



Regular Meeting of Council AGENDA

May 6, 2024, 7:00 pm
Council Chambers of the Village Office
499 Muchalat Drive

We are on the unceded traditional territory of the Mowachaht/Muchalaht First Nation.

Pages

CALL TO ORDER

INTRODUCTION OF LATE ITEMS

APPROVAL OF AGENDA

Recommended Motion:
THAT the agenda be adopted as presented.

ADOPTION OF MINUTES

Recommended Motion:
THAT the regular meeting minutes from April 15, 2024 be adopted as presented.

5

PUBLIC AND STATUTORY HEARINGS

UNFINISHED BUSINESS

Councillor A. Pringle - Notice of Motion

Recommended Motion:
THAT Council undergo First Nations Cultural Awareness Training to help build and support our commitment to reduce barriers between Indigenous and non-Indigenous communities.

Recommended Motion:
THAT Council commits to education and training related to the United Nations Declaration on the Rights of Indigenous Peoples Act and Declaration on the Rights of Indigenous Peoples Act of B.C.

DELEGATIONS

Urban Systems - Active Transportation Plan

ADMINISTRATION REPORTS

Chamber of Commerce - Jack Christensen Centre Free Use / Discounted	10
Recommended Motion:	
THAT Council approve Gold River Chamber of Commerce to rent a room at the Jack Christensen Centre for the discounted rent and utility rate of \$30.00 per month for 9 months of the year.	
Active Transportation Plan	15
Recommended Motion:	
THAT Council adopt the Active Transportation Plan.	
Waterfront, Temporary Dock Repairs	97
Recommended Motion:	
THAT Council authorize staff to award the Waterfront, Temporary Dock Repair project to Sea Roamer Marine Services Ltd. as proposed for \$40,465.35 and;	
THAT Council authorize staff to approve contingency items that may arise during the project, not exceeding the approved budget of \$65,000.	
Zoning Bylaw Amendments - Small-Scale Multi-Unit Housing (SSMUH)	102
Recommended Motion:	
THAT the following be applied to the drafting of new zoning amendment bylaw required to ensure compliance with the Housing Statutes (Residential Development) Amendment Act, 2023:	
<ul style="list-style-type: none"> • that the recommended definitions for “Accessory Dwelling Unit” and “Secondary Suites” be incorporated; • that secondary suites be added as a permitted use in the R.1 - Single Family Residential Zone (R1), R.2 - Single Family Estate Residential Zone (R2), R.3 - Rural Residential Small Holdings Zone (R3) zones and R.M.2 - Low Density Multi-Family Residential Zone (RM2); • that the front lot line setback be set to 4.6 metres for R1 and RM2 zones and 6 metres for R2 and R3 zones; • that the rear lot line setback for principal buildings be set to 6 metres for R1, R2, R3 and RM2 zones; • that the interior side lot setback be set to 1.2 metres for R1, R2, R3 and RM2 zones; • that the interior side lot setback be set to 4.6 metres for R1, R2, R3 and RM2 zones; • that the maximum height and number of storeys for principal building be set at 11 metres or 3 stories, whichever is less for R1, R2, R3 and RM2 zones; 	

- that the maximum lot coverage be set to 40% for R1, 30% for R2, 25% for R3, 45% for RM2 zones and; and
- that the off-street parking requirements be set at 2 parking spaces per unit for R1, R2, and R3 and RM2 zones.

REPORTS FROM COUNCIL

111

- Councillor H. Fossen
- Councillor N. Pichert
- Councillor A. Pringle
- Councillor P. Wehmeier
- Mayor M. Lott

Recommended Motion:

THAT Council accept the council report(s) for information.

INFORMATION ITEMS

Work in Progress

115

Recommended Motion:

THAT Council receive the Work in Progress for information.

REPORTS OF COMMITTEES

BYLAWS

Water Conservation Bylaw - No. 751, 2024

116

Recommended Motion:

THAT Water Conservation Bylaw - No. 751, 2024 be adopted.

Bylaw Notice and Dispute Adjudication System Bylaw No. 737.2, 2024

123

Recommended Motion:

THAT Council adopt Bylaw Notice and Dispute Adjudication System Bylaw No. 737,2, 2024.

Financial Plan Bylaw No. 752, 2024

124

Recommended Motion:

THAT Financial Plan Bylaw No. 752, 2024 be adopted.

Tax Rates Bylaw No. 753, 2024

131

Recommended Motion:

THAT Tax Rates Bylaw No. 753, 2024 be adopted.

Utility Rate Bylaws

133

Recommended Motion:

THAT Council adopts Bylaw No. 612.14, 2024 Trade Waste and Garbage Amendment Bylaw; and

THAT Council adopts Bylaw No. 613.12, 2024 Water Rates and Regulations Amendment Bylaw; and

THAT Council adopts Bylaw No. 614.14, 2024 Sewer Rates Amendment Bylaw.

CORRESPONDENCE

Block Correspondence

140

- A. Thomsen
- District of North Vancouver - Support for Resolution re Black Bear Cub Conflict Response
- A. Pawliuk - Suggestions for managing outcomes of wildfires

Recommended Motion:

THAT Council receive the block correspondence for information.

NEW BUSINESS

QUESTION PERIOD

NOTICE OF MOTION

MOTION TO ADJOURN IN CAMERA

RISE AND REPORT

ADJOURNMENT

Recommended Motion:

THAT the meeting be adjourned.

Time: X:XX pm.

Minutes of the Regular Meeting of the Council of the Village of Gold River

April 15, 2024, 7:00 pm
Council Chambers of the Village Office
499 Muchalat Drive

PRESENT: Mayor Michael Lott
Councillor Henry Fossen
Councillor Nikki Pichert
Councillor Alison Pringle
Councillor Peter Wehmeier

STAFF: Michael Roy, CAO

1. CALL TO ORDER

The meeting was called to order at 7:05 pm.

2. INTRODUCTION OF LATE ITEMS

MOVED/SECONDED THAT the Chamber of Commerce be added to the agenda as a delegation.

CARRIED

3. APPROVAL OF AGENDA

MOVED/SECONDED THAT the agenda be adopted as amended.

CARRIED

4. ADOPTION OF MINUTES

MOVED/SECONDED THAT the regular meeting minutes from April 2, 2024 be adopted as presented.

CARRIED

MOVED/SECONDED THAT the minutes of the Committee of the Whole minutes for April 8, 2024 and April 9, 2024 be adopted as amended.

CARRIED

5. PUBLIC AND STATUTORY HEARINGS

6. UNFINISHED BUSINESS

7. DELEGATIONS

7.a Chan Nowosad Boates - Auditor's Report

7.b RCMP - Sergeant G. Young

8. ADMINISTRATION REPORTS

8.a 2023 Financial Statements

MOVED/SECONDED THAT Council approve and accept the 2023 Financial Statements as presented.

CARRIED

9. REPORTS FROM COUNCIL

10. INFORMATION ITEMS

10.a Work in Progress

MOVED/SECONDED THAT Council receive the Work in Progress for information.

CARRIED

10.b Grant-in-aid Slow Pitch

MOVED/SECONDED THAT the grant-in-aid request of \$1,750 for the Gold River Slo-pitch Tournament.

CARRIED

11. REPORTS OF COMMITTEES

12. BYLAWS

12.a Water Conservation Bylaw - No. 751, 2024

MOVED/SECONDED THAT Water Conservation Bylaw - No. 751, 2024 receive third reading.

CARRIED

12.b Financial Plan Bylaw No. 752, 2024

MOVED/SECONDED THAT Council give first three readings to Financial Plan Bylaw No. 752, 2024.

Opposed (3): Councillor Henry Fossen, Councillor Nikki Pichert, and Councillor Alison Pringle

DEFEATED

MOVED/SECONDED THAT Council give first three readings to Financial Plan Bylaw No. 752, 2024 as amended to have a tax revenue increase of 8.9% in the residential, business, and light industrial assessment classes, which will reduce the tax revenue by \$125,000 and increasing the deficit by \$125,000, with the deficit being covered by accumulated surplus.

Opposed (2): Mayor Michael Lott, and Councillor Peter Wehmeier

CARRIED

12.c Tax Rates Bylaw No. 753, 2024

MOVED/SECONDED THAT Council give first three readings to Tax Rates Bylaw No. 753, 2024 as amended to reflect the change in the financial plan, based on the alternate rates provided.

Opposed (1): Councillor Peter Wehmeier

CARRIED

12.d Utility Rate Bylaws

MOVED/SECONDED THAT Council give first, second, and third reading to Bylaw No. 613.12, 2024 Water Rates and Regulations Amendment Bylaw; and,

THAT Council give first, second, and third reading to Bylaw No. 614.14, 2024 Sewer Rates Amendment Bylaw; and,

THAT Council give first, second, and third reading to Bylaw No. 612.14, 2024 Trade Waste and Garbage Amendment Bylaw.

CARRIED

13. CORRESPONDENCE

13.a Block Correspondence

MOVED/SECONDED THAT Council receive the block correspondence for information.

CARRIED

14. NEW BUSINESS

15. QUESTION PERIOD

16. NOTICE OF MOTION

16.a Councillor A. Pringle

MOVED/SECONDED THAT the Village of Gold River Council will read aloud one of the 94 Calls to Action, after the Land Acknowledgement, and make it a standing part of the Council's agenda at every council meeting.

And, annually, report on the Village of Gold River Council's actions to ensure our alley-ship and commitment to the Calls of Action.

CARRIED

MOVED/SECONDED THAT remaining items in the Notice of Motion be tabled to the next Council meeting.

CARRIED

17. MOTION TO ADJOURN IN CAMERA

18. RISE AND REPORT

19. ADJOURNMENT

MOVED/SECONDED THAT the meeting be adjourned.

Time: 9:48 pm.

CARRIED

M. Lott, Mayor

M. Roy, Corporate Officer

Village of Gold River REPORT TO COUNCIL

Regular Council Meeting
May 6, 2024

Author: Michael Roy, Chief Administrative Officer

Subject: Chamber of Commerce - Jack Christensen Centre Free Use / Discounted Rates

RECOMMENDATION(S):

THAT Council approve Gold River Chamber of Commerce to rent a room at the Jack Christensen Centre for the discounted rent and utility rate of \$30.00 per month for 9 months of the year.

ALTERNATIVE(S):

THAT Council receive this report for information.

PURPOSE

To bring forward the Gold River Chamber of Commerce documentation for continued rental space at a reduced rate.

ATTACHMENT(S):

- Gold River Chamber of Commerce Correspondence and Financials

DISCUSSION

In accordance with the Jack Christensen Centre Rentals Policy, community service and non-profit groups requesting rental space at a discounted rate must meet the following guidelines:

- Provide Council with their complete financial information (including an income statement and a balance sheet);
- Provide Council with a report on their community activities for the year; And,
- Reapply to Council for continued discount rate by January 31st of each year.

The Village has now received financials for the Chamber of Commerce.

The fees collected for non-profit organizations were last increased in 2021 from \$25/month to \$30/month for nine months of the year totaling \$270 per year.

FINANCIAL IMPLICATIONS

\$270 per room plus GST.

POLICY IMPLICATIONS

None.

LEGAL IMPLICATIONS

None.

STRATGIC PLAN ALIGNMENT

None.

Respectfully submitted,

Michael Roy
Chief Administrative Officer
Village of Gold River

April 5, 2024

Village of Gold River

Box 610

Gold River, B.C.

V0P 1G0

Dear Mike Roy,

RECEIVED

APR 05 2024

VILLAGE OF GOLD RIVER

Re. Jack Christiansen Center – Grant-in-Aid

Our apologies for the late application as it was late this year for the Chamber Executive Committee to be formed. We now have all our positions in place and wish to apply for the Grant-in-Aid for our room at the Jack Christiansen Center.

Our new executive is:

President / Interim Treasurer – Anita Lawrence

Secretary – Conne Chan

Directors – Azar Kamran, Chris White, Jeremy Davis, Peggy Sheehan, Veanna Johnston, Kristina Long.

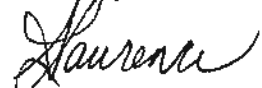
Invoices are just going out for 2024 membership.

This past year the Gold River and District Chamber of Commerce supported Gold River Days, Co-organised Business Information Sessions, supplemented business advertising, maintained our website and Facebook page, supported skills bridging for internationally trained professionals, and continued to meet regularly with our executive and general membership. Our membership for 2023 included 38 businesses that are located here, and outside of the community. Some of our membership businesses work within the Gold River region but are based elsewhere.

It is our goal this year to revamp our website: as well as make some changes to the Facebook member page with a new director in charge of overseeing these projects. We have a new secretary who is creating new invoicing, posters and keeping all our minutes and records well maintained. We will continue to offer financial support for Gold River Days along with other leaders in the community as well as partner in the reprinting of the new Gold River/Tahsis map and guide. It is our goal to learn more from our relationship with the BC Chamber as to the support we can give to our community, and we will meet shortly to lay out a 5-year plan.

Attached are the financial reports needed to support our application. If you have any questions, please contact me at 250-204-0849 or at

Sincerely,



Anita Lawrence, President Gold River, and District Chamber of Commerce

Income Statement for the Gold River Chamber of Commerce AGM Feb. 2024
Generated on Feb 12 2024

For Chequing Account #0930-0523264

Opening Balance January, 2023 **\$ 10,409.86**

REVENUE

Group Insurance commission	\$ 193.47
Craft Fair Table Rental	\$ 240.00
Job Fair Table Rental	\$ -
Memberships	\$ 2,830.00
Sign Rental	\$ 240.00
 2023 Revenue	 <u>\$ 3,503.47</u>
Total Revenue for 2023	<u>\$ 17,416.80</u>

Catering	\$ 25.20
Gold River Days prizes	\$ -
Uchuck trip - Campbell River Chamber FAM Tour	\$ -
April Holmes Scholarships	\$ 350.00
Website Hosting/Maintenance	\$ 230.00
BC Chamber Membership	comp
Insurance (Executive)	\$ 1,537.00
Insurance (Craft Fair)	\$ 228.00
Signage (Christmas Candy Cane Lane)	\$ 56.00
Donation (Legion Wreath)	\$ 55.01
Advertising (Strathcona Collective)	\$ 525.00
Spring Social	\$ 406.50
Hall Rentals	\$ 438.70
JCC Room Rental	\$ 283.50
Business Gifts	
Chamber Calendar Window	\$ 35.96
Refund (summer market)	\$ 50.00
Zoom	\$ 224.00
Receipts (office supplies/postage)	
 Total Expenses	 <u>\$ 4,419.67</u>
 Balance at December 31, 2023	 \$ 12,997.13

Gold River Chamber of Commerce BALANCE SHEET 2023

		FY 2023
ASSET TYPE	Column1	CURRENT YEAR
Current assets Chequing Account		\$9,999.85
Fixed assets		
Other assets Savings Account		\$773.10
TOTAL ASSETS		\$10,772.95
TOTAL LIABILITIES (Accounts Payable)		2149 -
BALANCE		\$8,624.91

Village of Gold River REPORT TO COUNCIL

Regular Council Meeting
May 6, 2024

Author: Joe Doxey – Director of Operations

Subject: Active Transportation Plan

RECOMMENDATION(S):

THAT Council adopt the Active Transportation Plan.

ALTERNATIVE(S):

THAT Council receive the Active Transportation Plan for information.

PURPOSE

To present the Active Transportation Plan for adoption and to support grant applicants and guidance on future active transportation projects.

ATTACHMENT(S):

Village of Gold River, Active Transportation Plan

DISCUSSION

Active Transportation pertains to alternative modes of transportation that connect you to your destination and are generally considered to be human-powered. It can include provisions for devices that are aided by power such as electric bicycles, mobility scooters, and electric kick scooters. The roadway right-of-way is historically designed for car / truck transportation with pedestrian activities being an after-thought or amenity. An active transportation plan is a departure from that convention in that it considers a variety of transportation modes, uses, and spaces within the roadway right-of-way and lays out implementation plans and guidelines to facilitate these modes most safely.

October 3, 2022, Council motioned to support the submission of an Active Transportation, Network Planning Grant. The grant application was successful, and provided ~50% (\$20,000) of the estimated \$40,000 project cost. In accordance with the purchasing policy staff requested proposals from more than two qualified firms, and on January 16, 2023, Council awarded the project to create the Village's first Active Transportation Plan to Urban Systems for \$39,500.

Development of the Active Transportation Plan included substantial efforts in documenting background conditions, related / existing transportation assets, categorizing and mapping them. Contributors such as Strathcona Regional District, Ministry of Transportation and Infrastructure, Vancouver Island Health Authority, School District 84, Mowachaht / Muchalaht First Nation, and RCMP were invited to share input. Finally, the general public were engaged through “pop-up” conversations in the Village Square and online survey to help develop and refine a list of priority projects that support active transportation in Gold River.

Adoption of the plan helps the Village identify and coordinate the implementation while considering ongoing operations, maintenance, and capital renewal projects. Adoption also helps the Village identify and support grant applications for active transportation infrastructure.

FINANCIAL IMPLICATIONS

There are no direct financial implications derived by adoption of the report. The report recommends approximately \$2.6 million dollars of priority projects; however, inclusion within the Active Transportation Master Plan helps to support future grant application and make advantage of economies of scale when the Village is undertaking related works.

POLICY IMPLICATIONS

A traffic calming policy maybe developed as a result of implementation.

LEGAL IMPLICATIONS

There are no direct legal implications anticipated as a result of adoption of this report.

STRATEGIC PLAN ALIGNMENT

Inter-Governmental Relations: This project supported inter-governmental relations through its inclusion of the Mowachaht / Muchalaht First Nation through outreach to share input on the Active Transportation Plan, and also supports advocacy with senior levels of government by providing a clear path for active transportation affecting our community.

Financial Sustainability: The report helps to support financial sustainability in that it highlights areas of improvement with high level estimates to aid in the implementation through long range financial planning.

Community Livability: The Active Transportation Plan supports community livability by supporting safe streets for all users.

Economic Growth: There is no direct benefit to economic growth as a result of this report.

Community Pride: This report helps to support a diverse and vibrant community by including and encouraging more active modes of transportation.

Supported by CAO: _____

Respectfully submitted,

Joe Doxey AScT, ENV SP
Director of Operations
Village of Gold River

GOLD RIVER ACTIVE TRANSPORTATION PLAN

VILLAGE OF GOLD RIVER
APRIL 2024





PREPARED FOR:

Village of Gold River
499 Muchalat Drive
Gold River, BC V0P 1G0



PREPARED BY:

Urban Systems Ltd
312, 645 Fort Street
Victoria BC V8W 1G2



Contact:

Beth Hurford, Transportation Planner
ehurford@urbansystems.ca

Owen Sieffert, Community Planner
osieffert@urbansystems.ca

File: 1588.0005.01

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APPENDICES

APPENDIX A - WHAT WE HEARD: ATP ENGAGEMENT SUMMARIES

1.0 OVERVIEW

Located on the traditional land of the Mowachaht/Muchalaht First Nations, the Village of Gold is a small community on northern Vancouver Island, surrounded by mountains and bordering the Muchalat Inlet. Gold River is a commercial and service centre for surrounding communities, including Tsa'Xana, the primary reserve lands of Mowachaht/Muchalaht.

The Village of Gold River's first ever Active Transportation Plan (ATP) will help guide investments in walking (which includes travelling with the support of a mobility device), cycling, and other forms of active transportation to support a more balanced transportation system—one that is more accessible, cost-effective, safer, and efficient in terms of infrastructure investments.

Promoting walking and cycling as attractive and convenient transportation choices can increase physical activity levels, improve public health, reduce infrastructure demands, help reduce automobile dependence, and create a more livable and vibrant community.

The Village's ATP was funded through the *B.C. Active Transportation Planning Grant* program. Its adoption will improve eligibility for multiple granting opportunities to support the plan's implementation.



WHAT IS ACTIVE TRANSPORTATION?

Active transportation includes any form of human-powered transportation. Walking, which includes travelling with the support of a mobility device, and cycling are the most popular and well-known forms of active transportation, however the definition extends much more broadly to include skateboarding and in-line skating, as examples.

WHAT IS THE ATP?

The ATP describes the Village's vision and priorities for active transportation facilities. This includes identifying the envisioned long-term active transportation network, the type and design of active transportation facilities, and priorities for implementation.

WHO IS THE ATP FOR?

The ATP is intended to be used primarily to guide staff and elected officials in their decision making and capital planning. The plan has been developed with input from community members and contributors – all of whom may reference the plan for their own purposes. The plan ensures priorities are well understood and the future network is well mapped providing a shared future for investment.

HOW WILL THE ATP BE USED?

The ATP will be used to inform priorities and guide investment in active transportation facilities. It will be used to inform capital planning and public investment in infrastructure and, communicate the Village's priorities for walking and cycling infrastructure to Provincial and Federal funding agencies to help strengthen future grant applications.



WHY ACTIVE TRANSPORTATION?

Investments in active transportation generally help to create a more balanced transportation system, one that is more accessible to a broad range of community members and represents a more effective investment in public infrastructure.

The following are some of the benefits associated with active transportation:

HEALTH

Human-powered travel contributes to increased activity levels, thereby reducing the health risks associated with a lack of physical activity such as heart disease and conditions resulting from high blood pressure and obesity. Secondary health benefits are achieved through reduced automobile emissions and lower stress levels.

QUALITY OF LIFE

Engaging in active transportation provides improved access to local employers, schools, shops and services, the Village's many parks and recreation opportunities, as well as increasing opportunities for face-to-face interaction thereby improving social connectedness and combating social isolation.

EQUITY

Investment in active transportation infrastructure and services supports the creation of a more equitable transportation system that can be used by a broader range of community members, including children, older adults, and individuals with physical, sensory, or cognitive challenges that prevent may them from driving, as well as other equity-seeking groups. Access to public transportation and active transportation infrastructure is often recognized as a "game changer" for poverty reduction.

SAFETY

Increased use of active travel modes leads to fewer vehicles on the road and decreases road safety concerns. Consistent with the objectives of the OCP, providing safe and comfortable active transportation facilities is important in providing safe travel conditions and encouraging more walking and cycling.

ENVIRONMENT

Active travel modes contribute significantly less greenhouse gas (GHG) emissions and air pollution compared to motor vehicle use further supporting the Village's climate change objectives. Trails and walking paths also allow for the preservation of green space and reduced overall spatial requirements associated with roads and parking facilities.

LOCAL ECONOMY

The local economy stands to benefit from an increase in pedestrian activity, particularly businesses in the Village Core. Further, improved trails and cycling infrastructure present new opportunities for bicycle touring and recreational hiking that support local business and increase exposure for some of Gold River's small-scale businesses and surrounding tourism destinations.

FINANCIAL

Walking and cycling facilities are generally less expensive than larger road infrastructure investments, representing a more effective use of public funds. Responsible investment in infrastructure is a key goal



1.1 ATP PROCESS

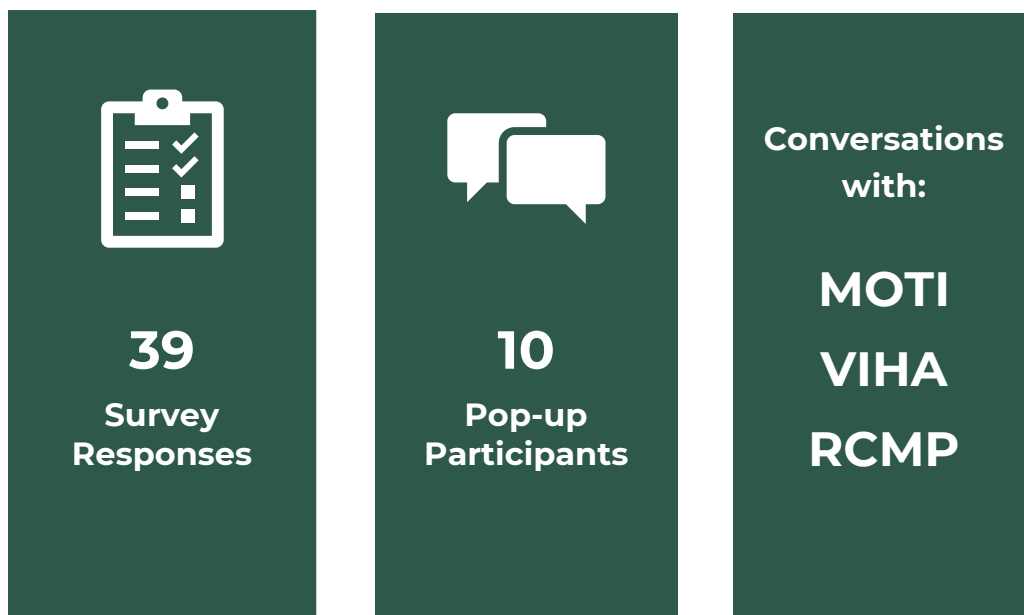
A high-level overview of the ATP process is provided below. The process includes technical activities and community engagement and has followed an iterative and collaborative process involving ideas generation, plan development, and feedback from Gold River residents, local stakeholders and potential partners, Village staff and Council, and the consulting team.



1.2 PARTICIPATION

Gold River residents participated in the following engagement activities held as part of the ATP process.

Participation in community engagement activities is summarized below.



1.3 “WHAT WE HEARD”

An essential component of successful community planning initiatives is ensuring that resident and community input is integrated into the project. The community was engaged to understand the diverse perspectives of Gold River residents.

KEY ENGAGEMENT THEMES

Through engagement with Gold River residents and regional partners, some of the key emerging themes on active transportation in the Village included:

- Walking is a very popular mode for all trips and the Village has a well-developed pedestrian network of sidewalks, trails, and crossing to support this.
- Residents would like to see improvements to lighting along active transportation routes to support safe travel at all times of day and throughout the year.
- Wildlife safety is a key concern in the community due to the large cougar and black bear populations around the Village.
- The lack of transportation options, such as transit, to Campbell River is a significant gap for community members. Without reliable transportation along Highway 28, residents must be able to drive to destinations outside of Gold River

SURVEY RESPONSES

Between October 18 to November 16, 2023, an online survey was publicly available for Gold River residents to provide input on the Village's Active Transportation Plan project. In total, there were 39 responses during the engagement period. The online survey aimed to understand how community members travel through Gold River, and identify barriers, opportunities, and priorities for active transportation in the community. The following section provides a summary of the online survey results.

A detailed summary of results from the online survey can be found in **Appendix A**.

WHO RESPONDED?

The “Tell Us About Yourself” section provided an opportunity to understand the demographics of survey respondents, including their relationship with Gold River, their age, and any mobility limitations they may face.

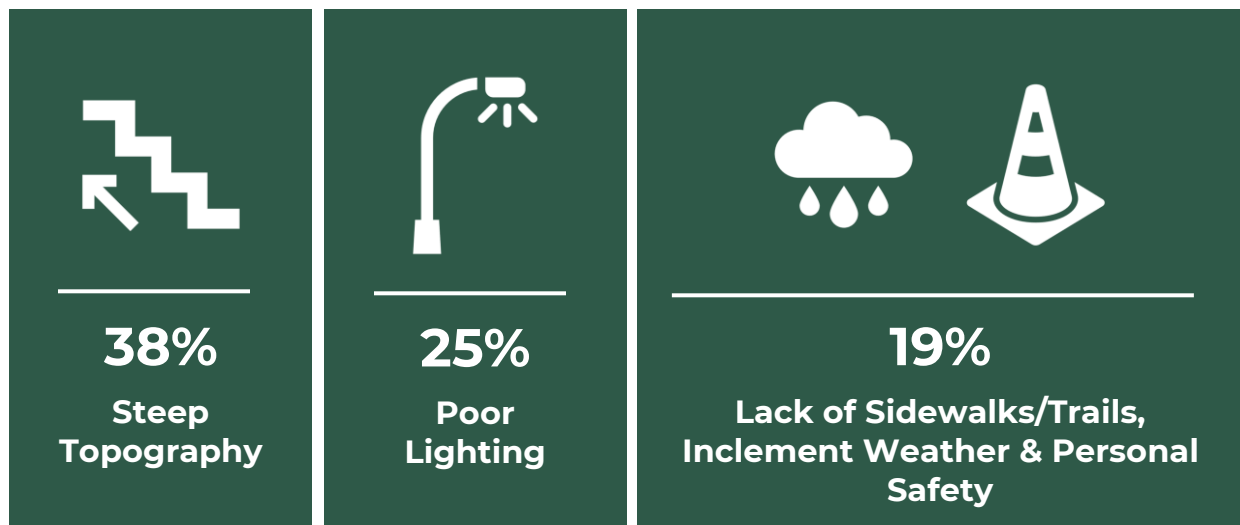
Most survey respondents (97%) were residents of Gold River, with one remaining respondent (3%) indicating they live outside of Gold River. Of these respondents, 11% indicated that they own a business or work within the community.

The largest number of respondents (27%) were between the ages of 65 and 74, followed closely by the 55-64 age range (24%) and 35-44 (19%). The median age range of survey respondents was 55-64 years, which is similar to the community’s median age of 56.4 years (Census, 2021). A higher proportion of respondents identified as female (73%) when compared to the overall population (47%).

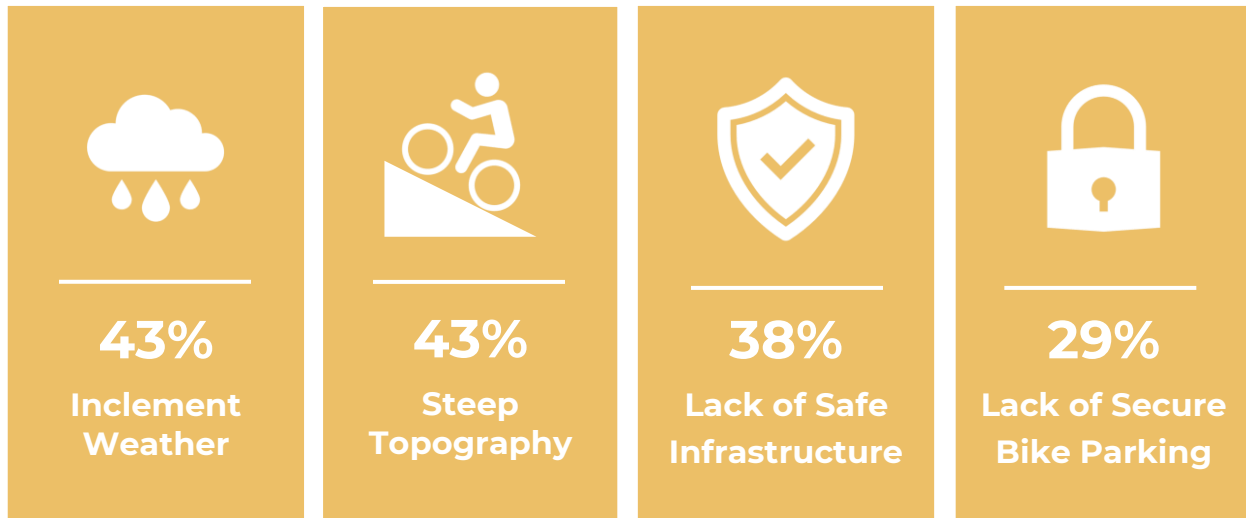
IDENTIFIED CHALLENGES AND OPPORTUNITIES

Understanding opportunities to address current barriers, perceived or real, to active transportation improves the ability for a plan to prioritize the most impactful recommendations.

To understand the opportunities, the ATP online survey asked participants, “What are the barriers for walking more often than you currently do in Gold River?” (select up to three), the top five responses were:



The same question was posed for cycling challenges. The top four responses included:



Priorities for active transportation as a whole were also identified, many of which addressed the participant-identified challenges. The following top priorities were identified by survey respondents:



2.0 SHAPING INFLUENCES

2.1 HISTORICAL CONTEXT

The Village of Gold River is located on the west coast of Vancouver Island within the traditional territory of the Mowachaht/Muchalaht First Nation on Highway 28 approximately 90 kilometers southwest of Campbell River. The Village lies on a valley floor that extends to the head of Muchalat Inlet in Nootka Sound. Natural resources have traditionally formed the basis of employment for this area of the west coast. The Village Core is situated at the confluence of the Gold and Heber Rivers and is surrounded by steep slopes and uneven terrain.

In 1965 the community of Gold River became an instant town, built to provide housing for the employees of the then new pulp mill. During this time much of the community's existing infrastructure was built through industry investment resulting in higher quality active transportation facilities than many peer communities. However, when the Bowater Pulp and Paper Mill closed in 1999, the Village faced an uncertain future, a loss of population, and an erosion of tax base. This trend continues to be the new reality of the Village of Gold River as it continues to reinvent itself.

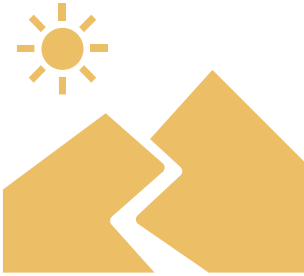
Gold River is blessed with forest lands, mineral resources, marine and aquatic resources, and industrial infrastructure and is uniquely positioned to take advantage of tourism opportunities due to its adjacent location to Strathcona Park and historic Nootka Sound.

Gold River is a planned community and is characterised by a compact layout and a variety of housing types. While located in a natural setting, the Village itself is not rural by nature with higher density land uses and community wide servicing. These characteristics provide uniqueness and significant recreational opportunities. However, various transportation facilities must therefor fit within this small geographic area such as provincial highway traffic, industrial traffic, commercial traffic, residential traffic and pedestrian and cycle uses.



2.2 OUR COMMUNITY

A fulsome understanding of the characteristics of our community is needed to determine how best to plan for active transportation. The following are some of the key community demographics from the 2021 Census.



10.92 KM²

LAND AREA

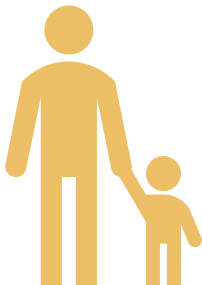
The Village is a total area of 10.29 square kilometres (1,029 hectares). The unique configuration of the Village lands, split between the core and the port, along with the narrow municipally owned corridor in between. Residential lands are concentrated in the Village core, creating a relatively high population density compared to other small or mid-sized communities in B.C.



1,246 PEOPLE

POPULATION

Gold River has a relatively small population, smaller in population than other Vancouver Island communities like Ucluelet and Port McNeil. Having a small and dense population centre, like the Village core, allows greater opportunity to shape active transportation facilities and programs to meet the specific needs of both existing and future populations.



56.4 YEARS

MEDIAN AGE

With a median age of 56.4 years, the Village is considerably older on average than the Provincial average (43). A particularly large portion of the community is between the ages of 50 and 70, as shown on the following page. Active transportation infrastructure should reflect this and ensure facilities are well maintained and prioritize accessibility improvements.



2.3 OUR ACTIVE TRANSPORTATION NETWORK

Active transportation connections are vital to facilitating walking and cycling with the community, limiting trip distance, and providing an alternative to travel along roadways.

Compared to many peer communities, the Village has a well-developed active transportation network. Pedestrian amenities are particularly prevalent throughout the community. The existing sidewalk network includes approximately 6.4 km of sidewalks, with approximately 42% of all streets having a sidewalk on at least one side. Sidewalk conditions vary significantly, most sidewalks were built as the Village was developed and have not been replaced or retrofitted.

Trails are a unique component of Gold River's active transportation network. The Village's trail system includes a variety of recreational trails, like the Peppercorn and Heber River Trails in town, and a large network around Scout Lake and Fire Ridge. There are also a number of pedestrian cut-throughs that allow people to connect between blocks and to major destinations. Many of these connections feature staircases or ramps on steeper slopes, while there is also a pedestrian bridge across Heber River connecting Ucona Park to Gold River Secondary School. The trail system within the Village boundary is approximately 9 km. The sidewalk and trail networks are supported by approximately 31 crosswalk locations.

Dedicated on- and off-street cycling facilities are not currently found within the community. An expanded cycling network connecting community destinations is an important consideration of the ATP.

A summary of existing active transportation facilities and key community destinations for active transportation trips is included in **Map 1**.

6.4
km

Sidewalk length within
the Village boundary

42%

Streets with sidewalk on at
least one side

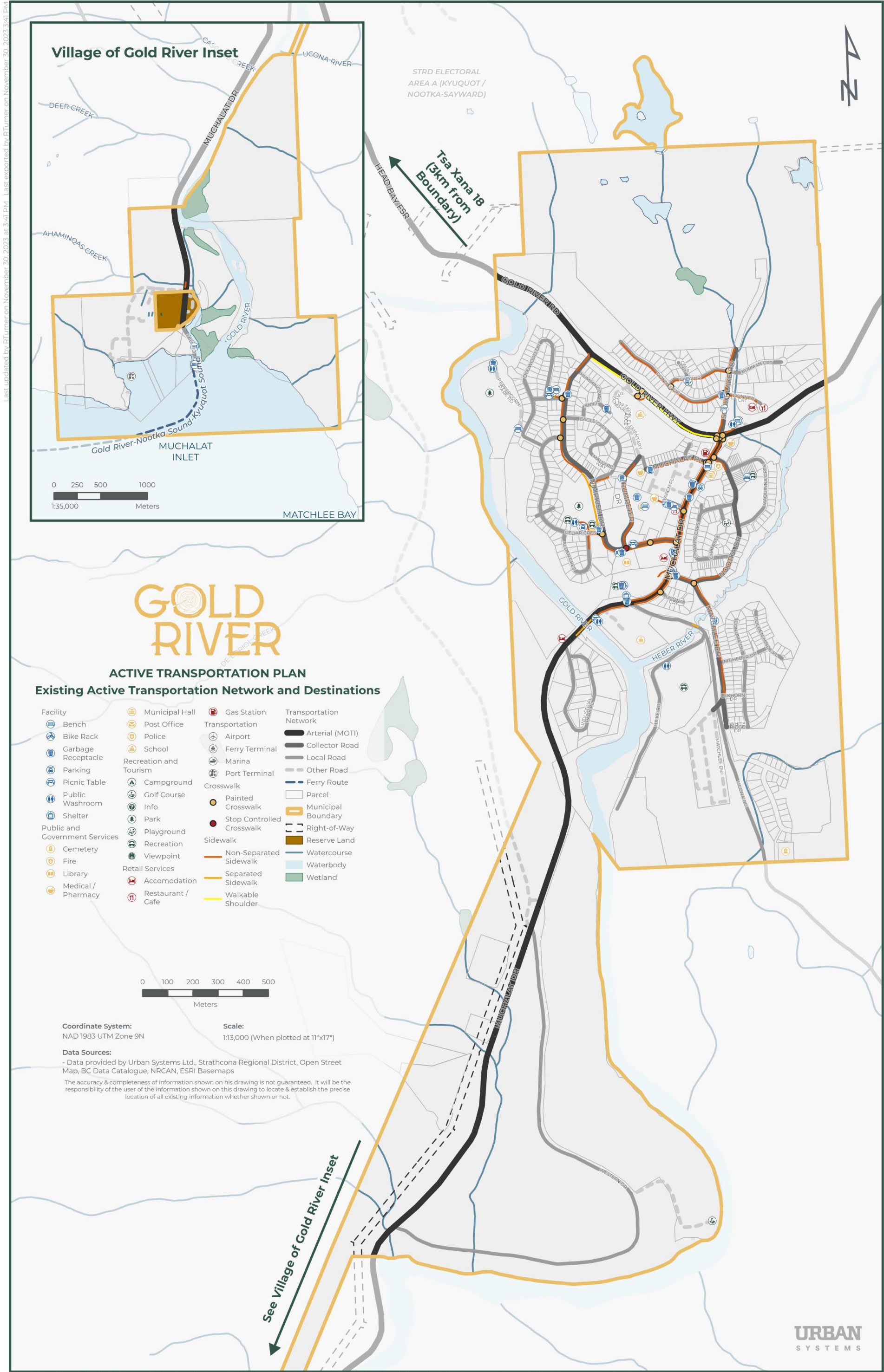
8.9
km

Trail length within the
Village boundary

31

Crosswalk locations

Map 1 – Existing Active Transportation Network and Community Destinations



2.4 GETTING AROUND

MODE SHARE

Single-occupant vehicle travel is the primary mode among Gold River residents, representing 77% of all commute trips, 7% of which are passenger trips in a vehicle according to 2021 Census data. This represents only commute trips, and the non-vehicular mode share may be higher for other trip purposes but highlights the challenge and need to create conditions that encourage a greater number of trips by active modes particularly in a relatively small, compact community.

The Village currently does not have mode share targets established in the Official Community Plan (OCP) or other policy documents. CleanBC, the Province's Climate Preparedness and Adaptation Strategy, has established an overall target of 30% of all trips being completed by sustainable transportation (active transportation and transit) by 2030. Currently, the 16% of commuting trips by Village residents are completed by active transportation as shown in **Figure 1**. It is not known why transit use shows in the Census data as it is recognized that no transit service is currently provided in Gold River. Over time, sustainable mode share has decreased from a peak of 22% in 2006, while commuting by single-occupant vehicle has grown over the same period. These trends are shown in **Figure 2**.

Figure 1 - Village of Gold River Commuting Mode Share (2021)

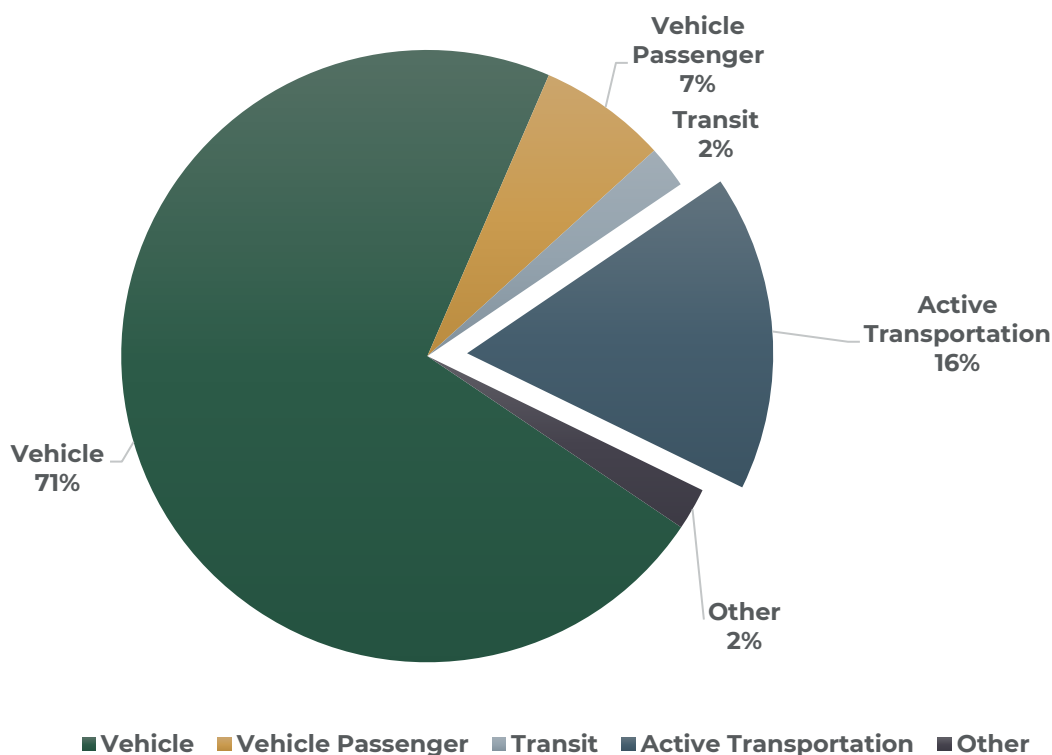
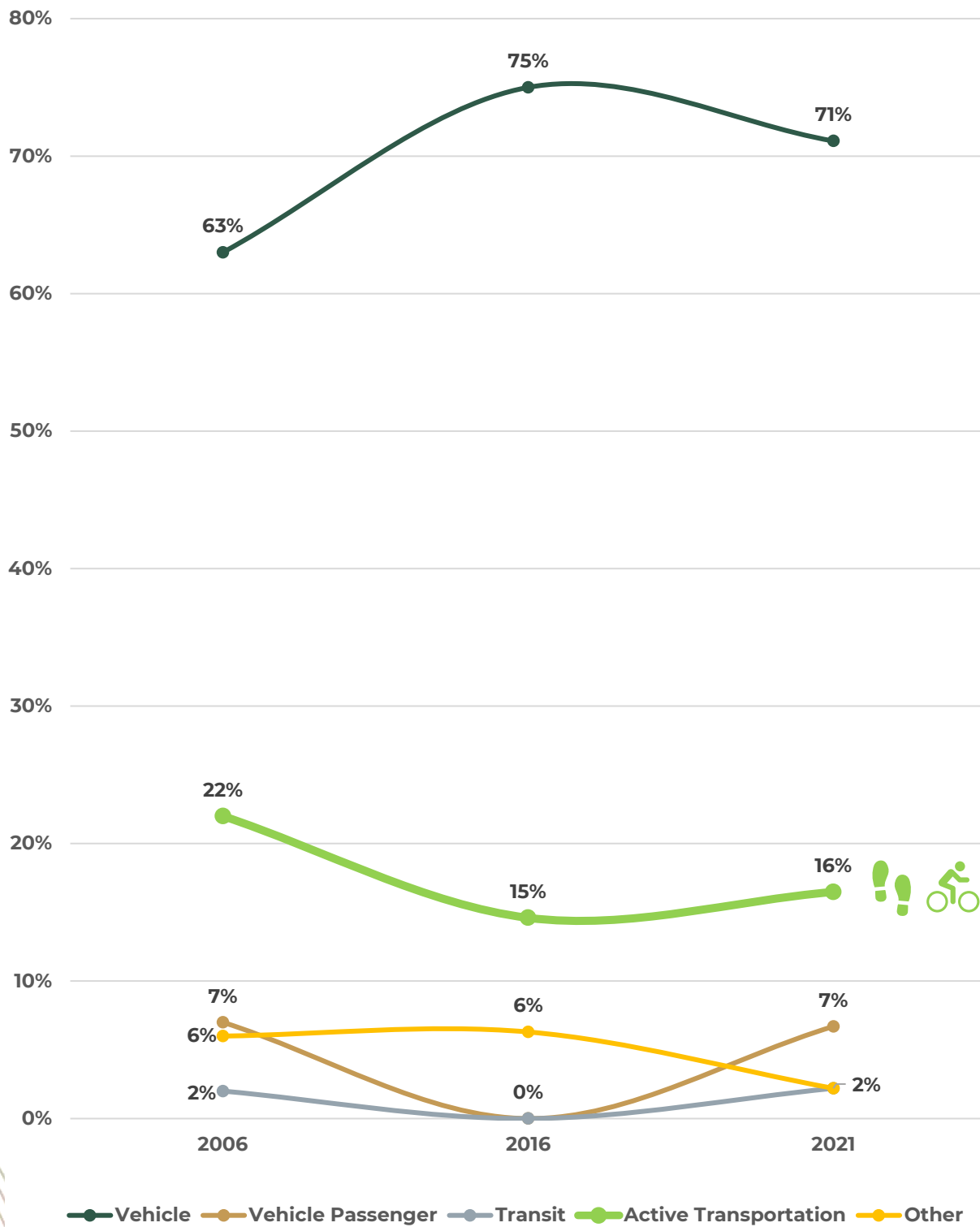


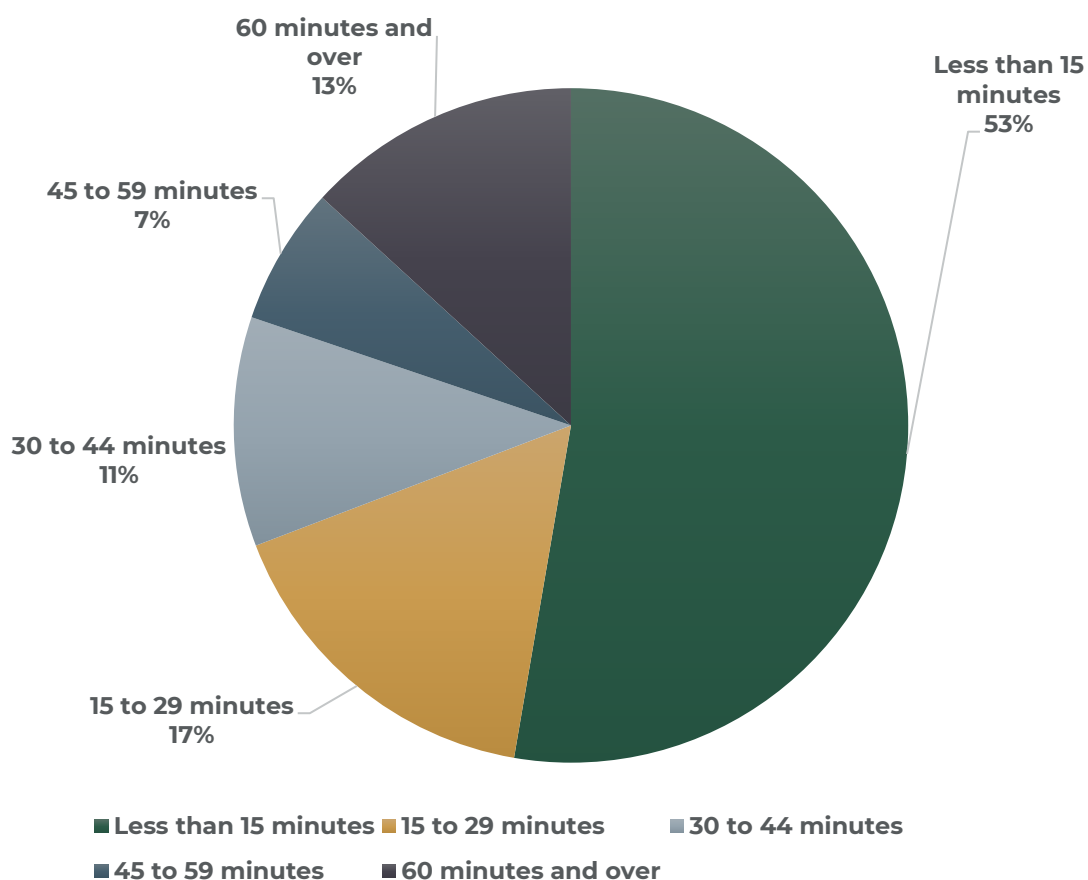
Figure 2 - Village of Gold River Change in Commuting Mode Share (2006-2021)



COMMUTE DURATION

Over 50% of average daily commutes in the Village require travelling fewer than 15 minutes., shown below in **Figure 3**. The short average length of commute indicates a high potential for some trips to be converted to walking, cycling, or rolling, particularly with the emerging popularity of e-bikes. Longer trips are likely to major employers outside of the Village core, including around at Muchalat Inlet which does not have any active transportation facilities connecting it to the core community, or further employment centres such as Campbell River or natural resource jobs and would be more difficult, or impossible, to fulfill through active means.

Figure 3 - Village of Gold River Commute Duration (2021)



Key Statistics

(2021 CENSUS)



16.5%

COMMUTE TRIPS BY WALKING



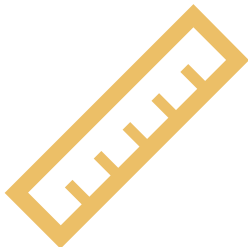
0%

COMMUTE TRIPS BY BICYCLE



53%

COMMUTE TRIPS LESS THAN 15
MINUTES



74%

COMMUTE TRIPS WITHIN GOLD RIVER

2.5 Street Network + Multi-Modal Safety

Gold River's street network consists of Arterial, Collector, and Local street classifications. Key streets include the two arterial streets, Gold River Highway (Highway 28) / Muchalat Drive and Gold River Road, and internal collector roads including Nimpkish Drive, Matchlee Drive, and Nootka Drive. Each street classification plays an important role in the overall network, generally with the more major roads focused on moving traffic and the local streets primarily providing access.

Understanding the street network and the specific function of each street classification is important in planning appropriate routes for active transportation and determining appropriate walking and cycling facilities given the volume and speed of adjacent vehicle traffic. The Village's street network is shown in **Map 2**.

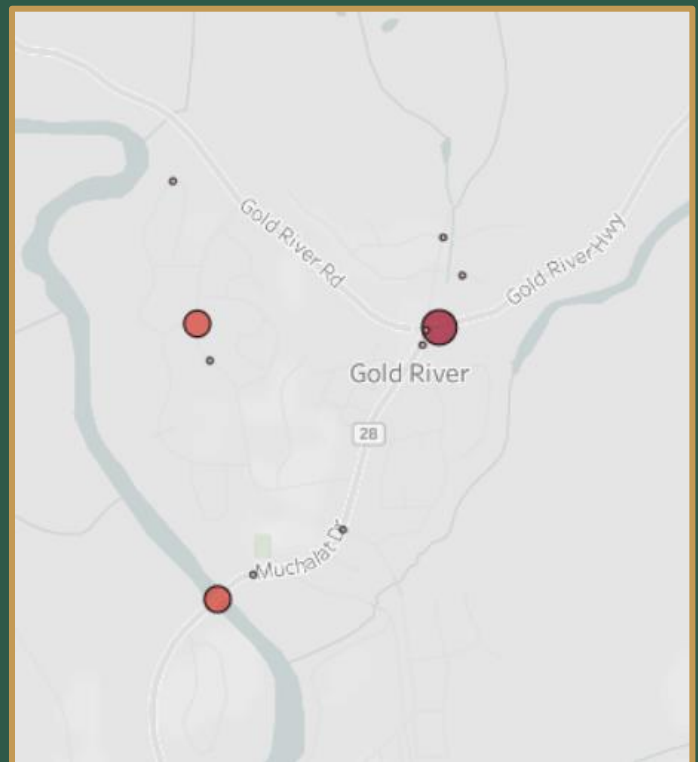
Crashes in Gold River

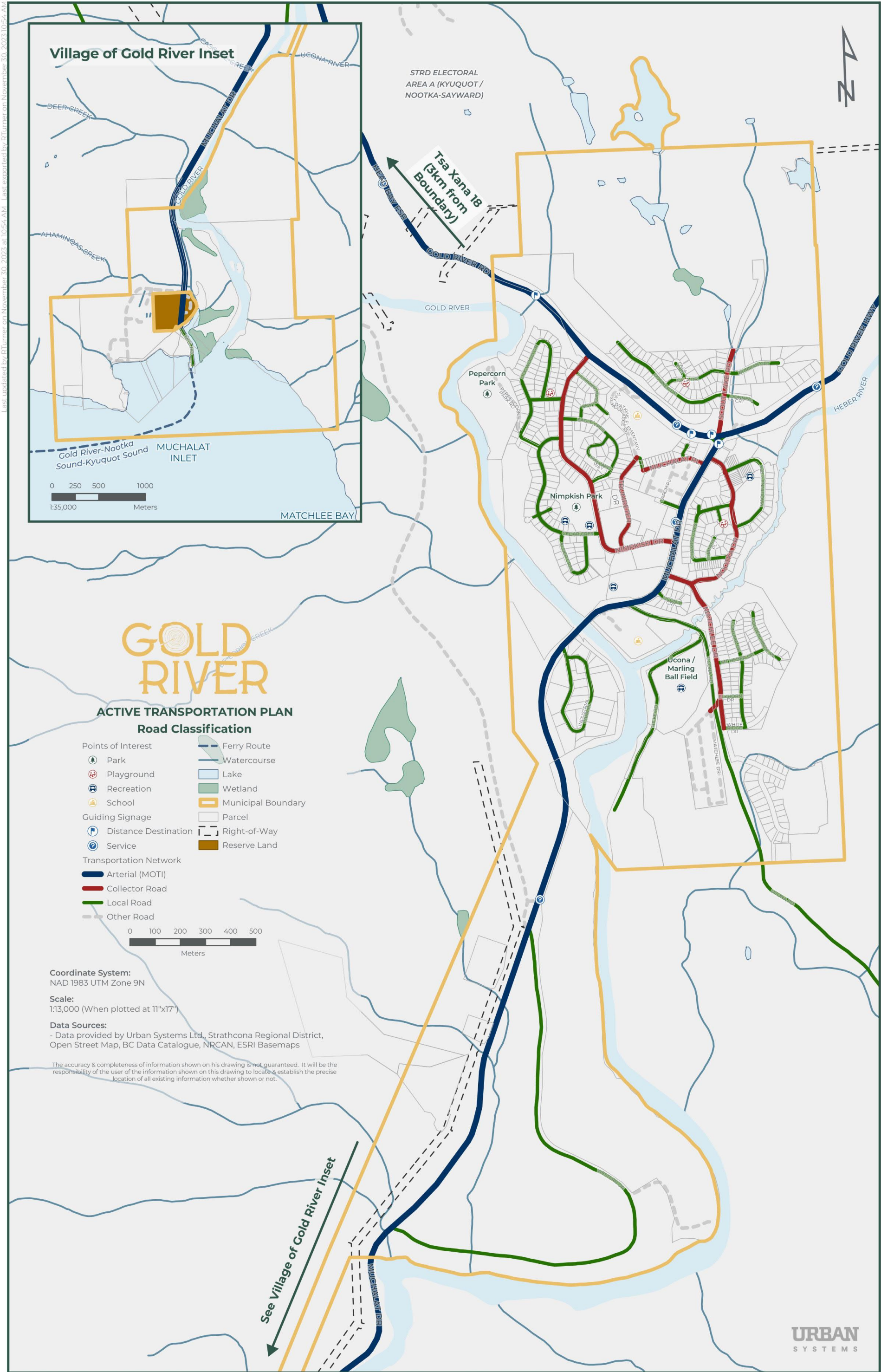
Five-year (2018-2022) crash data provided by ICBC was summarized for locations in Gold River. This information includes both casualties (injury, death) and property damage. Among the 16 collisions recorded in the Village, no pedestrians or cyclists were flagged in the dataset. The following locations had crashes recorded by ICBC within the Village's boundaries, shown in **Figure 4**:

- Gold River Highway, Muchalat Drive, and Scout Lake Road – 5 collisions
- Nimpkish Dr and Cedar Crescent – 2 collisions
- Gold River no.2 Bridge – 2 collisions
- Nimpkish Drive – 1 collision
- Dogwood Drive – 1 collision
- Muchalat Drive and Matchlee Drive – 1 collision
- Scout Lake Road, Cala Drive, and Burman Crescent – 1 collision
- Donner Crescent – 1 collision

While there are no reported pedestrian and cyclist collisions, this data does not include “near misses” or crashes that were not part of an ICBC claim. Where frequent vehicle collisions occur often indicates locations with underlying traffic safety issues and motorist indecision, which may impact comfort and safety among pedestrians and cyclists.

Figure 4 - Recorded Crashes in Gold River (2018-2022)





2.6 POLICY CONTEXT

LOCAL POLICY

The Village been enhancing its policy framework by developing several strategic planning documents to guide the development and economic diversification of the community. The strategic documents include the following documents which are summarized in this section:

- Official Community Plan
- Asset Management Study
- Tourism Strategic Plan
- Parks and Trails Master Plan
- Age Friendly Report
- Housing Needs Report
- 2023-2027 Strategic Plan

OFFICIAL COMMUNITY PLAN (2018)

The Village's Official Community Plan (OCP) establishes Gold River's core values, which include creating a safe and sustainable community that is surrounded by a healthy natural environment. The OCP aims to increase the population, while encouraging small scale development and higher density infill within the compact structure and character of the community providing a strong foundation to support active transportation use. The OCP also sets the following goals which will impact the development of active transportation infrastructure:

- Emphasize parks and greenways as amenities for the visiting public
- Support the development of the port and access to Muchalat Inlet
- Ensure public access to the marine environment including Nootka Sound, the Gold and Heber Rivers
- Recognize the changing needs of the community for community facilities, parks, walkways, and access to water where appropriate.

Transportation policy in the OCP provides high-level direction to maintain, upgrade, and implement its transportation systems for all road users and link cycle and pedestrian routes within the Village and adjacent natural areas.

The OCP identifies that many of the existing local streets are too narrow for dedicated cycling facilities, except for Muchalat Drive. Pedestrian safety is highlighted, but the funding required to implement sidewalks poses a significant barrier to expanding or improving the pedestrian network. In the future, the Village will consider requiring new subdivisions to include sidewalks, either on one side or both sides of new roads.

The OCP specifically encourages pedestrian connections near the Village Core, such as stairways, cut-away sidewalks, and crosswalks and to enhance and expand the trail system. This also includes extending the Peppercorn Trail, and to promote a trail from the Village to Big Bend and Muchalat Inlet. Other transportation related policies include increasing accessibility at public facilities, creating recreational pathways near the port, encouraging replacing the existing bridge across the Gold River, and that Council consider a bicycle lane on Muchalat Drive and other village streets.

PARKS AND TRAILS MASTER PLAN (2019)

The Village's Parks and Trails Master Plan (PTMP) and action plan outlines several initiatives to improve active transportation. The PTMP states a successful trail system will promote active modes and other alternate transportation options and reduce the Village's dependency on vehicular travel.

The PTMP identifies enhanced mobility, ability to age-in-place, physical activity, mental health, social interactions, and environmental sustainability as benefits of investing in local parks and trails systems.

The action plan supports installing amenities to enhance active transportation, which includes bike racks, bike paths, trail and sidewalk linkages, and accessible pathways.

AGE FRIENDLY PLAN (2021)

The Village's Age Friendly Plan (AFP) recommends enhancements to community accessibility that are intended to benefit everyone aged 8-80, with a focus on seniors. The plan considers transportation, housing, parks and recreation, retail and buildings, employment and investment, education, healthcare services, tourism, and social inclusion and participation.

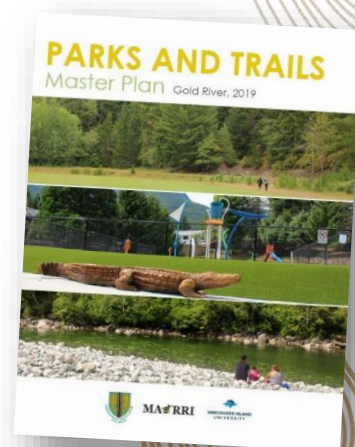
The AFP's transportation section includes a goal to improve transportation options within the Village, to Tsa'Xana, and essential services in Campbell River. The Plan identifies several barriers to this goal, including the high transportation costs due to a shortage of alternative transportation options such as public transit, loss of the grocery store, and weather conditions, despite the local topography lends itself to walking and cycling.

To improve action transportation in the community, the Age Friendly Plan outlines the following key recommendations:

- Enhance sidewalks, trails, and paths
- Provide safe cycling routes to schools, recreation areas, and off-road trails
- Implement electric mobility charging stations
- Advocate for SRD to explore the opportunity to secure funding and create a multi-use pathway alongside the highway to connect Gold River and Tsa'Xana.

TOURISM STRATEGIC PLAN (2018)

The Village's Tourism Strategic Plan establishes a framework to guide decision-making for future tourism growth and development and includes a subsequent 2-year road map with recommendations. The plan does not include a significant focus on walking, rolling, or cycling; rather, it identifies that the lack of wayfinding in the village core is a barrier for non-residents navigating Gold River. The plan also indicates that 10% of visitors coming into Gold River are travelling on motorcycles, signifying a potential for motorcycle tourism. The plan recommends enhancing wayfinding systems and standards.



REGIONAL POLICY

STRATHCONA REGIONAL DISTRICT – 2020-2024 STRATEGIC PLAN

The SRD's 2020-2024 Strategic Plan outlines the Regional District's four focus areas:

1. Community Well-Being
2. Environment
3. Service Delivery
4. Relationships

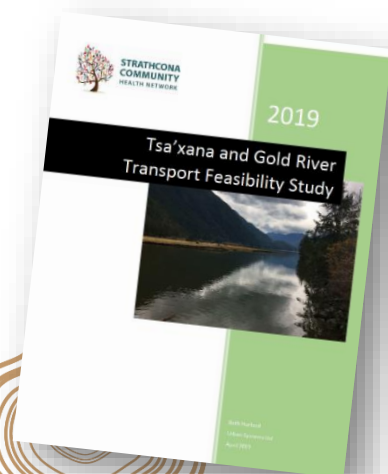
The Strategic Plan indicates that the Regional District will support transportation initiatives that safely move people, goods, and services between communities, support initiatives that improve health and well-being in communities, and support adaption and mitigation of climate change through local and sub-regional initiatives. The strategic plan also influenced the District to recently undertake the development of a West Coast Transportation study.

WEST COAST TRANSPORTATION STUDY (2022)

The West Coast Transportation Study was created for the purpose of identifying options for providing public transportation to residents living in small or remote communities on the west coast of Vancouver Island. The intent of the study is to determine whether public transportation is a feasible alternative for connecting residents of these communities to larger regional centres. The study presented options for providing public transportation in each of the electoral districts with high-level cost estimates for annual service, local subsidies, and the increase in residential tax rates.

TSA'XANA AND GOLD RIVER: TRANSPORT FEASIBILITY STUDY (2019)

The SRD and the Strathcona Community Health Network developed a feasibility study for providing improved transport services for the Mowachaht/Muchalaht First Nation to improve connections between the Village of Tsa'Xana, and the Village of Gold River as well as connecting to the City of Campbell River. The study considered three transport options including active transportation, an inter-community shuttle, and a regional shuttle service. Also highlighted is the opportunity for a dedicated active transportation roadside pathway between Gold River and Tsa'Xana. The study provides a high-level cost estimate of \$4,550,000 for the construction of the pathway (2019 estimate).



2.7 NEIGHBOURING COMMUNITIES + JURISDICTION

A number of government agencies influence the provision of active transportation services and infrastructure in Gold River. The following is a summary of the organizations with influence over transportation in the community and their roles and responsibilities.

VILLAGE OF GOLD RIVER

The Village is responsible for planning, designing, and maintaining all transportation infrastructure in road rights-of-way within the municipality (with exceptions, see below), including sidewalks and cycling facilities. The Village also builds and maintains the municipal trail system, with the leadership and support of local volunteers.

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

The Ministry of Transportation and Infrastructure (MoTI) has jurisdiction over the Gold River Highway (Highway 28) corridor, as well as Gold River Road through the Village.

Additionally, MOTI has jurisdiction over roadways on Mowachaht/Muchalaht First Nation lands and in the SRD.

MOWACHAHT/MUCHALAHT FIRST NATIONS

The Mowachaht/Muchalaht First Nations have lands immediately northwest of the Village at Tsa'Xana, along with the Ahaminaquus reserve at the mouth of the Gold River near the port. Other Mowachaht/Muchalaht lands are found throughout Nootka Sound, including at Yuquot on Nootka Island.

STRATHCONA REGIONAL DISTRICT

Planning, maintenance and operations of regional parks and trails are undertaken by the Strathcona Regional District (SRD). The SRD also undertakes regional planning in the Electoral Area "A" immediately adjacent to the Village's boundaries that relate to active transportation.



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3.0 PLAN FRAMEWORK

3.1 VISION

A vision statement was developed to articulate what Gold River's active transportation network will look like once the ATP has been successfully implemented. This is a long-term vision that builds on directions established in local policies and guiding documents and input received from residents and contributors.

Gold River is home to a connected network of high-quality, well-maintained, and accessible active transportation facilities that enable people of all ages and abilities to travel safely and comfortably throughout the community regardless of their preferred mode of transportation.

3.2 GOALS

Goals serve as waypoints, guiding the direction and actions necessary to achieve the ATP's long-term vision. Each goal aligns with the broader vision statement by articulating the desired outcomes and aspirations for creating more sustainable, accessible, and livable communities.

The goals provided below can effectively translate the ATP's vision into action, driving positive change for Gold River.



Goal 1: Enhance Public Safety and Access

Enhancing public safety prioritizes the creation of safe and accessible infrastructure for pedestrians, cyclists, and other active transportation users. Implementing measures such as well-lit pathways, designated bike lanes, and traffic-calming techniques can reduce the risk of accidents and injuries on Gold River roads and make travelling by active modes not only safer, but more accessible for people with limited mobility or who use mobility devices.

Promoting road safety education and enforcement reinforces a culture of respect and awareness among all road users and fosters an environment where everyone can move around with confidence and security.



Goal 2: Foster Healthy Lifestyles

Fostering healthy lifestyles entails prioritizing initiatives that promote physical activity as a fundamental component of daily life. By encouraging walking, cycling, and other active modes of transport, Gold River can facilitate regular exercise, reduce sedentary behaviors, and combat health issues.

Active transportation routes that connect residential areas with key destinations like parks, schools, and workplaces not only offer practical commuting options but also integrate physical activity seamlessly into daily routines.

In essence, fostering healthy lifestyles through an active transportation plan not only improves individual health outcomes but also contributes to building healthier, more vibrant communities overall.



Goal 3: Enable Access to the Natural Environment

Enabling access to the natural environment is inherently aligned with encouraging active transportation, as it promotes the integration of walking, cycling, and other non-motorized modes of transportation. By providing safe and accessible pathways, trails, and green spaces, individuals are encouraged to engage in physical activity while enjoying the outdoors.

Moreover, incorporating nature into active transportation routes enhances the overall user experience, fostering a deeper connection with the environment and encouraging sustainable lifestyle choices. Therefore, integrating access to the natural environment promotes physical activity but also contributes to environmental conservation and community vitality.

Improving access to the natural environment also has economic benefits. By investing in infrastructure such as pedestrian-friendly streets and well-connected walking trails, communities can cater to the growing demand for eco-friendly and culturally immersive experiences. Active transportation not only reduces congestion and pollution associated with traditional transportation modes but also allows tourists to explore the community at a slower pace, fostering a deeper connection with local culture and attractions.



Goal 4: Facilitate Community Gathering

By designing public spaces and transportation corridors that prioritize pedestrian and cyclist-friendly features such as benches, covered areas, gathering areas, and public art installations, communities can encourage spontaneous interactions and social gatherings.

By promoting walkable and bikeable neighborhoods and small-scale gathering spaces the community can improve physical health and strengthen social bonds, ultimately creating a more vibrant and resilient Gold River where people can live, work, and play together.

3.3 LONG-TERM NETWORK

The long-term network describes the location and design of active transportation facilities upon the successful completion of the ATP. The improvements and investments in active transportation to help our community realize our vision and goals, as well as support the community building and land development directions contained in the Official Community Plan.

The long-term networks will not be realized immediately, and likely well beyond the lifespan of this ATP. This is a reality of our small village with limited infrastructure budget and reliance on partnerships to achieve these networks. The long-term networks are a “roadmap” for how incremental network improvements may be made in a coordinated manner, working toward the longer-term vision. This long-term thinking can help ensure that investments made today are coordinated and consistent with improvements that may be made in future.

The following sections describe the multi-modal transportation network plans, active transportation facility types, and guidance for universal design and supporting active transportation facilities.

3.4 NETWORK PLAN

WALKING + ROLLING NETWORK

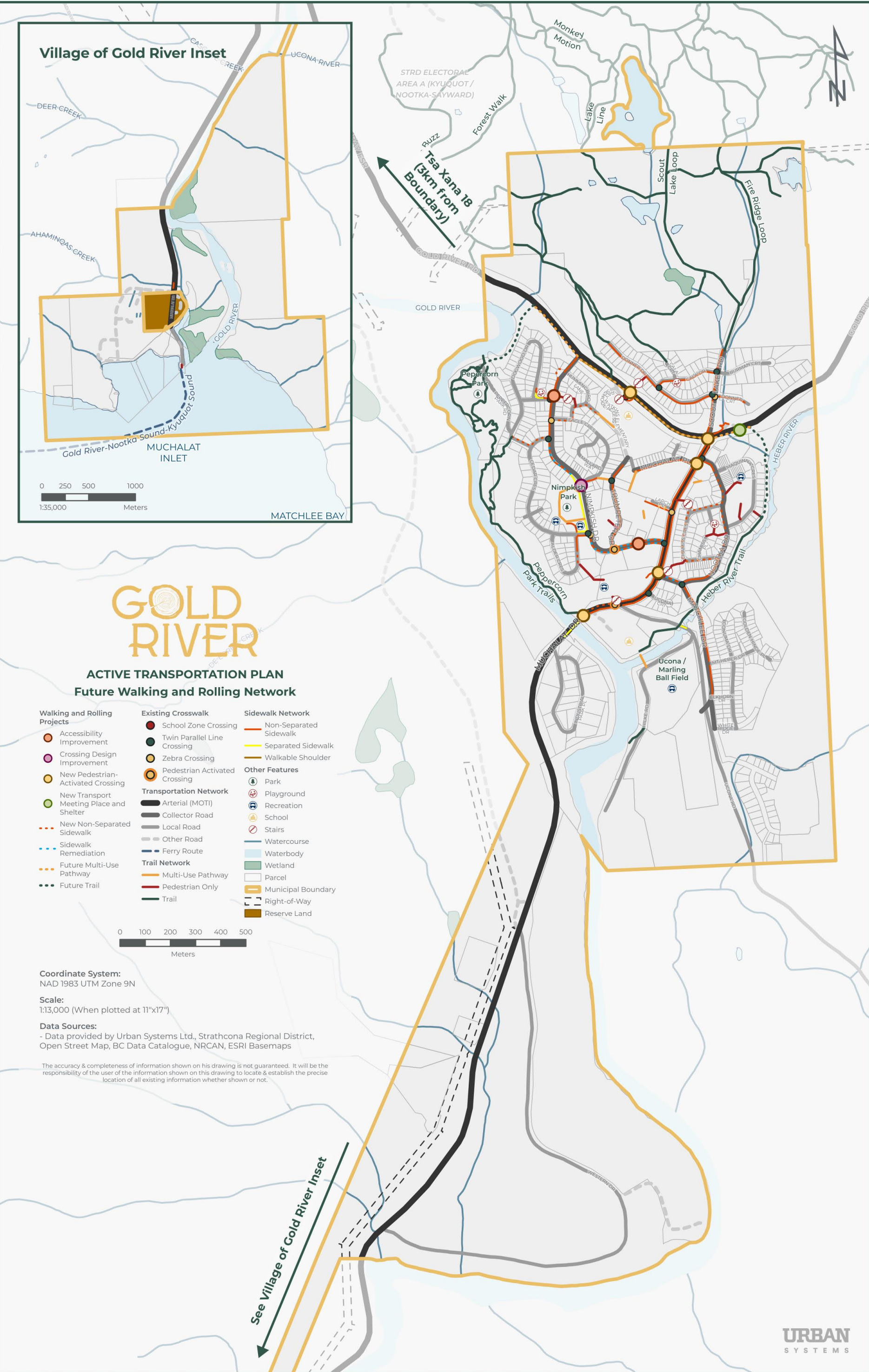
Walking and rolling are fundamental travel modes – every trip begins or ends with walking or rolling. The walking and rolling network will help support pedestrian activity, improve accessibility, and connect people to key community destinations and recreational opportunities.

The Long-Term Walking + Rolling Network, shown on **Map 3**, highlights an interconnected network of sidewalks, walkways, and pathways that are suited to people walking and rolling.

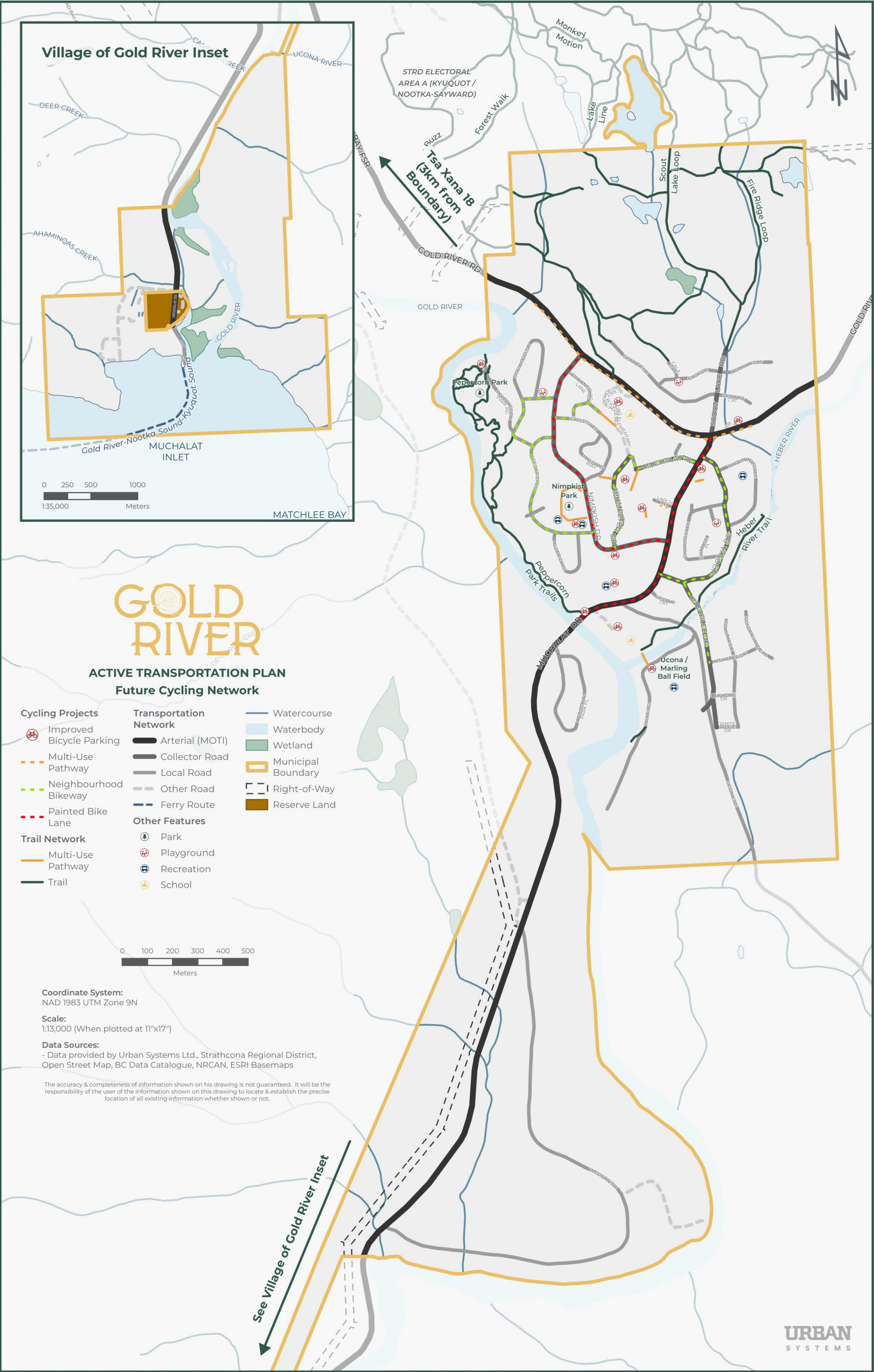
CYCLING NETWORK

The Long-Term Cycling Network, shown on **Map 4**, identifies on- and off-street cycling routes that connect all corners of our community. The planned network would build out a series of new pathways and on-street cycling facilities to connect cyclists to key destinations throughout the community and provide opportunities for recreational cycling.

Map 3 – Future Walking and Rolling Network



Map 4 – Future Cycling Network



3.5 SUPPORTING FEATURES + UNIVERSAL DESIGN

In addition to the active transportation facilities described in **Section 4.3**, supporting features are necessary to a safe, convenient, and accessible active transportation network. These include considering walking and cycling crossings, bicycle parking, and universal design principles to ensure that people of all ages and abilities can access the Gold River community.

Key supporting features and accessibility considerations are described below.

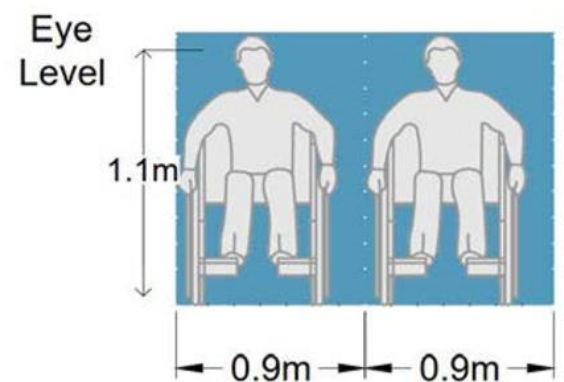
UNIVERSAL DESIGN + ACCESSIBILITY

Universal design is a fundamental design principle that ensures the built environment is safe, accessible, and inclusive for all, regardless of age, ability, or any physical or cognitive impairment. Consistent with OCP Policy 3.4 (f), the Village supports providing services for the mobility and physically challenged within the community and promotes the equal and equitable treatment of all individuals.

In the active transportation realm, universal design focuses on making the pedestrian environment equitable, flexible, and intuitive to navigate for people of all ages and abilities, with a focus on people facing accessibility challenges. This includes people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. The *B.C. Active Transportation Design Guide* identifies a range of opportunities to improve accessible infrastructure that may be applied in Gold River, including:

- Providing sufficient width for people using wheelchairs to pass one another on sidewalks and pathways (min 1.8m)
- Ensuring surfaces are smooth, firm, slip-resistant, free of tripping hazards, and well maintained year-round
- Accessible curb ramps
- Safe, accessible access to the rivers, harbourfront, and recreational areas
- Frequent resting spots, especially on uphill segments
- Detectable warning surfaces, including Tactile Walking Surface Indicators (TWSI)
- Pedestrian scale lighting
- Intuitive wayfinding

Space Required for Two People in Wheelchairs to Pass One Another



PEDESTRIAN CROSSINGS

Intersections and crossing points are critical locations in any active transportation network. When crossing the road, people walking and using mobility aids are exposed to potential conflicts with motor vehicles, bicycle users, and other road users. Providing safe and accessible crossings is crucial to building a convenient and attractive active transportation network.

Various crossing treatments and traffic control devices such as signage, pavement markings, and in some cases enhanced crossing features can be used to increase the visibility of a pedestrian crossing. The *TAC Pedestrian Crossing Control Guide* and the *Pedestrian Crossing Control Manual for British Columbia* contain guidance and warrants for determining the appropriate levels of crossing treatments for each context. Warrants provide decision support for whether a traffic control device is justified and what type should be used in each context. Professional engineering judgement should be applied in addition to utilizing the warrant system.

Marked crosswalks include a combination of crosswalk signage and pavement markings and typically take two forms:

1. **Twin parallel line crosswalk:** the standard pedestrian crosswalk pavement marking, suitable at signalized and stop controlled intersections.
2. **Zebra crossings:** wide white parallel lines that offer enhanced visibility and may be used at mid-block crossings, crossings near schools, and other areas where there are higher volumes of children, seniors, or people with reduced vision.

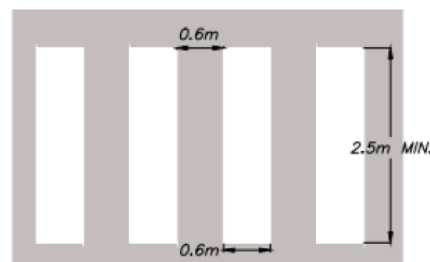
The *TAC Manual of Uniform Traffic Control Devices for Canada* and the *TAC Pedestrian Crossing Control Guide* provide national guidance for the installation of crosswalk signage and pavement markings. The B.C. MOTI oversees the B.C. Provincial Sign Program and maintains the *Catalogue of Standard Traffic Signs and Supplemental Traffic Signs*, which apply on all roadways under provincial jurisdiction, including Highway 18 and South Shore Road.

Enhanced crosswalks including overhead pedestrian flashers and rectangular rapid flashing beacons (RRFB) can further improve crosswalk visibility and motor vehicle yielding behaviour. Additionally, crossing accessibility and safety can be further improved by providing pedestrian countdown timers, accessible pedestrian signals, tactile walking surface indicators (TWSI), and geometric crossing enhancements, such as improving sightlines, providing curb extensions, reducing corner radii, creating pedestrian medians, and providing raised crosswalks or intersections. The B.C. Active Transportation Design Guide provides more detailed guidance for each of these features.

The choice of crossing treatment(s) depends on several factors, including:

- Road geometry and classification
- Motor vehicle speeds and volumes
- Surrounding land uses (e.g. school zones, parks, etc.)
- Number of active transportation users
- Other context-specific considerations (e.g. visibility)

Twin Parallel Line (top) and Zebra (bottom) Crosswalk Markings



BICYCLE + SHARED USE CROSSINGS

Intersections and crossings involving complex multi-modal interactions may be unsafe and uncomfortable for people cycling, just as they can be for people walking. Intersection design that makes crossings more comfortable for people of all ages and abilities can enhance safety for all road users and increase the uptake of active transportation.

Key crossing design principles include:

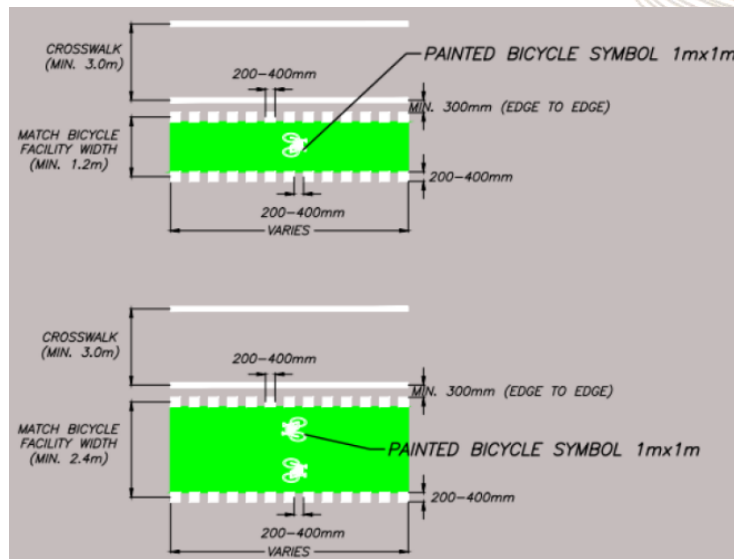
- Minimize conflict between users
- Ensure clear sightlines and clarity of right-of-way
- Reduce speed (all modes) at conflict points
- Make intersections as compact as possible

Signage, pavement markings, geometric design elements (e.g. concrete medians and setback crossings), and bicycle-friendly signal timing can increase safety for cyclists. The *TAC Bikeway Traffic Control Guidelines, 2nd edition (2010)* provides more specific guidance on signage (regulatory, warning, guide and information, temporary, and pavement markings) specifically geared for bikeways. Cross-ride (or “elephant’s feet”) pavement markings are the bicycle equivalent of a crosswalk, although they do not have the same legal definition in the B.C. *Motor Vehicle Act*, meaning they are typically used to help reinforce the right-of-way of bicycles over turning motor vehicles. They can be enhanced using green conflict zone pavement markings, which help further increase visibility and make bicycle movements more predictable. Green pavement markings are typically reserved for dedicated bicycle facilities at locations such as cross-rides through intersections, crossings, and driveways, as well as bike boxes and two-stage turn boxes.

In places where multi-use pathways cross a roadway, a combined crosswalk and cross-ride may be used. Green pavement markings are not recommended in combined crosswalk and cross-rides.

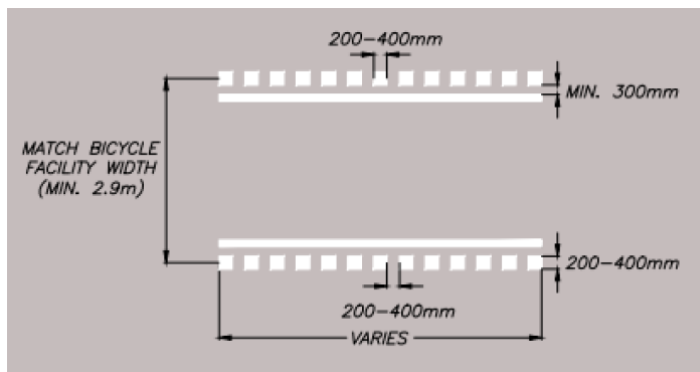
Bicycle turning movements – especially left turns – must also be considered in intersection design. Design elements such as bike boxes and two-stage turn boxes can help to position cyclists ahead of motor vehicles at intersections, increasing visibility.

Cross-ride / Elephant’s Feet Markings (with Green Conflict Zone Pavement Marking)



Note: Cross-ride markings are only recommended for bicycle facility crossings where bicycle users have the right-of-way over cross traffic (e.g. at stop/signal-controlled intersections, driveways, laneways, etc.)

Combined Crosswalk / Cross-ride



Note: Twin parallel lines or zebra crossings may be used depending on the context

BICYCLE PARKING

There are several types of bicycle parking, each of which is suitable in different situations depending on the duration of the stay and trip purpose. Bicycle parking should be designed to fit a wide range of bicycle types and sizes, including children's bicycles, bicycles with trailers, cargo bicycles, and other non-standard bicycles.

Short-Term Bicycle Parking often consists of bicycle racks distributed in the public right-of-way in commercial areas and at key destinations. Bicycle racks come in a variety of styles that vary greatly in functionality. The two most secure and user-friendly designs are inverted 'U' racks and post-and-ring racks. Bicycle racks should be constructed of theft-resistant materials and installed securely.

Bicycle racks should be located as close to destinations as possible in convenient and highly visible locations. They should be located outside of the clear travel path for people using the sidewalk and should be installed with enough clearance to ensure that bicycles can be properly parked without impeding doorways or entrances. Bicycle parking is more attractive when it is protected from the weather, which can include locating racks under awnings or installing custom structures to shield from rain.

Long-Term Bicycle Parking is more secure than short-term bicycle parking and is generally oriented towards cyclists needing to park a bicycle for an entire day or longer, such as at workplaces, schools, and multi-family residences. It can include bicycle lockers or larger secure facilities, such as bicycle rooms, bicycle cages, secure bicycle parking areas, or full-service bicycle stations. With the increasing prevalence of electric bicycles, it is also important to provide access to electric outlets for charging. The *B.C. Active Transportation Design Guide* recommends that 10% of short-term spaces and 50% of long-term spaces accommodate e-bikes. Oversized bicycles, such as cargo bicycles, are also important to consider in the design of long-term bicycle parking.

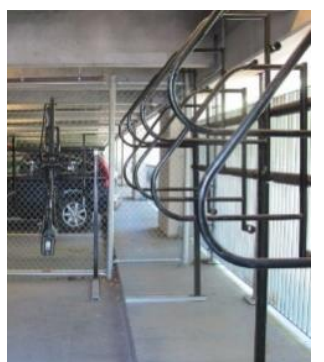
INVERTED 'U' + POST-AND-RING RACK



COVERED BIKE PARKING



BIKE ROOM + BIKE LOCKER










3.6 ACTIVE TRANSPORTATION FACILITIES

The Gold River ATP identified several active transportation facilities that will enhance the overall active transportation network and make it easier to walk, bike, and roll throughout the Village and to destinations near Gold River. The ATP walking + rolling and cycling facility types are introduced below, along with design guidance regarding the facility's purpose, key characteristics, dimensions, and surface type.

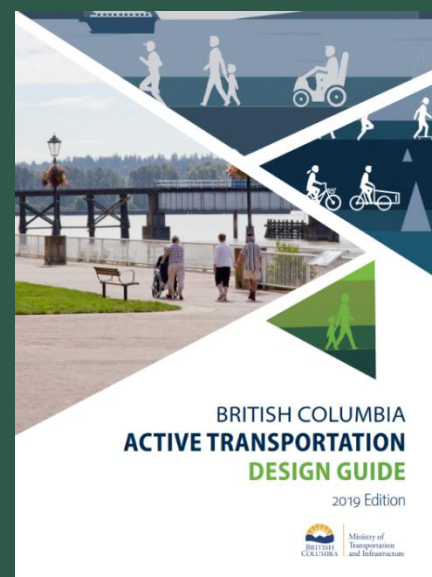
Facility design guidance is consistent with the facilities described in the Village's OCP and with guidance and best practices contained in the B.C. Active Transportation Design Guide. In all cases, active transportation facilities must be designed to be compatible with the surrounding context, including land use, road design, and road function.

OVERVIEW OF ACTIVE TRANSPORTATION FACILITY TYPES

a. Sidewalk		
b. Walking Trails		
c. Multi-Use Pathway		
d. Neighbourhood Bikeway		
e. Painted Bicycle Lane		
f. Protected Bicycle Lane		

B.C. Active Transportation Design Guide

The *B.C. Active Transportation Design Guide* contains broad design guidance for walking, rolling, and cycling facilities in British Columbia, helping ensure safe facility design and consistency across the Province. It has been used in developing facility design guidelines for the Gold River ATP and should be referenced as future active transportation infrastructure projects are advanced.



a. Sidewalk

A dedicated walking and rolling facility that is physically separated from the roadway by a raised curb. Sidewalks can be located directly adjacent to the roadway or separated from the roadway by a furnishing zone or boulevard space. Separated sidewalks are preferred where feasible, as they provide increased user comfort and opportunities for vegetation, stormwater management, and snow storage.

Sidewalks are to be provided on at least one side of all streets and both sides of Arterial and Collector streets (refer to **Map 3**).

SIDEWALK WIDTH

- 1.8 - 2.1 m (desirable)
- 1.8 m (constrained)

Note: Width varies by land use and roadway type. Areas with high pedestrian activity benefit from wider sidewalks.

BOULEVARD WIDTH

Where sidewalks and the street are separated, a minimum width of 1.5 m is required to support landscape and street trees.

SURFACE MATERIAL

Concrete (preferred)

Special pavers and asphalt may be considered in select locations



How wide does a sidewalk need to be?

A minimum of 1.8 m (6 feet) is required for two wheelchairs to pass in opposing directions. This width is also required for mobility scooters, strollers, and buggies to pass one another.

Recommended sidewalk widths have been established to ensure that all new sidewalks constructed in Gold River are safe and convenient for all residents. Where there are streetlight poles located within the sidewalk additional width should be considered to allow for a sufficient through zone for people using mobility devices.



b. Walking Trails

Typically contained in natural areas and parks, a walking trail is intended for recreational enjoyment. It supports other walking and rolling routes in the active transportation network, providing key connections to recreation, nature, and other community destinations.

Walking trails are to be designed for low to moderate use by both beginner and advanced hikers. Achieving universal access on walking trails is a key goal but can prove challenging in natural areas with physical and topography constraints.

TRAIL WIDTH

- 1.5 m (desirable)
- 1.0 m (constrained)

CLEAR WIDTH (ADJACENT TRAIL)

0.4 – 1.0 m

SURFACE MATERIAL

Native soil tread or coarse gravel



c. Multi-Use Pathway

A pathway with sufficient space and designed to accommodate walking, rolling, cycling, and other active transportation users. Multi-use pathways may be located off-street or at the roadside and can serve both recreational and commuter trips.

Some multi-use pathways are found in Gold River, such as in Nimpkish Park, however, these facilities would likely need to be retrofitted and enhanced to meet current best practices and the characteristics identified in the ATP.

PATHWAY WIDTH

- 4.0 m (desirable)
- 3.0 m (constrained)

BUFFER WIDTH

0.5 m (when adjacent to a road)

SURFACE MATERIAL

Compacted gravel or other granular material as a standard; asphalt as needed in the future for high-use urban routes



d. Neighbourhood Bikeway

A continuous neighbourhood street with limited vehicle traffic and low speeds that provides a safe, comfortable cycling condition shared with traffic.

These facilities are preferred on roadways with speed limits of 50 km/h or lower and with fewer than 500 vehicles per day. Traffic calming may be used to help create desirable motorist behaviour.

Neighbourhood bikeways are to be considered on Local streets and low traffic volume Collector streets (refer to **Map 4**).

ROADWAY CLEAR WIDTH

- 5.5 m (desirable)
- 4.0 m (constrained)

TRAFFIC VOLUMES

- No more than 500 vehicles per day
- Traffic calming may be considered to reduce traffic volumes

TRAFFIC SPEED

Posted speed limit less than 50 km/h



e. Painted Bicycle Lane

An on-street bicycle lane separated from motor vehicle traffic by a painted line. A painted buffer area may also be provided to create additional lateral and visual separation from motor vehicle traffic.

BICYCLE LANE WIDTH

- 1.8 m (desirable)
- 1.5 m (constrained)

BUFFER WIDTH

A buffer space between the bicycle lane and vehicle lane is preferred wherever possible. Buffer widths are as follows:

- 0.6 m (desirable)
- 0.3 m (constrained)



f. Protected Bicycle Lane

An on-street bicycle lane separated from motor vehicle traffic by a curb, median, planters, parking, or other physical barrier. Uni-directional protected lanes (shown at left above) are designed for one-way operation and are typically located on both sides of a roadway, while bi-directional protected lanes (shown at right above) are designed for two-way operation and are located on one side of the roadway.

BICYCLE LANE WIDTH, UNI-DIRECTIONAL:

- 2.5 m (desirable)
- 1.8 m (constrained)

BICYCLE LANE WIDTH, BI-DIRECTIONAL:

- 4.0 m (desirable)
- 3.0 m (constrained)

BUFFER / PROTECTION WIDTH:

- 0.9 m (desirable)
- 0.6 m (constrained)

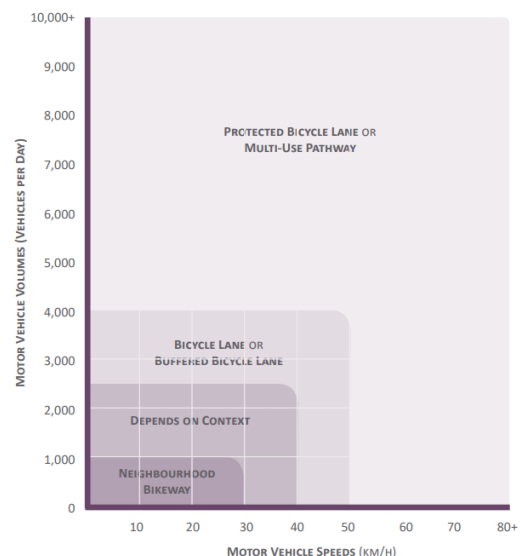


Will protected bicycle lanes be built in Gold River as part of the ATP?

Currently, no cycling routes in Gold River would require a protected bicycle lane. As the ATP is implemented and the community changes, growing cycling mode share could warrant these facilities on high-volume routes to important destinations in the Village that might not be safe for cyclists otherwise.

The *B.C. Active Transportation Design Guide* provides a cycling facility selection tool, shown below. This tool can support the Village in deciding when a protected bicycle lane, or any other cycling facility type is needed on a local cycling route.

BICYCLE FACILITY SELECTION DECISION SUPPORT TOOL
URBAN / SUBURBAN / DEVELOPED RURAL CORE CONTEXT



4.0 ACTIONS + IMPLEMENTATION

Success in meeting the ATP framework requires a targeted and strategic approach to implementation. The following section contains the path forward toward realizing the objectives of the ATP, describing priority investments in active transportation infrastructure, targeted policy and regulatory changes, and funding and partnership opportunities.

4.1 ACTION PLAN

A. Infrastructure + Funding

Identifying actions can help the Village establish funding and secure external grants to support new active transportation infrastructure:

A1. Active Transportation Improvement Fund

Establish an Active Transportation Improvement Fund with an annual budget contribution that is to be used to pursue Priority Active Transportation Projects as identified in **Section 4.2**.

A2. Traffic Calming Fund

Establish a Traffic Calming Fund with an annual budget to be used to pursue traffic calming projects that improve safety on local roads as directed by the Traffic Calming Policy (see Action B5).

A3. Grant Coordination

Establish a formal Village staff function to allocate time and resources to identifying active transportation grant funding opportunities and preparing grant applications, including coordinating with partners such as Mowachaht/Muchalaht First Nation and the SRD.

A4. Collaboration with the Ministry of Transportation and Infrastructure

Proactively collaborate with MoTI on planned active transportation improvements within provincial rights-of-way to ensure projects are supported, responsibilities are clear, and opportunities to coordinate with other Ministry projects are communicated to the Village.

B. Planning + Study

Further planning and technical study initiatives are identified to guide the Village toward strategic investment in infrastructure:

B1. Enforce Sidewalk + Boulevard Maintenance

Have Bylaw Enforcement staff (or equivalent) work proactively to address locations of landscape and hedges extending into the right-of-way presenting an obstacle to people walking and rolling and/or impeding driver sightlines. This may include a system of communication and warning citations to require landowners to address issues where accessibility or safety concerns may be present.

B2. Sidewalk + Accessible Infrastructure Audit

Undertake a comprehensive accessibility audit of all pedestrian facilities and access to public spaces and buildings to identify locations for improvement. Include considerations for improvements to connectors such as railings and lighting (consider engaging a summer intern).

B3. Public Bicycle Parking Audit

Conduct an inventory of public bicycle parking facilities, focusing on key destinations such as community buildings, schools, and parks, to assess the suitability of infrastructure and identify locations for improvement such as covered parking and opportunities to charge mobility devices or electric bikes.

B4. Pedestrian Connection Lighting Audit

Complete a comprehensive audit of lighting along the numerous pedestrian connections in the Village to understand where lighting improvements would improve safety on and around these facilities.

B5. Traffic Calming Policy

Develop a framework for evaluating, planning, and implementing traffic calming on local roads in Gold River based on a standardized assessment of traffic volumes, speeds, mixing with active transportation users, and other characteristics defined through the policy.

B6. Community Bicycle Library

Investigate options to develop a shared community bicycle 'library', hosted and maintained by the Village, so residents can try various cycling or micro-mobility options that can facilitate active modes where topography may otherwise be a barrier such as e-bikes.

C. Policies + Regulations

A series of changes and updates to the Village's existing policies and regulations are identified to help achieve improved active transportation infrastructure. These may be actioned through targeted updates or as part of a new bylaw or an overall bylaw update process:

C1. "Complete Streets" Standards

Update the Subdivision Regulation Bylaw no. 187 to include cross-sections and requirements based on key design parameters established in the ATP, including requirements for minimum sidewalk widths, boulevards, bicycle facility design, and lighting.

C2. DCC Bylaw

Develop a Development Cost Charge (DCC) Bylaw to support cost recovery for new, growth-based infrastructure, including active transportation and other important infrastructure projects within the Village boundary.

C3. Minimum Bicycle Parking Requirements





Update the Zoning Bylaw no. 706 to include minimum supply and design requirements for short- and long-term bicycle parking and cycling end-of-trip facilities in new developments.

4.2 PRIORITY ACTIVE TRANSPORTATION PROJECTS

The long-term walking + rolling and cycling networks in **Section 3.3** represent the full build-out of active transportation infrastructure and supporting facilities that will take decades to realize. Recognizing the desire to advance improvements in the coming years, a series of priority projects are identified that improve network connections, address community concerns, and undertake necessary studies and policies to support future improvements. Each is a shorter-term investment that sets the foundation for achieving our long-term vision for active transportation.

The table below lists the priority active transportation projects, grouped into three categories: Infrastructure, Spot Improvements, and Studies and Policies. These include projects that benefit pedestrians, cyclists, or all active transportation users and generally involve a wide variety of investments from smaller projects to more substantial undertakings. The priority projects are not listed by priority but are intended to provide flexibility to best align with available resources and grant opportunities as they arise.

Projects marked with an asterisk (*) are located in rights-of-way under the jurisdiction of MoTI. Project implementation must be coordinated with local MoTI staff, and it is assumed that the Village will be responsible for operating and maintaining active transportation infrastructure.

Project		Length	Estimated Costs (Class D Estimate)
Infrastructure			
Gold River Road Multi-Use Pathway*			
Roadside multi-use pathway project to be completed in three phases, as funding permits:			
<ul style="list-style-type: none"> Phase 1 – Muchalat Dr to Ray Watkins Elementary Phase 2 – Ray Watkins Elementary to Nimpkish Dr Phase 3 – Muchalat Dr to highway pull-off 	 	Total: 700 m Phase 1: 350 m Phase 2: 250 m Phase 3: 100 m	Total: \$2.2M Phase 1: \$800,000 Phase 2: \$1.2M Phase 3: \$200,000
<i>Ongoing: Continue to explore opportunities to improve road safety along Highway 28 between Tsa'Xana and Gold River.</i>			
Nootka Drive Sidewalk Extension, West			
Sidewalk development along the west side of Nootka Drive to be completed in two phases, as funding permits:			
<ul style="list-style-type: none"> Phase 1 – From Maquinna Crescent to Chamiss Crescent (north). Phase 2 – From Chamiss Crescent (north) to Chamiss Crescent (south). 		Total: 330 m Phase 1: 130 m Phase 2: 200 m	Total: \$260,000 Phase 1: \$100,000 Phase 2: \$160,000
Highway 28 Pedestrian Waiting Area*			
Pedestrian shelter at the pull-off on Highway 28 (south side) for those waiting for transportation to Campbell River or other destinations along the highway. May be coordinated with Phase 3 of Gold River Road Multi-Use Pathway (Project 1) to best ensure the waiting area is accessible for all users.			
	 	N/A	\$30,000 - \$60,000 (depending on shelter type and roadway improvements)
Spot Improvements			
Age-friendly Improvements			
Sidewalk and curb cut improvements including sidewalk widening around streetlight posts to be completed in two phases, as funding permits:			
<ul style="list-style-type: none"> Phase 1 – Nimpkish Dr from Muchalat Dr to Cedar Crescent (both sides). Phase 2 – Matchlee Dr/Nootka Dr from Muchalat Dr to Chamiss Crescent (north/west side). 	 	Spot Improvements	Total: \$75,000 Phase 1: \$50,000 Phase 2: \$25,000
Pedestrian Crossing Marking Improvements			
Repaint pedestrian crossing markings as needed to provide appropriate markings to the crossing location. Complete as part of regular road repainting work.			
		Spot Improvements	\$25,000
Studies & Policies			
Traffic Calming Policy			
Develop policy as identified in Action B5.			
		N/A	\$10,000 - \$20,000
Pedestrian Connection Lighting Audit			
Complete an audit as identified in Action B4.			
		N/A	\$10,000

4.3 PARTNERSHIPS + FUNDING OPPORTUNITIES

PARTNERSHIPS

Strong working partnerships will be critical in successfully implementing the ATP. The Village is committed to partnering with the following organizations to help realize shared objectives and to accelerate progress toward ATP implementation.

Strathcona Regional District (SRD)	Work with the SRD to identify regionally significant transportation improvements that impact the Village and partner on joint projects that align with the ATP.
Mowachaht/Muchalaht First Nation	Coordinate land use, network planning, and active transportation investments to create connections to Tsa'Xana and other important destinations, especially where joint funding applications can be pursued.
Ministry of Transportation & Infrastructure (MOTI)	Continue to work together to realize improvements on the Gold River Highway (Highway 28) and Muchalat Drive.
Nootka Sound RCMP	Support enforcement of motorist behaviour and speed to create safe, comfortable conditions for people travelling by active means.
Vancouver Island West School District (No. 84)	Continue to facilitate safe travel to schools through infrastructure improvements and supporting school travel planning programs and road safety curriculum (as available from ICBC and others)
Community Organizations & Industry	Actively engage with local community groups to support active transportation and travel options among Village residents, visitors, and employees. Based on the community's history of development there may also be opportunities to collaborate with industry partners.

CAPITAL PLANNING

Planned capital expenditures to support ATP implementation would allow the Village to progress toward realizing the long-term network plans. While securing funding through land development and external grant funding (both covered in the following sections) are beyond the Village's control, the Village has direct influence over capital planning for new infrastructure and the ability to realize new active transportation facilities.

Capital funding is generally achieved through taxation. Establishing municipal capital funds for active transportation projects requires that annual budget items are created to support active transportation facility development, such as those estimated in **Section 4.2**, and that existing funds are redirected to support active transportation investments or additional taxation is levied to cover these new costs.

Village Council must ultimately determine opportunities to achieve active transportation infrastructure through future capital planning processes, as well as the level of interest in creating additional funds via taxation to support the ATP.

LAND DEVELOPMENT

Projects funded through developer contributions made during the land development approvals process are a key tool to finance new active transportation infrastructure. Rapid growth is not anticipated for Gold River, however, updating policies to best position the Village for future development activity will increase these funding opportunities. Contributions through land development are primarily achieved through the following opportunities:

- Property frontage improvements and upgrades required by the Village's Subdivision Regulation Bylaw no. 187. Opportunities to improve the bylaw to better reflect design specifications and overall directions from the ATP are included in **Section 4.1**.
- Development Cost Charges (DCCs) levied through rezoning or subdivision that offset public infrastructure costs incurred to service the needs of new development. Gold River does not currently have a DCC Bylaw, which is not uncommon for small communities experiencing periods of low growth. The Village should consider adopting a DCC Bylaw in the future as new growth occurs and major infrastructure projects are needed, such as active transportation improvements.

Further, the Village will direct all prospective land developers to the ATP to understand how land development may help contribute to our community's vision for active transportation through new corridors, compatible facility design and provision of supporting amenities. Between the Official Community Plan and ATP, many desired future active transportation and trail corridors have been identified that may be achieved as subdivision and rezoning occur.

EXTERNAL FUNDING AND PARTNERSHIPS

External funding sources are a significant opportunity to fund new active transportation infrastructure. Many funding streams for active transportation facilities (shown in the table below) have emerged in support of greenhouse gas (GHG) emissions reduction, public health objectives, or as part of the COVID-19 pandemic recovery.

The key challenge of relying on external funding to support infrastructure investment is the uncertainty of the available funding programs and the level of funding the Village may secure and be required to match.

Grant applications are most successful where the project is identified in a Council-endorsed plan (such as the ATP) and is supported by detailed plans and cost estimates. The Village will proactively monitor grant opportunities, and evaluate where design drawings, cost estimates, and supporting documentation for projects can be developed in anticipation of future grant intakes, based on available resources. Most funding programs prioritize financial support for improvements that meet AAA design standards, which may limit the Village's ability to access funding for projects that do not meet these characteristics.

ACTIVE TRANSPORTATION GRANT OPPORTUNITIES

Program	Agency	Key Parameters
B.C. Active Transportation Infrastructure Grant Program	BC Ministry of Transportation and Infrastructure (MoTI)	<ul style="list-style-type: none"> Funds 70% of total eligible project cost, up to \$500,000 Projects must be "shovel ready" and should prioritize connectivity, safety, economic opportunities, GHG reductions
Local Government Climate Action Program (LGCAP)		<ul style="list-style-type: none"> Provides funding equivalent to 100% of carbon taxes paid directly by a local government, to encourage climate action Must fulfill annual reporting requirements
Municipalities for Climate Innovation Program	Federation of Canadian Municipalities (FCM)	<ul style="list-style-type: none"> Various opportunities available and frequently changing, geared towards climate-focused municipal projects
Green Municipal Fund		<ul style="list-style-type: none"> Covers up to 80% of eligible costs, varies between initiatives Funding for municipal fleet fossil fuel reduction and greener modes of transportation (incl. active transportation)
Community Works Fund (Federal Gas Tax program)	Union of BC Municipalities (UBCM)	<ul style="list-style-type: none"> Funding based on per capita formula, delivered bi-annually Local governments undertake eligible projects (including active transportation) and report annually on outcomes
Road Safety Improvement Program	Insurance Corporation of BC (ICBC)	<ul style="list-style-type: none"> ICBC works directly with communities to fund safety improvements
Rural Transit Solutions Fund	Infrastructure Canada	<ul style="list-style-type: none"> Funding for planning, designing, and building transit-supportive infrastructure in rural communities. Up to \$50,000 for project planning and design Up to 80% cost contribution for capital projects

APPENDIX A - WHAT WE HEARD: ATP ENGAGEMENT SUMMARIES



WHAT WE HEARD: ATP ENGAGEMENT SUMMARY

1.0 INTRODUCTION

The Village of Gold River is undertaking an Active Transportation Plan with funding from the Province's Active Transportation Fund. The purpose of this project is to understand walking and cycling opportunities to improve safety, connectivity, and access within the Village of Gold River. The final Active Transportation Plan will guide the development and implementation of future walking and cycling facilities for the community.

In the fall of 2023, the Village launched an engagement process to seek feedback from community members and contributing organizations.

This memorandum summarizes the feedback received to date, which included **sessions with key contributors**, **community survey results**, and what we heard through **community conversations**.

2.0 SESSIONS WITH KEY CONTRIBUTORS

Key contributors to the Village of Gold River were identified early in the process due to their importance for knowledge sharing, relationship building and project promotion.

Contributors were contacted in late October to share the project webpage, community survey and to invite participants to speak to the project team about their experiences, challenges and opportunities for active transportation in the community.

Representatives from the following organizations were contacted to share information about the project and to be invited to participate in an interview:

- Strathcona Regional District
- Ministry of Transportation and Infrastructure (MOTI)
- Vancouver Island Health Authority (VIHA)
- School District 84
- Mowachaht/Muchalat First Nation
- RCMP

The project team heard feedback from MOTI, VIHA and RCMP. Key findings are summarized below:

INFRASTRUCTURE IMPROVEMENTS

- Challenges to make road safety and active transportation improvements in the community due to lack of municipal roads (mostly under Provincial jurisdiction).
- Desire to have wider shoulders, at a minimum, on Ministry roads to make a safe barrier for walking next to motor vehicles.
- The Province do not generally support sidewalks on ministry roads due to maintenance resources.

COMMUNITY CONNECTIONS

- Key opportunity to promote connectivity between the Village and Mowachaht/Muchalat First Nation reserve. Terrain and crossing a Ministry road creates a barrier to connecting the communities.
- Peppercorn Park is a highly utilized area for recreation but has accessibility concerns that make it difficult for all ages and abilities to access.

SAFETY

- Safety around the elementary is a concern that MOTI and RCMP are aware of and therefore monitor regularly and look for opportunities to make road safety improvements (paving, lighting).
- Wildlife, especially cougars, are a concern in the community for walking in areas with low lighting and dense vegetation.

3.0 COMMUNITY CONVERSATIONS

On October 19, 2023, a project team member went out into the community of Gold River to conduct “pop up” conversations with community members. The project team member set up a pop up station at the Village Square with engagement boards and handout with information about the project and a link to promote the survey.

The conversations allowed the project team to hear from residents about the current active transportation challenges throughout the community and to begin to understand opportunities for improvement. Engagement boards included base maps that participants were encouraged to reference and mark up to support discussion.

Findings from the community conversations are summarized below.

Opportunities to improve walking, rolling, cycling in Gold River:

- Supportive infrastructure for e-bikes and mobility scooters
- Make connections to the waterfront
- Street lighting to improve road safety

Priority projects and improvements:

- Sidewalks on Chamiss Crescent to Nootka Drive
- Wider shoulders or improved separation from vehicles on Gold River Highway
- Economic development opportunities by improving Scout Lake Trail
- Improve existing sidewalk by Gold River Secondary School frontage
- Sidewalk upgrades on Nimpkish Drive

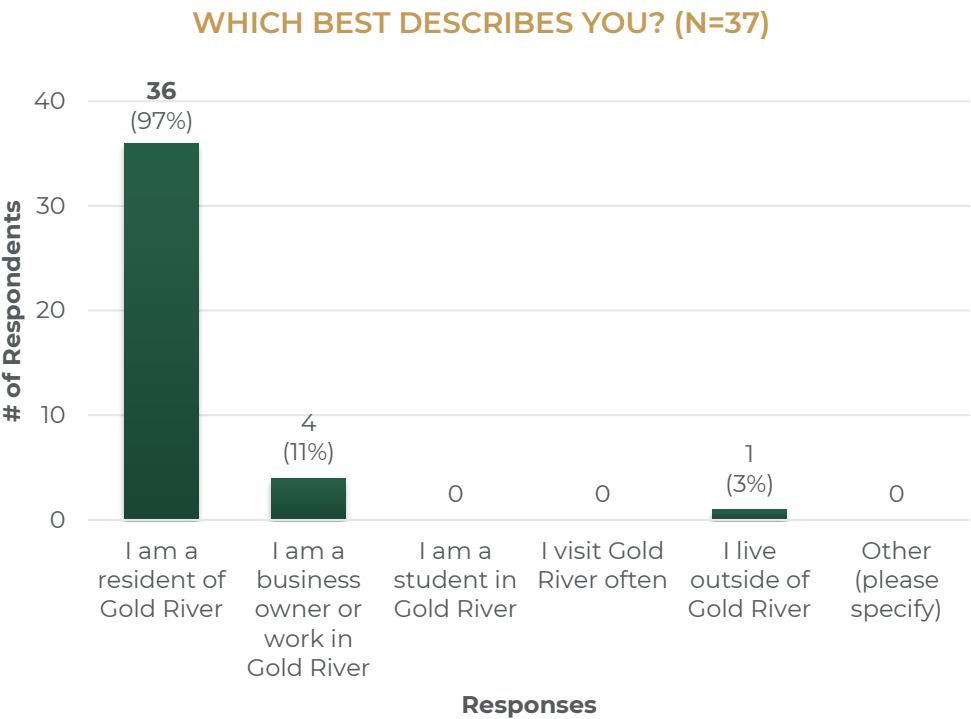
4.0 COMMUNITY SURVEY RESULTS

Between October 18 to November 16, 2023, an online survey was publicly available for Gold River residents to provide input on the Village’s Active Transportation Plan project. In total, there were **39 responses** during the engagement period. This report shows the summary of results from the online survey.

It should be noted that not all participants answered every question, as some questions were optional. Because participants chose to take the survey, their responses do not reflect a random sample.

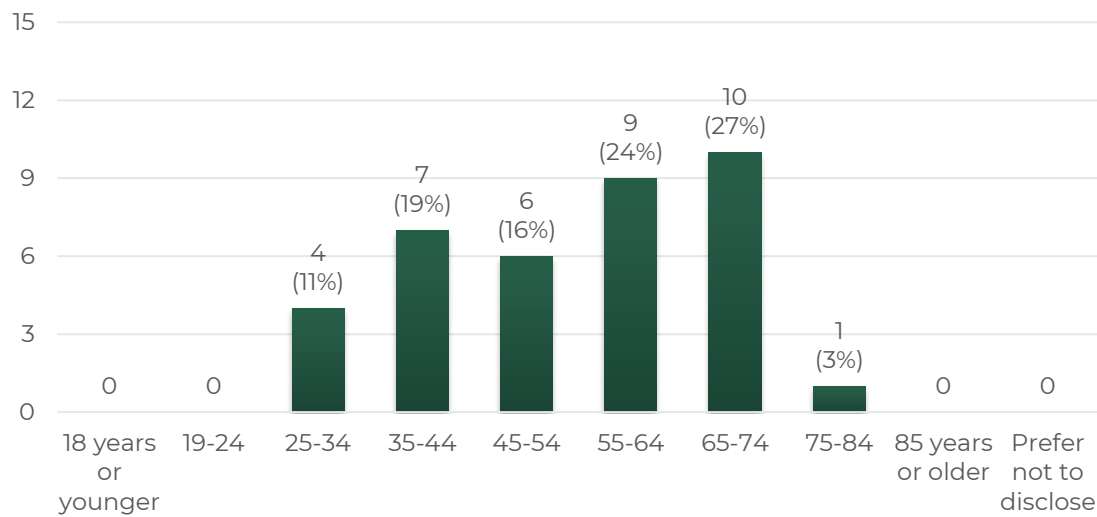
4.1 WHO WE HEARD FROM

The survey began with several demographic questions to understand who responded and contextualize results about their transportation patterns in Gold River.



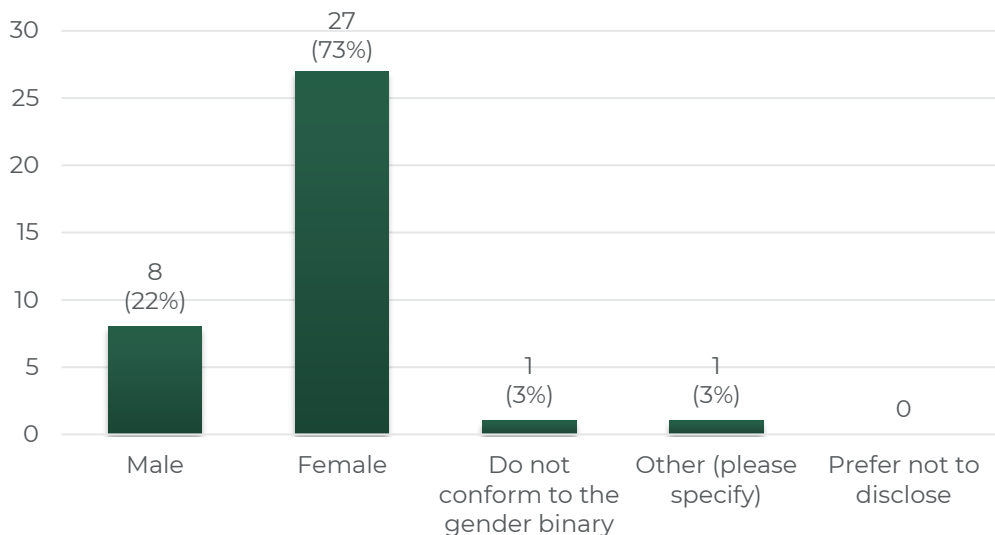
Most survey respondents (97%) were **residents** of Gold River, with one remaining respondent (3%) indicating they live outside of Gold River. Of these respondents, 11 per cent indicated that they own a business or work within the community.

WHAT IS YOUR AGE? (N=37)



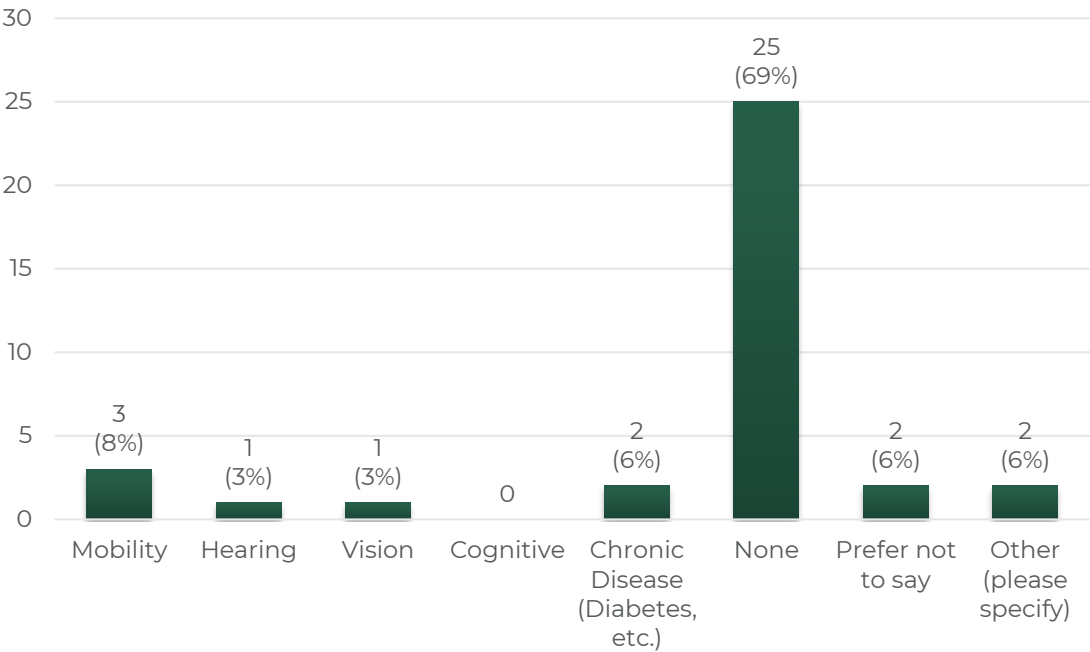
Of the 37 responses to this question, the largest number of respondents (27%) were between the ages of **65 and 74**, followed closely by the 55-64 age range (24%) and 35-44 (19%). The median age range of survey respondents was **55-64 years**, which is similar to the community's median age of 56.4 years (source: Age Friendly Plan, 2021). It should be noted that there were no respondents belonging to the "19-24" or "18 or younger" age groups.

WHAT IS YOUR GENDER? (N=37)



The majority of survey respondents (73%) were **female**, followed by male (22%) and non-binary (3%) respondents.

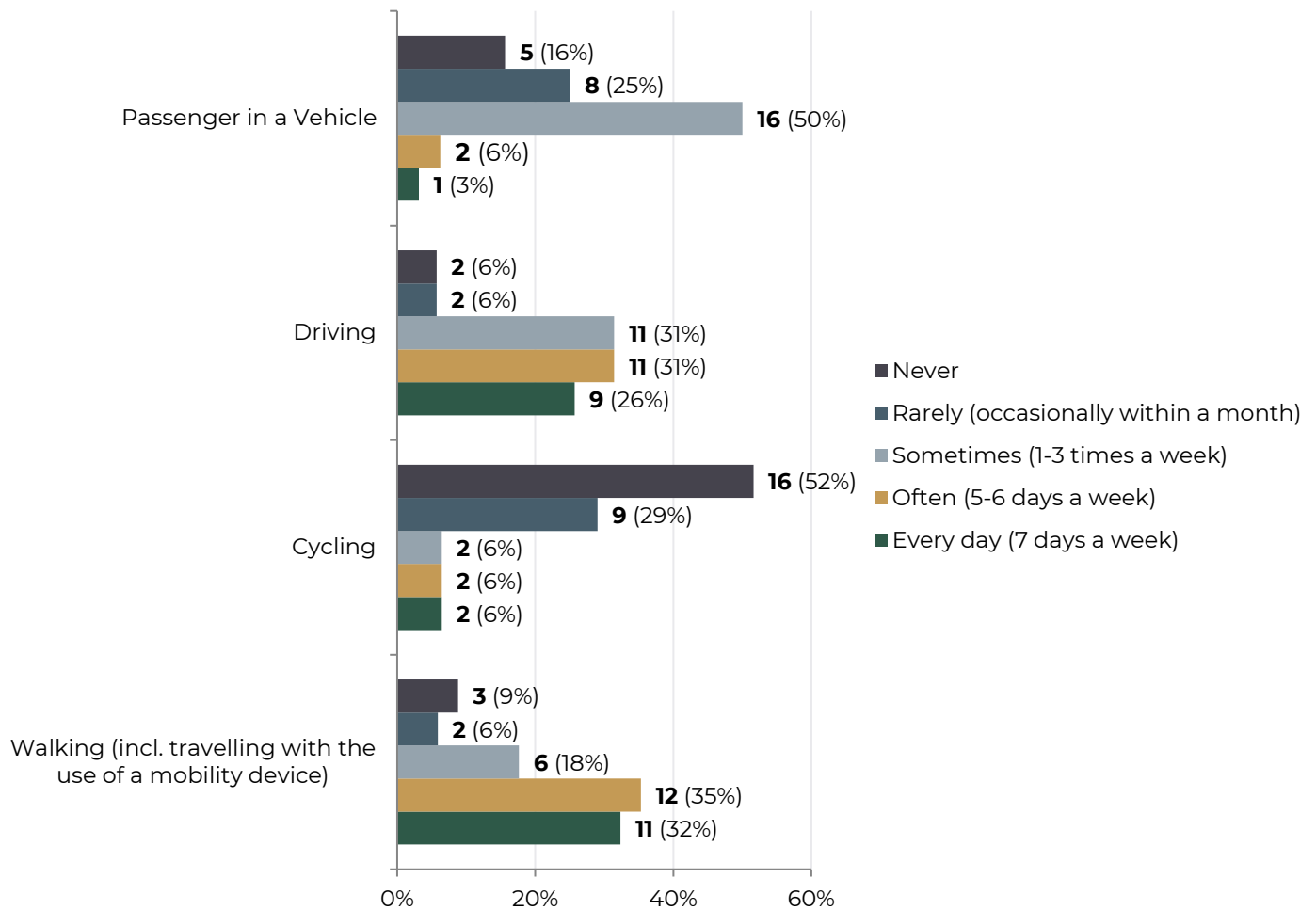
DO YOU HAVE ANY LIMITATIONS? (N=36)



Of 36 respondents, the majority (69%) indicated they do not have any limitations. The remaining respondents indicated they limitations related to mobility (8%), chronic disease (6%), hearing (3%), and vision (3%). Two respondents selected “Other,” with one person indicating their weight was a limitation and the other sharing they have multiple limitations. An additional two respondents did not disclose an answer.

4.2 TRANSPORTATION IN GOLD RIVER

IN A TYPICAL WEEK, HOW OFTEN DO YOU USE THE FOLLOWING MODES OF TRANSPORTATION? (N=37)



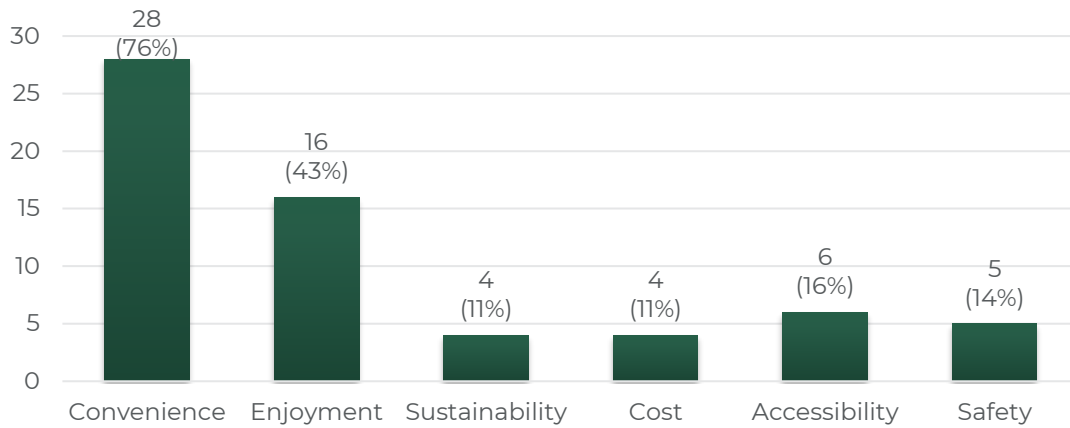
Respondents were asked to indicate how often they travel using five different modes: walking, cycling, driving, and riding as a passenger in a vehicle. Out of 37 responses, the most frequently used modes of travel that respondents indicated (as “Every day” or “Often”) were **walking** (67%) and **driving** (57%).

When looking at weekly usage (1-7 times a week), a large majority of respondents (88%) use a car at least once a week, followed by walking (85%).

More than half of survey respondents (52%) do not cycle at all, with an additional 29 per cent indicating they rarely cycle.

Half of survey respondents (50%) indicated they travel as a passenger in a vehicle 1-3 times per week, with an additional 41 per cent sharing they rarely or never carpool.

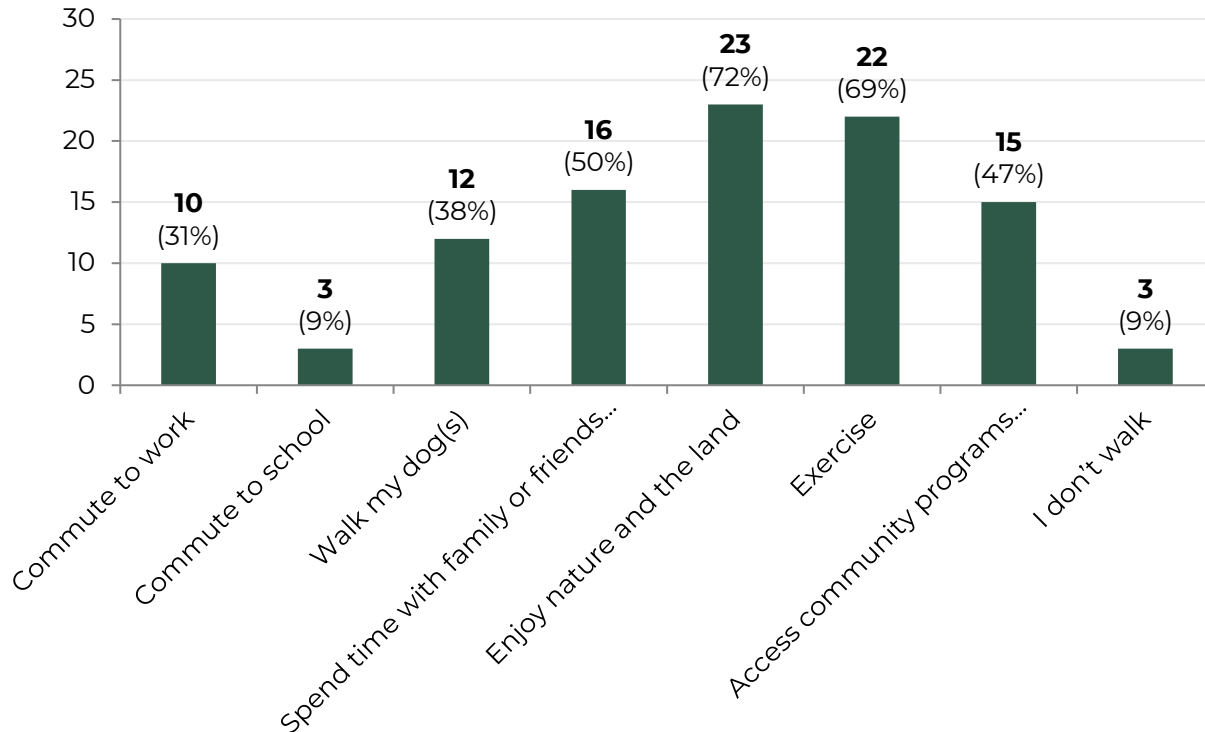
WHAT ARE THE MAIN FACTORS FOR CHOOSING YOUR MOST FREQUENT MODE OF TRANSPORTATION? SELECT TWO. (N=37)



Out of 37 responses, the three most important factors for how people travelled were **convenience** (76%), **enjoyment** (43%), and **accessibility** (16%).

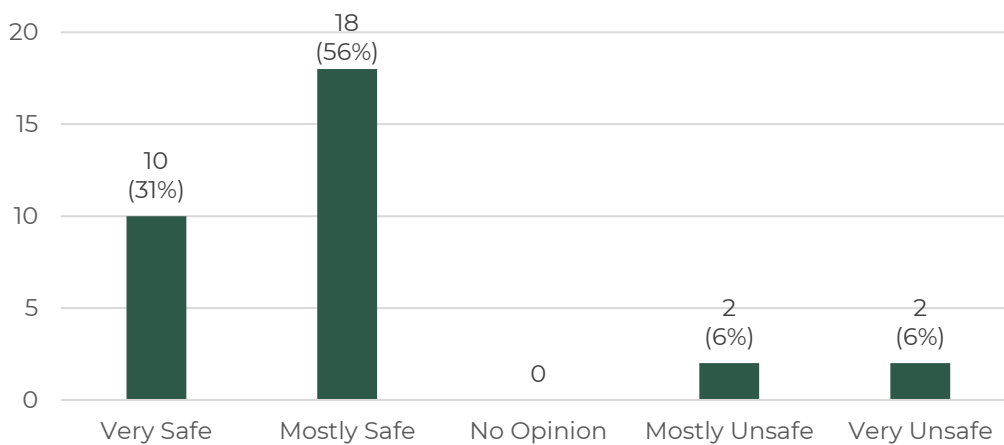
4.3 WALKING

WHEN I WALK (INCLUDING TRAVELLING BY WHEELCHAIR, MOTORIZED SCOOTER, ASSISTIVE DEVICE), IT IS TO: (SELECT ALL THAT APPLY) (N=32)



Survey respondents indicated that their top reasons for walking were to **enjoy nature and the land** (72%), **exercise** (69%), **spend time with family/friends/community** (50%), and **access community programs and facilities** (47%).

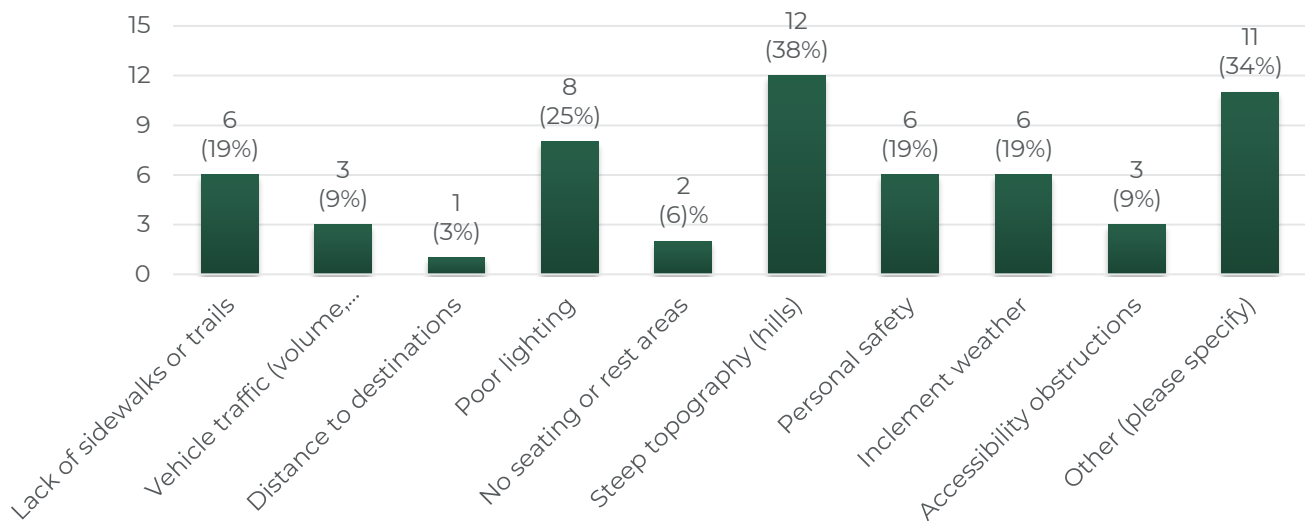
HOW SAFE DO YOU FEEL WALKING IN GOLD RIVER? (N=32)



Overall, most survey respondents (87%) indicated that they felt **mostly or very safe** when walking in Gold River. The remaining respondents said they felt mostly (6%) or very unsafe (6%).

WHAT ARE THE MAIN BARRIERS OR CHALLENGES FOR WALKING (INCLUDING TRAVELLING BY WHEELCHAIR, MOTORIZED SCOOTER, ASSISTIVE DEVICE) IN GOLD RIVER? SELECT UP TO 3. (N=32)

The most identified barriers for walking in Gold River were **steep topography** (38%), **poor lighting** (25%), **lack**

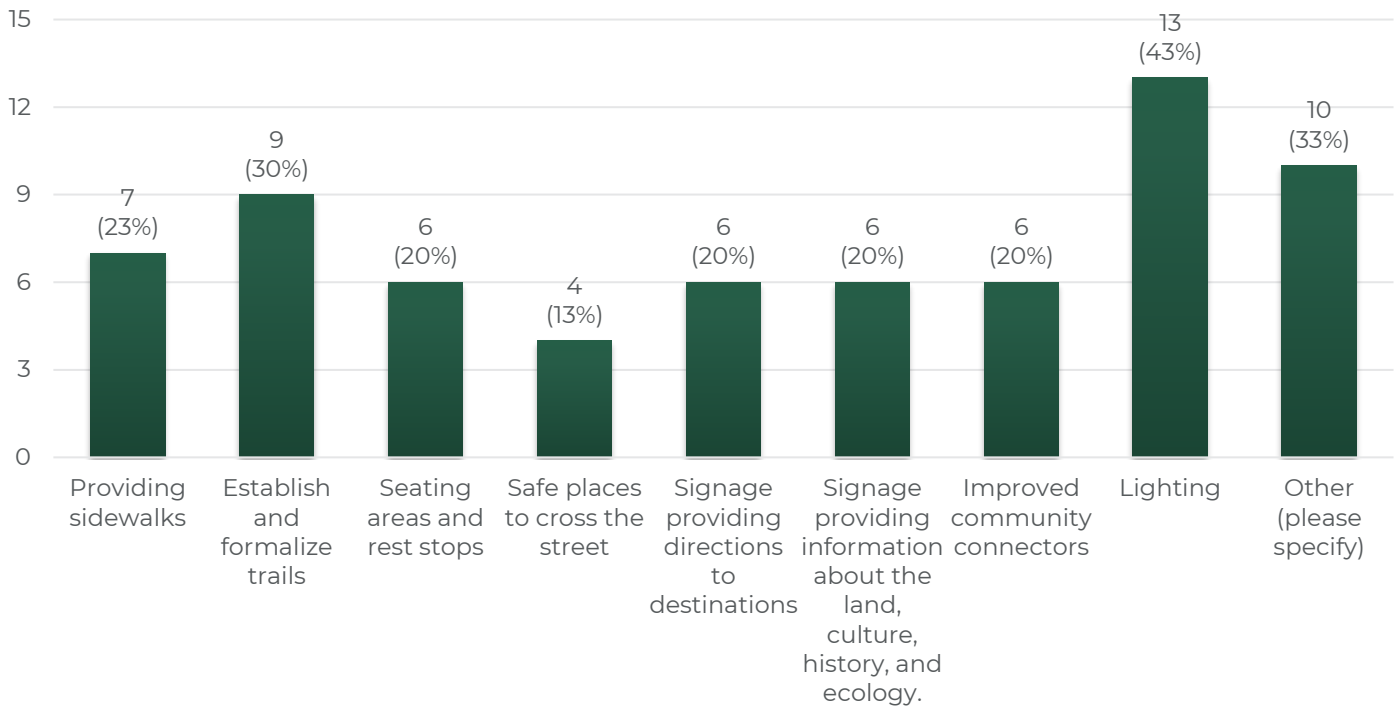


of sidewalks or trails (19%), **personal safety** (19%), and **inclement weather** (19%).

Additionally, 34 per cent of respondents selected “Other” and provided their own answer to this question. The most common themes for these responses included:

- Safety concerns due to wildlife (bears, cougars, etc.)
- Inability to use sidewalks that haven't been cleared (after heavy snowfall)
- Lack of handrails on stairways
- Limitations due to pain or tiredness
- Two respondents indicated they have no challenges or barriers for walking in Gold River.

WHAT WOULD ENCOURAGE YOU TO WALK MORE (INCLUDING TRAVELLING BY WHEELCHAIR, MOTORIZED SCOOTER, ASSISTIVE DEVICE) IN GOLD RIVER? (SELECT ALL THAT APPLY) (N=30)



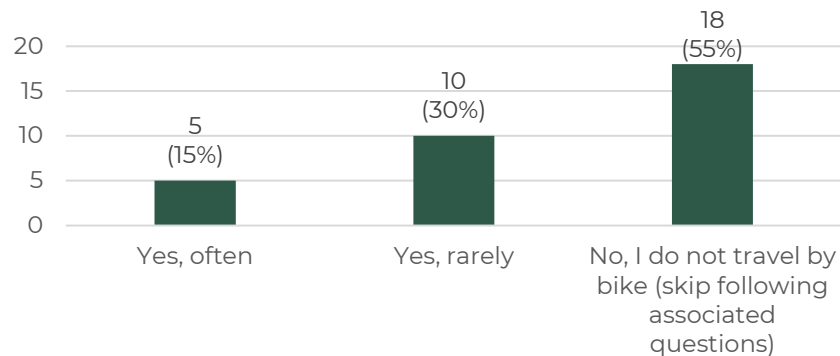
Respondents indicated they would be encouraged to walk more in Gold River by the addition of **lighting** (43%), **establishing and formalizing trails** (30%), and **providing sidewalks** (23%).

An additional 33 per cent of respondents selected “Other” and provided their own answer to this question. The most common themes for these responses included:

- Snow removal on sidewalks and pathways
- Better animal control (i.e., wild animals and off-leash dogs)
- Lighting on stairways, and outside the library and elementary school
- Four respondents indicated they do not need anything to encourage them to walk more

4.4 CYCLING

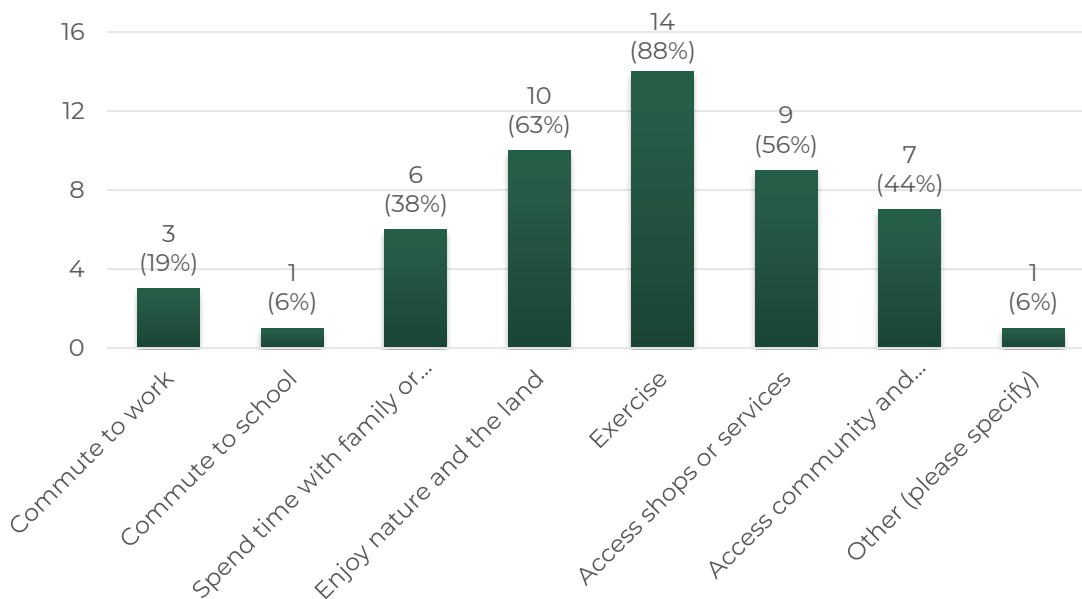
DO YOU EVER TRAVEL BY BIKE? (N=33)



Out of 33 responses, over half (55%) indicated they do not travel by bike at all. This answer allowed respondents to skip the remaining survey questions related to cycling.

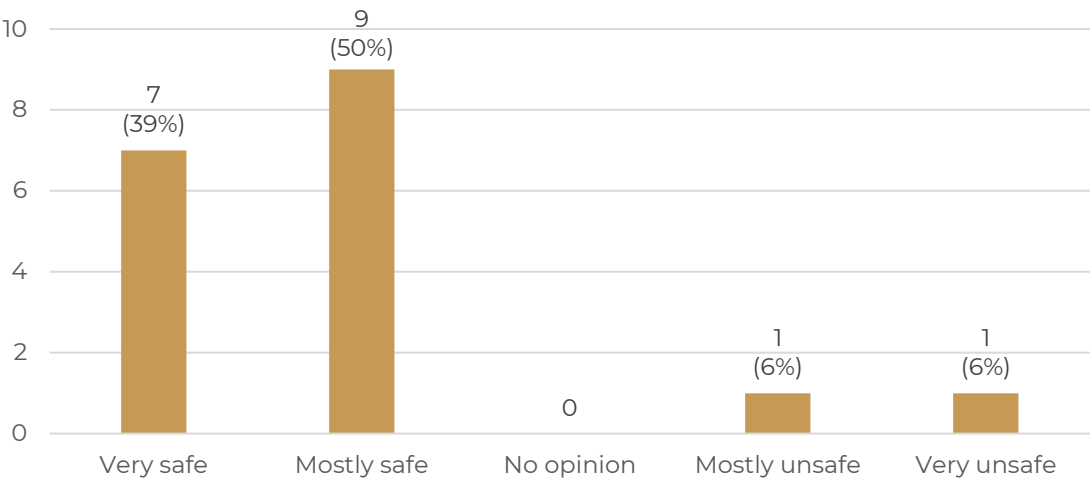
The remaining respondents indicated that they do cycle, with 30 per cent saying they cycle rarely and 15 per cent cycling often.

WHEN I CYCLE, IT IS TO: (SELECT ALL THAT APPLY) (N=16)



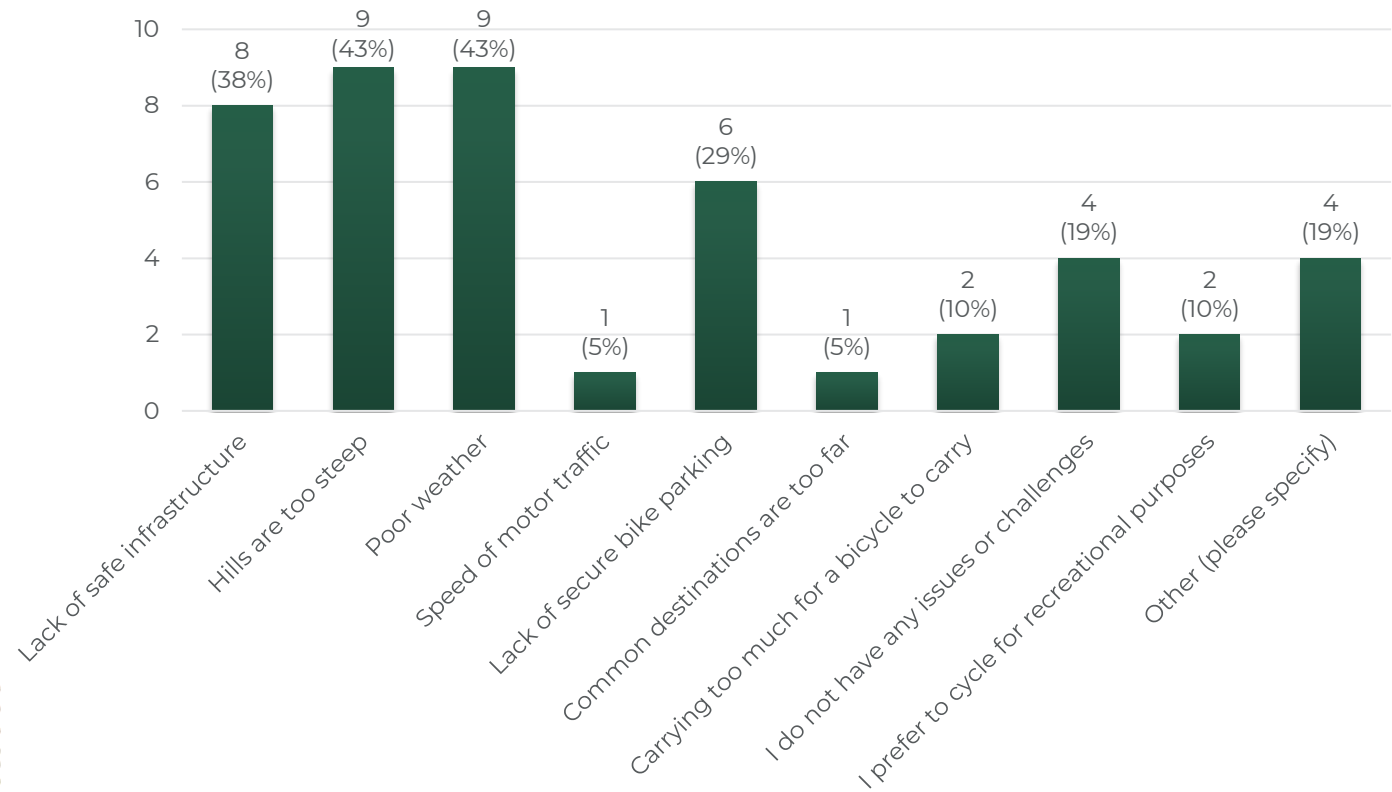
Out of 16 responses, the top reasons for cycling included **exercise** (88%), to **enjoy nature and the land** (63%), **accessing shops or services** (56%), and **accessing community and recreation facilities** (44%).

HOW SAFE DO YOU FEEL CYCLING IN GOLD RIVER? (N=18)



Out of 18 responses, a large majority of survey participants (89%) indicated they felt **mostly or very safe** when cycling in Gold River. The remaining two respondents indicated they felt mostly unsafe or very unsafe (6% each).

WHAT ARE THE BARRIERS FOR CYCLING MORE OFTEN THAN YOU DO IN GOLD RIVER? SELECT UP TO THREE (N=21)



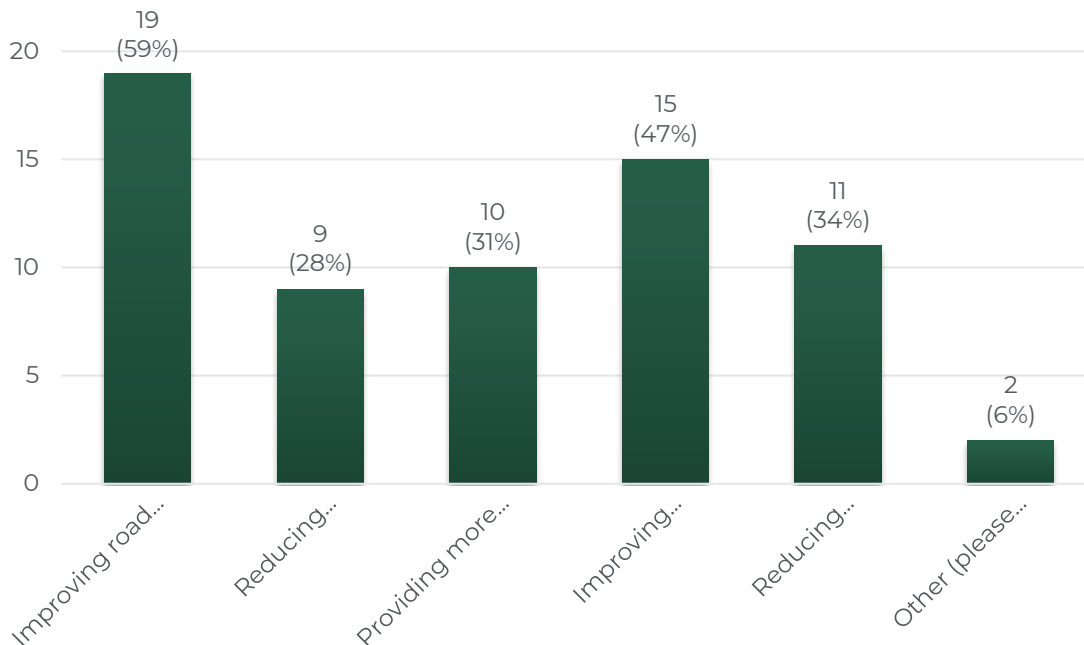
The most commonly identified barriers for cycling more in Gold River included **poor weather** (43%), **hills are too steep** (43%), **lack of safe infrastructure** (38%), and a **lack of secure bike parking** (29%).

An additional 19 per cent of respondents selected “Other” and provided their own answer to this question. The most common themes for these responses included:

- Ice and snow
- Safety concerns when cycling on the highway
- Lack of cell phone reception when cycling on logging roads (in case of emergencies)
- Poor eyesight

4.5 COMMUNITY PRIORITIES AND IDEAS

WHAT ARE YOUR MOST IMPORTANT PRIORITIES FOR ACTIVE TRANSPORTATION IN YOUR COMMUNITY? (SELECT TOP 3) (N=32)



Out of 32 responses, the top priorities identified by respondents were **improving road safety** for all users (59%), **improving public health** and opportunities to be active (47%), and **reducing greenhouse gas emissions** and promoting sustainability (34%). Two additional respondents (6%) selected “Other,” with one respondent sharing that Gold River should prioritise transportation for seniors, and the other sharing that active transportation is a personal decision and the Village’s options do not need to be changed.

WHAT ARE YOUR BIG IDEAS FOR IMPROVING ACTIVE TRANSPORTATION IN GOLD RIVER? WE WILL USE THIS INPUT TO SHAPE THE ACTIVE TRANSPORTATION PLAN’S VISION STATEMENT. (N=18)

Respondents were invited to provide a written response and share their vision for the Plan. Written responses included the following themes and details:

Options for All Ages and Abilities

- **Transportation options (e.g., shuttle) for seniors** traveling to and from appointments, errands, etc. (6)
- Safe walking for children, parents, and staff traveling to and from school (2)
- Bike share service (1)

Safety and Infrastructure

- **More painted crosswalks and signage** (3)
- Adding ramps onto crosswalks and sidewalks (2)

- Adding lighting to dim areas (1)
- Handrails for stairways (1)
- Enforce speed limits and parking rules (1)
- Enforcement of helmet law (1)

Great Trails

- Improving and maintaining trails within the Village (e.g., Ucona to Matchlee; Heber to Macquinna) (2)
- Advertising existing trails for walking, cycling and hiking (1)

Sharing the Road

- Widen road shoulders to encourage cycling (1)
- Designated bike lanes in the Village and signage to encourage cycling (1)

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW RELATED TO ACTIVE TRANSPORTATION IN GOLD RIVER? (N=16)

The survey's final question allowed respondents to provide a written response with any additional comments about active transportation. Out of 16 responses, the comments fell into the following themes:

- **Consider providing transportation to and from Campbell River** (5)
- **Improve walking paths throughout the community** (widen, add lighting, separate from wildlife) (4)
- Improve snow removal on sidewalks, roadways during the winter months (1)
- Enforce speed limits and parking rules (1)
- Remove gravel and debris from roads for the safety of people who cycle (1)

5.0 CLOSING

This round of engagement will inform the next phase of the Plan's development, with respect to the opportunities we heard to improve active transportation options for Gold River. Over the winter, the project team will develop a Draft Active Transportation Plan, and once it is ready to be shared, a second round of community engagement will occur. The second round is projected to take place in March 2024. We thank everyone involved who took time to share their feedback and ideas for this project.

WHAT WE HEARD: COMMUNITY SURVEY #2 SUMMARY

1.0 INTRODUCTION

The Village of Gold River is undertaking an Active Transportation Plan with funding from the Province's Active Transportation Fund. The purpose of this project is to understand walking and cycling opportunities to improve safety, connectivity and access within the Village of Gold River. The Active Transportation Plan was drafted throughout Fall 2023 and Winter 2024 based on best practices from community input. It guides the community's development and implementation of future walking and cycling facilities.

Between March 6th and April 5th, 2024, the Village launched a second round of engagement to seek feedback from community members and contributing organizations based on the ATP vision framework and priority projects.

This memorandum summarizes the summary survey results from this second round of engagement.

2.0 SESSIONS WITH KEY CONTRIBUTORS

Key contributors to the Village of Gold River were identified early in the process due to their importance for knowledge sharing, relationship building and project promotion.

Contributors were contacted in late October 2023 to share the project webpage, community survey and to invite participants to speak to the project team about their experiences, challenges and opportunities for active transportation in the community.

Representatives from the following organizations were contacted to share information about the project and to be invited to participate in an interview:

- Strathcona Regional District
- Ministry of Transportation and Infrastructure (MOTI)
- Vancouver Island Health Authority (VIHA)
- School District 84
- Mowachaht/Muchalat First Nation
- RCMP

The project team heard feedback from MOTI, VIHA and RCMP. Key findings are summarized below:

INFRASTRUCTURE IMPROVEMENTS

- Challenges to make road safety and active transportation improvements in the community due to lack of municipal roads (mostly under Provincial jurisdiction).
- Desire to have wider shoulders, at a minimum, on Ministry roads to make a safe barrier for walking next to motor vehicles.
- The Province do not generally support sidewalks on ministry roads due to maintenance resources.

COMMUNITY CONNECTIONS

- Key opportunity to promote connectivity between the Village and Mowachaht/Muchalat First Nation reserve. Terrain and crossing a Ministry road creates a barrier to connecting the communities.
- Peppercorn Park is a highly utilized area for recreation but has accessibility concerns that make it difficult for all ages and abilities to access.

SAFETY

- Safety around the elementary is a concern that MOTI and RCMP are aware of and therefore monitor regularly and look for opportunities to make road safety improvements (paving, lighting).
- Wildlife, especially cougars, are a concern in the community for walking in areas with low lighting and dense vegetation.

2.1 SUPPORT FOR DRAFT VISION

The draft ATP was shared with the contributors to ensure that the plan aligns with the directions and opportunities of each organization. All contributors were invited to provide input, with comments received from the RCMP and Island Health.

Key points identified from contributor input on the draft ATP included the following:

- When considering the barriers identified by community members, the issues around weather cannot be controlled but working to identify the built / physical changes and prioritize the improvements that can support and promote active transportation within the community.
- Support prioritizing safe routes to the two schools to make active transportation an everyday activity for students and efforts to close any gaps in the network to ensure complete routes to the key amenities within the community in a manner that makes these routes safe and comfortable.
- Encourage considering design options that include all users in the network and account for topographical and climatic challenges.
- Support for improved regional transportation transit options to connect communities across Strathcona Regional District. This could include establishing a ride-share vehicle or shuttle service (similar to a 'seniors van' operated by the village of Sayward to provide a shuttle for appointments or trips.)
- Include the BC Vision Zero grant as an option for local governments, First Nations, Parent Advisory Councils, School Districts, or other organizations to support improvements in active transportation safety.

3.0 COMMUNITY CONVERSATIONS

On October 19, 2023, a project team member went out into the community of Gold River to conduct “pop up” conversations with community members. The project team member set up a pop up station at the Village Square with engagement boards and handout with information about the project and a link to promote the survey.

The conversations allowed the project team to hear from residents about the current active transportation challenges throughout the community and to begin to understand opportunities for improvement. Engagement boards included base maps that participants were encouraged to reference and mark up to support discussion.

Findings from the community conversations are summarized below.

Opportunities to improve walking, rolling, cycling in Gold River:

- Supportive infrastructure for e-bikes and mobility scooters
- Make connections to the waterfront
- Street lighting to improve road safety

Priority projects and improvements:

- Sidewalks on Chamiss Crescent to Nootka Drive
- Wider shoulders or improved separation from vehicles on Gold River Highway
- Economic development opportunities by improving Scout Lake Trail
- Improve existing sidewalk by Gold River Secondary School frontage
- Sidewalk upgrades on Nimpkish Drive

4.0 COMMUNITY SURVEY RESULTS

Between October 18 to November 16, 2023, an online survey was publicly available for Gold River residents to provide input on the Village's Active Transportation Plan project. In total, there were **39 responses** during the engagement period. A summary was provided in a previous engagement summary report.

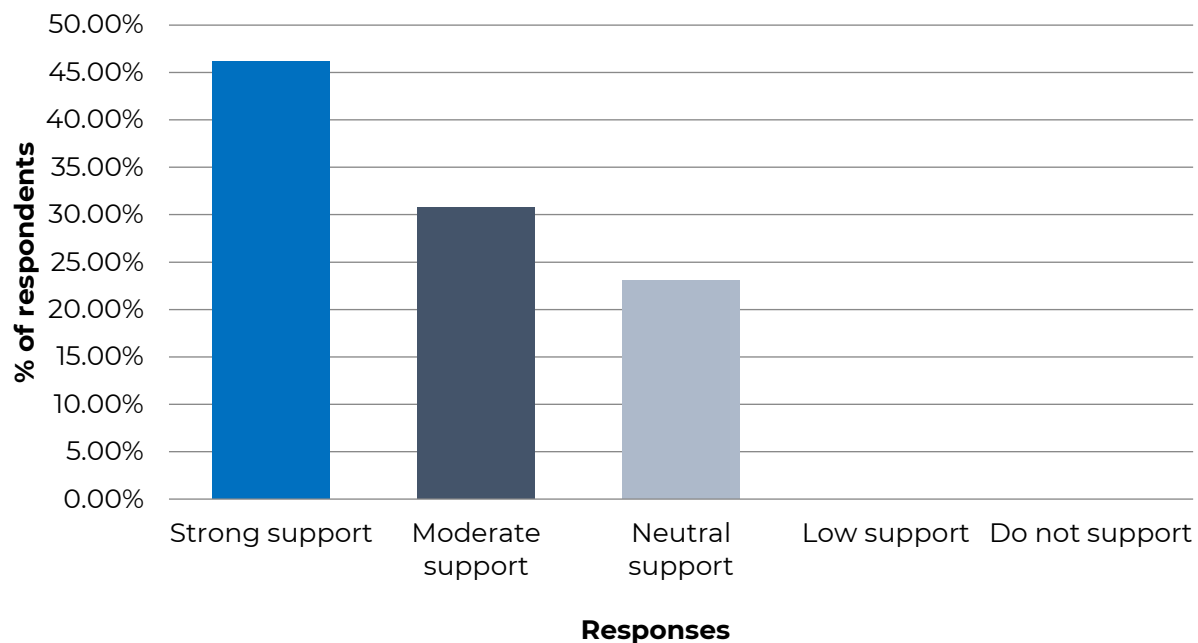
Between March 6th and April 5th, 2024, a second online survey was publicly available for Gold River residents to provide input on the Village's Active Transportation Plan vision and goals. The initial survey deadline was extended approximately 2 weeks to provide additional time for community input. In total, there were **13 responses** during the engagement period. This memo shows the summary of results from this second online survey.

This section summarizes the responses received as part of the second ATP survey to refine the content of the draft plan. It should be noted that not all participants answered every question, as some questions were optional. Because participants chose to take the survey, their responses do not reflect a random sample.

4.1 SUPPORT FOR DRAFT VISION

The survey began with a question assessing participants' overall level of support for the long-term vision of the ATNP. 13 participants in total answered this question.

**PLEASE INDICATE YOUR LEVEL OF SUPPORT FOR THE DRAFT LONG-TERM VISION?
(N=13)**



■ Strong support ■ Moderate support ■ Neutral support ■ Low support ■ Do not support

More than 46% of respondents (6) indicated strong support for the draft long-term vision, and 30% of respondents (4) indicated moderate support. None of the respondents indicated low support or no support for the vision.

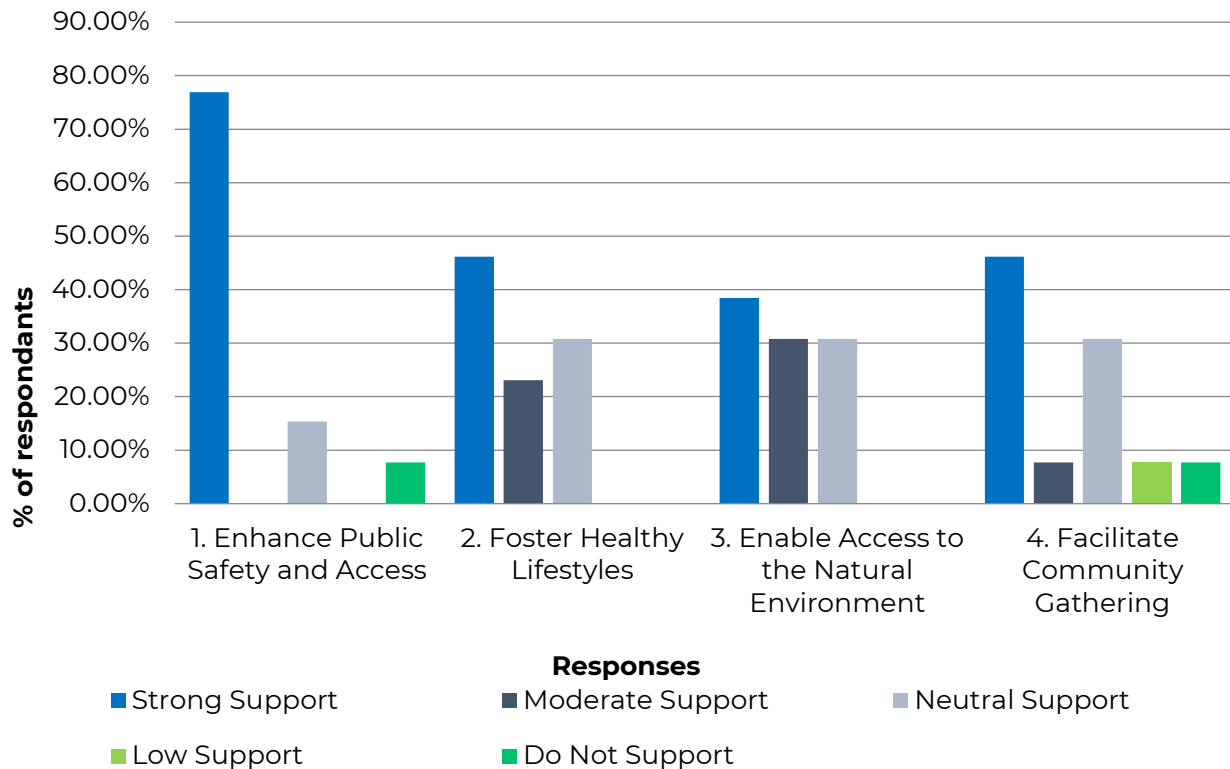
WHAT WOULD INCREASE YOUR LEVEL OF SUPPORT FOR THE VISION? (N=6)

The second question assessed what, if anything, would increase participants' level of support for the draft vision. Roughly 50% of participants answered this question. Responses indicated common themes:

- Improving transportation connections to Campbell River
- Improving the already existing trails, crosswalks and sidewalks
- Improve all ages and accessibility, including ramps and locations with streetlights in the middle of the sidewalk

4.2 DRAFT GOAL SUPPORT

PLEASE INDICATE YOUR LEVEL OF SUPPORT FOR EACH DRAFT GOAL (N=13)



Respondents were asked to indicate their level of support for each draft goal of the ATP. Out of 13 responses, the draft goal with the highest overall support amongst respondents was “Enhance Public Safety and Access” (77% or 10 respondents) followed by “Foster Healthy Lifestyles” and “Facilitate Community Gathering” (46% or 6 respondents). Overall, most participants strongly or moderately supported all of the draft ATP goals.

CONSIDERING THE DRAFT GOALS, WHAT IS MISSING OR WOULD STRENGTHEN YOUR SUPPORT? (N=4)

Questions 4 and 5 asked participants to explain what, if anything, is missing from the draft goals and what would strengthen their support of one or all goals. 5 participants provided feedback, with key themes as follows:

- The lack of transportation connections to Campbell River.
- Proper lighting to ensure safety.
- Existing infrastructure should be maintained, rather than creating new infrastructure.

4.3 DRAFT ACTION SUPPORT

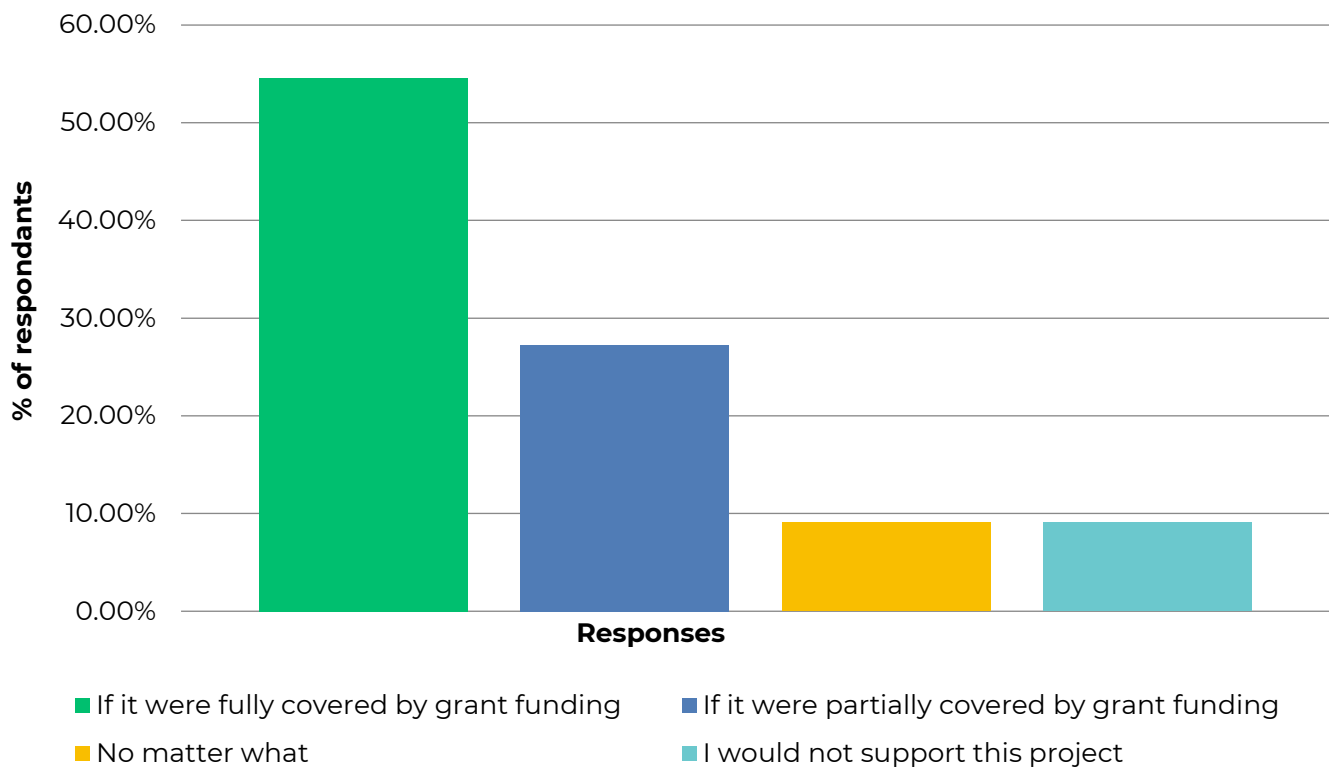
This section asked survey participants to rate their support of each of the seven draft ATP actions, ranging from full support no matter the funding level, partial coverage by grant funding, or full coverage by grant support. The responses to each action are as follows.

GOLD RIVER ROAD MULTI-USE PATHWAY (EST. \$2,200,000) – 700M ROADSIDE MULTI-USE PATHWAY PROJECT TO BE COMPLETED IN 3 PHASES AS FUNDING PERMITS (N=11)

Phase 1: Muchalat Dr to Ray Watkins Elementary (\$800,000)- 350m

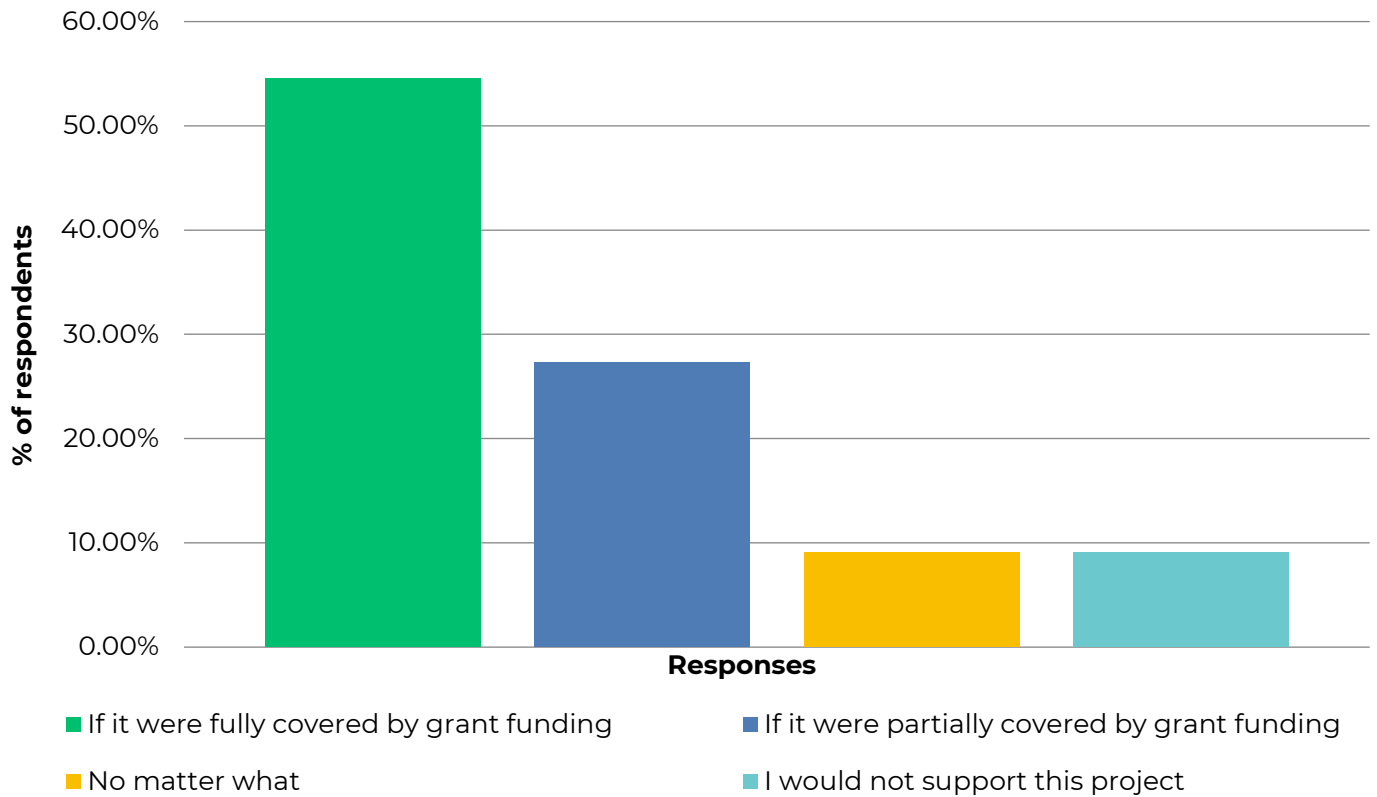
Phase 2: Ray Watkins Elementary to Nimpkish Dr (\$1,200,000) - 250m

Phase 3: Muchalat Dr to Highway pull off (\$200,000) – 100m



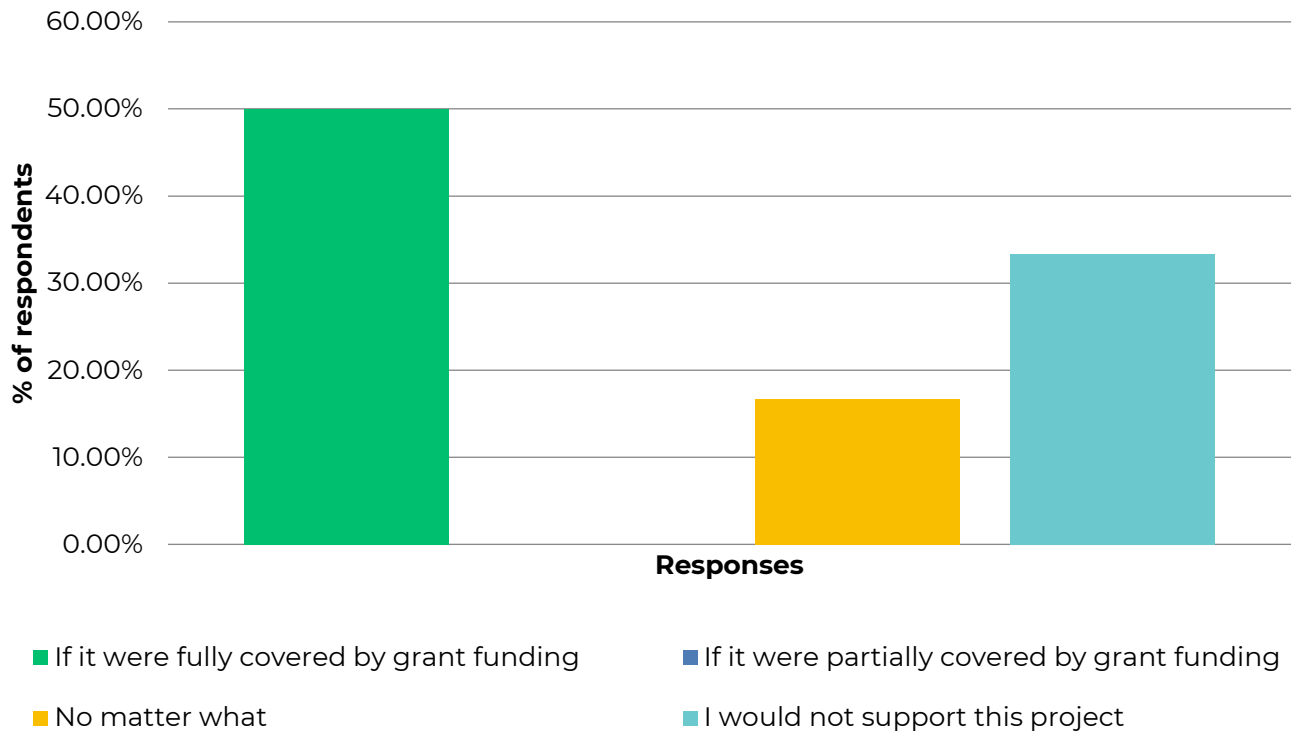
Just over half of respondents (55% or 6 respondents) indicated that they would support the Gold River Multi-Use Pathway if it were fully covered by grant funding. One respondent would support the project no matter if it were funded by the grant or otherwise, and another respondent would not support the project at all. Two respondents did not answer this question.

NOOTKA DRIVE SIDEWALK EXTENSION, WEST (EST. \$260,000), - 330M TO BE COMPLETED IN 2 PHASES AS FUNDING PERMITS (N=11)



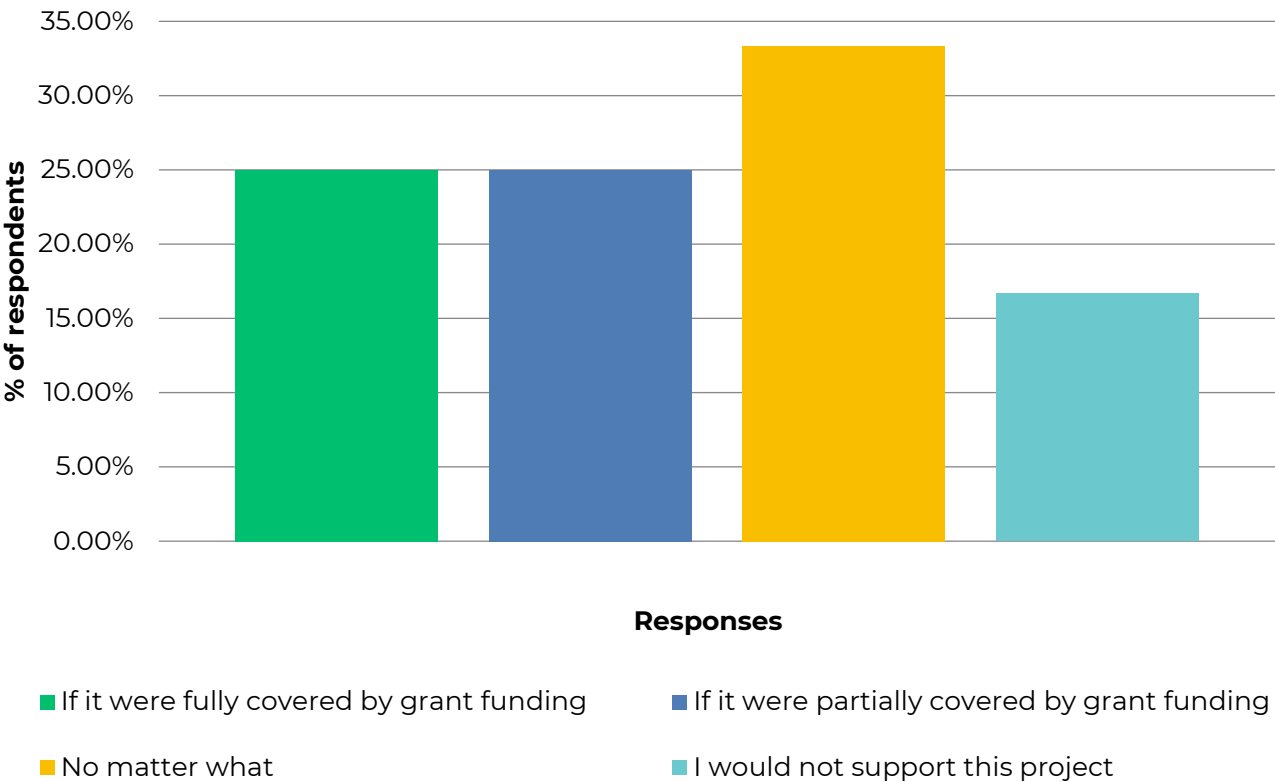
55% of respondents (6) indicated that they would support the Nootka Drive sidewalk extension if it were fully covered by grant funding. 27% of respondents (3) would support the project if it were partially covered by grant funding, and 1 respondent (2 total) indicated both full and no support. Two respondents did not answer this question.

TRAFFIC CALMING POLICY (EST. \$10,000 - \$20,000) DEVELOP A FRAMEWORK FOR EVALUATING, PLANNING, AND IMPLEMENTING TRAFFIC CALMING ON LOCAL ROADS IN GOLD RIVER BASED ON A STANDARDIZED ASSESSMENT OF TRAFFIC VOLUMES, SPEEDS, MIXING WITH ACTIVE TRANSPORTATION USERS AND OTHER CHARACTERISTICS DEFINED THROUGH THE POLICY. (N=12)



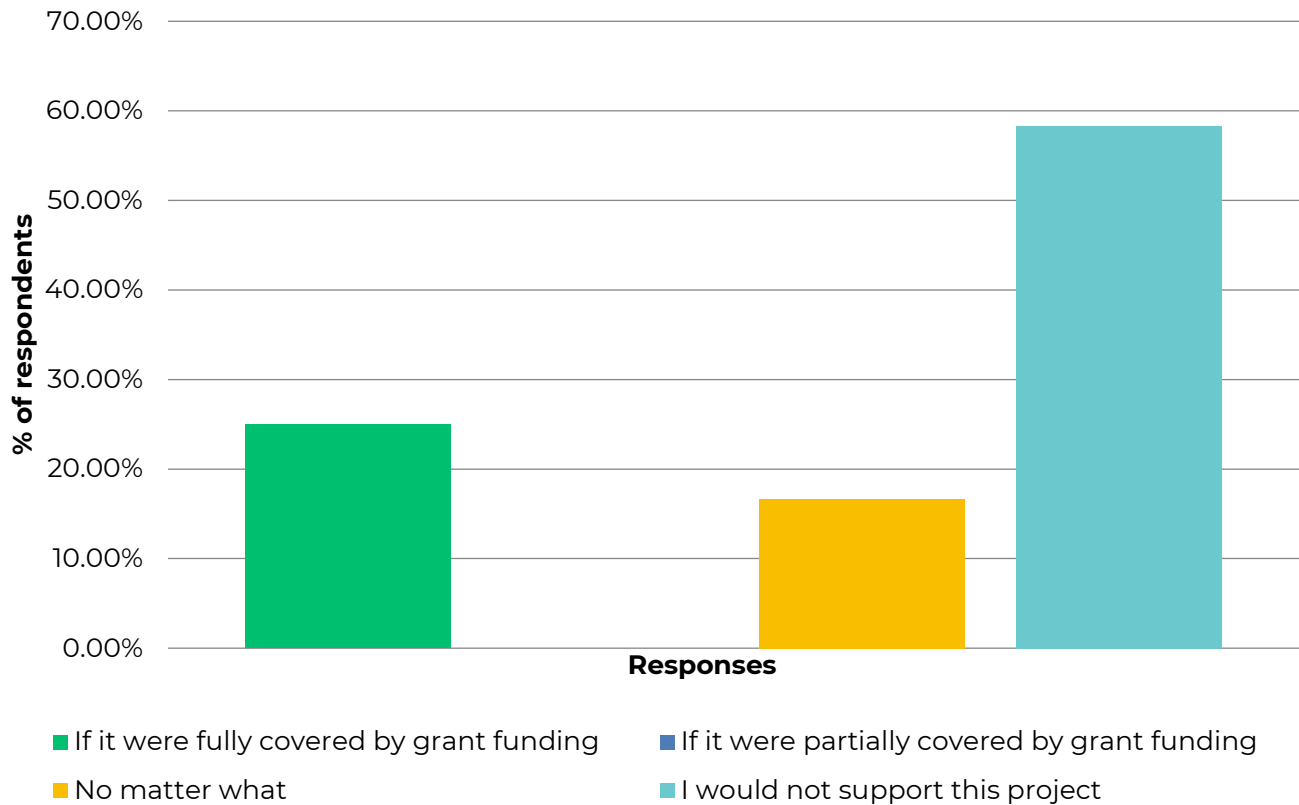
50% of respondents (6) indicated that they would support the traffic calming policy if it were fully covered by grant funding. However, another 33% of respondents (4) indicated that they would not support the project. The rationale for the unsupportive respondents was not assessed. One respondent did not answer this question.

AGE-FRIENDLY IMPROVEMENTS (EST. \$75,000) SIDEWALK AND CURB CUT IMPROVEMENTS INCLUDING SIDEWALK WIDENING AROUND STREETLIGHT POSTS TO BE COMPLETED IN TWO PHASES, AS FUNDING PERMITS (N=12)



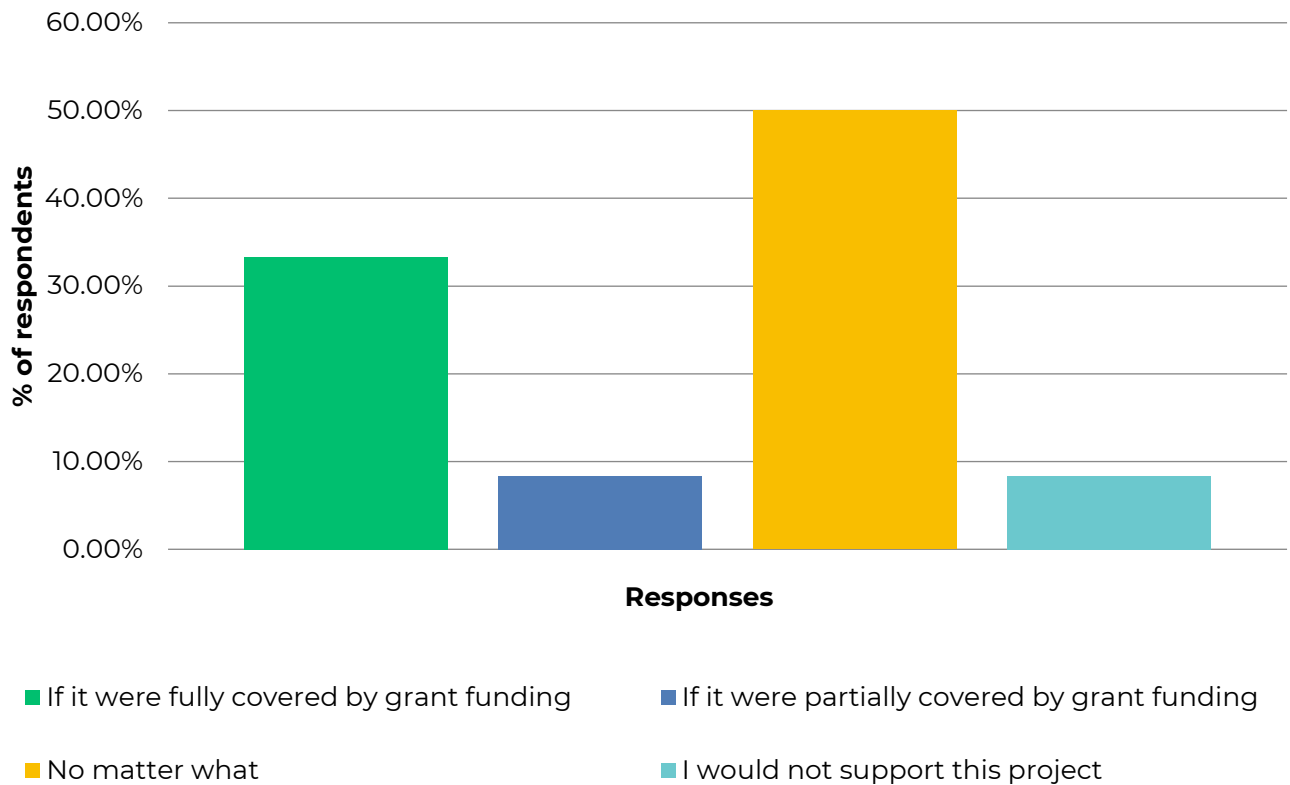
33% of respondents (4) support of both phases of the age-friendly improvement project no matter the level of grant funding. Another 25% (3 each) indicated both support of the project if it were fully or partially funded by grants. One respondent did not answer this question.

HIGHWAY 28 PEDESTRIAN WAITING AREA (EST. \$30,000 - \$60,000) PEDESTRIAN SHELTER AT PULL OFF ON HIGHWAY 28 (SOUTH SIDE) FOR THOSE WAITING FOR TRANSPORTATION TO CAMPBELL RIVER AND OTHER DESTINATIONS ALONG THE HIGHWAY. MAY BE COORDINATED WITH PHASE 3 OF GOLD RIVER ROAD MULTI-USE PATHWAY (N=12)



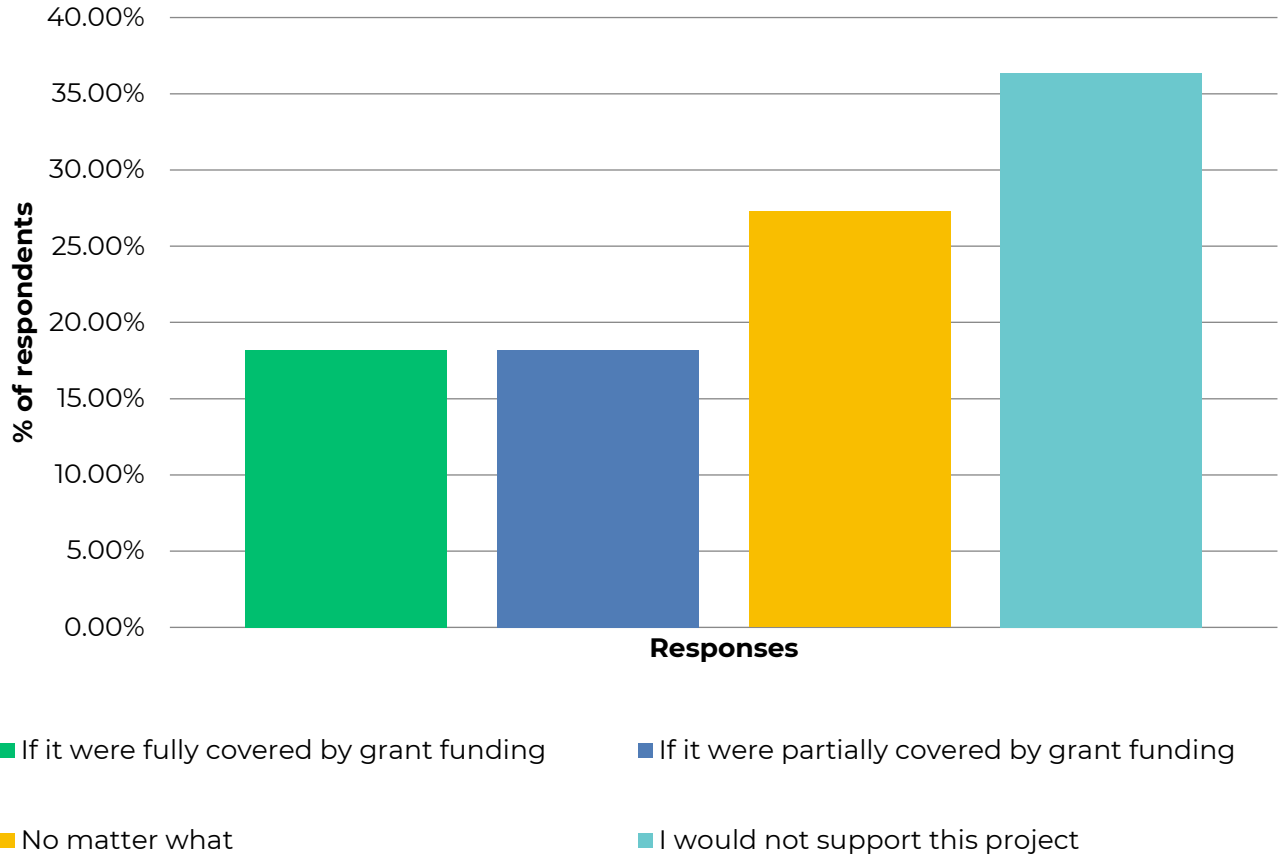
Approximately 58% of respondents (7) indicated a lack of support for the Highway 28 pedestrian shelter project. Another 25% (3) supported the project if it were fully covered by grant funding. Almost 17% of respondents (2) would support the project no matter the level of grant funding. One respondent did not answer this question.

PEDESTRIAN CROSSING MARKING IMPROVEMENTS (EST. \$25,000) REPAINT PEDESTRIAN CROSSING MARKINGS AS NEEDED TO PROVIDE APPROPRIATE MARKINGS TO THE CROSSING LOCATION. COMPLETE AS PART OF OTHER ROAD REPAINTING WORK. (N=12)



50% of respondents (6) indicated support for pedestrian crossing marking improvements such as repainting crosswalks, no matter the level of grant funding. Another 33% (4) indicated support of the project if it were fully covered by grant funding. Support for crosswalk improvements was further reiterated in the open response questions. One respondent did not answer this question.

PEDESTRIAN CONNECTION LIGHTING AUDIT (EST. \$10,000) COMPLETE A COMPREHENSIVE AUDIT OF LIGHTING ALONG THE NUMEROUS PEDESTRIAN CONNECTIONS IN THE VILLAGE TO UNDERSTAND WHERE LIGHTING IMPROVEMENTS ARE NEEDED TO IMPROVE SAFETY ON THESE FACILITES (N=11)



36% of respondents (4) indicated a lack of support for the pedestrian connection lighting audit project. Despite this lack of support, another 27% (3) of respondents however indicated full support of the project no matter the level of grant funding. Two respondents did not answer this question.

4.4 PRIORITY PROJECT SUPPORT AND IDEAS

The final question of the survey asked participants to share what they think, if anything, is missing from the stated priority projects. If they did not support some or any of the priorities, they were asked to indicate their rationale.

CONSIDERING THE PRIORITIES, WHAT IS MISSING? IF YOU DO NOT SUPPORT ANY OF THE ABOVE PRIORITIES, PLEASE SHARE YOUR PRIORITIES. IF YOU DO NOT SUPPORT INVESTING IN IMPROVEMENTS OF THIS NATURE, PLEASE INDICATE THIS (N=5)

Respondents were invited to provide a written response and share their vision for the Plan. 5 written responses were received, which included the following themes:

- Invest in maintaining existing infrastructure
- Resurface the paved circle pathway in Nimpkish Park
- Repaint crosswalks
- Improved transportation options to Campbell River, such as a bus or shuttle

5.0 CLOSING

We thank everyone involved who took the time to share their feedback and ideas to implement active transportation improvements in the Village of Gold River. Informed by the feedback received during this engagement process, the Active Transportation Plan will be finalized and brought forward to Council upon considering this input.

Village of Gold River REPORT TO COUNCIL

Regular Council Meeting
May 6, 2024

Author: Joe Doxey - Director of Operations

Subject: Waterfront, Temporary Dock Repairs

RECOMMENDATION(S):

THAT Council authorize staff to award the Waterfront, Temporary Dock Repair project to Sea Roamer Marine Services Ltd. as proposed for \$40,465.35 and;

THAT Council authorize staff to approve contingency items that may arise during the project, not exceeding the approved budget of \$65,000.

ALTERNATIVE(S):

THAT Council provides staff with alternate direction.

PURPOSE

To provide Council with information and receive authorization to award a contract for Waterfront, Temporary Dock Repairs.

ATTACHMENT(S):

Deep Sea Wharf Marina Facility, Temporary Repairs, Plan, Sections & Details

DISCUSSION

In conjunction with the Waterfront Strategic Plan (Urban Systems Ltd. (2023), *Waterfront Strategic Plan*), an additional study was completed that explored marina and dock upgrades needed to support the benchmark recommendations contained within the Waterfront Strategic Plan as well as continued Marina dock operations.

This additional study, (McElhanney Engineering Ltd. (2022), *Deep Sea Wharf Facility Floating Dock Replacement – Concept Feasibility Report*) broke things down into two stages: the Marina Upgrades (stage 1) valued at \$2.6 million, and the Seaplane Dock / Upland Upgrades (stage 2) valued at \$1.1 million. This report also identified that a more detailed condition assessment should be completed and that more immediate / temporary repairs might be needed in order to

maintain continued use of the Marina until the more extensive marina and dock upgrades could be completed. McElhanney was retained to complete this condition assessment, budgetary cost estimate (\$90,000), and facilitated requests for quotation concerning the temporary dock repairs.

Request for quotation was initiated by McElhanney on behalf of the Village. Two firms responded with proposals below:

Vendor	Cost (excluding contingency & taxes)
S&S Dive Services Ltd. (S&S)	\$20,267.00
Sea Roamer Marine Services Ltd. (SRMS)	\$40,465.35

McElhanney and staff reviewed the two proposal responses and provided the following conclusions for our consideration:

The S&S proposal stated multiple intentional omissions from their quote.

The S&S proposal included insufficient quantities and inconsistent unit rates with quantities.

The S&S did not include the fabrication of the gangway transition ramp. This omission was not included in their stated omissions.

The quote from S&S listed quantities of materials that did not align with the quantities shown on our repair drawings.

The SRMS quote provided a detailed breakdown of the materials required for each job, the associated repair effort, and a 7 working days (one to two weeks) schedule to help plan the work. SRMS demonstrates a better understanding of the repair requirements.

Staff reviewed the proposals and consulted with McElhanney concerning the project cost, including implementation considerations (cost, duration, service interruptions, additional engineering consultation and inspection), and recommend SRMS to be the best value. There is significant potential cost born in the omissions and errors in the S&S quotation and acceptance could be deemed as an unfair competition. The S&S quotation provided insufficient detail to accurately compare; however, there could be tens of thousands of dollars in value found in those errors and omissions,

Our purchasing policy requires that we receive the best value available for services, products and materials by using open and competitive processes, along with a high degree of accountability. To this end the total cost for evaluation must consider the total cost of performing the intended function and not solely the proposal amount. The purchasing policy makes provision for Council to approve awards of work where the recommended vendor presenting the best value may not be the immediately lowest dollar value.

FINANCIAL IMPLICATIONS

The budget for this project is \$65,000 and is funded from the Municipal Dock Maintenance Reserve. The project included within Council's approved 5-year budget. The budget is sufficient to complete this project as recommended.

POLICY IMPLICATIONS

There are no direct policy implications implied by this project. Deferment may necessitate a review of dock use policies.

LEGAL IMPLICATIONS

There are no direct legal implications implied by this project. Deferment would require a more detailed review of our legal liabilities.

STRATGIC PLAN ALIGNMENT

The project supports the economic growth strategic goal of a waterfront strategy to increase industry and tourism. The project may also help to support the goal of community pride by increasing and supporting a diverse and vibrant community through maintain or increased potential utilization of the waterfront area and docks.

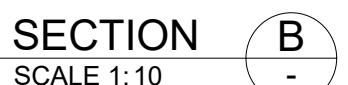
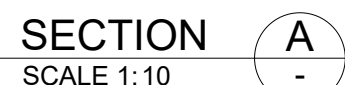
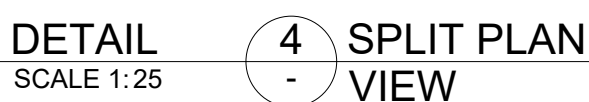
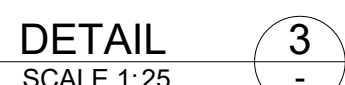
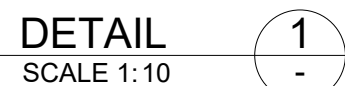
Supported by CAO: _____

Respectfully submitted,

Joe Doxey ASCT, ENV SP
Director of Operations
Village of Gold River



NOTE:
REFER DRAWING S000 FOR GENERAL NOTES AND
NOTES SPECIFIC TO DOCK REPAIRS.



ORIGINAL DWG SIZE: ANSI D (22" x 34")



THIS DRAWING HAS NOT BEEN APPROVED
AND MAY CONTAIN ERRORS AND OMISSIONS

DEEP SEA WHARF MARINA FACILITY TEMPORARY REPAIRS PLAN, SECTIONS & DETAILS

Project Number	Rev.
2211-71414-00	PA

Village of Gold River REPORT TO COUNCIL

Regular Council Meeting
May 6, 2024

Author: Michael Roy, Chief Administrative Officer

Subject: Zoning Bylaw Amendments - Small-Scale Multi-Unit Housing (SSMUH)

RECOMMENDATION(S):

THAT the following be applied to the drafting of new zoning amendment bylaw required to ensure compliance with the Housing Statutes (Residential Development) Amendment Act, 2023:

- that the recommended definitions for “Accessory Dwelling Unit” and “Secondary Suites” be incorporated;
- that secondary suites be added as a permitted use in the R.1 - Single Family Residential Zone (R1), R.2 - Single Family Estate Residential Zone (R2), R.3 - Rural Residential Small Holdings Zone (R3) zones and R.M.2 - Low Density Multi-Family Residential Zone (RM2);
- that the front lot line setback be set to 4.6 metres for R1 and RM2 zones and 6 metres for R2 and R3 zones;
- that the rear lot line setback for principal buildings be set to 6 metres for R1, R2, R3 and RM2 zones;
- that the interior side lot setback be set to 1.2 metres for R1, R2, R3 and RM2 zones;
- that the interior side lot setback be set to 4.6 metres for R1, R2, R3 and RM2 zones;
- that the maximum height and number of storeys for principal building be set at 11 metres or 3 stories, whichever is less for R1, R2, R3 and RM2 zones;
- that the maximum lot coverage be set to 40% for R1, 30% for R2, 25% for R3, 45% for RM2 zones and; and
- that the off-street parking requirements be set at 2 parking spaces per unit for R1, R2, and R3 and RM2 zones.

ALTERNATIVE(S):

THAT the following be applied to the drafting of new zoning regulations required to ensure compliance with the Housing Statutes (Residential Development) Amendment Act, 2023:

- *[insert items to be incorporated into the zoning amendment bylaw to comply with the Housing Statutes (Residential Development) Amendment Act, 2023]*

PURPOSE

The purpose of the report is to provide options to Council in relation to proposed land use bylaw amendments required to ensure compliance with recent changes to the Local Government Act.

ATTACHMENT(S):

- Recommended zoning regulations for lots requiring a minimum of 2 units
- Comparison Table of R1, R2, R3 and RM2 Zones

DISCUSSION

On November 30, 2023, the provincial Legislature adopted Bill 44 (Housing Statutes (Residential Development) Amendment Act, 2023), which amended the Local Government Act (the “Act”) in order to facilitate the delivery of “more small-scale, multi-unit housing for people, including townhomes, triplexes and laneway homes, and fix outdated zoning rules to help build more homes faster.”

Under a new Section 481.3(7) of the Local Government Act, the Village “must consider applicable guidelines” made by the Minister (e.g. the SSMUH Policy Manual) when developing or adopting a zoning bylaw to permit the use and density of use required to be permitted under the Act.

On December 7, 2023, the provincial government released the Provincial Policy Manual & Site Standards (the “Small-Scale, Multi-Unit Housing (SSMUH) Policy Manual”, or the “Manual”) as a resource to assist local governments with the implementation of zoning bylaw amendments required to comply with the changes to the Act.

Under a new Section 481.3(7) of the Local Government Act, the Village “must consider applicable guidelines” made by the Minister (e.g. the SSMUH Policy Manual) when developing or adopting a zoning bylaw to permit the use and density of use required under to be permitted under the Act.

The Manual includes recommended approaches to regulations governing building types, density, setbacks, building height, parcel coverage, vehicle parking requirements as well as the use of development permit area designations.

When considering these regulations, the province has advised that “creating a favourable regulatory environment for SSMUH housing to help overcome these barriers will require an openness to new building forms in areas traditionally reserved for detached single-family and duplex homes.”

The Village is required to approve a zoning bylaw(s) that comply with SSMUH requirements by **June 30, 2024**, and notify the Minister of Housing, in writing, that the bylaw(s) have been adopted, the location(s) of any exempted land(s) and the legislative provisions supporting the exemptions. The only allowable exemptions, in the legislation, are for lands in a local trust area under the *Islands Trust Act*, a rural land use bylaw under section 457 of the LGA or where a qualified professional certifies, for the local government, that the increased density would significantly increase the threat or risk from a hazardous condition and that the threat or risk from the hazardous condition cannot be practically mitigated. Based on the permitted exemptions, the Village has no land that would be exempted at this time.

Areas subject to SSMUH requirements are referred to as *Restricted Zones*, defined in the legislation as:

A zone that, on the date that this section comes into force, or that would, but for this section, restrict the residential use and density of use permitted in the zone to:

- (a) For the purposes of secondary suites and/or ADU's, a zone in respect of which the permitted use would be restricted to detached single-family dwellings, or
- (b) For the purposes of three to six units, a zone in respect of which the residential use would be restricted to:
 - a. Detached single-family dwellings, or
 - b. Detached single-family dwellings and one additional housing unit located within the detached single-family dwelling or on the same parcel or parcels of land on which the detached single-family dwelling is located;
 - c. Duplexes, or
 - d. Duplexes, with one additional housing unit located within each dwelling comprising the duplex and no more than 2 additional housing units on the same parcel or parcels of land on which the duplex is located.

But does not include a manufactured home zone.

For secondary suites and ADUs, a minimum of 1 secondary suite and/or 1 detached accessory dwelling unit (ADU) must be permitted in Restricted Zones. Local governments may choose to do any of the following for single-family residential lots to which the higher density requirements for a minimum of 3-6 units do not apply:

- permit only one secondary suite,
- permit only one ADU,
- allow landowners to choose either a secondary suite or an ADU, or
- permit the construction of both a secondary suite and an ADU.

In setting the requirements, local governments need to ensure the requirements of other provincial legislation and regulations are met (e.g., the Drinking Water Protection Act and the Sewerage System Regulation). In addition, only secondary suites (not ADUs) should be permitted on properties less than one hectare in size that are not serviced by sewer systems operated by a local government.

For municipalities less than 5,000, they are only required to have secondary suites and/or ADUs under the legislation.

Normally, all bylaws enacted after the adoption of an official community plan must be consistent with LGA, s. 478(2). However, zoning bylaws updates required to align with the SSMUH legislation are explicitly excluded from this requirement until **December 31, 2025**, by which time the OCP must be updated. As we are going to proceed with an update to our OCP and zoning bylaw, this condition should be met.

The province is encouraging local governments to apply a flexible approach when amending their zoning bylaw(s) as “it is typically not a single zoning rule that impacts the viability of a SSMUH project, but rather the cumulative and cross-cutting impacts of several regulations combined.”

Administration is recommending the following:

1. Definitions

It is recommended to replace the definition of “accessory dwelling unit” under section 2.0 in its entirety with the following

“Accessory Dwelling Unit” means a building, or part of a building, that:

- (a) is a self-contained residential accommodation unit, and
- (b) has cooking, sleeping and bathroom facilities, and
- (c) is secondary to a primary dwelling unit located on the same property.

It is also recommended to add the following definition under section 2.0

“Secondary Suite” means a complete living unit with its own kitchen, sleeping area, and washroom facilities contained within another dwelling. The two dwelling units (the primary residence and the secondary suite) and any common spaces make up a single real estate entity that cannot be stratified or otherwise legally separated from the other.

2. Building Height – Principal Dwelling

According to the Provincial SSMUH Policy Manual:

A universal maximum height limit that permits at least three stories regardless of the method of measurement, site gradient, or roof style improve the viability and diversity of SSMUH housing forms ... 11 metres is often considered an appropriate building height limit to facilitate three storeys ...

At present, the Village’s zoning bylaws have generally enacted a maximum height regulation of 9.1 metres in all zones in which single detached dwellings are permitted.

It is recommended that the maximum height allowance for all principal structures in the R.1 - Single Family Residential Zone (R1), R.2 - Single Family Estate Residential Zone (R2), R.3 - Rural Residential Small Holdings Zone (R3) and R.M.2 - Low Density Multi-Family Residential Zone (RM2) zones be increased from 9.1 metres to 11.0 metres.

The option of retaining the current maximum building heights in the zones is available to Council.

3. Building Height – Accessory Dwelling

According to the Provincial SSMUH Policy Manual a maximum height of “at least 8.0 metres for accessory dwelling unit” should be considered.

Currently, the Village’s zoning bylaws do not permit accessory dwellings. Should Council direct that accessory dwellings be permitted, then it would be recommended that a maximum height of 8.0 metres be introduced for “accessory dwellings in the R1, R2, R3 zones. As RM2 zone does permit multiple dwelling, the recommendation would be not to permit ADUs in this zone.

The option of not having Accessory Dwellings and permitting only secondary suites is an option for Council.

4. Lot Setbacks

According to the Provincial SSMUH Policy Manual:

Of all the land use regulation changes proposed in this manual, reducing customary single-family and duplex front and rear lot line setbacks may have the most profound effect on the traditional development pattern in single-family and duplex zones. It will enable buildings to be sited in what would have traditionally been a front yard or a back yard.

Currently, the Village's zoning bylaws have enacted a minimum front parcel line setback of 4.6 metres in the R1 zone and 7.6 metres in the R2 and R3 zones. It would be recommended that the R1 remain the same and that 6.0 metres be used for principal buildings in the R2 and R3 zones.

The rear lot line setback is 6.1 metres in R1 and 7.6 metres in R2 and R3. The recommendation is to have the principal building setback in the R1, R2, R3, and RM2 zones set to 6.0 metres. Should ADUs be permitted then the ADUs rear setback be introduced at 1.5 metres for R1, R2, R3 and RM2 zones.

The interior lot line setback (not adjacent to a road) is 2.4 metres for R1 and RM2 zones and 7.6 metres for the R2 and R3 zones. It would be recommended for the interior lot line setback be changed to 1.2 metres for the R1, R2, R3 and RM2 zones.

The exterior lot line (adjacent to a road) is 4.6 metres in the R1 zone and is 7.6 metres in the R2 and R3 zones. It would be recommended that the exterior lot line for the R1, R2, R3, and RM2 zones be set to 4.6 metres.

The option of the status quo is available for any of the lot line setbacks.

5. Lot Coverage

According to the Provincial SSMUH Policy Manual:

... lot coverage limitations can be an impediment to SSMUH housing forms if they do not allow a sufficiently large building footprint to accommodate development forms for multiple units that are financially viable.

The site standard recommends 25-40% as the range. Relatively low lot coverages will help limit the size and cost of new units on large lots. 25% may be appropriate for large lots and up to 40% for smaller lots.

The zoning bylaw currently allows for 30% coverage in the R1, R2, and R3 zones and 45% for RM2 zone. It is recommended that the R1 be 40%, R2 remain at 30% and R3 be 25%. The RM2 zone would remain at 45%. As R1 can be our smallest lot size, this would allow for more of the lot to be used for dwelling unit space. As the lot sizes get larger the lot size reduces to limit the size of dwelling structure and maintain affordability.

The option of the status quo is available to Council and is within the recommended range in the policy manual for R1, R2 and R3.

6. Off-street Parking

According to the Provincial SSMUH Policy Manual:

Of all bylaw regulations, on-site vehicular parking requirements often have the greatest influence on the viability of SSMUH housing forms ... [and] local governments should minimize parking requirements when updating their zoning bylaws, and in some cases consider removing parking requirements for residential zones altogether.

Specifically, the province is recommending that one (1) space per dwelling unit be the standard adopted.

Currently, the Village's zoning bylaw requires 2 parking spaces per unit and 1 space for each 2 boarders.

It is being recommended that the zoning bylaw require two (2) vehicle parking spaces per unit. With streets that are narrow and not straight in a grid like pattern, coupled with no public transportation due to being a rural community an hour away from our nearest community with public transportation, it currently is reasonable to expect that there will be more than 1 vehicle per unit and if off-street parking is not provided, could cause issues on our streets due current widths.

The option of the status quo remains for Council.

7. Accessory Dwellings

According to the Provincial SSMUH Policy Manual:

To mitigate risks related to groundwater contamination, only secondary suites, not accessory dwelling units, should be permitted on properties less than one hectare in size that are not serviced by sewer systems operated by a local government.

It is being recommended that if Accessory Dwelling Units are permitted in the zoning bylaw, that they only be permitted for lots connected to the Village's sewer system.

Next Steps

In order to enact the amendments required by the Housing Statutes (Residential Development) Amendment Act, 2023, it is recommended that an amendment bylaw to the Village of Gold River Zoning Bylaw No. 706, 2018" be prepared.

FINANCIAL IMPLICATIONS

N/A

POLICY IMPLICATIONS

N/A

LEGAL IMPLICATIONS

Local governments that do not comply with the legislative requirements for SSMUH by the compliance deadline of June 30, 2024, may be subject to a ministerial order that overrides their zoning bylaw to permit the use and a minimum density of use required to be permitted under SSMUH. In these cases, the minister will first give notice and provide an opportunity for the local government to make the amendments.

STRATGIC PLAN ALIGNMENT

Respectfully submitted,

Michael Roy
Chief Administrative Officer
Village of Gold River

Attachment 1

Table 5: Recommended zoning regulations for lots requiring a minimum of 2 units

Zoning Bylaw Parameter	Recommended Benchmark Regulation	Considerations
Front Lot Line Setback	Minimum of 5 – 6 metres	This front lot line setback maintains some consistency with conditions in most rural and semi-rural areas.
Rear Lot Line Setback	Minimum of 6 metres for principal buildings Minimum of 1.5 metres for ADUs	
Side Lot Line Setbacks	Minimum of 1.2 metres	This minimum requirement will enable flexibility for a large range of lot sizes, configurations, and building types. Larger distances from property lines are likely to be used by builders or developers to meet BC Building Code requirements for combustible buildings, and to accommodate drive aisles to back of the property (if used).
Maximum Height	Maximum building height of 11 metres to the mid-point of a pitched roof or highest point of a flat roof on principal buildings At least 8 metres for accessory dwelling units	A universal height limit that permits three stories regardless of the method of measurement, site gradient, or roof style is recommended to help improve the viability and diversity of SSMUH housing forms.
Maximum Number of Storeys	3 storeys for principal dwellings 2 storeys for accessory dwelling units	In smaller lot settings, permitting 3 stories may reduce the loss of trees, green space, or farmland. In larger lot settings, large distances between adjacent dwellings mitigate relative height and privacy concerns.
Maximum Lot Coverage	25-40%	Relatively low lot coverages will help limit the size and cost of new units on large lots. 25% may be appropriate for large lots and up to 40% for smaller lots.
Off-Street Parking Requirements	One space per dwelling unit	

Attachment 2 Comparison Table of R1, R2, R3 and RM 2 Zones

	Gold River's current zoning				Proposed zoning			
Zoning Bylaw Parameter	R.1	R.2	R.3	RM.2	R.1	R.2	R.3	RM.2
Permitted uses	- one single family dwelling - boarding house - bed and breakfast accommodation - home occupations - child care and nursery schools accessory to a residential use	- one single family dwelling - boarding house - bed and breakfast accommodation - home occupations - child care and nursery schools accessory to a residential use	- one single family dwelling - boarding house - bed and breakfast accommodation - home occupations - child care and nursery schools accessory to a residential use - agricultural uses and the keeping of livestock subject to the requirements of Sections 4.4. and 4.5 - veterinary clinics and riding stables	- single family dwellings - semi-detached single-family dwellings	- one single family dwelling - secondary suite - boarding house - bed and breakfast accommodation - home occupations - child care and nursery schools accessory to a residential use	- one single family dwelling - secondary suite - boarding house - bed and breakfast accommodation - home occupations - child care and nursery schools accessory to a residential use	- one single family dwelling - secondary suite - boarding house - bed and breakfast accommodation - home occupations - child care and nursery schools accessory to a residential use - agricultural uses and the keeping of livestock subject to the requirements of Sections 4.4. and 4.5 - veterinary clinics and riding stables	- single family dwellings - semi-detached single-family dwellings - secondary suites
Front Lot Line Setback	Minimum 4.6 metres	Minimum 7.6 metres	Minimum 7.6 metres	Minimum 4.6 metres	Minimum 4.6 metres	Minimum 6 metres	Minimum 6 metres	Minimum 6 metres
Rear Lot Line Setback	Minimum 6.1 metres	Minimum 7.6 metres	Minimum 7.6 metres	Minimum 6.1 metres	Minimum of 6 metres for principal buildings	Minimum of 6 metres for principal buildings	Minimum of 6 metres for principal buildings	Minimum of 6 metres for principal buildings
Side Lot Line Setbacks	Interior: Minimum 2.4 metres Exterior: Minimum 4.6 metres principal, 3 metres accessory	Minimum 7.6 metres	Minimum 7.6 metres	Interior Side Yard 2.4 metres Exterior Side Yard adjoining a street 4.6 metres	Interior: Minimum of 1.2 metres, Exterior: Minimum 4.6	Interior: Minimum of 1.2 metres, Exterior: Minimum 4.6	Interior: Minimum of 1.2 metres, Exterior: Minimum 4.6	Interior: Minimum of 1.2 metres, Exterior: Minimum 4.6
Maximum Height	Principal Building 9.1 metres or 2 storeys, whichever is less. Accessory Building 6.1 metres	Principal Building 9.1 metres or 2 storeys, whichever is less. Accessory Building 6.1 metres	Principal Building 9.1 metres or 2 storeys, whichever is less. Accessory Building 9.1 metres	Principal Building 9.1 metres or 2 storeys, whichever is less. Accessory Building 6.1 metres	Principal Building 11 metres or 3 storeys, whichever is less. Accessory Building 6.1 metres	Principal Building 11 metres or 3 storeys, whichever is less. Accessory Building 6.1 metres	Principal Building 11 metres or 3 storeys, whichever is less. Accessory Building 6.1 metres	Principal Building 11 metres or 3 storeys, whichever is less. Accessory Building 6.1 metres
Maximum Number of Storeys	2	2	2	2	Included in Maximum height	Included in Maximum height	Included in Maximum height	Included in Maximum height
Maximum Lot Coverage	Maximum: Principal buildings and structures: 30% of lot area. Maximum: Accessory buildings and structures: 10% of lot area	Maximum for all buildings and structures 30% of lot area. Each accessory building or structure shall not exceed more than 5% of the lot area	Maximum for all buildings and structures 30% of lot area. Each accessory building or structure shall not exceed more than 5% of the lot area	Maximum – Principal Building 45% of lot area Maximum – Accessory Building 5% of lot area	Dwelling Units: 40%; Accessory buildings or structures 10%	Dwelling Units: 30%; Accessory buildings or structures 5%	Dwelling Units: 25%; Accessory buildings or structures 5%	Dwelling Units: 45%; Accessory buildings or structures 5%
Off-Street Parking Requirements	2 parking spaces per unit and 1 space for each 2 boarders	2 parking spaces per unit and 1 space for each 2 boarders	2 parking spaces per unit and 1 space for each 2 boarders	2 parking spaces per unit and 1 space for each 2 boarders	2 parking spaces per unit	2 parking spaces per unit	2 parking spaces per unit	2 parking spaces per unit
				No more than one dwelling unit per 350 sq. m. of lot area.				No more than one principal dwelling unit per 350 sq. m. of lot area.

UBCM took place in Victoria from April 5th to April 7th 2024. The Gold River delegation consisted of Councillors Wehmeier, Pringle, and Pichert and CAO Roy.

Pre-Convention Forestry Tour

There was a tour of Western Forest Products seed orchard and nursery. Our tour guide was none other than Gold River's Paul Kutz, Manager of Silviculture.

Apologies for my bad notes. It was a rainy day and it reflected on my ability to read what I wrote, so hopefully these facts are accurate.

- At this nursery in Saanichton they grow roughly 3.2 million saplings a year all for reforesting by WFP.
- Normally there is a need to purchase seedlings from other sources as well to keep regeneration up with harvest, but that need has slowed due to markets, permitting, AAC reduction.
- Here they grow one year old seedlings, primarily four species: Douglas Fir, Sitka Spruce, Western Hemlock, and Western Red Cedar.
- We got to see what would become the 10 billionth tree to be planted since reforestation programs began in 1930. It was planted in Surrey's Green Timbers Urban Forest Park.

- The scale of their operation is huge, but is just the tip of the iceberg. 305 million seedlings were planted in BC forests last year.
- In the orchard they have been harvesting through best performance selection. This is not GMOs or anything terribly fancy, but choosing the seeds from the strongest trees. Doing this over generations has produced hardier, stronger, and bigger trees.
- Seeds from an orchard are Class A seeds. Wild seeds are Class B. Government obligations means that these orchard seeds are preferred for replanting. They also result in an average of about 20% more volume.



Speakers and Workshops

There were many speakers and workshops and I've jotted down the highlights.

- Minister of Municipal Anne Kang noted that BC is seeing its highest growth in 50 years and identified that this is an issue for municipalities. She highlighted the provincial governments help through the growing communities fund.
- Parliamentary Secretary for Rural Development Roly Russel spoke of the boom and bust diversity of our economies, and spoke about the REDIP program, which is both growing in available monies, but is still heavily oversubscribed. There will be a third intake from July - October 2024.
- Our keynote speaker was Diane Kalen Sukra. Much of her presentation was about the purpose of municipalities and the roles of civic leaders in addressing culture risk.
- There was a panel discussion on the TRC Calls to Action: A Roadmap to Right Relations. At the heart of this discussion seemed to be "we will have questions and uncertainties. The TRC Calls to Action provide a roadmap for us moving forward."
- Local leaders are looking to the province and UBCM for greater support including guidance.
- What we can do now is prioritise them in our OCP and Budget.
- UBCM President Trish Mandewo addressed a few pressing issues affecting municipalities in BC including awaiting the old growth action plan - a blended

approach to conservation and economy, as well as Bill-44, which would take away local decision making for population density.

Resolutions

Probably my favourite part of AVICC (and UBCM) has been the resolutions session. Here we get to decide priorities and asks we have of the province to affect positive change in our communities. Of note:

- Gold River had two resolutions, both of which passed and will be sent to UBCM.
- Councillor Wehmeier had put forward a resolution about having a separate assessment class for vacant residential properties.
- Councillor Pichert has put forward a resolution about funding for rural communities to support ageing-in-place.
- There were two resolutions that stood out to me as having great importance to Gold River and were hotly contested.
- R23 was sponsored by the City of Campbell River and was about halting the reductions to the Annual Allowable Cut. After the sponsor spoke in support there were three others at the con mic and none at the pro mic. I hadn't really planned on making a speech but nobody else was stepping up so I got up there and spoke about the degree to which the AAC has declined, quoted UBCM President Mandewo's words from earlier in the day, "when there is so much uncertainty, there is disinvestment" and noted the harm this has caused and will continue to cause communities dependent on forestry and TFLs.
- I should note that I was shaking, likely both from nerves and having to bend over so far to speak into the mic.
- This resolution was defeated by roughly a 60-40 vote. However it will hopefully have lit a spark in our northern communities to get together to better coordinate our actions.
- Lastly there was a resolution from the floor from Tahsis which I no longer have a copy of, but essentially read "Therefore be it resolved that AVICC and UBCM urge the provincial government to take in ocean fish farming out of the ocean." Again I got up to speak, but before I could it was referred to the AVICC executive, a suitable enough compromise.

Concurrent Workshops

There were two times of three concurrent workshops. Given we had three councillors we chose to wisely divide and conquer.

- I attended the Building Wildfire Resilience in Coastal Communities panel discussion. Highlights include:
- Vancouver Island doesn't live in the same fire regime as the rest of BC. The panel was somewhat optimistic that while the rest of BC is a more reactive state, Vancouver Island communities have the opportunity to be proactive with their fire fighting measures.
- Fire is obviously reemerging as a seasonal threat and it's not expected to get much better.
- Why is this a local government responsibility? All of us need to be a part of it. That includes community planning, improving local fire services. Behaviour changes at the local level.

- Firesmart is a new way to gather community members (ahem, SRD Firesmart meeting Thursday May 9th at 7 PM, it was in everybody's mailbox).
- Opportunity to have a regional wildfire committee.
- Kootenay-Nelson has a bylaw about planting conifers near buildings (you're not allowed).
- One of the most effective ways to save your house is to remove fuels from your house.
- This could be incorporated into the OCP.
- The other panel discussion was Energy, Energy, Energy by BCHydro and FortisBC.
- This was... much less useful. BCHydro is growing the grid, investing \$36 billion into its capital plan.
- The BC Hydro rep said about the rate structure, "Rate has become due." She was vague about when but we can stay tuned if we hate hitting second tier payments.
- There was mention that we could select a package (like internet or cable channels). I have no idea what that means.
- Of note from Fortis, they are looking into hydrogen as energy.



Village of Gold River
Work in Progress

Meeting	Action Item/Resolution	Update
	Water staging/water bylaw updates	First 2 readings done, final approval in May
Oct 3, 2023	Grant in Aid - update	
Mar 18, 2024	MOU SD84 Vacant Land	

VILLAGE OF GOLD RIVER

BYLAW NO. 751, 2024

A bylaw to regulate the use and conservation of water.

WHEREAS The Community Charter authorizes Council to regulate municipal services;

AND WHEREAS the Council of the Village of Gold River deems it necessary to conserve water;

NOW THEREFORE the Council of the Village of Gold River in open meeting assembled enacts as follows:

1. TITLE

This Bylaw can be cited as the "Village of Gold River Water Conservation Bylaw - NO. 751, 2024"

2. DEFINITIONS

"Appliance" means a device or mechanism, other than that owned and operated by the Village, in or through which water is piped or used for a domestic, commercial or industrial purpose.

"Boat" means a vessel propelled on water by an engine, oars or sails.

"Boulevard" means that portion of any highway other than the paved, improved or main travelled roadway, driveway or sidewalk and includes any landscaped median.

"Bylaw Enforcement Officer" means a person appointed or contracted by the Village of Gold River to enforce this bylaw.

"Council" means the Council of the Village of Gold River.

"Director" means the Director of Operations or designate.

"Health or Safety" means federal or provincial enactments that require a use of water that violates a water use restriction in Schedule A to this Bylaw.

"Drip-irrigation System" means a subset of micro-irrigation that involves the use of small tubes, drip emitters, and / or tape systems placed near the base of plants. They release water slowly but over a longer period of time and directly to the root zone. They ensure targeted irrigation, reduce evaporation, wastage, and overall water consumption.

"Notice" means a Notice given under Section 6 of this bylaw.

"Nursery" means a business in which flowers, plants, trees or shrubs are grown or displayed for sale.

"Over-watering" means to water in a manner that saturates the lawn, boulevard or landscaped area being watered and results in water spreading onto areas beyond them.

"Owner" means any person who owns, is in possession of, or who has the care, control or custody of property.

"Permit" means a permit issued under Section 9 (a) of this bylaw.

"Public Notification Place" means the bulletin board located at the Village, Municipal Hall at 499 Muchalat Drive.

"Restricted Hours" means those time periods during which watering is permitted in Schedule "A" of this bylaw.

"Sprinkler" means a hose connected or other sprinkler system but excludes a Micro-irrigation or Drip-irrigation system.

"Stage" means the Stages 1, 2, 3 and 4 of Water Use Restrictions prescribed in Schedule "A" of this bylaw.

"Vehicle" means a device in, on or by which a person or thing is or may be transported or drawn on a highway.

“Village” means the Village of Gold River.

“Water” means water supplied by the Village of Gold River directly or indirectly to an Owner or the act of using or applying such water.

“Water Use Restrictions” means the restrictions prescribed in Schedule “A” of this bylaw.

“Watering Days” means those days during which watering is permitted in Schedule “A” of this bylaw.

3. Prohibitions

- a. The prohibitions in subsections (3) and (4) are in force at all times of the year.
- b. No person shall damage or allow the deterioration of any appliance so as to result in an increase in water use.
- c. No person shall waste water by using more water than is required to provide a service, produce a product, or complete a task, including but not limited to allowing a tap or hose to run water unnecessarily and over-watering plants or lawns.
- d. No person shall apply water intended for irrigation to an impervious surface such as a street, parking lot, sidewalk or driveway.
- e. No person, being an owner or occupier of property in the municipality or in an electoral area service area, shall use water or cause water to be used contrary to the restrictions in effect at the time pursuant to schedule ‘A’ of this bylaw.

4. Inspection

The Director or a bylaw compliance officer has the authority to enter, at all reasonable times and in a reasonable manner and after taking reasonable steps to give notice, on any property that is subject to this bylaw to ascertain whether the requirements of this bylaw are being met or the regulations in this bylaw are being observed.

5. Implementation of Conservation Stages and Restrictions

- a. Stage 1 and the water use restrictions for Stage 1 prescribed in schedule ‘A’ are in effect May 1 of the year, except as provided under subsection (e).
- b. Stage 2 and the water use restrictions for Stage 2 prescribed in Schedule A are in effect when there is a drought level 3 for the West Vancouver Island basin, except as provided under subsection (e).
- c. Stage 3 and the water use restrictions for Stage 3 prescribed in schedule ‘A’ are in effect when the 14-day average stream-flow within the Gold River is reduced below 8.6 cubic meters per second as measured at Station Id 08HC001, and when there is a drought level 4 for the West Vancouver Island Basin, except as provided under subsection (e).
- d. Stage 4 and the water use restrictions for Stage 4 prescribed in schedule ‘A’ are in effect when the 14-day average stream-flow within the Gold River is reduced below 4.3 cubic meters per second as measured at Station Id 08HC001, and when there is a drought level 5 for the West Vancouver Island Basin, except as provided under subsection (f).
- e. The chief administrative officer or the director, by written determination and based on the determination factors specified in section 7, may
 - i. Amend the effective period of time for stages 1, 2 or 3 water use restrictions, or
 - ii. Terminate or bring into effect water use restrictions up to and including stage 3 at any time of the year for any period of time.
- f. Emergency water use restrictions:
 - i. Council, at a regular, special or emergency meeting may bring into effect stage 4 water use restrictions.
- g. The chief administrative officer or the director, by written determination and based on the determination factors specified in section 7, may terminate stage 4 water restrictions.
- h. In the event of system failure which limits the delivery of water at normal volumes, the chief administrative officer or director may implement water restrictions as necessary to maintain the water system.
- i. The stage determined under section 7 and the water use restrictions prescribed under schedule ‘A’ for that stage take effect on the commencement date stated in the notice for that stage and remain in effect until that stage is terminated.

- j. A stage will remain in effect until it is terminated under this bylaw or until the commencement of another stage.

6. Notice

- a. The chief administrative officer or the director, must give notice or cause notice to be given to persons within the village of the applicable stage determined under section 5 and its effective dates of commencement and termination.
- b. The notice under 6.a. must be given at least once before the commencement of a more restrictive stage.
- c. The notice under this section must be posted at the public notification place and on the Village of Gold River website.

7. Determination Factors

- a.
 - i. The need to reduce peak demands on the water system, and
 - ii. Operational factors which limit the ability to supply normal water capacity.
- b. In making a determination under section 5.f.i, Council may consider the factors referred to in section 7.a.i and any other relevant information.

8. Water Use Restrictions

- a. The water use restrictions for each stage are prescribed in schedule 'A' to this bylaw and must be obeyed during the period that the applicable stage is in effect under this bylaw.
- b. The water use restrictions for each stage apply to both indoor and outdoor water use.
- c. The water use restrictions for each stage do not apply to the use of rain water, gray water, any forms of recycled water, or other sources of water outside the Village of Gold River Water Supply System.

9. Permits, Exemptions and Special Cases

- a. The Village of Gold River may issue permits for the installation of a new lawn, establishment, or re-establishment of flora in association with the implementation of other time sensitive approved works in the special cases and manner prescribed in schedule 'B' (example, habitat establishment included within an in stream works permit).
- b. Exemptions and special cases to the regulations in this bylaw are prescribed in schedule 'A'.
- c. Exempted persons and permit holders are exempted from section 3 to the extent permitted by schedule 'A' and the conditions of the permit where applicable.

10. Schedules

Schedules 'A' and 'B' of this bylaw form part of and are enforceable in the same manner as this bylaw.

11. Penalty

- a. Any person who contravenes a provision in this bylaw, or who suffers or permits any act or thing to be done in contravention of this bylaw, or who refuses, omits, or neglects to fulfill, observe, carry out or perform any duty or obligation imposed in this bylaw is guilty of an offence and
 - i. on summary conviction is liable to a fine of not less than \$100 and subject to the maximum fines under the Local Government Act and the Offence Act; or
 - ii. on notice of Bylaw contravention, penalties may be processed in accordance with the Village of Gold River Bylaw Notice of Enforcement Bylaw No. 737, 2022.
- b. the case of a continuing violation, each day that a violation continues to occur shall constitute a separate offence.

12. Liability

- a. Nothing in this bylaw shall be interpreted as imposing any duty on the local governments to provide a continuous supply of water to any person or premises and it is a condition of supply of water that the local governments are not liable for any injury, damage, or loss, including economic loss, to any person or property:
 - i. Arising or occurring from the use of water from the system;
 - ii. Resulting from a failure of water supply to any consumer; or
 - iii. Resulting from any impurity, lack of pressure, increased supply pressure, or other condition affecting water supplied by the system.

13. Severability
- a. If any provision of this bylaw is held to be invalid by a court, the provision may be severed from this bylaw and such invalidity does not affect the validity of the remaining portions of this bylaw.

READ the first time this	2 nd	day of	April, 2023
READ the second time this	2 nd	day of	April, 2023
READ the third time this	15 th	day of	April, 2023
ADOPTED this		day of	, 2023

<hr/> M. Lott	Mayor	<hr/> M. Roy	Corporate Administrator
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VILLAGE OF GOLD RIVER

Schedule A

Water Conservation Stages and Measures:

Stage 1 Water Conservation Measures, **Restricted days and hours**

During Stage 1 Water Conservation Measures, no person shall use a watering system to water a lawn, garden or landscaped area on a property except:

1. At premises with *even numbered civic addresses, on even numbered calendar days* between 7:00a.m. to 10a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.
2. At premises with *odd numbered civic addresses, on odd numbered calendar days* between 7:00a.m. to 10a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.
3. At Scout Lake Subdivision / Burman Residents premises on the *high side (#501-513) to water on odd numbered calendar days* between 7:00 a.m. to 10:00 a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.
4. At Scout Lake Subdivision / Burman Residents premises on the *low side (#515-527) to water on odd numbered calendar days* between 7:00 a.m. to 10:00 a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.
5. Strata Complex premises will water based on individual unit number with even numbered units, on even numbered calendar days and odd numbered units, on odd numbered calendar days. Permitted watering time is 7:00a.m. to 10a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.

During Stage 1 Water Conservation Measures, **Permitted uses:**

1. Hand watering of flower gardens, vegetable gardens, decorative planters, shrubs or trees. Drip irrigation for watering flower gardens, vegetable gardens, decorative planters and shrubs or trees is also permitted.
2. Use of a hose to provide water to wash boats or motor vehicles if the hose is equipped with an automated shut off device.
3. Watering of public sports playing fields, school yards or boulevards.
4. Prevention or control fires.
5. For health or safety of any person.
6. Municipal water park.
7. Water slide or sprinkler for the purpose of children's play.
8. Uses authorized by a permit issued by the CAO, Director of Operations, or designate in accordance with Schedule B.

Stage 2 Water Conservation Measures, **Restricted days and hours**

1. At premises with *even numbered civic addresses, on Tuesday and Friday* between 7:00a.m. to 10a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.
2. At premises with *odd numbered civic addresses, on Monday and Thursday* between 7:00a.m. to 10a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.
3. At Scout Lake Subdivision / Burman Residents premises on the *high side (#501-513) to water on Monday and Thursday* between 7:00 a.m. to 10:00 a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.

4. At Scout Lake Subdivision / Burman Residents premises on the *low side (#515-527)* to water on *Tuesday and Friday* between 7:00 a.m. to 10:00 a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.
5. Strata Complex premises will water based on individual unit number with even numbered units, on even numbered calendar days and odd numbered units, on odd numbered calendar days. Permitted watering time is 7:00a.m. to 10a.m. and 7:00 p.m. to 10:00 p.m. for hose supplied sprinklers or between 12:00 midnight and 4:00 a.m. for underground automated sprinkler systems.

During Stage 2 Water Conservation Measures, **Permitted uses:**

1. Hand watering of flower gardens, vegetable gardens, decorative planters, shrubs or trees. Drip irrigation for watering flower gardens, vegetable gardens, decorative planters and shrubs is also permitted.
2. Prevention or control fires
3. For health or safety of any person.
4. Municipal Water Park.
5. Watering of public sports playing fields and school yards or boulevards Monday, Wednesday, or Saturday.
6. Uses authorized by a permit issued by the CAO, Director of Operations, or designate in accordance with Schedule B.

Stage 3 Water Conservation Measures, **Restrictions:**

1. No person shall use a watering system to water a lawn, garden or landscaped area on property.

During Stage 3 Water Conservation Measures, **Permitted uses:**

1. Limited watering of public sports playing fields, school yards or boulevards, but only if failure to do so will result in a permanent loss of plant material.
2. Prevention or control fires.
3. For health or safety of any person.
4. Uses authorized by a permit issued by the CAO, Director of Operations, or designate in accordance with Schedule B.
5. Municipal Water Park Wednesday, Friday, Saturday, and Sunday.
6. Watering for vegetable / food garden.

Stage 4 Water Conservation Measures, **Restrictions:**

1. During Stage 4 all use of water for any purpose other than drinking, food preparation, personal hygiene, for the health and safety on any person and for the prevention or control of fires is prohibited.
2. Without limiting the generality of Section 1, prohibited uses of water during stage 4 include the following:
 - a. Watering outdoor lawns, gardens, plants, and trees in any manner or by any means, including watering by hand.
 - b. Filling or topping off or operating residential or commercial pools, hot tubs, ponds, or fountains.
 - c. Operating local government outdoor water parks or pools
 - d. Washing of vehicles, boats, or outdoor surfaces
 - e. Irrigating other public or school district use property.
3. Where reasonably possible, swimming pools, hot tubs, fountains and ponds should be drained for health and safety purposes and such water used for irrigation.
4. No new permits shall be authorized under Schedule B and any existing permits issued are suspended during stage 4.

VILLAGE OF GOLD RIVER

Schedule B

Reason for Permit:

New Lawn / Landscaping (\$50)		Construction (Private \$50, Public Waived)		Works part of Bylaw and Provincial orders or permits (supporting documentation required, Fee Waived)	
-------------------------------	--	--	--	--	--

Applicant Contact Information;

Name:

Address:

Suite	Street No.	Street		
City / Town / Village	Province	Postal Code		

Description of watering area:

Front		Side		Rear		All Areas	
-------	--	------	--	------	--	-----------	--

Other:

Description, include approximate area (indicate units, sq m, sq ft)

Starting Date:

Notes:

This permit is revocable in the case of a high stage water shortage, distribution, or supply emergency.
This permit expires 4 weeks from the date of issue unless extended in writing from the Village of Gold River.
The permit must be prominently displayed at the premises

Approved / Denied By: _____ Date: _____

VILLAGE OF GOLD RIVER

BYLAW NO. 737.2, 2024

A bylaw to amend the Bylaw Notice and Dispute Adjudication System Bylaw No. 737, 2022

WHEREAS the Local Government Bylaw Notice Enforcement Act authorizes Council to designate bylaw contraventions that may be dealt with by bylaw notice;

AND WHEREAS the Community Charter including Sections 16, 17, 258, and 260 authorizes Council to allow for enforcement in relation to these matters;

NOW THEREFORE the Council of the Village of Gold River, in open meeting assembled, enacts as follows:

1. THAT the following section be added to the Bylaw Notice Enforcement Bylaw No. 737, 2022

a) **11(a)(ii) Water Conservation Bylaw No. 751, 2024**

b) A new line be added to the chart in Schedule 'A' as follow:

"Water Conservation Bylaw No 751, 2024, Section 11(a)(ii), Description: Failure to follow bylaw,
Penalty Amount: \$200, Early Payment Fee: \$150, Late Payment Fee: \$250, Compliance Agreement
Available: "No"

READ the first time this	2 nd	day of	April, 2024
READ the second time this	2 nd	day of	April, 2024
READ the third time this	2 nd	day of	April, 2024
ADOPTED this		day of	, 2024

M. Lott Mayor

M. Roy Corporate Administrator

VILLAGE OF GOLD RIVER

Bylaw No. 752, 2024

A bylaw of the Village of Gold River to provide an operating funds five year financial plan pursuant to the provisions of the *Community Charter*

WHEREAS, Section 165 of the Community Charter requires Council, before the fifteenth of May in each year to cause to be prepared and adopted annually by bylaw, a Five-Year Financial Plan.

NOW THEREFORE, the Council of the Village of Gold River in open meeting assembled, enacts as follows:

TITLE

1. This Bylaw may be cited for all purposes as "Financial Plan Bylaw No. 752, 2024".

ENACTMENT

2. THAT, the Five-Year Financial Plan hereto annexed and marked as Schedule "A", Schedule "B" and Schedule "C" is hereby approved and authorized and shall stand as the estimates of Revenue and Expenditure for the years 2024 to 2028 until altered or amended by Council.

READ the first time this	15 th	day of	April, 2024.
READ the second time this	15 th	day of	April, 2024.
READ the third time this	15 th	day of	April, 2024.
ADOPTED this		day of	, 2024.

M. Lott Mayor

M. Roy Corporate Administrator

Village of Gold River
Five Year Financial Plan Bylaw No. 752, 2024 – Schedule “A”

	2024	2025	2026	2027	2028
REVENUE					
Taxation	1,315,220	1,430,398	1,555,827	1,692,419	1,792,699
Payment in lieu of taxes	75,666	82,400	89,734	97,720	103,583
Utility Fees	680,183	723,864	771,098	822,191	861,147
Sale of services	737,603	742,901	770,128	799,306	819,978
Investment Income	384,000	133,800	133,800	133,800	133,800
Grants	1,939,988	895,500	928,000	1,403,000	1,073,000
Miscellaneous	53,000	53,000	53,000	53,000	53,000
	5,185,660	4,061,863	4,301,587	5,001,436	4,837,207
EXPENDITURES					
General government	855,763	890,879	871,210	898,246	905,760
Protective services	437,286	336,368	342,211	347,898	338,142
Transportation services	1,076,659	807,791	803,640	807,940	818,205
Solid waste and recycling	398,691	401,863	413,287	425,082	434,215
Community development services	680,366	216,732	190,287	173,968	177,223
Parks, recreation and cultural services	1,339,564	1,326,319	1,325,789	1,372,137	1,376,918
Water utility	406,552	339,476	348,676	368,152	364,181
Sewer utility	605,921	613,073	565,090	614,385	581,874
	5,800,802	4,932,501	4,860,190	5,007,808	4,996,518
Operating Surplus/(Deficit)	(615,142)	(870,638)	(558,603)	(6,372)	(159,311)
RESERVE AND CAPITAL					
Amortization and disposals	555,250	555,250	555,250	555,250	555,250
Tangible Capital Asset acquisition	(1,412,000)	(1,125,000)	(1,552,500)	(1,912,000)	(630,000)
Reserves used for operations	145,000	-	-	-	-
Reserves used for capital funding	764,515	690,000	1,067,500	952,000	-
Transfer to reserves	(65,000)	(15,000)	(15,000)	(15,000)	(15,000)
Appropriation (from)/to Surplus	(627,377)	(765,388)	(503,353)	(426,122)	(249,061)

Village of Gold River
Five Year Financial Plan Bylaw No. 752, 2024 – Schedule “B”

Tangible Capital Asset acquisition	2024	2025	2026	2027	2028
FUNDING SOURCE					
Grants	647,485	435,000	485,000	960,000	630,000
Reserves	764,515	690,000	1,067,500	952,000	-
	1,412,000	1,125,000	1,552,500	1,912,000	630,000
EXPENDITURE					
General government	50,000	115,000	-	-	-
Protective services	47,000	120,000	-	-	-
Transportation services	445,000	273,000	250,000	200,000	-
Solid waste and recycling	625,000	-	-	-	-
Parks, recreation and cultural services	15,000	142,000	155,000	212,000	-
Water utility	95,000	20,000	342,500	-	-
Sewer utility	135,000	455,000	805,000	1,500,000	630,000
	1,412,000	1,125,000	1,552,500	1,912,000	630,000

Village of Gold River
Five Year Financial Plan Bylaw No. 752, 2024 – Schedule “C”

	2024	2025	2026	2027	2028
Reserve funding source					
General capital reserve	575,000	650,000	345,000	412,000	-
Municipal dock maintenance reserve	224,515	75,000	-	-	-
Growing Communities fund	100,000	-	-	-	-
Water capital reserve	10,000	20,000	342,500	-	-
Sewer capital reserve	-	20,000	380,000	540,000	-
	909,515	765,000	1,067,500	952,000	-

Village of Gold River
Five Year Financial Plan Bylaw No. 752, 2024 – Schedule “D”

STATEMENT OF OBJECTIVES & POLICIES

In accordance with Section 165(3.1) of the Community Charter, the Municipal Council of the Village of Gold River is required to include in the Five Year Financial Plan, objectives and policies regarding each of the following:

- a) The proportion of total revenue that is proposed to come from each of the funding sources described in Section 165(7) of the Community Charter;
- b) The distribution of property taxes among the property classes; and
- c) The use of permissive tax exemptions.

FUNDING SOURCES

Table (1) shows the proportion of total revenue proposed to be raised from each funding source in 2024. Property value taxes and utility fees normally form the greatest portion of the revenues for most municipalities but in Gold River we receive significant revenue from other sources such as Interest, Sales of Service and Grants, which can fluctuate and negatively or positively affect the Village financial situation. The system of property taxation and utility fees is relatively easy to administer and understand. Property taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user pay basis. These include services such as Roads, Fire Protection, Bylaw Enforcement, the Library, Administration, etc. For these reasons, property value taxation will continue to be a significant source of municipal revenue.

User fees and charges form a significant portion of planned revenue. Many municipal services such as water, sewer and solid waste services can be measured and charged for on a user pay basis. This basis attempts to fairly apportion the value of a municipal service to those who make use of it. Currently in Gold River for residential properties the fees are a flat rate rather than a measured or metered fee.

Other sources include a variety of revenues such as grants, investment income, sales of service etc. In Gold River these provide a higher than normal proportion of our revenues compared to many other small communities. Over 50% of Village revenues come from these non-property tax and utility fees which introduces a risk to our annual revenue forecast. These sources are very beneficial but often these revenues fluctuate with economic conditions, are less predictable, less stable and uncertain. The fluctuation of these revenues is often beyond the control of Village Council (i.e. interest rates) yet can have significant impact on the Village Budget and Services and expose our budget to a revenue risk should these revenues not materialize. Infrastructure Grants are tied to expenditures and communities require sufficient available funding to ensure they can meet their proportionate share of the infrastructure project. Approval of Grant Funding can significantly affect the proportionate distribution of Revenue Sources in any given year resulting in large fluctuations from year to year in Revenue Sources.

Policy:

Council reviews the source of revenues for the Village annually during the Five-Year Plan planning process. Through this process Council considers the tax burden, user fees, and other sources of funding in proportion to the planned services and expenditure program for the Village. Council determines the appropriateness of the level of services and expenditures in relation to the available funding sources and the impact or the burden of costs for these services and expenditures between property taxes, user fees and other sources of funding and considers if changes to the allocation of funding sources should be implemented.

Objective:

To review the appropriateness of total revenue proposed to come from each funding source for the planned services and expenditures and to ensure the sustainability of the funding sources to continue to provide the services in the future.

Table 1: Proportions of total revenue

Revenue Source	% of Revenue	Value
Property Value Taxes	25.4%	\$1,315,220
Utility Fees	13.1%	\$680,183
Grants	38.9%	\$2,015,654
Investment Income	7.4%	\$384,000
Sales of Service	14.2%	\$737,603
Other Sources	1.0%	\$53,000
Total	100.00%	\$5,185,660

The Distribution of Property Taxes among the property classes:

Table (2) provided below, outlines the distribution of property tax revenue among the property classes. The practice of Council has been to set tax rates in order to maintain tax stability. This is accomplished by maintaining the proportionate relationship between the property classes, while taking into account for new construction values, deletions from the tax roll and changes in property classes that are considered to be significant and affect the proportionate relationship. Council reviews the proportionate relationships between classes caused by various factors and attempts to ensure a reasonable and fair allocation of taxes between classes to provide for the services identified within the Five-Year Financial Plan. This practice allows the various taxpayers in the municipality to be confident that in any year, depending on proportionate assessment changes within property tax assessment class, their property tax bill will increase proportionately to the increase in tax revenue required year over year, taking into effect greater or lesser assessment increases of their property to the assessment class average.

Policy:

The tax policy of Council in setting the distribution of property taxes over time may take into consideration factors such as significant new or lost tax base, philosophy of taxing apportionment, economic factors or initiatives to maintain, promote or encourage specific sectors with respect to investment in the community. As part of the establishment of the annual tax rates Council reviews the distribution of taxes between tax classes and the appropriateness of the allocation.

Objective:

To provide a fair and reasonable tax allocation policy between tax classes in order to provide a suitable level of community services on an affordable basis to residential and non-residential property classes.

Table 2: Distribution of property taxes among the property classes

Property Class	% of Property Value Tax	2023 Dollar Value
(1) Residential	58.36%	\$755,272
(2) Utilities	0.76%	\$9,900
(5) Light Industry	18.88%	\$244,396
(6) Business	21.92%	\$283,618
(8) Rec/Non-profit	0.07%	\$947
Total	100.00%	\$1,294,134

The use of permissive tax exemptions:

The Annual Municipal Report for 2023 contains a list of permissive exemptions granted for the taxation year and the amount of tax foregone. This list demonstrates the policy of Council those permissive exemptions are granted to not-for-profit institutions that form a valuable part of our community. These include religious institutions, historical societies, some recreational facilities, service and cultural organizations.

Policy:

Council will continue to support local not for profit organizations through permissive tax exemptions that provide beneficial services to the community. Where appropriate Council may consider utilizing its expanded power under the Community Charter to provide permissive exemptions as allowed for in the Community Charter to property owners who contribute to our community in beneficial ways. These may include investments made in greenhouse gas reduction technology or alternative energy, the provision of affordable housing, or revitalization of buildings or areas of the municipality.

Objective:

Council will examine its permissive tax exemption policy to determine if it should be expanded in the future to include new opportunities as allowed for under the *Community Charter*.

VILLAGE OF GOLD RIVER

BYLAW NO. 753, 2024

A BYLAW TO AUTHORIZE THE LEVYING OF TAX RATES FOR MUNICIPAL, REGIONAL DISTRICT, REGIONAL SOLID WASTE MANAGEMENT, REGIONAL HOSPITAL DISTRICT FOR THE YEAR 2024

WHEREAS Section 197 (1) of the *Community Charter*, 2003, S.B.C. Chapter 26 provides that the Municipal Council shall, after the adoption of the financial plan but before May 15 in each year, adopt a bylaw to impose rates to raise money for the current year;

NOW THEREFORE the Council of the Village of Gold River, in open meeting assembled, enacts as follows:

1. The following rates are hereby imposed and levied for the year 2024:
 - (a) For all lawful purposes of the Municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "A" of the Schedule "A" attached hereto and forming a part thereof.
 - (b) For Strathcona Regional District purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "B" of the Schedule "A" attached hereto and forming a part thereof.
 - (c) For Strathcona Regional Hospital District purposes on the assessed value of land and improvements taxable for hospital purposes, rates appearing in column "C" of the Schedule "A" attached hereto and forming a part thereof.
 - (d) For Comox Regional Solid Waste Management purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing in column "D" of the Schedule "A" attached hereto and forming a part thereof.
 - (e) For Comox Regional Hospital District purposes on the assessed value of land and improvements taxable for hospital purposes, rates appearing in column "E" of the Schedule "A" attached hereto and forming a part thereof.
2. The minimum amount of taxation upon a parcel of real property shall be One Dollar (\$1.00).
3. Tax rates and percentage additions caused by a result of a supplementary roll prepared under the Assessment Act shall be executed in accordance with Section 241 of the *Community Charter*.
4. This Bylaw may be cited for all purposes as the "Tax Rates Bylaw No. 753, 2024".

READ the first time this	15 th	day of	April, 2024
READ the second time this	15 th	day of	April, 2024
READ the third time this	15 th	day of	April, 2024
ADOPTED this		day of	, 2024

B. Unger

Mayor

M. Roy

Corporate Administrator

VILLAGE OF GOLD RIVER
Tax Rates Bylaw No. 753, 2024
Schedule "A"

The following rates shall apply on each thousand dollars of the assessed value of land and improvements.

Property Class	A General Municipal	B Strathcona Regional District on General Assessment	C Strathcona Regional District on Hospital Assessment	D Comox Regional Solid Waste	E Comox Regional Hospital
1 Residential	4.0303	0.0518	0.1056	0.0829	0.2580
2 Utilities	40.0000	0.6231	0.3696	0.9970	0.9030
5 Light Industry	56.3930	0.7249	0.3590	1.1600	0.8769
6 Business/Other	12.3532	0.1589	0.2587	0.2541	0.6318
8 Recreation/Non-Profit	7.0530	0.0907	0.1056	0.1451	0.2580
9 Farm	56.3930	0.7249	0.1056	1.1600	0.2580

VILLAGE OF GOLD RIVER
Amendment Bylaw No. 612.14, 2024

Amendment Number 14 to “Trade Waste and Garbage Bylaw No. 612, 2001”

SCHEDULE “A”

Scale of Charges

Collection Charges	Rate
Dwellings includes condominiums/townhouses/row houses/ caretaker suites/manufactured homes	\$326.75 /year \$27.30 /month
Trade Premise without Village Container (receptacle users)	\$6.95 /receptacle
Solid Waste not contained in approved receptacle or Village Container	\$35.60 /pickup
Trade Premise with Village Container	
1 cubic yard container	\$14.15 /call
2 cubic yard container	\$23.20 /call
3 cubic yard container	\$32.95 /call
Container Rental Charges	
1 cubic yard container	\$32.05 /month
2 cubic yard container	\$40.15 /month
3 cubic yard container	\$48.15 /month
20 cubic yard container (construction/roofing)	\$29.95 /day
20 cubic yard container drop off/pick up	\$61.95 /each pick up or drop off
Depot or Transfer Station Disposal Fees	
Solid Waste 100 kilos or above	\$201.70 /tonne
Solid Waste below 100 kilos	\$10.00
Construction Waste	\$201.70 /tonne
Motor Vehicle	\$34.60 /vehicle
White Goods	No charge
Yard Waste	\$65.00 /tonne
Travel Charge – travel premium per round trip Gold River to Tsaxana Indian Reserve #18	\$131.90
Minimum Disposal Fee	\$10.00
Minimum Disposal Fee - Yard Waste	\$6.50

Where fees are not specified above the fees and charges specified in the Comox Valley Regional District (Comox Strathcona Waste Management) Fees and Charges Bylaw shall apply.

Recycling facilities are provided for selected commodities, which may be accepted free of charge when placed in containers provided.

VILLAGE OF GOLD RIVER
Amendment Bylaw No. 612.14, 2024

Amendment Number 14 to “Trade Waste and Garbage Bylaw No. 612, 2001”

SCHEDULE “B”

Scale of Charges
(while scale is out of service)

Scale Depot Attendant has authority to utilize any discretion necessary estimating the volumes for fee calculation.

	Residential Waste	Construction Waste
Garbage cans or bags (2 or less)	\$ 6.60	\$ 6.60
each additional bag	\$ 3.20	\$ 6.60
each additional can	\$ 3.20	\$ 6.60
¹ Pick-up truck (based on regular box)		
½ load to box level	\$ 12.35	\$ 24.70
full load to box level	\$ 24.70	\$ 49.45
full load approximately 1 ft above box	\$ 37.10	\$ 74.15
full load approximately 2 ft. above box	\$ 49.45	\$ 98.90
full load approximately 3 ft. above box	\$ 61.80	\$123.60

¹ Based on 8 feet x 4 feet x 2 feet = 64 cubic feet divided by 27 = 2.37 cubic yards per truck box
(estimate 1 cubic yard for half load to box level of full-size pick-up) x \$12.35 = \$12.35
(estimate 2 cubic yard for full load to box level of full-size pick-up) x \$12.35 = \$24.70

² Duroids – (Construction Waste – based on number of squares)

estimate based on 200 lbs/square
assume 30% weight loss – 200 lbs x 70% = 140 lbs/square estimate for disposal
2200 (lbs per tonne) divided by 140 (lbs per square) = 15.7 squares per tonne estimate for disposal
\$201.70/tonne divided by 15.7 squares = \$12.85/square

Non-standard or other containers or disposal – Attendant needs to estimate.

Anything unusual will have to be estimated or approximated with tape measure.

Estimates are based on 1 yard bin at \$13.00
1 yard equals 3 feet x 3 feet x 3 feet
Multiply length x width x height - divide by 27 to get cubic yards and x \$13.00 to calculate fee
Minimum charge \$6.60

Scale Depot Attendant has authority to utilize any discretion necessary estimating the volumes for fee calculation.

VILLAGE OF GOLD RIVER
Amendment Bylaw No. 613.12, 2024
Amendment Number 12 to “Water Rates and Regulations Bylaw No. 613, 2001”

The Council of the Village of Gold River, in open meeting assembled, enacts as follows:

The Village of Gold River Water Rates and Regulations Bylaw No. 613, 2001, is amended as follows:

1. That Schedule “A”, of Bylaw No. 613.11 2023 be deleted and replaced with Schedule “A”, Amendment Bylaw No. 613.12, 2024 attached to and forming part of this bylaw.
2. This bylaw shall be cited for all purposes as the “Water Rates and Regulations Bylaw No. 613, 2001, Amendment Bylaw No. 613.12, 2024”.
3. This bylaw shall become effective January 1, 2024.

READ A FIRST, SECOND AND THIRD TIME THIS 15th Day of April, 2024.
ADOPTED THIS Day of , 2024.

<hr/>	<hr/>
M. Lott	M. Roy
Mayor	Corporate Administrator

VILLAGE OF GOLD RIVER
Amendment Bylaw No. 613.12, 2024

Amendment Number 12 to "Water Rates and Regulations Bylaw No. 613, 2022"

SCHEDULE "A"

Residential Premises

Single Family Homes/Townhouses/Strata/Duplex/Condominium

Annual Charges

\$307.35

Monthly Charges

Single Family Homes/Townhouses/Strata/Duplex/Condominium

\$25.70

Occupied Multiple Residential – Per Unit

\$25.70

Residential Mobile Home Park (occupied pads)

\$25.70

Commercial

All users will pay the following fees:

Administration fee, per meter, per month or per account and,

\$6.25

Volume usage fee of;

Per 100 Cu. Ft.

\$1.8906

Per Cubic Meter

\$0.6677

or a Commercial/Business rate of:

- per business unit/outlet

\$20.85

- Manager/Caretaker Residence

\$20.85

- Rooming House/Bed & Breakfast (per unit)

\$6.25

- Motel /Hotel

\$156.00

whichever is greater.

Water Turn Off and Turn On

During the normal working hours,

Water turn-off

\$47.05

Water turn-on

\$47.05

Outside the normal working hours,

Water turn-off

\$94.15

Water turn-on

\$94.15

VILLAGE OF GOLD RIVER

Amendment Bylaw No. 614.14, 2024 Amendment Number 14 to "Sewer Rates Bylaw No. 614, 2001"

SCHEDULE "A"

Residential Fixed or Flat Rate

Annual Charges

Single Family Residential includes Townhouses/Strata/Duplex/Condominiums-Annual	\$439.50
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Monthly Charges (\$)

Single Family Residential includes Townhouses/Strata/Duplex/Condominiums Per Unit	\$36.65
Occupied Multiple Residential Premises – Per Unit	\$36.65
Residential Mobile Home Park – occupied pads	\$36.65
Metered Premise Minimum Charge	\$38.10

Commercial/Business Premises

Bakeries	\$43.80
Banks	\$31.45
Butcher Shops	\$43.80
Cafes, restaurants, food courts, take-out	\$76.90
Car Washes	\$91.40
Clubs (private, licenced)	\$53.80
Convenience Stores, Deli	\$31.45
Dentists	\$45.35
Dining and Banquet Rooms	\$57.05
Florists	\$37.95
Gas Station	\$31.40
Gas Stations with Shop	\$59.80
Gas Stations with Convenience Store	\$59.80
Green Houses (per unit)	\$37.95
Grocery Store	\$31.40
Hair Salons	\$39.95
Hotels (per room)	\$13.25
Laundromats (per washer)	\$15.40
Machine Shops/Industrial Garage/Tire/Service Shops	\$44.30
Medical Clinics	\$39.95
Motels (per unit)	\$13.25
Offices	\$31.40
Pubs and Bars	\$131.10
Recreational Vehicle Sites (per hookup)	\$8.40
Retail Outlets – not otherwise listed	\$31.40
Rooming Houses/Bed and Breakfast (per unit)	\$13.25
Schools (per classroom)	\$31.40
Manager/Caretaker/Innkeeper Suite	\$36.65

Manhole Discharge Rates

Discharge rate, per imperial gallon	\$0.50
or per load, whichever is greater	\$35.60

Consumption Rate

Per Cubic Meter	\$2.1067
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EXTERNAL:

Andy Thomsen [REDACTED] >

Sat 4/13/2024 9:11 AM

To:Info <info@goldriver.ca>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Councillors.

As a former municipal councillor in Fruitvale, B. C., I am very concerned the general public is being denied input into resolving what has become ridiculous claims for lands, resources, and compensations for Indigenous people.

Land acknowledgements have become common in Canada, and have become the single biggest obstruction to ever realizing Reconciliation.

They were adopted because politicians were confused about the interpretation of ceded and unceded lands versus title fee simple and adopted them as disclaimers. They must be rescinded because they do nothing but obfuscate the issue of ownership, at a time we desperately need clarity.

While we readily acknowledge the presence of the earlier arrivals in Canada, and commonly refer to them as Indigenous, we fail to recognise the later arrivals have the same rights to occupy and use the same lands in their search for more sustainable life styles. The land was never stolen by anybody. It was and still is, occupied and used by everybody.

It is also important to be reminded anybody born in Canada, whose parents were Canadian citizens at the time of their birth, are bona fide Canadian citizens.

About 27 million people or 75% of all Canadians are Canadian born, and nobody could possibly have more rights than them.

To add to the confusion, we have two title systems. Occupy and use with restrictions, and fee simple with no restrictions, but every square inch of Canada is Crown land. The Crown is the people, and the people collectively own the land.

Today about 65% of Canadians live in owner-occupied homes, valued at about 6.1 trillion dollars, virtually all on fee simple titled land.

The purpose of the treaties was to help the earlier arrivals transition from their migrant hunter-gather lifestyle into our more stable farming and industrial lifestyles, producing the foods and supplies we need to sustain our forever changing lifestyle. It's called evolution.

Indigenous people are adapting, and enjoying the freedoms and opportunities we all take for granted, except ownership of land.

According to tribal laws, Indigenous people are not allowed to buy, own, and or sell tribal municipal lands they occupy.

Prime Minister Justin Trudeau and BC Premier Eby's attempt to defy the spirit and intent of the UNDRIP protocols to segregate Indigenous people to award them special rights and VETO powers over the occupancy and use of Crown land has also been a huge obstruction to reconciliation.

The BC legislature is currently entertaining legislation to change that. Then there will be only one title system.

We can only hope common sense will prevail, and with the support of the opposition parties, put an end to that nonsense.

The land acknowledgements are insinuating title fee simple is no longer valid, and that we are all trespassing, when nothing could be further from the truth. They have paralyzed the reconciliation process, and must be rescinded.

Thank you for reading this.

Andy Thomsen



April 16, 2024

To British Columbia Municipalities

Dear Mayor and Members of Council:

Re: Support for Resolution Black Bear Cub Conflict Response by British Columbia Conservation Officer Service

At it's Regular Meeting held on Monday, February 26, 2024 the District of North Vancouver Council unanimously passed the following motion:

RECOMMENDATION:

THAT the Union of British Columbia Municipalities resolution Black Bear Cub Conflict Response by British Columbia Conservation Officer Service is supported for Lower Mainland Local Government Association consideration:

WHEREAS *the British Columbia Conservation Officer Service currently can independently decide how to handle black bears and cubs in conflict situations, without the oversight of an independent external public board;*

AND WHEREAS *there is no mandate for orphaned black bear cubs to be taken to a Wildlife Sanctuary for health assessment and treatment by a qualified wildlife veterinarian, and be the sole authority to perform a humane euthanasia of black bear cubs if needed.*

THEREFORE BE IT RESOLVED *that the Union of British Columbia Municipalities request the Province of British Columbia to initiate changes to the British Columbia Conservation Officer Service, Human-Black Bear (Single) Conflict Response Guideline, to include a review of actions through an independent civilian-led oversight board, orphaned bear cubs to be transported to a wildlife sanctuary for health assessment of cubs by qualified wildlife veterinarian, for treatment or euthanasia, and an audit done by the Solicitor General on the British Columbia Conservation Officer Service actions, policies and procedures.*

We are anticipating that this will be considered at the upcoming Lower Mainland Local Government Association's Annual Conference, and we would appreciate your support.

Sincerely,



Mayor Mike Little

EXTERNAL: Wildfire Prevention and Suppression

Alex Pawliuk [REDACTED]

Thu 4/25/2024 11:43 AM

To: district@100milehouse.com <district@100milehouse.com>; info@abbotsford.ca <info@abbotsford.ca>; officeclerk@alertbay.ca <officeclerk@alertbay.ca>; village.hall@anmore.com <village.hall@anmore.com>; info@cityofarmstrong.bc.ca <info@cityofarmstrong.bc.ca>; admin@ashcroftbc.ca <admin@ashcroftbc.ca>; bim@bimbc.ca <bim@bimbc.ca>; inquiry@barriere.ca <inquiry@barriere.ca>; legislativeservices@burnaby.ca <legislativeservices@burnaby.ca>; village@burnslake.ca <village@burnslake.ca>; admin@cachecreek.ca <admin@cachecreek.ca>; info@campbellriver.ca <info@campbellriver.ca>; village@canalflats.ca <village@canalflats.ca>; chase@chasebc.ca <chase@chasebc.ca>; castlegar@castlegar.ca <castlegar@castlegar.ca>; municipalhall@csaanich.ca <municipalhall@csaanich.ca>; d-chet@gochetwynd.com <d-chet@gochetwynd.com>; info@chilliwack.com <info@chilliwack.com>; admin@docbc.ca <admin@docbc.ca>; admin@village.clinton.bc.ca <admin@village.clinton.bc.ca>

 1 attachments (550 KB)

Suggestions for Managing the Outcomes of Wildfires .pdf;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: The Mayor and all Councillors of British Columbia's Municipalities

Hello Dear Council Members:

With recent wildfire experiences in many parts of Canada I thought all elected Members of British Columbia's Municipalities may be interested in these Wildfire Prevention and Suppression suggestions and observations. They can be easily applied in your area of B.C.

Am sending the following suggestions to B.C.'s EMCR Minister, Bowinn Ma and to the B.C. Ministry of Forest, B.C.'s elected officials and Canada's MP's in hopes with your help, we can safely with lower costs, substantially improve our Wildfire Prevention and Suppression while reducing our CO2 emissions.

I am a retired senior with over 50 years of varied coastal forest industry experience including engineering, management, helicopter salvage of dead or dying timber and even participating in disaster planning exercises held at Arnprior, Ontario by Civil Defence Canada.

I am quite concerned that recently many are now advocating a policy of widespread prescribed burning of flammable forest biomass debris, which creates much CO2 pollution, is costly and there is always the danger of wildfire escape as past history illustrates.

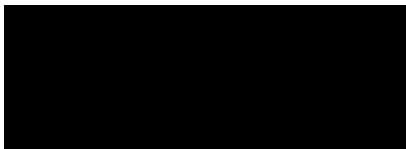
As a sustainable, environmentally friendly and potentially profitable alternative, I believe wherever possible we should try to mulch and collect and utilize the flammable biomass fuels as a valuable feedstock resource for further process into biomass pellets and briquettes.

It is very possible that Drax and or other biomass pellet companies would be interested in helping to develop the field practices and purchase the biomass feedstock.

FYI I've attached a 5 page PDF with a more detailed description of the suggested policy and system to help improve the safety, effectiveness and costs of B.C.'s Wildfire Prevention & Suppression.

Thank you for your consideration of my suggestions.

Best Regards,
Alex Pawliuk



Delta, B.C. V4M 4B4

To Whom It May concern:

**Consider Managing for Safer, Lower Cost Prevention
and Outcomes of Wildfires by Using;**

- **“Primary Firebreaks”** with the flammable biomass debris removed and wide reaching water sprinkler systems installed where possible.
- **“Quick Detection”** by increasing ground and aerial fire patrols aided with real time monitoring with infrared satellite Imaging.
- **“Prompt Effective First Response”** with large volume 4,000 to 6,000 gallon plus aerial water or retardant drops as opposed to the current use of small volume drops or monsoon buckets.

Natural Resources Canada reports:

<http://www.nrcan.gc.ca/forests/fire-insects-disturbances/fire/14444>

“On average, 8,600 wildfires burn 2.5 million hectares in Canada each year, often threatening communities and resulting in the evacuation of residents and sometimes the loss of homes.”

Only 3% of all wild land fires that start each year in Canada grow to more than 200 hectares in area. However, these fires account for 97% of the total area burned across the country.

Fire suppression costs over the last decade in Canada have ranged from about \$800 million to \$1.5 billion a year.

In 2023: <https://cwfis.cfs.nrcan.gc.ca/report>

“According to the Canadian Interagency Forest Fire Centre National Fire Summary, 6,623 fires have been recorded nationally in 2023, burning a total of 18,401,197 hectares (ha). For comparative purposes, the total number of fires and area burned last year (4,883 fires; 1,467,970 ha), and the 10-year average (5,597 fires; 2,751,161 ha) as reported in the Canadian National Fire Database (CNFDB). According to the CNFDB, in terms of area burned, this year was the highest ever recorded with the previous recorded in 1989 (7,597,266 ha)”.

“British Columbia saw the most wildfires so far this year (2,245), followed by Alberta (1,022). British Columbia (2.82M ha), Alberta (2.52M ha), Northwest Territories (4.16 M ha), Saskatchewan (1.85M ha), and Quebec (5.03 M ha) each had over a million hectares burned. Estimated area burned was above the 10-year average in British Columbia, Yukon, Alberta, Northwest Territories, Saskatchewan, Ontario, Quebec, Newfoundland, New Brunswick, Nova Scotia, and Parks Canada, but lower than average in Manitoba and Prince Edward Island.

The total area burned may change as provinces and territories continue to map their respective fires.”

Forest fires can be caused by natural events like lightening, accidentally by power line faults, friction, explosions or sparks, and unfortunately very often by human carelessness or lack of an individuals fire safety knowledge and practices.

It has become a generally accepted view that as a result of changes in atmospheric levels of Green House Gases (GHG's) a global warming of earth's climate conditions is now under way. The resulting increase in naturally occurring dry flammable organic fuels in our forests and grasslands is expected to continue to lead to an increase in number and severity of wildfires in the areas surrounding many Canadian and global rural communities.

Many small communities including 1st Nations can be at greater risk, as they often are located in remote areas surrounded by forests that can be frequently threatened by out of control wildfires. As a result thousands of people are forced to evacuate each year with many residents facing personal threats to life and property as well as the potential severe environmental, economic and social consequences for the communities they live in.

My Personal Observations:

In 1969 while working in the Forest Engineering Dept. at MacMillan Bloedel's, Sproat Lake Division in Port Alberni, B.C., Canada, as a standard practice we planned for, established and maintained ½ mile wide "Primary Firebreaks" with the purpose of surrounding and separating active log harvesting areas of + - 4,000 to 8,000 acres into more manageable fire protection units in case of wildfire and or operationally caused forest fires occurring in the more flammable post logging slash and dry bio-mass debris.

The "Primary Firebreaks" were planned into lower risk landscapes, when ever possible using; mature Hemlock dominant stands and or deciduous inclusive stands containing low amounts of ground level fuels as well where possible inclusive of lakes, rivers, creeks or rock bluffs, all of which could help reduce forest fire flame spread.

The "Primary Firebreaks" (other than thru access roads) were to stay intact and unlogged until the adjacent second growth stands were old enough to serve the same purpose.

As well during "Fire Season" we did daily after-shift ground and aerial fire patrols of all operating areas, and did the same during periods of lightening strikes.

If we observed any signs of smoke or fire we could act quickly to call in the Mars water bomber to do 6,000 gallon drops until the fire was out or under control, and well before it could grow unmanageable in size and too out of control and dangerous for the ground based fire suppression crews.

A combination of preventative measures, quick identification, location & response using readily available appropriate technology and common sense helps ensure the safest, lowest cost wildfire prevention, mitigation and defense.

The idea being if we had an operationally caused or natural forest fire, our "Primary Firebreak" units with lower flame spread potential, helped our fire suppression crews efforts and the locally available 6,000 gallon Mars water bombers to quickly gain control of fires before they could spread to become dangerous, expensive and large out of control wild fires.

We need a modern version of water bomber type aircraft with the “Mars 6,000 gallon capacity”. Its “Effective Volume of Water or Retardant” combined with “Early Detection”, “Prompt Response and use of “Primary Firebreaks” worked really well for us and as a result we had very few run away wildfires occur.

I am confident that using the **“Primary Firebreak”** approach to encircle and protect communities, or important infrastructure and residences, augmented with high volume sprinkler systems where-ever possible will pro-actively and safely help to protect residents and land owners from out of control wild fires, saving lives, loss of property and building assets at the lowest possible cost.

“Primary Firebreaks” Should:

- 1 - be ½ mile (or wider) to encircle a subject community or protect an infrastructure and narrower if necessary for isolated residential and farm buildings.
- 2 - also be used to divide and isolate drainages or forest areas into smaller potential compartmented wildfire areas surrounded by semi-natural fire stops.
- 3 - be of less flammable stands like mature Hemlock trees and deciduous inclusive stands preferably that have been thinned, spaced and pruned.
- 4 - be inclusive of adjacent lakes, rivers, creeks or rock bluffs, all of which could help reduce a forest fires flame spread.
- 5 - if where sufficient water supply is available, be equipped with an effective far-reaching sprinkler system preferably elevated on poles or posts, with an independent back up system including generator.
- 6 - contain low amounts of, or be cleared of easy to ignite ground level bio-mass fuels and woody debris.
- 7 - Where-ever possible the easily flammable leaves, needles, branches and woody debris should be collected and mulched for processing into biomass pellets or briquettes for companies like Drax or other producers, **as opposed to prescribed burning which should only be the last option.** Prescribed burns do not make sustainable use of our existing resources, they cost money, create pollution and can be dangerous particularly if they escape.

The 5 links below are just a few equipment types & or companies that could be used by existing local Forestry Silviculture crews for **“environmentally friendly and hopefully profitable”**, self funded bio-mass recovery from the naturally occurring leaves, needles, branches & woody debris they may collect and recover while establishing Primary Firebreaks.

Thank you for considering my suggestions regarding “Wildfire Prevention and Suppression”.

Regards, Alex Pawliuk
Cell: 1-778-229-2640
Email: aopawliuk@gmail.com

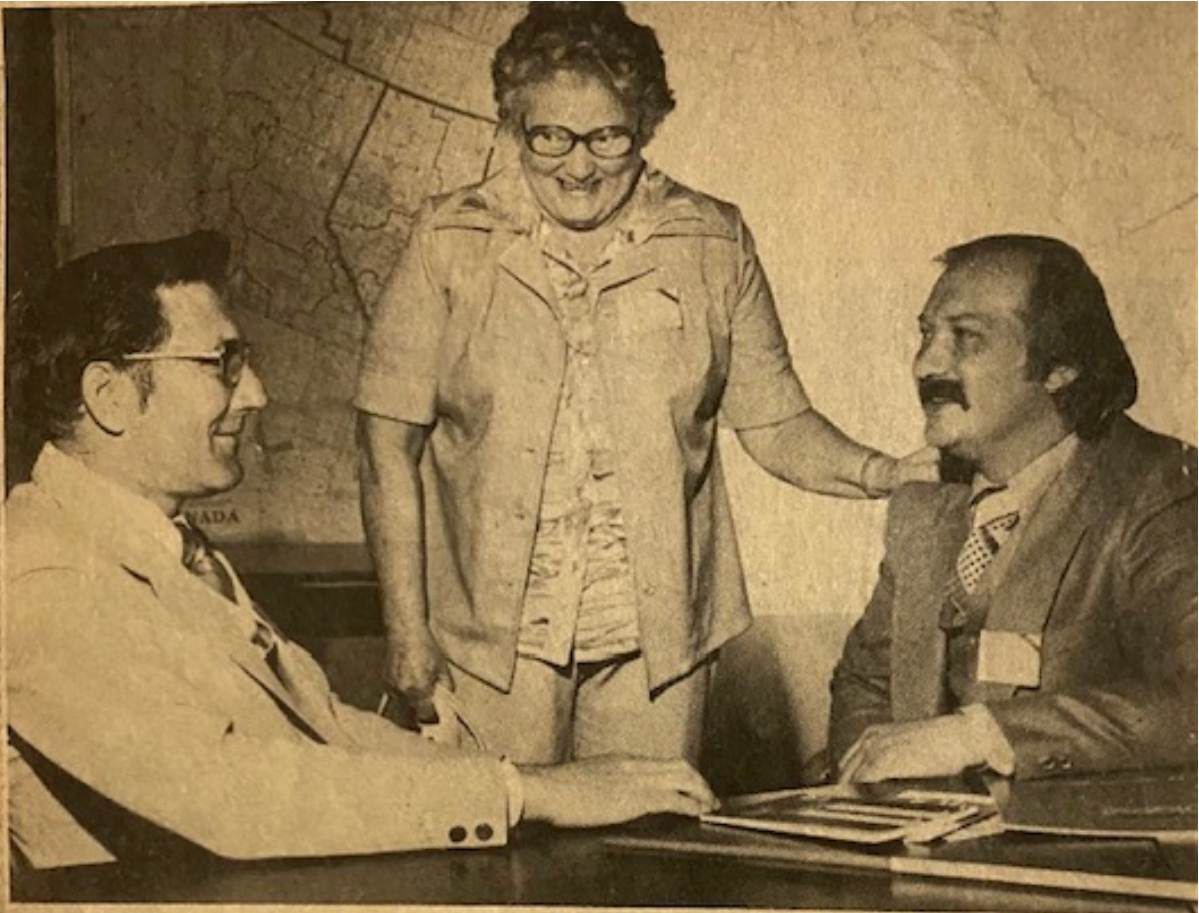
https://www.billygoat.com/au/en_au/products/debris-loaders.html

<https://www.facebook.com/appliedcleansingsolutions/videos/urban-leaf-and-litter-vacuum-system-litter-master-9000/1365437830456658/>

<https://www.deere.com/en/gator-utility-vehicles/>

<https://www.tmhindustries.com/collections/403150242007>

<https://www.drax.com/>



DISASTER PLANNING DISCUSSED

Ald. Ada Howden of Nanaimo, discusses the results of a four-day study of leadership in disaster situations with Ladysmith Ald. D. A. Brown, left, and Mayor A. O. Pawliuk of Port

Clements. They were among 21 mayors and senior elected officials from eight provinces who took part in the study in Arnprior, Ont. The program involved films, lectures, demonstrations and

discussions. Civic leaders were introduced to problem areas in which they and their administrations could become involved in coping with peacetime disasters.

MID-ISLAND NEWS

From: Parksville, Courtenay, Ladysmith

Courtenay Office: 541 Duncan Ave. (upstairs) — 334-4171

10 Nanaimo Daily Free Press, Friday, May 13, 1977



Sproat Lake Logging Division



Admin

Bob Hopkins · Apr 1 ·



Like



Comment



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Alex Pawliuk

In 1972 & 73 on the Sproat Lake Div. Engineering crew, during early shift I occasionally had to fly an afternoon fire patrol of the current active logging locations in Alberni Valley looking for smoke from hot spots. We flew in the Gruman Goose and on occasion if the Mars water bombers had to be called out to do a quick water strike, we flew the intended attack flight path ahead of it to make sure it was safe for the Mars. It was quite exciting to say the least.

35w Like Reply

3