of the creek. Now, visitors use a fallen log to cross the creek, which is not safe and has the potential to become dislodged in the future. The fallen log is not a feasible public recreational crossing. A bridge will provide a better alternative, strengthening the trail network in the park.

Why are improvements needed for access to the base of Ammonite Falls?

Today, people descend a steep ravine to reach the base of Ammonite Falls, one of the most sought-after views in the park. Over the past several years, awareness and popularity of the falls has grown and has resulted in significant erosion of the ravine bank and the addition of unauthorized ropes to assist with the climb. An improved access will address environmental impacts and provide a safer, more manageable access for park visitors.

WHO PARTICIPATED?

815

Visited the project page on
www.getinvolved.rdn.ca

164

Completed the
online questionnaire

HOW DID THEY FIND OUT?

84

FACEBOOK

41

EMAIL

22

WORD OF MOUTH

8

GETINVOLVED WEBSITE

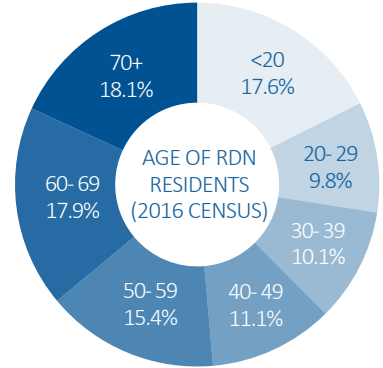
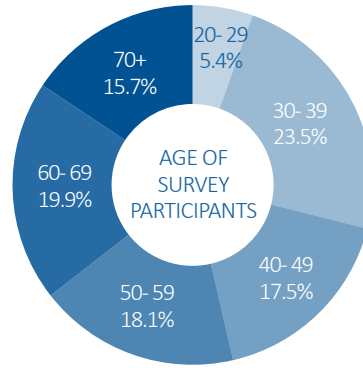
6

RDN WEBSITE

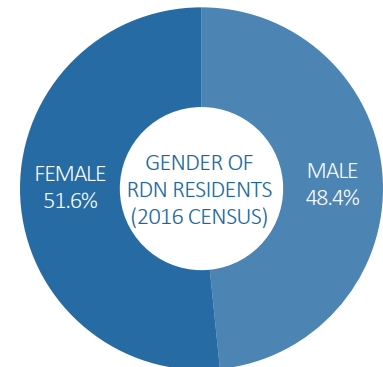
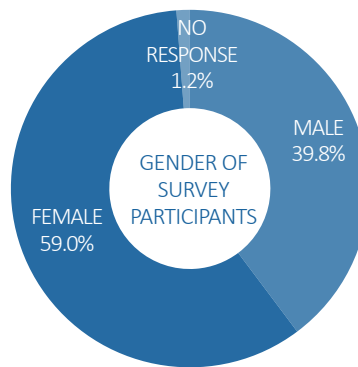
23

OTHER

WHAT WAS THEIR AGE?



WHAT WAS THEIR GENDER?



WHERE WERE THEY FROM?



BENSON CREEK CROSSING SITE

Benson Creek runs through the centre of the park and there are well-used trails on both sides of the creek. A new bridge over the creek is proposed to connect these trails, uniting the park and providing access to Ammonite Falls from the north side of the park (Weigles Road entrance). Two bridge concepts are being evaluated to determine which best fits in the park.



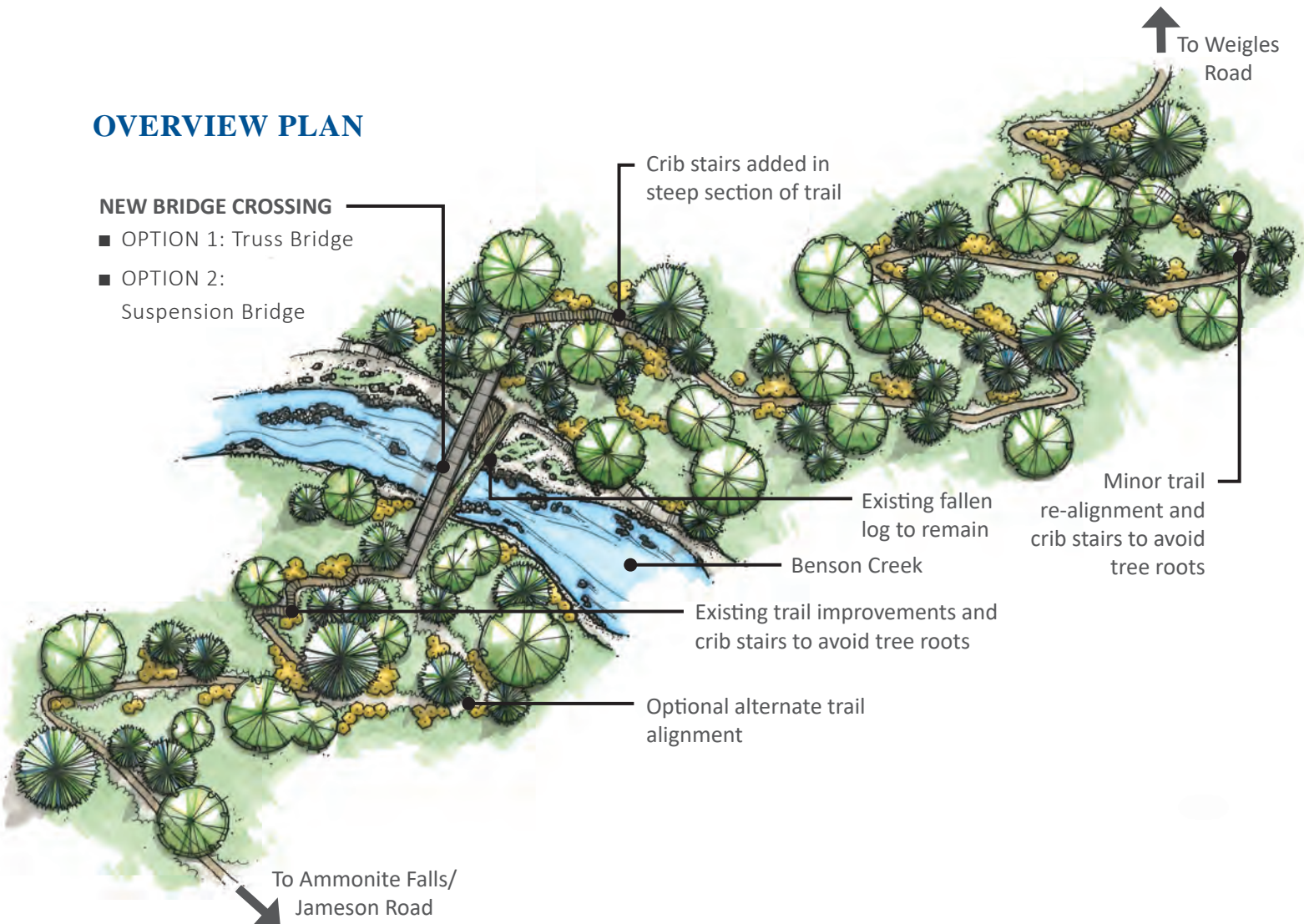


At the same time as developing a bridge crossing, trail improvements will address overly steep sections or eroded areas with improved alignment or crib stairs.



There are no current plans to remove the existing fallen log, although trail access to the log will be decommissioned once the bridge crossing is in place.

OVERVIEW PLAN



OPTION 1 TRUSS BRIDGE

A truss bridge made of lightweight aluminum with timber accents would be developed near the fallen log

+ STRENGTHS

- Potential to be primarily constructed off-site, then assembled in the park, minimizing disruption
- Slightly lower cost

- CHALLENGES

- Heavier appearance due to more cross-bracing
- Potential for some limited movement when the truss bridge has weight on it

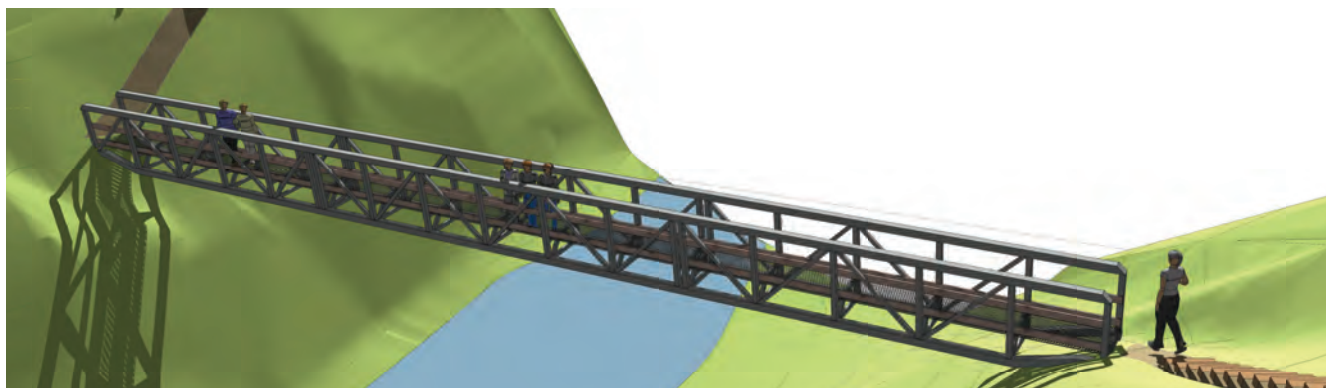
\$ ESTIMATED COST*

- \$210,000 (Class D)

** Costs estimates are for construction only, not including detailed design, geotechnical work, or engineering constructions services. Costs are +/- 30% based on conceptual design and are for planning and budgeting purposes only. Updated cost estimating to be completed prior to implementation.*



CONTEXT
SKETCH



BRIDGE
CONCEPT
MODEL

OPTION 2 SUSPENSION BRIDGE

A suspension bridge made of steel cable and aluminum structure would be developed near the fallen log

+ STRENGTHS

- Light, more discreet appearance due to lightweight design
- Enhanced visual interest

- CHALLENGES

- More construction done on-site, potentially resulting in longer closure of the area
- The suspension bridge will move when in use
- Slightly higher cost

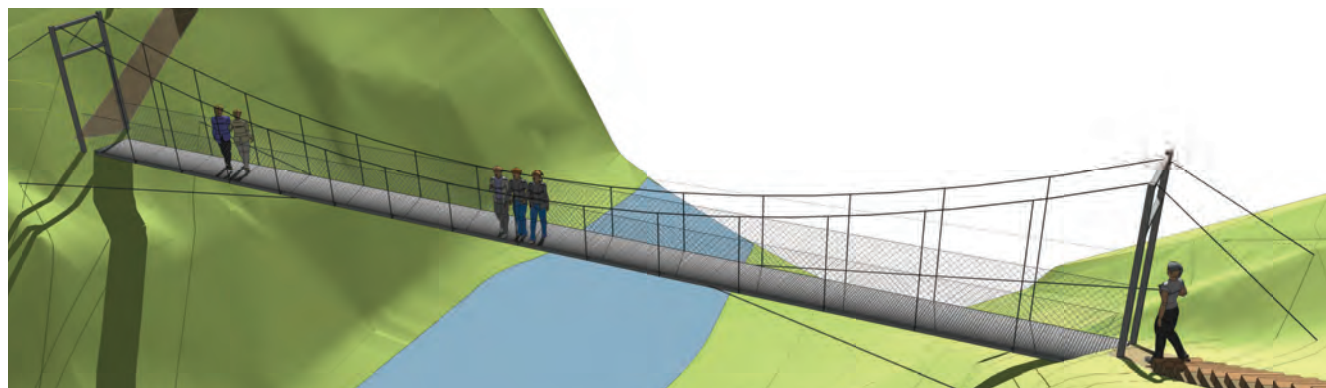
\$ ESTIMATED COST*

- \$220,000 (Class D)

** Costs estimates are for construction only, not including detailed design, geotechnical work, or engineering constructions services. Costs are +/- 30% based on conceptual design and are for planning and budgeting purposes only. Updated cost estimating to be completed prior to implementation.*

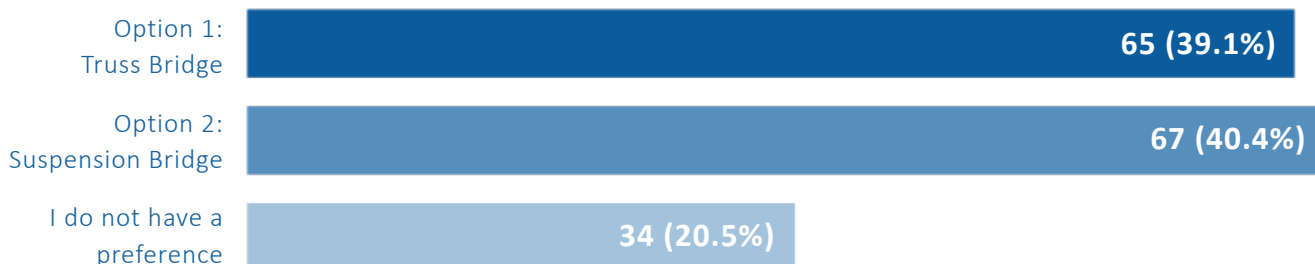


CONTEXT SKETCH



BRIDGE CONCEPT MODEL

WHICH OPTION DID PARTICIPANTS PREFER?



WHY?

OPTION 1 TRUSS BRIDGE

- Lower cost
- Perceived to last longer/require less maintenance
- May provide better all-season access
- More accessible to a range of users (people of all ages, dogs, horses, cyclists)
- Less movement/feels safer
- Prefer design/character
- Less disruption during construction
- Perceived to have fewer environmental impacts
- Provides function without becoming a “tourist-attraction”

OPTION 2 SUSPENSION BRIDGE

- Prefer design/character
- Looks lighter/more elegant
- Less visual impact/blends better with the forest
- Provides a “fun” experience
- More marketable/potential to attract tourism to the region
- Have enjoyed other suspension bridges and would like to have more in the region

See **Appendix A** to view all submitted comments

OTHER COMMENTS/IDEAS

Participants also shared general comments about the Benson Creek Falls site. Themes included:

- Support for any option to improve access
- Non-support for any improvements/desire to leave it “as is”
- Concerns about increasing park use impacting environment and wildlife
- Desire to ensure any improvements are designed to minimize environmental impacts
- Other suggestions: improved parking at Weigles Road, additional trail makers/signs/park map, addition of garbage cans at the trailhead, mountain biking improvements

CONCLUSIONS

Public input showed an equal split in preference between the Benson Creek crossing options. Many comments indicated support for either option that improve access. Key public values that could help inform option selection include:

- Low Initial cost
- Ease of construction
- Longest life span and lowest maintenance costs
- Best accessibility
- Fewest environmental impacts

AMMONITE FALLS DESCENT SITE

Today, people descend a steep ravine to reach the base of Ammonite Falls, which is one of the most sought-after views in the park. Over the past several years, awareness of Ammonite Falls has grown and the number of people climbing down to the base continues to increase. This foot traffic has contributed to erosion of the ravine bank and the addition of unauthorized ropes to assist with the climb. Three trail concepts are being evaluated to address environmental impacts and provide a more sustainable access route.



OVERVIEW PLAN

OPTION 1

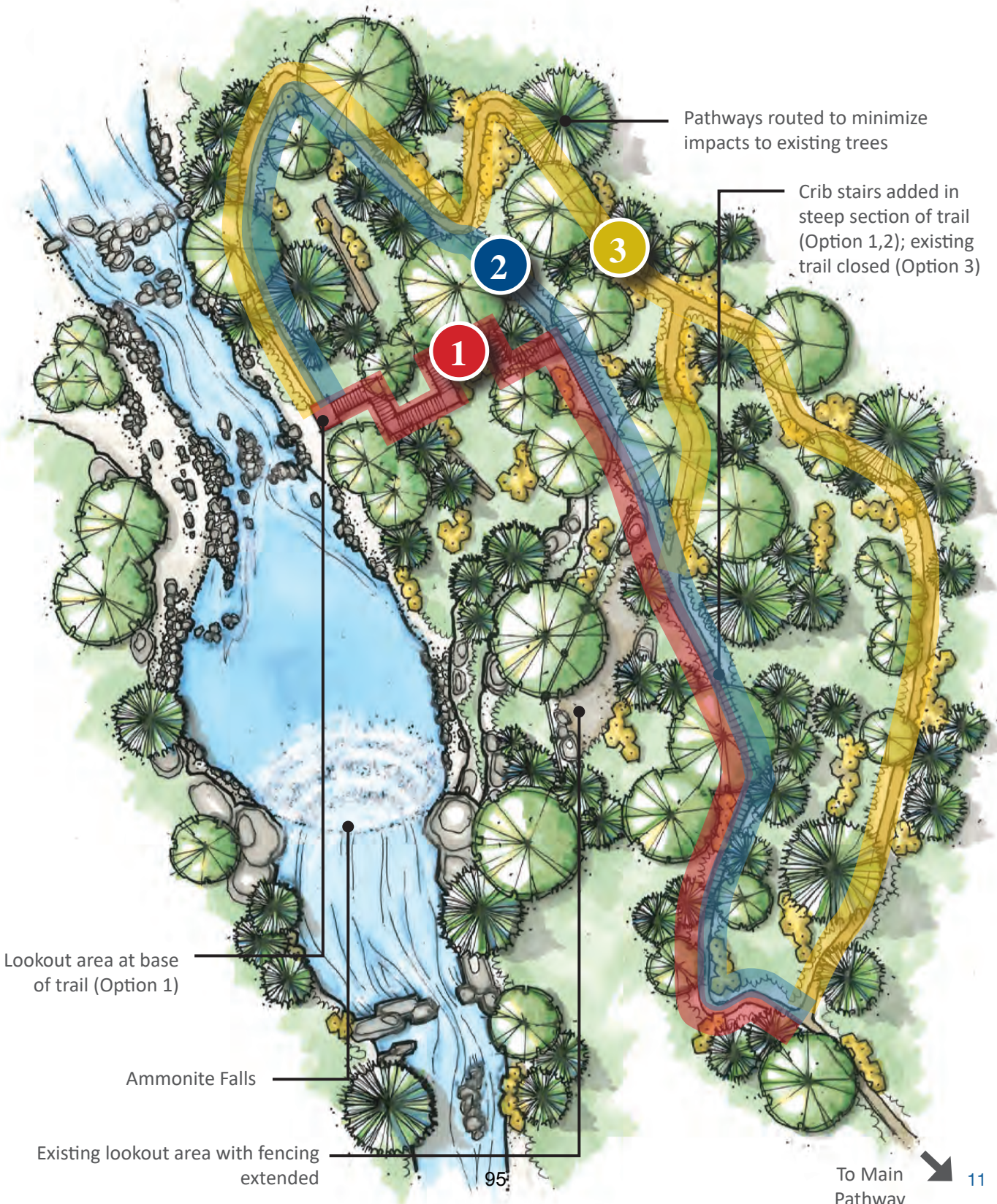
- Improvements to existing upper trail
- New staircase at site of existing descent

OPTION 2

- Improvements to existing upper trail
- New short section of staircase at top of existing descent
- New trail to base

OPTION 3

- Completely new trail with switchbacks to base
- No stairs
- Close and restore existing descent route



Lookout area at base of trail (Option 1)

Ammonite Falls

Existing lookout area with fencing extended

95

To Main Pathway

OPTION 1 STAIRCASE

An aluminum staircase with timber accents would be built at the end of the trail where people currently scramble down the slope

+ STRENGTHS

- Most direct descent
- Maintains construction footprint within area previously affected by foot traffic
- Potential to incorporate small viewpoints and/or a lookout area at the base of the stairs

- CHALLENGES

- More visual impacts than other options
- Staircase built on-site, requiring trail closures during construction
- Higher construction cost
- Higher maintenance requirements

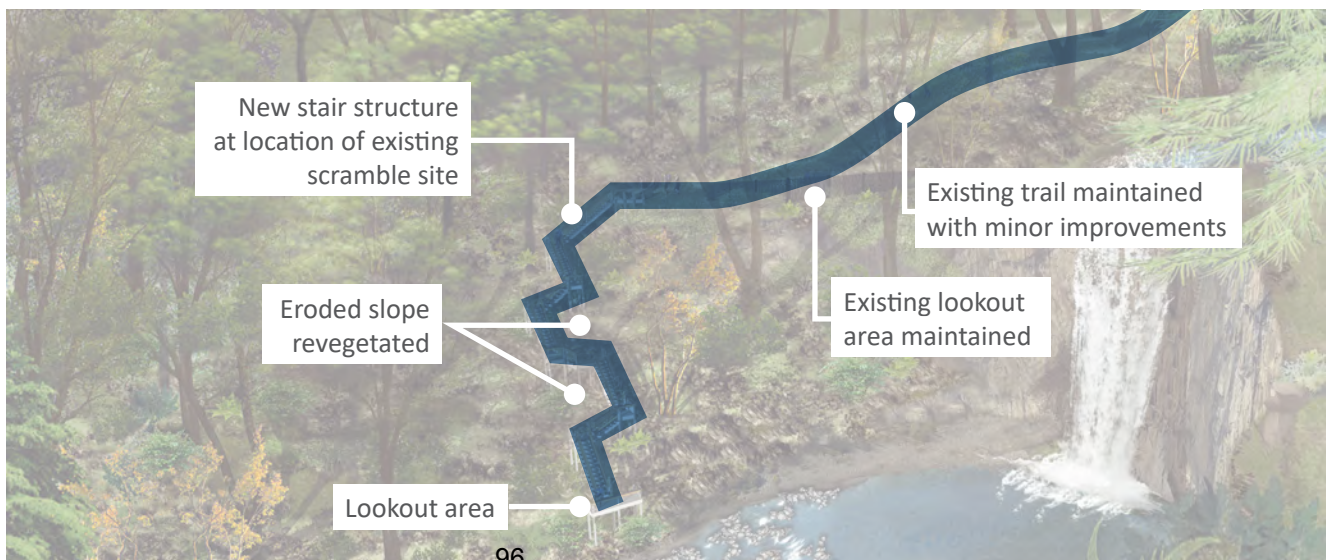
\$ ESTIMATED COST*

- \$250,000 (Class D)

** Costs estimates are for construction only, not including detailed design, geotechnical work, or engineering construction services. Costs are +/- 30% based on conceptual design and are for planning and budgeting purposes only. Updated cost estimating to be completed prior to implementation.*



CONTEXT
SKETCH



ROUTE &
FEATURES
SUMMARY

OPTION 2 STAIRCASE/TRAIL

A short staircase would be developed where people currently start the scramble down the slope, connecting to a new trail with a more gradual descent to the falls

+ STRENGTHS

- Less structure and construction cost than a full staircase
- Maintains existing upper trail route
- Views to the falls during the descent
- Moderate maintenance requirements

- CHALLENGES

- Staircase built on-site, requiring trail closures during construction
- Less direct access than a full staircase
- Moderate maintenance requirements

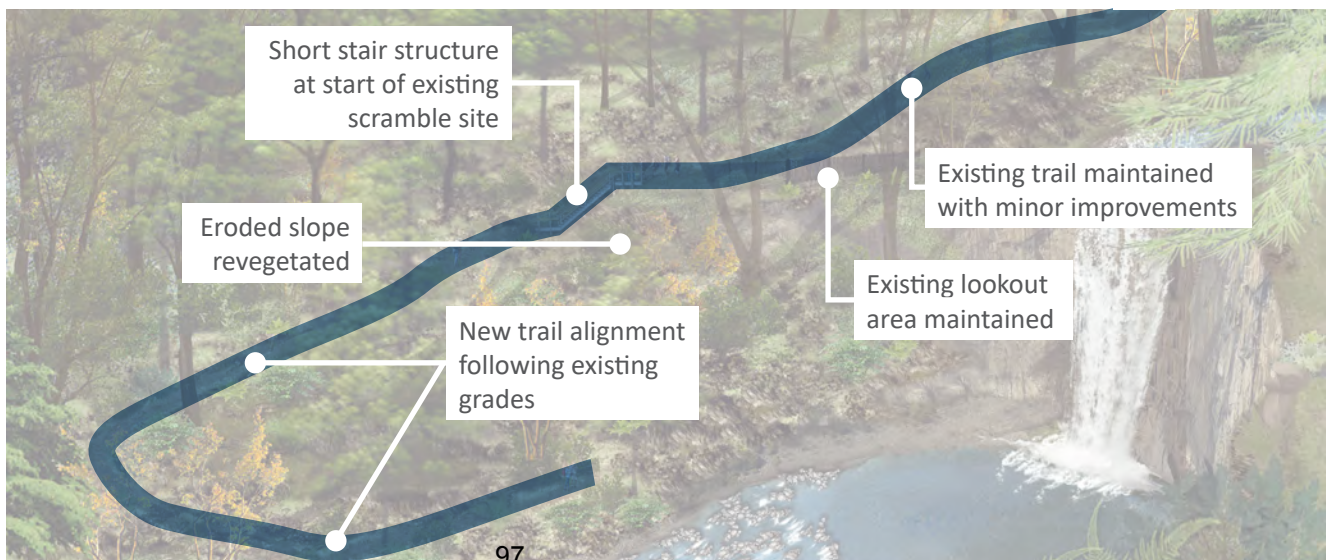
\$ ESTIMATED COST*

- \$115,000 (Class D)

** Costs estimates are for construction only, not including detailed design, geotechnical work, or engineering construction services. Costs are +/- 30% based on conceptual design and are for planning and budgeting purposes only. Updated cost estimating to be completed prior to implementation.*



CONTEXT SKETCH



ROUTE & FEATURES SUMMARY

OPTION 3 STAIRCASE

A new trail alignment would be developed to provide a more gradual descent starting from the main trail. The new trail would be routed to avoid existing trees and excessively steep slopes wherever possible

+ STRENGTHS

- No structures required and lowest construction cost
- Potential for existing routes to remain open during construction
- Lowest maintenance requirements

- CHALLENGES

- Longest route
- Trail length increases potential for impacts to undisturbed natural areas
- An additional trail is required to connect back to the existing lookout
- Less direct views to the falls during descent

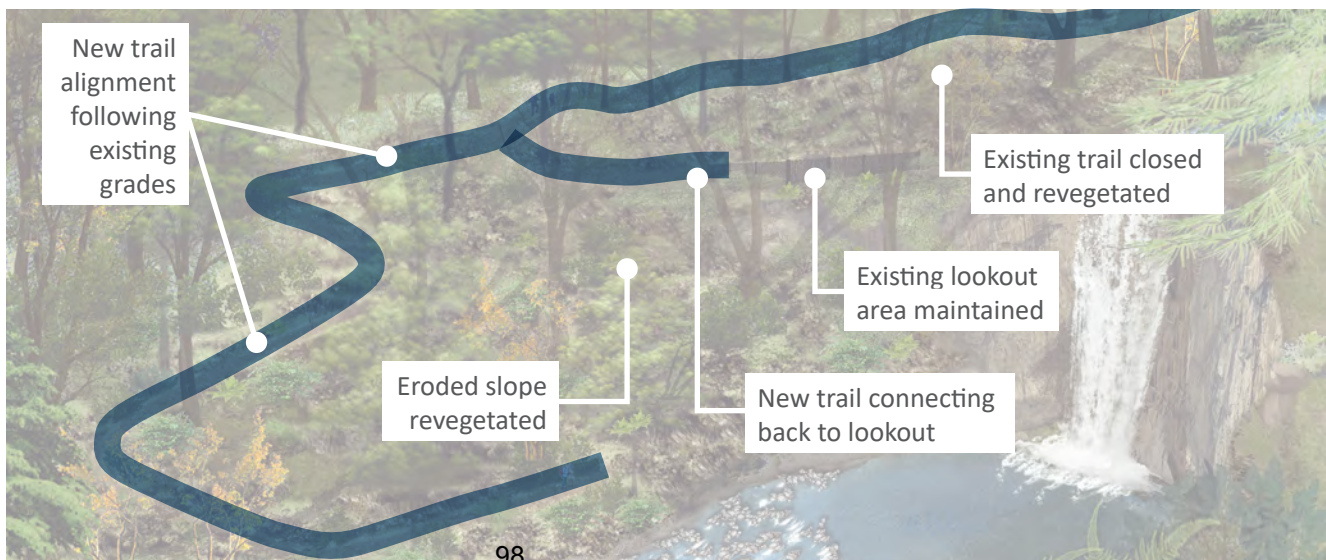
\$ ESTIMATED COST*

- \$80,000 (Class D)

** Costs estimates are for construction only, not including detailed design, geotechnical work, or engineering constructions services. Costs are +/- 30% based on conceptual design and are for planning and budgeting purposes only. Updated cost estimating to be completed prior to implementation.*

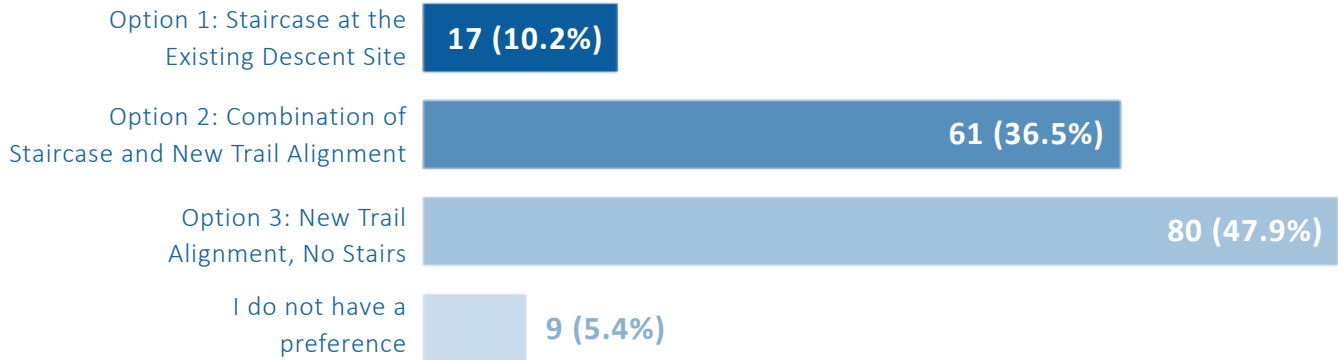


CONTEXT SKETCH



ROUTE & FEATURES SUMMARY

WHICH OPTION DID PARTICIPANTS PREFER?



WHY?

OPTION 1: STAIRCASE AT THE EXISTING DESCENT SITE

- Perceived as safer and more accessible
- Reduces potential for shortcutting
- Retains some challenge
- Follows existing trail, minimizing vegetation impacts
- Provides multiple viewpoints to falls

OPTION 2: COMBINATION OF STAIRCASE AND NEW TRAIL ALIGNMENT

- Good compromise/more natural, but still fairly direct
- Considered accessible for range of abilities
- Moderate construction and maintenance costs
- Reduces potential for shortcutting
- Provides some viewpoints to falls
- Follows existing trail, limiting vegetation impacts

OPTION 3: NEW TRAIL ALIGNMENT, NO STAIRS

- Lowest construction and maintenance costs
- Better/more natural experience/less visual impact
- Gentlest grade for most of the trail (existing trail sections are very steep)
- Perceived as safest and most accessible for widest range of users

See **Appendix A** to view all submitted comments

OTHER COMMENTS/IDEAS

Participants also shared general comments about the Ammonite Falls Descent site. Themes included:

- Support for any option to improve access
- Non-support for any improvements/ desire to leave it “as is”
- Desire for remediation of existing erosion
- Desire to maintain physical access to the water from the trail
- Safety concerns about existing descent
- Desire to keep a ropes descent “option”
- Other suggestions: improved parking at Jameson Road and Galloway Gulch, seating

CONCLUSIONS

Public input suggests the public would prefer an extended trail option over a direct staircase descent. Both Options 2 and 3 received strong public support and warrant consideration. Key public values that could help inform selection of an option include:

- How potential shortcutting and remediation of eroded areas is managed
- Best accessibility
- Fewest environmental impacts

OTHER COMMENTS

In addition to specific questions about the Access Improvements Project, participants were also invited to share general comments they had about Benson Creek Falls Regional Park. Themes included:

- Signage improvements, notably from the Weigles Road trailhead
- Support for addressing safety and access concerns
- Concerns about park changes affecting the natural quality and experience of the park
- Concerns about impacts from more people visiting the park
- Suggestions to integrate park trails with existing mountain bike network, including the existing bridge above the falls
- Desire to keep costs as low as possible
- Parking improvements, notably at Weigles Road and Allsop/Burton Road
- Consideration for trash receptacles, washroom facilities
- Consideration for horse access

PROJECT TIMELINE

✓ Park Management Plan Approved in 2014

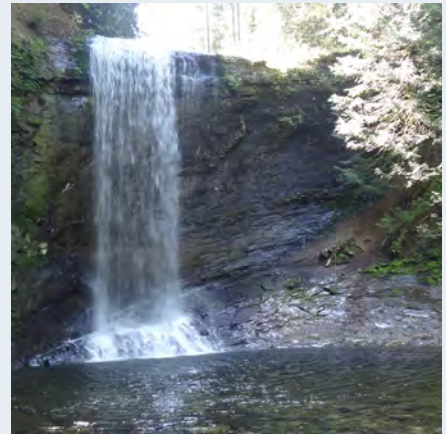
This step for planning at Benson Creek Falls Regional Park is complete. The management plan can be reviewed on the RDN's Parks website at rdn.bc.ca/parks-services to learn more about the park and the background on this project.

○ Concept Design of Bridge and Stairs

Access improvements to Ammonite Falls and across Benson Creek are being explored. Public input on options was received from February 8 through March 16, 2018 and will be considered during evaluation of the options and selection of recommended concepts.

○ Detailed Design & Construction

Once a concept has been selected for each site, detailed designs will be prepared. The Regional Board will consider approval of project construction in 2019.



BENSON CREEK CROSSING OPTIONS

QUESTION: Can you explain in a few words why you selected this option?

PARTICIPANTS WHO SELECTED OPTION 1: TRUSS BRIDGE

- I believe a truss bridge design holds out best in all weather. Not everyone likes suspension bridges and some refuse to go near them, especially those with hearing issues or vertigo. Also it is less invasive of trail closure.
- Cost
- The only reason I would prefer a truss bridge is for walking a dog across. Suspension bridges can be scary when they move and the decking hard for a dog to walk on.
- Least expensive option.
- Visual appeal is not enough reason to shut down the park and it is also cheaper.
- Less disruption to the park. Less movement when in use. Potentially more accessible for people with physical challenges
- Less disruption to area
- I don't see much different expect for cost so I choose #1 for a less expensive option
- A truss style bridge should have less impact on the surrounding area. I.e. a footing style end support vs a large counterweight to support the cables.
- Classic look for a low elevation crossing. Suspension bridge is more appropriate for high elevation like Haslam Creek.
- Cheaper
- Looks more solid to me and would last longer.
- Selfish reasons. I think the suspension bridge looks better, but as a local resident, I don't want to see more traffic and I think the suspension bridge would potentially bring in more traffic.
- Minimized impact to trail use and lower cost
- Horse access
- Looks safer
- Less money and easier maintained over time
- Not a fan of chain-link suspension bridges (like Haslam Creek or Top Bridge). I'd prefer a bridge with a better view.
- Cost, less movement on bridge, less damage to surrounding area.
- Seems more aesthetically pleasing
- The less disruption that can be done to the forest and trails, the better. The benefits of the suspension bridge are optical and convenient for humans but more disruptive to nature. I also don't like that it moves. I walk my dog here and that would make him nervous to use the bridge.
- Lower cost but equally usable.
- Looks more natural
- Appears to blend in better with natural surroundings.
- Many people do not like swaying bridges
- Better for cyclists
- Cost
- Faster install, less money
- Less movement of the bridge
- Appearance and cost
- It's great to have access to this park. Often hike in this area.
- There are quite a few people that get nervous when crossing a suspension bridge a more stable foundation may encourage more people to use the trail.
- It blends better with the natural environment. I like how rustic the park is already and I don't want it to get overdeveloped.
- Cheaper, sturdier and much more functional. Will require less maintenance. As for the suspension bridge, it is located in the middle of a forest with a limited amount of foot traffic. Why does lightweight design and visual interest matter in this location?

PARTICIPANTS WHO SELECTED OPTION 2: SUSPENSION BRIDGE

- More appealing design and fun to use.
- It's more marketable for tourism
- I like suspension bridges
- Better aesthetics
- Lighter looking
- More attractive appearance, visual interest
- Have been on the one over Haslam Creek on the Trans Canada Trail. Love the slight bounce and the "see thru" look to it
- If I'm stuck on choosing between two hikes I usually choose the one with the suspension bridge
- Suspension bridge blends in more and I like swinging bridges, although I can see people with a fear of heights not liking that.
- Looks more natural. Less disturbances to the forest.
- I am familiar with the suspension bridges at Englishman River, Haslam Creek and Elk Falls, and they provide very impressive views compared to ordinary bridges, so if the expense is not that different, I prefer this option. However, the truss bridge would not be a bad option either in my opinion- I just have a slight preference.
- More visually pleasing
- More visually appealing. Look at the success and attention Top Bridge has got since the suspension bridge. It's also more natural looking and hidden within the woods.
- I find it visually appealing and frankly, more fun!
- More discreet appearance and visually more appealing
- I like both options, but the suspension bridge seems to be less intrusive and might be a bit more interesting.
- Something elegant about the design. Fun to access.
- Am familiar with construction, as I have been on a similar bridge. If its the company I'm thinking of, I give them my support for this project, based on their other projects. Delightful to walk on. Aesthetics.
- More of an attraction.
- Suspension bridge is nicer looking and more interesting. Look at the 2 major suspension bridges on the north shore, cap and lynn, both tourist attractions. Why not?!?!?

PARTICIPANTS WHO SELECTED "I DO NOT HAVE A PREFERENCE"

- Access needed to improve regardless. At its present state I can not bring students down to the base of fall is safely manor therefore I do not. If we want our youth or anyone else to value of green space, they need to experience it. Thanks
- I think a bridge is a good idea. What ever is the safest and most cost effective is my preference.
- Id like the option to be what is best for the environment.
- Because I prefer you just leave it be. That should be an option! I've heard 3 people complain that 'leave it be' isn't even an option.
- Whatever is safer and will have longer life
- Think anything would be fantastic
- Just a way to cross is good.
- Whatever is easier to construct, cheaper and have the longest lifespan
- As stated costs could fluctuate 30%. I bet double so go for the gold plated one.
- Either option is acceptable. Maintenance may determine final choice.
- Is there consideration for another bridge at upstream crossing from existing Drunken Logger trail?
- The cost difference is close. There is no indication for expected life span of either bridge, it would be best to see the longest lasting solution
- I would select the option with the lowest maintenance costs

QUESTION: Do you have suggestions or other comments you'd like to share about the Benson Creek Crossing site?

- Selected neither because with putting in this bridge truly amazing almost untouched fossils and area will be exposed to vandalism
- Please do it right the first time, even if it costs a bit more. It needed to be accessible year-round
- Potentially put garbage cans at the entrances of the trails, although wildlife will likely get into it. I have packed out garbage from the trail as of recent.
- I would like the trail to be marked better
- See above. I vote for nothing.
- Yes. Leave it.
- Improved parking required at Weigles Rd. access.
- It is good to see that improvements are being made. It is unfortunate that the bike trails have not been taken into account with this project. There is another bridge crossing up stream from this one that is in need of replacement as well.
- Thanks for the much-needed upgrades in this area
- Don't start tromping through there scaring the wildlife.
- Looking forward to it.
- More signage of course (once done).
- I haven't been there because the hikers I go out with have considered it too difficult a crossing to date. I gather there is no need to improve the trail to the bridge on the Jameson Rd side as there are no plans included. I am glad there are plans to improve access from the Weigles Rd side.
- I haven't yet hiked to this particular location (probably due to the lack of a decent crossing). Looking forward to the time I can!
- Better signage from Weigles Rd access.
- Stairs from Jameson Rd. access.
- Where will people be parking to hike/access this bridge? Will it be the parking lot on Creekside? Just concerned about traffic, otherwise very cool.
- Leave it the way it is
- This is a great idea and I appreciate the invitation to provide feedback! I'm very scared of heights and haven't been able to climb down to the base of the falls...this will change that :)
- Minimize any damage to the creek and riparian zones
- Better signage and a map at the Weigles Rd Parking lot for getting to the Falls once the bridge is in.

AMMONITE FALLS DESCENT OPTIONS

QUESTION: Can you explain in a few words why you selected this option?

PARTICIPANTS WHO SELECTED OPTION 1: STAIRCASE AT THE EXISTING DESCENT SITE

- Safer
- The lowest maintenance option seems like the most logical. Unfortunately the biggest challenge will be the potential for people shortcutting the old routes or creating new ones which in turn will create more maintenance. In the end It's probably best to go with the stairs. Tough decision!
- Keep it steep. If it is made too easy more and more people will use it. Keep some of the challenge/difficulties
- Stairs are easier for me
- Possibly more accessible for older folks, and less impact on the environment. Would likely bring more people to the area. Viewpoints of the falls. If the other options were considered, there may be more people wandering off trail and damaging the environment.
- Less damage to current vegetation
- Even though this is the most expensive option I do like the ability to take pictures the whole way down and without stairs replacing the existing option, I worry people would still take the more treacherous path.

PARTICIPANTS WHO SELECTED OPTION 2: COMBINATION OF STAIRCASE AND NEW TRAIL ALIGNMENT

- The way it is now makes it impossible for some people to get to this great spot. Not every parent can carry the children on their back while holding the rope descending or ascending
- The cost is less and it has less impact than Option 1
- I like the idea of maintaining the existing trail and providing access to the base of the falls in a way that causes less trail erosion.
- That slope needs to be revegetated.
- A new trail would allow better access a stairway is needed so all can enjoy.
- Less stuff in the way for photographs, looks more natural. I would be happy with any of them, but this one seems like a happy medium. Some construction and some restoration.
- People will not like option 1 due to the lookout at the bottom. They will walk around it to get to the creek. Option 3 will never work as people will continue to walk down the original path and put up ropes which will always be a risk management problem. Option 2 gives people the quick and easy and accessible route for a price that isn't high or to low.
- This option seems to have the least amount of impact on the environment.
- I like the views as you descend down and I hope to have minimal environmental changes to that beautiful area.
- I think option 2 is a good compromise. I like the idea of maintaining the views, but stairs can be hard to maintain. The switchbacks going down would be nicer to walk on and might be easier for people.
- Although I like option 3, I think the lack of view of the falls from the trail will cause folks to leave the trail to catch views. I think option 2 will result in the least amount of informal trails being created.
- Option one doesn't work because people will not be able to get off the platform to actually access the falls. We need to minimize our impact on the area but still provide safe access to the falls.
- This option will be minimally invasive while leaving easy access to the original viewpoint and potentially allowing more views as descending.
- I find this the least intrusive while still addressing the steep decline. It looks more natural and appealing to the eye and will feel less man made. It also has only moderate maintenance costs.
- Good compromise
- Less "built" feeling but still direct. Gradual slope is easier for the area's aging population to navigate than purely stairs (difficult on knees/joints).
- Less disturbance to environment and cost
- Seems to be keeping still like a hiking trail

PARTICIPANTS WHO SELECTED OPTION 2: COMBINATION OF STAIRCASE AND NEW TRAIL ALIGNMENT

- Cost effective and less impact on the trees.
- Easier to maintain. Less cost to tax payers.
- Fix the trails if you want but leave the rest alone
- Cheapest, no stairs and less maintenance.
- Less money, less maintenance, better experience of falls as no staircase in view
- I believe any type of structure will take away from the Natural beauty of this spot. It is a unique area and should remain as such. We need to stop over developing nature, what next stairs up Mt Benson or maybe a gondola?
- Do both 1&3
- It feels like you're more in nature when there aren't any man-made stairs
- There's less maintenance if you just make a trail
- I belong to several groups (including Bastion City Wanderers) who do have or would like to have walks/hikes to Ammonite Falls, and I have gone partway down to the falls myself. The existing trail even as far as the fence is not that easy. Option 3 would make the bottom of the falls the most accessible as well as being less expensive. Quite a lot of people would not be able to or would not choose to go down to the bottom if the #1 stairs option were chosen.
- Less expensive and lower maintenance for lower costs in the long term.
- Prefer trail over stairs. More natural.
- Less money and upkeep as well as extending the trail is good.
- End result is the same. Less encroachment on the wild area.
- Cost
- Option 3 appears to be the safest for families with children and animals (and strollers!) and maintains the concept of a relatively natural hiking trail without a large amount of fabricated elements.
- Lowest cost, more accessible than stairways
- More to enjoy and less cost
- I hike here often and used to ride my horse here back in the 1970's. I like the idea of no stairs, making the location accessible to more people. I personally don't venture to the bottom of the falls now because I don't like using the ropes and the slope is often slippery. Stairs and viewing platform, as shown on the drawing restrict the number of people that can be there at one time. If some boardwalk is needed, I'm all in favour of that.
- Least expensive option.
- Not everyone is comfortable walking so many stairs.
- It seems like this is a good area for cost savings so you can put it into other areas of the trail. Plus it will make the trail a little longer and a better hike.
- Because of lower maintenance costs and lower overall costs
- Horse access
- I live nearby and have a young child and an old dog. We much prefer trails to stairs.
- I like the idea of no stairs and a longer hiking trail. This would potentially eliminate bottlenecks of sightseers on staircases. One of the worst things about the existing trail is the erosion and disruption of plant life, I like the idea of revegetation.
- Less visual intrusion into falls area. Better access for those not capable with stair climbing. Slow reveal of the falls as you come upstream on new trail. Cost.
- It's cheaper and requires no structures; hence, more natural. I don't think that it's longer is a problem.
- This option keeps everything as natural as possible
- Better and easier access for elderly people, children.
- Cost and trail remains open less maintenance
- Less stairs in the bush the better. Less money
- Lower cost but more important it avoids steep areas, better safety less accidents
- More natural. Cheapest to build and maintain
- Don't care. Just needed to be done well.

PARTICIPANTS WHO SELECTED “I DO NOT HAVE A PREFERENCE”

- Any of the options would work to get to the falls and time and costs should be considered.
- Again leave it. More money flushed. More access means more people means more garbage.
- All of the options have their selling features. I do prefer one but the cost is higher than three. Any improvement to allow more to access this amazing natural aspect of our region is worthwhile.

QUESTION: Do you have suggestions or other comments you’d like to share about the Ammonite Falls Descent?

- Leave it as is
- Part of the experience/challenge is using the ropes and getting muddy. My kids love the adventure.
- I do not like option three as I feel trail closures do not work well in this area and the current trail would continue to be used
- I love the idea of making the end of the trail looping back to the lower viewpoint
- Include seating
- It’s dangerous!
- It’s too bad you’re taking away the ropes to get down as that’s almost my favorite part of using that park.
- I like the ropes it’s part of the charm. However, I do have to say the last few times I have gone there with friends who have bad backs, knees or fear of heights won’t repel down with me :(
- Less visual impact when at the bottom of falls. More assessable to all.
- Improved parking required at Jameson Rd. and Galloway Gulch access.
- Cut the ropes.
- Many like to access the pool at the base of the falls and access the creek bed in summer to see the ammonites. Will there be further access from the Lookout down to the pool and creek?
- The ropes are fun
- Again, leaving the nature alone
- Option number 2 would be my second choice as it would be the second most accessible option.
- Keep the ropes as well. It is thrilling and a major reason people love the trek. Those who want to walk can but don’t take them out.
- Beautiful area
- I’m excited that this will be happening. This is a jewel in the RDN and making it more accessible will add value. Thank you.
- Would like to have the rope descent option still available. This is what makes this trail unique, different and fun. If we could keep this option for those who want to use it and stabilize the slope at the same time would be fantastic.
- Completely close off the steep area.

GENERAL COMMENTS

QUESTION: Do you have any other comments you'd like to share about Benson Creek Falls Regional Park?

- It would be great to investigate other options with the bridge site as there is another crossing for bikes just above the falls. This bridge is in terrible condition and needs replacement as well. Do we need two bridges (one foot only and one multi use)? Or is it possible for a single strategically placed multi use one? It would be great if this can be assessed.
- Better signage from the Weigles Rd side (if it hasn't already been added) Have tried twice from that side and didn't know where to go. Much better signage from the Jameson side. Also, keep the ropes!!
- Better signage on the trails is an absolute must.
- Thank you for trying to improve this park. It's a great park, but the descent to the falls and the log crossing can be dangerous. So I'm glad you are addressing them to make the park safer.
- So glad this is going ahead! We live near Jameson, and we are finding this trail is getting so much use now.
- I think these improvements will make the trails safer and more accessible to more people.
- I think the improvements will be money well spent!
- Thank you for including the public in this survey. Parks and natural landscapes are of the utmost importance to me. I appreciate your bridge ideas as it will probably save the stream from further damage.
- Don't build the bridge please.
- Love it and have loved it for years. Let's get more people down there enjoying it too.
- Please don't change it too much. It's good the way it is.
- Access and parking from trailhead as noted previously Consider also further lookout viewing from north bank at the Falls.
- Leave it natural!
- If any structures are built you will ruin a beautiful natural environment.
- Improved signage as most people seem to get confused back there as to where they are
- It used to be a hidden gem and now is very busy especially on weekends. Please don't take out the ropes!
- I love this trail but I also love lower taxes. Choose the most cost effective options.
- Parking needs to be improved from the Allsop/Burton Road access. This is the access I most often use.
- Get both projects done ASAP.
- Leave it as natural as possible. I started going there when I moved to Doumont Rd. in 1982. Back then you never ran into another person. Sadly it's no longer a beautiful secret. Making more accessible will destroy it with garbage, cigarettes, and dogs. Unfortunately that is what we humans tend to do.
- Parking and trash receptacles should be included the overall master plan for the Benson Creek Falls Regional Park.
- Horse access
- I'm glad this park is getting upgraded. What about a washroom facility?
- Keep a tight control on any changes or development in the park. It is a real gem and needs to be kept that way for future generations.
- Parking is a huge issue.
- Better signage and maps in the park.
- It is a great idea to fix up the area.
- Be nice to have it completed. Been a long time.
- Also prepare for more car traffic.
- Leave it alone.
- Better access is a great idea.

BENSON CREEK FALLS REGIONAL PARK



BENSON CREEK FALLS
REGIONAL PARK
Access Improvements Project



INTRODUCTION

Benson Creek Falls Regional Park has become an increasingly popular day hiking destination for outdoor enthusiasts of all ages. Unfortunately, the increased level of foot traffic has contributed to the erosion of slopes and banks adjacent to both Ammonite Falls and the Benson Creek Crossing. This memo presents strategies to stabilize eroded slopes and to discourage the continued use of makeshift trails.



Existing Conditions



BANK STABILIZATION STRATEGY 1 (SLOPES > 1:1)

Recommended Bank Stabilization Technique: Live Staking

Live staking consists of placing live, vegetative cuttings into the ground so that they take root and grow. It is a simple and cost effective technique that is widely used to stabilize and re-vegetate eroded banks.

Application

Live stakes are recommended for very steep slopes including the eroded banks and trail closure areas at Ammonite Falls and Benson Creek Crossing.

Plant Material

Scouler's Willow (*Salix scouleriana*)

Harvesting

- All Willow cuttings should be harvested from a low lying area within the floodplain, but not immediately adjacent to a watercourse or forming any part of the riparian area immediately adjacent to fish bearing waters.
- All cuttings should be harvested during the dormant stage (late fall to early spring).
- Willow cuttings should be taken from straight, live wood that is at least 2 years old and should be a minimum of 1.0 m in length and 10 mm in diameter. The butt end of the cutting should be cut at a 45 degree angle and the top end should be cut square.
- Cuttings must not be allowed to dry out and should be pre-soaked a minimum of 10 days prior to installation.

Installation

- Installation of Willow cuttings should take place November - February.
- Use an iron stake or bar to make a pilot hole at a 90 degree angle to the soil surface. On vertical banks plant the stakes so that they are pointed slightly upward.
- Place the stakes into the ground so that at least two live buds and/or bud scars are above the ground after planting
- Do not damage the buds, strip the bark, or split the stake during installation.
- Tamp the soil around the cutting once installed.

Costs

The installed cost of Live Stakes is dependent on local labour rates, proximity of harvest area to site, site accessibility, and other site variables. Typical installed costs range between \$10 - \$25/m².

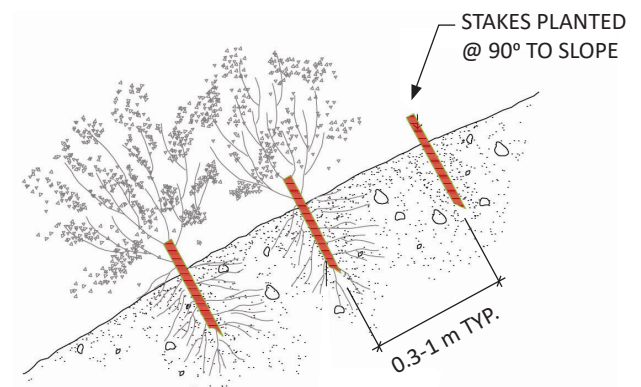


Figure 1. Live Staking Section

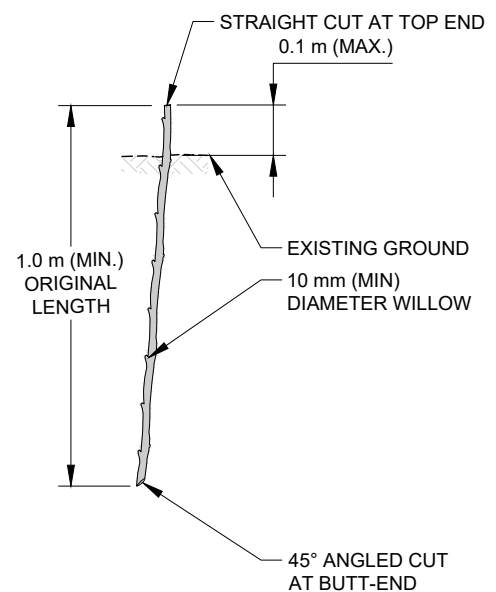


Figure 2. Live Staking Detail

Maintenance

Regular inspections should be conducted during the first two years of establishment. Any damaged or missing plant materials should be replaced as soon as possible. Survival rates tend to be fairly good, but are influenced by seasonal conditions and human impacts.



BANK STABILIZATION STRATEGY 2 (SLOPES < 1:1)

Recommended Bank Stabilization Technique: Wattles (Live Fascines) with Live Stakes

Wattles, or live fascines, are live branch cuttings that are bound together into long bundles and staked into the ground to mitigate erosion. Wattles should be used in conjunction with live stakes to further stabilize slopes.

Application

Wattles can be used to supplement live staking in an effort to increase potential success rates and help stabilize eroded banks. Wattles are not suitable on embankments with slopes steeper than 1:1.

Plant Material for Wattles

Scouler's Willow (*Salix scouleriana*)

Black Cottonwood (*Populus balsamifera*)

Wattle Construction

- Cuttings for wattles should be harvested in the same manner as live stakes. See Strategy 1 for harvesting information.
- Tightly compress bundles and tie with rope or twine.
- Wattles must not be allowed to dry out and should be pre-soaked for a minimum of 10 days prior to installation.

Wattle Installation

- Installation of wattles should take place November-February.
- Perform slope repairs prior to wattle installation.
- Work should progress from the bottom to the top of the slope.
- Install wattles into trenches dug perpendicularly to the slope. The trench depth should be 1/2 the diameter of the wattle.
- Place the wattles immediately after trenching.
- Wattles should be staked firmly in place with one row of construction stakes on the downhill side of the wattles, not more than 1m apart. A second row of stakes should be placed through the wattles near the ties, not more than 1.5 m apart.
- Live stakes should be installed on the downslope side of the bundle between the previously installed construction stakes.
- If more than a single wattle is required to run the length of the slope, overlap the tapered ends of adjacent wattles so the overall wattle thickness is uniform. Two stakes should be used at each bundle overlap.
- Backfill wattle with soil from the slope. The backfill should be worked into the wattle and compacted behind and below the bundle.
- Place moist soil along the side of the live bundle. The top of the bundle should be slightly visible after installation.
- Repeat the preceding steps to the top of the slope.

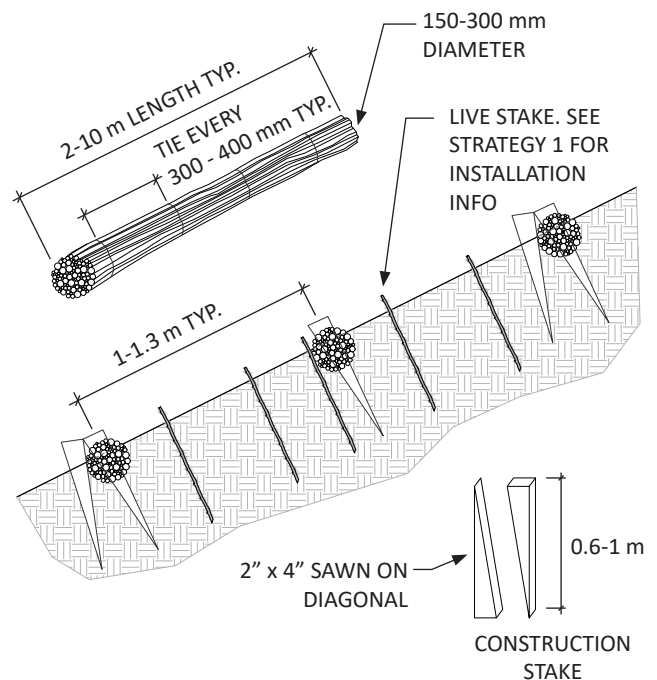


Figure 1. Wattle Detail

Costs

The installed cost of wattles is dependent on local labour rates, proximity of harvest area to site, site accessibility, and other site variables. Typical installed costs range between \$30 - \$80 per linear meter.

Maintenance

Regular inspections should be conducted during the first year. Stakes that loosen over time should be re-installed. Rills and gullies around or under wattles should be repaired as necessary.



BANK STABILIZATION STRATEGY 3 (SLOPES < 2:1)

Recommended Bank Stabilization Technique: Plug/Shrub Planting

Planting vegetation is the simplest and most commonly used strategy to mitigate soil erosion. Once installed, plants establish roots systems that stabilize soil and reduce future erosion.

Application

Plugs/shrubs could be used to supplement strategies 1 and 2 in locations where faster understory recovery, plant diversity, and/or enhanced visual benefits may be desired. Plugs/shrubs are recommended for locations where slopes are 2:1 or less.

Plant Materials for Plugs/Shrubs

- Snowberry (*Symphoricarpos albus*)
- Red-Osier Dogwood (*Cornus sericea*)
- Thimbleberry (*Rubus parviflorus*)
- Red Flowering Current (*Ribes sanguineum*)
- Salal (*Gaultheria shallon*)
- Sword Fern (*Polystichum munitum*)
- Deer Fern (*Blechnum spicant*)

Plug/Shrub Installation

- Plugs/shrubs should not be installed on slopes greater than 2:1.
- Installation of plugs/shrubs should take place November-February.
- Perform slope repairs prior to plug/shrub installation.
- Plants should be located between live stakes (where applicable) and spaced 0.5-1.0m on center.
- Composted wood mulch should be applied to planted areas to help retain moisture.

Maintenance

Regular inspections should be conducted during the first two years of establishment. Any damaged or dead plants should be replaced as soon as possible.

Costs

The installed cost of plugs/shrubs is dependent on local nursery rates, growing medium requirements, site accessibility, and other site variables. Typical installed costs range between \$20 - \$50/m².

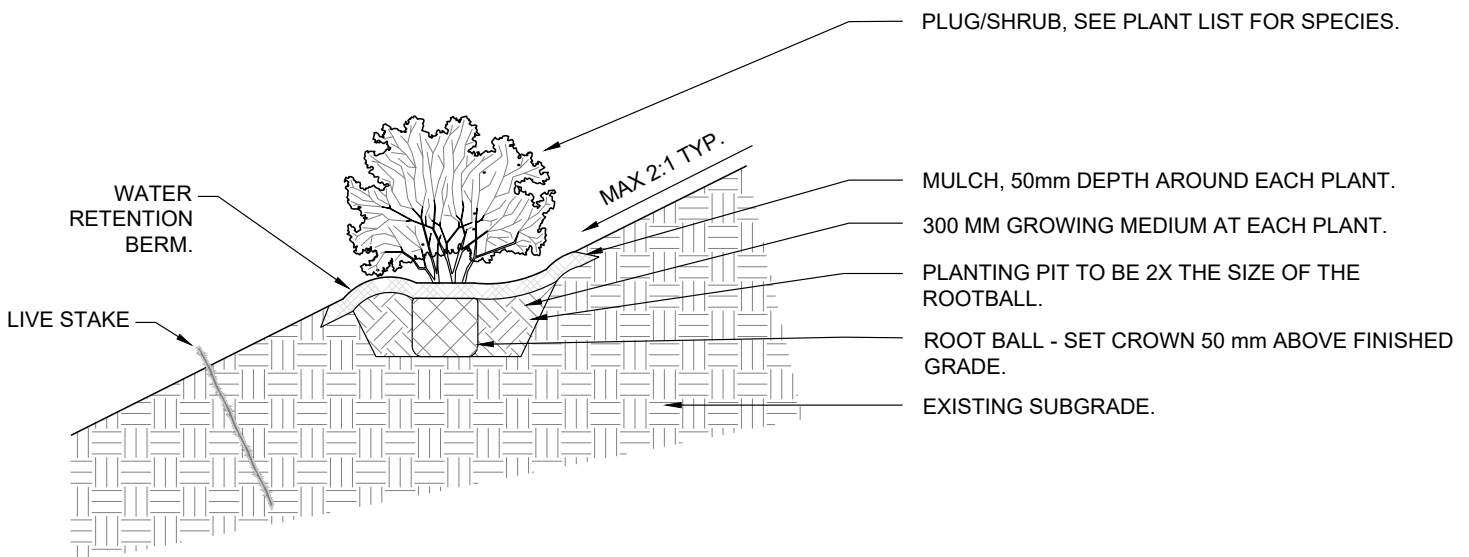


Figure 1. Plug/Shrub Detail



FENCING OPTIONS

Application

In high traffic areas, fencing is recommended to deter access to previous trails or side trails as the natural recovery process occurs. A rustic-style fence such as a cedar split-rail fence is recommended. In areas that experience less foot traffic, downed logs can be used as an inexpensive alternative to constructed fencing, and be strategically placed to keep pedestrians on designated trails.

Costs

Installed costs for fencing is dependent on fence style, materials, and site accessibility. Typically costs for split-rail cedar fences range between \$40-\$60 per linear meter.

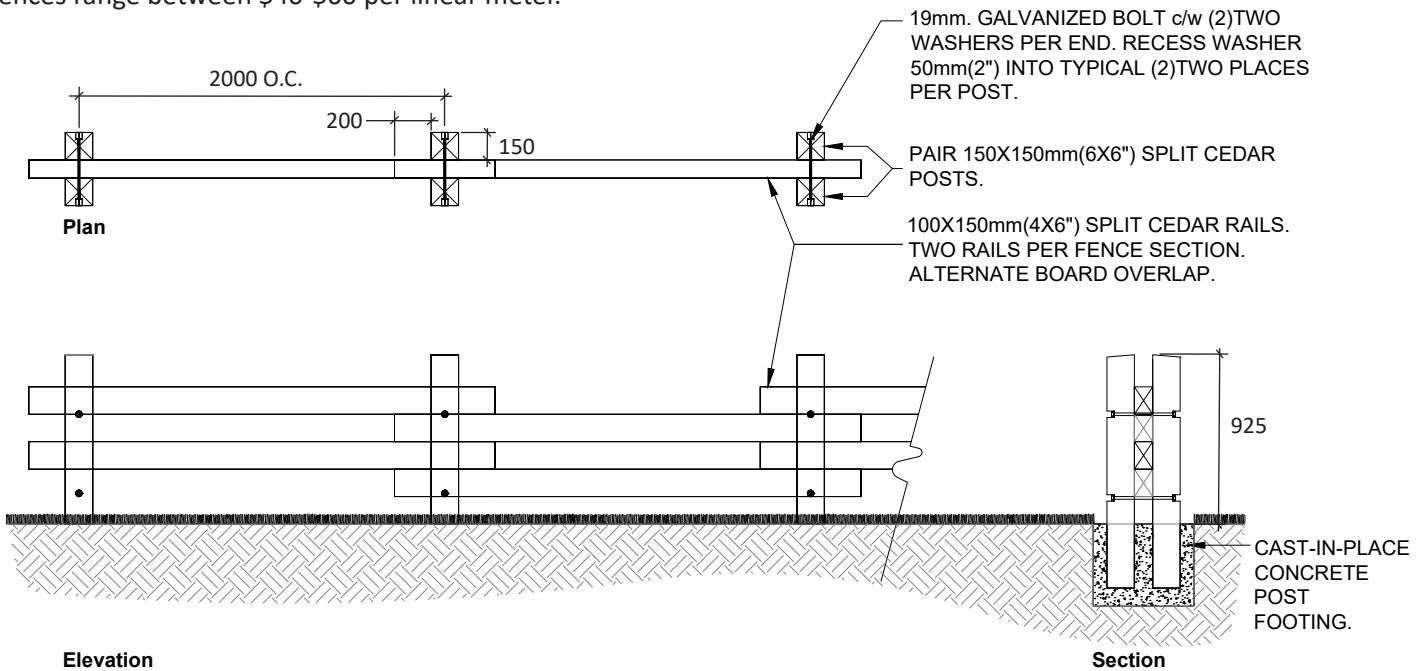


Image Credit: Creatively Happy Studio



SIGNAGE OPTIONS

Application

Where trail closures are undertaken, a signage strategy should be developed to educate park users about the closures and encourage use of the new access points.

Costs

Installed costs for signage depend on style, material, and mounting type, but typically range between \$800-\$1,200 per sign.

