

REGIONAL DISTRICT OF NANAIMO

**REGIONAL PARKS AND TRAILS SELECT COMMITTEE
REGULAR MEETING
TUESDAY, MARCH 4, 2014
12:00PM**

(RDN Committee Room, 6300 Hammond Bay Road, Nanaimo)

A G E N D A

PAGES

CALL TO ORDER

DELEGATIONS

3-12 J. Hofman - Friends of the Morden Mine Society (FOMM)

Motion to receive late delegation.

MINUTES

13-15 Minutes of the Regular Regional Parks and Trails Advisory Committee meeting held December 3, 2013.

Motion to approve Minutes.

BUSINESS ARISING FROM THE MINUTES

COMMUNICATIONS/CORRESPONDENCE

16-20 E. Ricker, Friends of the Morden Mine Society to J. Dompierre, Parks Canada, **Re: Designation of Morden Colliery**

21 T. Osborne, RDN to C Simpson, Regional Planning Manager, **Re: Gabriola Island Draft Bylaws 271 and 272 Referral to Zone Parks**

22-44 L. Webster, Islands Trust to T. Osborne, RDN, **Re: Bylaw Referral Package – GB BL 271 and 272 – Gabriola Island Local Trust Committee**

45 J. Murphy, Trans Canada Trail to TPAC, **Re: TPAC Update**

46-47 ORV Legislation

UNFINISHED BUSINESS

REPORTS

48-59 Monthly Update of Community and Regional Parks and Trails Projects - June – December 2013

- 60-66 Monthly Update of Community and Regional Parks and Trails Projects – January 2014
Motion to receive Reports.

BUSINESS ARISING FROM DELEGATIONS OR COMMUNICATIONS

NEW BUSINESS

E&N Rail Trail Project / Engineering and Design

Morden Colliery Regional Trail / Nanaimo River Bridge Engineering and Design

IN CAMERA

That pursuant to Section 90(1) (e) of the Community Charter the Committee proceed to an In Camera Committee meeting to consider items related to land and legal issues.

ADJOURNMENT

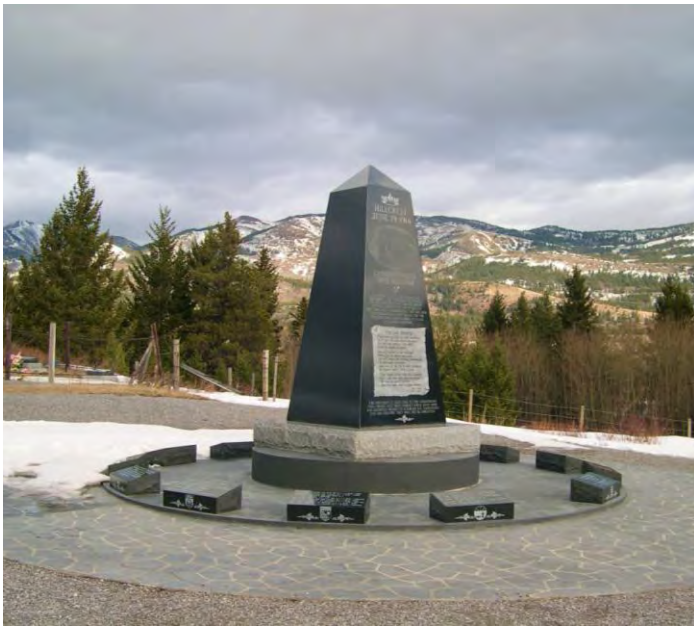
Motion to adjourn.

NEXT MEETING

June 3, 2014

Distribution: D. Brennan (Chairperson), J. Stanhope, M. Young, H. Houle, J. Fell, J. de Jong
M. Lefebvre, D. Willie, P. Thorkelsson, T. Osborne, W. Marshall, K. Cramer

Morden Mine News January 2014



Hillcrest memorial to Canada's worst coal mine disaster 100 years ago. Surrounding pillars commemorate all coal mine disasters in Canada. Photo courtesy J. Kinnear.

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Morden Mine News is published by Friends Morden Mine, a registered charity.

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FOMM'S SITUATION NOW: SOME OPTIONS TO CONSIDER

by Eric Ricker, Co-President

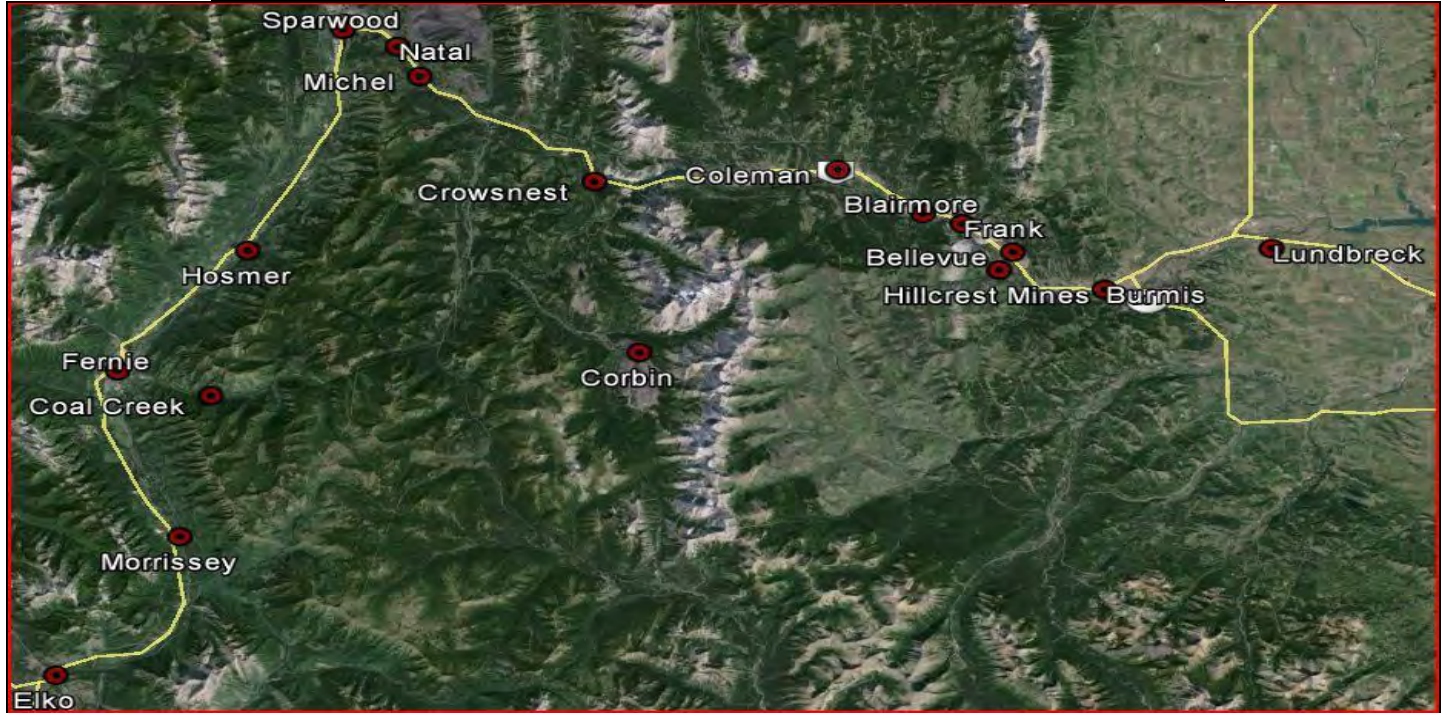
At the February 5th meeting of the Board of Directors various options for FOMM's future will be considered in light of present circumstances. And what are these circumstances? After two upbeat years of favourable publicity associated with important centennial celebrations and representations to BC Parks officials, the Minister of the Environment and the NDP Critic for the Ministry the Environment, your executive believed it had done what was required to put Morden Mine on the front burner for action.

Alas, the provincial election result seems to have changed everything. The new minister refused our request for a meeting to discuss how to build upon the commitments made by the previous minister and the ranking BC Parks official in Victoria has been telling anyone who asks that it is up to us to raise the necessary money to fix the headframe and tipple. That's where matters stand right now.

What should be done next will be up to the board and our membership to decide. These are the main options as I see them:

- 1) Take officialdom's suggestion to heart and attempt to raise the money necessary to fix the park, or at least sufficient funds to complete emergency repairs to prevent a structural failure in the near future;
- 2) Appeal to the premier to intervene, asking that the government accept its responsibility to maintain what is, after all, a provincial park and clearly the government's responsibility;
- 3) Give up trying to influence the powers that be and reduce the scope of FOMM's activities accordingly;
- 4) Fold up FOMM and issue a press release explaining our decision. *continued on page 10*

The Real Price of Coal, by Rick Morgan



Crowsnest Pass done in Google Map by Rick Morgan

The Crowsnest Pass, the most southerly of the passes across the Rockies on the Canadian side of the border, straddles the BC Alberta border at the height of land near the historic settlement of Crowsnest. At its westerly limit, at Elko, BC, the Pass is only 20 miles north of the Montana border. From Elko, the route stretches approximately 75 miles to Lundbreck, Alberta, its easterly limit.

The Pass, replete with numerous ghost towns and mine ruins has a colorful past with tales of fugitives, bootleggers, railway feuds, bitter strikes and mine closures. Above all else though, it is known for its tragedies. Since the completion of the Canadian Pacific Railway southern route from Lethbridge to Nelson in 1899, there have been over 500 coal mine fatalities along this brief stretch of highway. In 1903 almost 90 million tons of limestone slid down Turtle Mountain burying the mine and a part of the town of Frank killing 89 people. In 1908 a forest fire raged through the Elk Valley levelling the town of Fernie killing up to 22 people. The area is the site of both the worst coal mine disaster in Canada which occurred at Hillcrest Mines on the Alberta side on 19 June 1914 (189 fatalities) and the third worst coal mine disaster in the country which occurred at Coal Creek on the BC side on 22 May, 1902 (130 fatalities)

The second worst coal mining disaster in the country happened right here on Vancouver Island on the 3 May, 1887 at the Esplanade No. 1 pit in Nanaimo (148 fatalities). The fourth worst disaster occurred in Springhill, Nova Scotia, not the better known 1956 and 1958 disasters which killed 39 and 74 miners respectively but the 21 February, 1891 explosion which took 125 lives. Nova Scotia has a much longer history of underground coal mining than BC and Alberta. Between 1838 and 1992 the Nova Scotia government database indicates there were 2,426 coal mine fatalities.

The lists of disasters don't tell the whole story. Most coal mine accidents involved one or two workers and were usually due to falls of rock or coal or haulage accidents and sad to say were too numerous to record accurately. For immediate families and friends every death was a disaster but multiple deaths, usually attributed to explosions of methane and coal dust or underground flooding were more apt to make headlines. Explosions of methane and coal dust were usually followed by deadly "Afterdamp" a mixture of gases which would snuff out the lives of those who did not immediately succumb to the initial blast.

As devastating as these figures are, they pale in comparison to those in the homelands from which the mostly immigrant miners of this country came.

Benxihue, China	April 26, 1942	1,549 killed.	Worst in the world.
Courrieres, France	March 10, 1906	1,099 killed	Worst in Europe.
Senghenydd, Wales	Oct. 14, 1913	439 killed	Worst in the U.K.
Monongah, W.Virginia	Dec. 06, 1907	362 killed	Worst in the USA

This is by no means meant to be a contest as to which region had the worst disaster. Far from it; the various coal regions across the country and the communities founded on early coal mining which were established within them share a common heritage. For those interested in heritage preservation, what is needed is for these communities to “come together” not compete with each other.

In reference to the rapid rise in coal mining in the latter part of the 19th century it has been said that

- ***While expansion became rapid the coal industry ultimately had only a limited impact on Canadian development as a whole.***
- ***Instead of having a major national impact the industry had a series of regional impacts.***

The author, William Wylor¹, attributes this to the fact that the different coal regions in Canada didn't compete with each other for markets due to the distances involved and that the coal industry in Canada has been largely a series of discreet regional operations.

This is very true but heritage and its impact on Canadian society is much more than markets and profit and loss statements. Heritage concerns people and it was the people, whether they were the entrepreneurs who provided the funding and leadership or the mostly immigrant miners who actually produced the resource, that fueled the industrial revolution which would define this country as we know it today. The same financiers who created the mine mergers in Nova Scotia were involved in the mergers of coal companies in Western Canada such as Pacific Coast Coal Mines. The workers moved from camp to camp wherever they could find work. This could be the result of mine closures, a whim of the owners or a worker being blacklisted and having to move elsewhere in order to survive. Evidence of the profits of the coal barons can be found in the Heritage home registers of places like the Golden Square mile in Montreal or the Rockland/Oak Bay district in Victoria. Evidence of the losses can be found in the various fatality lists for the different coal mining regions. This is the real price of coal and it impacted all mining families whether they lived on Vancouver Island or as far east as Pictou county and Cape Breton in Nova Scotia.

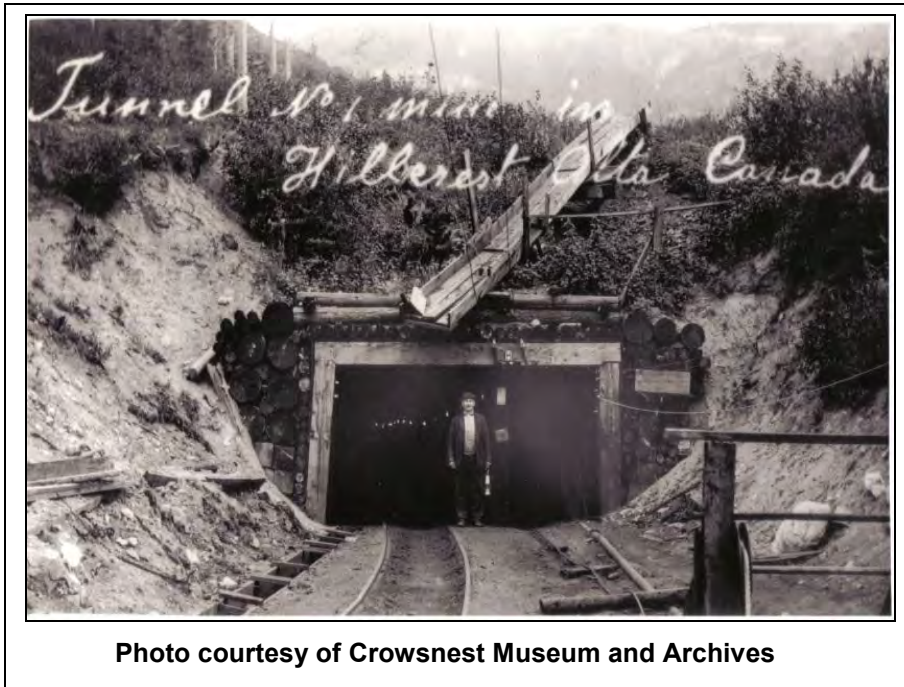
This year, June 19th, 2014 will mark the 100th anniversary of the Hillcrest Mine Disaster, Canada's worst, and an event which will capture national attention is being planned. In 2000 local organizers in the area erected a memorial to the 189 miners who died at Hillcrest but they also wanted to commemorate all the early miners across the country that perished. Surrounding the monument are cement pillars on which are inscribed all coal mining disasters across Canada involving 3 or more workers. Vancouver Island with its rich coal mining past is well represented here. In preparation for the centenary, John Kinnear², writer historian from the Pass, has been hard at work the past couple of years correcting errors and omissions on the pillars in preparation for the June event.

In addition to acknowledging our common heritage, the Friends of the Morden Mine have another reason for recognizing this event. Hillcrest Colliery and the community are named after its founder, Charles Plummer Hill, an American prospector and mine promoter who had discovered the property and formed the Hillcrest Coal and Coke Company which began operations in 1905. . In December, 1908 after a series of altercations with government inspectors Hill wrote to the head of CPR's Mining and Metallurgical Department and managing director of the CPR smelter in Trail, W.H. Aldridge telling him that he intended to sell for health reasons and was giving him first option to buy.

Following the sale of Hillcrest in 1909, Hill remained a director and was still heavily invested in the company. However the new group of owners comprised of Montreal financiers made it very clear they did not want Hill involved in the day to day operations of the mine. Hill moved to Montreal establishing his residence at 1 Macgregor Road in the Golden Square and became involved with other mining ventures including a group

centred in Montreal and Toronto who would become the new owners of Pacific Coast Coal Mines here on the island following its merger into Pacific Coast Collieries in 1912. In 1921 Hill and his wife moved to Victoria to retire taking up residence in a palatial home named "Hillhaven" at 724 Esquimalt Rd. Enid Hill passed away at home on October 26, 1932 and Charles died in Pasadena on November 29, 1940 at the age of 78. His body was shipped back to Victoria for burial at Royal Oak cemetery next to his wife. Effective March 31, 1940, the same year Hill passed away, Hillcrest Collieries was abandoned for good and the underground workings were sealed. Hillhaven on Esquimalt Road with its view over West Bay, the strait and the Olympic Range behind it was demolished in 1971.

The Hillcrest Mine Disaster



On the morning of June 19th 1914, Fireboss, William Adlam stepped from the No. 1 entrance of the Hillcrest Mine at 6:20 having just completed his inspection in preparation for the arrival of the morning shift at 7:00 am. He posted notices in the lamphouse indicating he had found two new cave-ins and indications of gas in seven rooms but no more than usual. In six of the rooms there was enough gas to put out his light and these he fenced off. The mine had been idle for two days prior to the explosion due to an over-production of coal which could result in a greater risk of accumulated gas. Inspections continued during the shutdown and on the morning of June 18th, fire boss Dan Briscoe reported a small quantity of gas in No. 3 south entry but ventilation was as usual, coal dust normal and there was lots of moisture in the mine which would mitigate the chances of a coal dust explosion. That same day, the pit committee composed of workmen appointed by the UMWA union had toured the three major workings of the mine. They found gas in two rooms but ventilation and general conditions were good.

The original mine entrance through a rock tunnel about 200 feet long then dipped down Slant No. 1 for another 1200 feet from where a series of tunnels radiated out. A second mine opened 500 feet south of here, known as No. 2. It descended into the side of the mountain along Slant No. 2 for 2400 feet where it joined Slant No. 1 by two main intersecting tunnels, Level 1 and Level South. A series of tunnels ran out from these levels again giving access to the coal seams. A 3rd major tunnel, Level 1 North, swept in a large semi circle from a point 900 feet down Slant No. 2 but this was the only entrance to this section of the mine.

Around 7:00 am 228 men stopped at the Lamphouse to pick up their lamps and tags. All lamps had been checked and found to be in good shape. At 9:00 am 7 more workers entered the mine bringing the total in the mine to 235. Somewhere between 9:15 am and 9:30 the Hillcrest Mine exploded.

The force of the explosion was of such magnitude that it tore the roof off the engine house situated 125 feet outside the entrance to No. 1 mine and demolished the 8 inch concrete wall of this building facing the mine entrance. The engineer inside the building miraculously survived the blast but was injured. 19 year old rope rider, Charles Ironmonger who was at the entrance to No. 1 was picked up and hurled against the hoist house. He died on being admitted to hospital. Of the 235 men who entered the mine that morning only 46 who were working nearer the No. 2 entrance would survive.

News reached Coleman by telephone and a few minutes later Dr. Ross and Chief of Police Ford rushed to the scene by automobile followed by Dr. Conolly and most of the nurses in town. The first few miners who succeeded in escaping by way of No. 2 slope had just emerged from the mine. Some of them as well as others on the scene attempted to rush back into the mine to assist their co-workers but were held back by Chief Ford assisted by Constable Paynter of the Bellevue Mounted Police until an organized rescue squad could be sent into the mine. Chief Ford, a survivor of the 1910 Bellevue mine disaster just across the valley was well aware of the effects of the deadly "afterdamp" which invariably follows an explosion such as this. The repetitive blasts of the steam whistle alerted the residents in Hillcrest and wives and off-shift workers immediately headed up the hill to the mine.



Engine house outside the No. 1 Mine entrance with the roof blown off and the concrete wall demolished by the explosion.

Courtesy of Crowsnest Museum and Archives.

Initial rescue attempts were made by those who survived the blast but they had no breathing apparatus. The Alberta Mine Rescue car containing breathing apparatus and resuscitation equipment parked on a side track near Blairmore was brought to the site followed by special trains from Lethbridge, Fernie and Calgary containing rescue equipment, supplies and trained mine rescue crews but by 3 pm on the afternoon of June 19 it became apparent there would be no further survivors found. At the time of the disaster the community of Hillcrest had a population of about 1000 people. The disaster wiped out almost the entire adult male population leaving 130 widows and 400 children without a father.



Current view of engine house outside No. 1 Mine entrance.
Courtesy J. Kinnear personal collection.

Details concerning events leading up to the disaster, rescue attempts and subsequent formal investigations are provided in the well documented book provided by Steve Hanon entitled “The Devils Breath, the story of the Hillcrest Mine Disaster of 1914.” There is also a 48 minute video done by the author using the same title. Reporters who arrived at the scene had a difficult time getting interviews amid the chaos and carnage. In many cases to make news, they resorted to gross embellishments and even complete fabrications of what happened.

Another excellent source of information on the Hillcrest disaster is the website hillcrestminedisaster.com by Mary Bole and Belle Kovach. In addition to providing a list of names, the authors provide information on the nationalities, compensation schedules for the survivors, genealogical information on each worker. It is interesting to note the breakdown of nationalities. Of the 17 miners born in Canada only two were native Albertans, 1 was American and 14 were born in Nova Scotia.

The ethnic origins of the victims were as follows:

American 5	Belgian 2	English 45	German 1	Scottish 26	Welsh 7
Austrian* 43	Canadian 17	French 7	Italian 35	Swedish 1	

** These miners were from the following countries or areas of the Austro-Hungarian Empire: Bohemia, Bukovina, Czechoslovakia, Galicia, Hungary, Poland, Slovak, Ukraine*

In spite of a coroner’s inquest and a special enquiry into the disaster presided over by an independent judge, the exact cause which set off the explosion was never determined. Nine days after the Hillcrest Explosion, Archduke Franz Ferdinand and his wife Sophie were assassinated in far off Europe and the miners of Hillcrest were forgotten in the ensuing world war that followed.

Today coal is a dirty word, immediately evoking negative connotations but then so does the word “War.” Where former governments had the foresight to assign park status to former mines from this era such as Morden and provide some means of protection from the developer’s bulldozer blade, the park has now taken on more importance than the reason it was first established. Do we ignore the sacrifices made by our war veterans? In the case of coal mining heritage the prevalent attitude changes from “Less We Forget” to “Best We Forget.” Coal mining communities need to unite and provide a common front against this apparent obliteration of our shared heritage.

¹ William Wyler, *King Coal: Coal Mining in Canadian History*, Historical Services Branch 1995

² John Kinnear writes a regular article for the Crowsnest Pass Herald entitled “Looking Back” http://passherald.ca/archives/JohnKinnear_LookingBack_2013.htm

Our History is Under Siege, by T.W. Paterson.

Cowichan Valley Citizen, Dec. 19. 2013

It's almost awe-inspiring, in a negative sort of way. We were following the historic Comox Logging & Railway grade, just north of Haslam Creek. After crossing Spruston Road it heads north to the Nanaimo River, parallelling rocky bluffs and passing an old quarry from the days when this was a colliery railway.

The din of gravel trucks and machinery grows louder and louder, until we reached the 'end of the line'—not Departure Bay, as originally intended, but a gravel pit. The railway grade that was laid out by Dunsmuir engineers at the turn of the last century to carry coal from Extension simply disappears, replaced by a gargantuan hole the size of downtown Duncan.

Such, too often, is the way we treat history. Had the Ladysmith Railway Historical Society succeeded in establishing a working railway museum, back in the '80s, this stretch of line would have been saved as a tourist attraction with 'live' trains, steam and diesel, a la the B.C. Forest Discovery Centre. Instead, it's well on its way to vanishing thanks to commercial exploitation and, where she's able to re-exert her influence, Mother Nature.

Nanaimo, the Wellington and Extension areas abound in industrial history, much of it relating to the coal industry. You can hardly turn a spade, it seems, but you encounter evidences of the collieries which, for more than three-quarters of a century, were the Island's greatest employer. But little remains beyond the millions of cubic yards of slack, the sub-grade coal that was discarded from south of Haslam Creek (Granby) to Divers Lake (Wellington). The mind boggles at the thought of how much coal actually was mined, washed, sorted and shipped when you see the 'near-coal' and rock that was discarded

A few ruins survive although, other than the concrete headframe/tipple at Morden Colliery Provincial Park, South Wellington, these are under siege. At Cassidy's Granby, one of three remaining concrete coal chutes was toppled in recent years to make way for a road. If you want to see coal waste, by the way, this is the place, now a hummocky playground for ATVers. And this is after much of the former townsite was hauled away for fill during construction of the Island Highway, 1949-50.



Still in the trees until recent years were the tumbled-down remains of two water towers. Almost 90 years after their construction, some of their timbers that I guessed to be of California Redwood, appeared to be quite sound, which says something about the quality of the materials used in their construction.

This is a far cry from my first visit to Granby in the '60s. It was my first ghost town in the flesh, so to speak, upon my being inspired to go looking for such things by American (not Canadian) magazines and television. Granby gave me my first two insulators, too; they were lying on the ground beside the road, not yet having become collectors' items, on this side of the border, anyway.

Even then, little remained of this model company town beyond one standing, grey-stuccoed wall, some concrete footings, foundations and rubble, particularly that atop what I later learned was the No. 1 airshaft. This was all a pale shadow of the ghost towns of the American Old West which, on film and in print, seemed to have survived virtually intact. Some of that could be attributed to their being in a much drier climate, of course, B.C.'s rain forest having scant regard for man's puny creations. Little besides concrete seems to be able to stand up on our aptly-named wet coast and, as is so sadly evident at Morden, even concrete is subject to failure when not looked after.

More often, however, it's development that dooms these survivors of our past. Logging, road construction, power lines and housing developments seem to have done the most damage in recent years. For those who enjoy searching out these abandoned sites of our industrial heritage, it seems that almost wherever you go, the bulldozers have been there ahead of them. In fact, it's become a race to get there before it's too late. It's almost uncanny—wherever there was a cabin, a building or a mine, it seems, the wreckers have done their work, often to the point of obliteration. Or, as indicated by surveyors' tape, they're about to do their magic. It often takes serious researching and reconnaissance to find something—anything—on the ground, these days.

Such seems to be the inevitable cost of what we call progress. It would be futile, even ludicrous, of me to rage against much of this development which will only continue to accelerate, and to spread out farther and farther into territory that was once the preserve of miners, loggers, railway men and homesteaders.

So, albeit reluctantly, I recognise, if not truly accept, reality. On those rare occasions that I and my fellow history buffs can get there first, so much the better. Happily, even when we're after the fact, we often find sufficient evidence of previous activity to make our day. For me, as a writer/historian, there's always a silver lining: I can 'save' in print what I can't save in fact.

Once, it even worked—the Kinsol Trestle. If only I could ignite the public's concern for Morden's six-storey-high headframe. It's the last man standing of the Island's legendary coal mining industry—an industry that founded no less than 10 Island communities, of which Nanaimo, Ladysmith and Cumberland, are the most significant.

But all that's long ago, right? Now, it's jobs and tax base, the twins of Prosperity and Progress, right?

I can't help but wonder about those political and corporate leaders who only see value in the immediate and the near future. They can't even comprehend everything that we have, everything that we are, is the product of the work and the sacrifices of those who came before us. Would it be so outrageous for us to recognize their achievements, the rich legacy they gave us, by saving more of our heritage than just a token here and there?

Oh, I forgot. We're Canadian, eh?

TOM PATERSON'S MAY 2014 BLACK TRACK TOUR

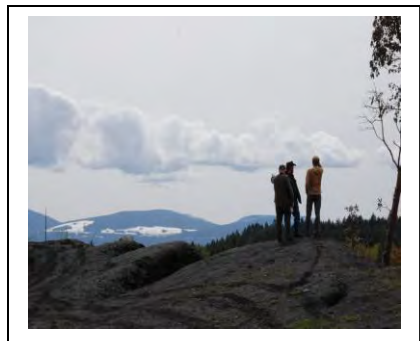
Contact cchristo@shaw.ca or phone 250-714-0377 to sign up now for Tom Paterson's May 2014 tour or to be added to the waiting list. Ticket prices remain \$25.00 for two or more in a party, \$30.00 for one individual. Tom typically decides on the tour date about six weeks prior to departure. Tom donates all proceeds to Friends of Morden Mine's continuing efforts to preserve the historic headframe and tibble, now 101 years old, still standing at Morden Colliery Historic Provincial Park.

Once again Vancouver Island historian, writer, and activist Tom Paterson shares his impressive knowledge of central Vancouver Island's coal mining history with those interested in learning how coal mining was its basic economic driver for more than 80 years and a major catalyst in establishing several towns and cities. Tom also discusses the distinctive culture that the varied ethnic composition of its work force and its working conditions produced.

Tom leads tour participants to South Wellington where significant coal deposits were developed and became known for their major coal production. His tour starts at Morden Colliery Historic Provincial Park in front of its headframe and tibble at 10:00 a.m. For more details on areas visited, view Tom Paterson's video on You Tube: "Black Track Tour of old coal mining and railroad sites." For directions to Morden, see www.mordenmine.com, "Maps."

Each participant is asked to bring water or juice, a packed lunch/snacks sufficient to sustain them for the length of the tour, typically about four hours to five hours, and rated as moderate to low in difficulty. Hats, sunscreen, sturdy shoes, and clothing suitable for forecast weather, are also recommended. Transportation will be pooled to drive participants to various mine sites, but participants are asked to provide their own to and from the park. Participants are reminded that to ensure the safety and enjoyment of all tour members, they should refrain from wandering off by themselves or engaging in conversations that impede the ability of others to hear the commentary.

A sampling of photos from the tour sites:



FOMM’s Situation Now: Some Options to Consider continued from page 1.

Of these four options my own view is that the first is completely unrealistic and we so advised the Assistant Deputy Minister and the Minister when we met with each of them in 2011 and 2012, respectively. Why? The cost of emergency repairs alone has been estimated by the highly respected contractor, John Knappett, to be in the order of 250 to 500 thousand dollars. That’s far beyond our capacity to raise. In fact it’s beyond the capacity of almost any voluntary association operating without staff and without broader provincial or national support. It took NALT several years to raise half a million dollars to acquire Linley Valley Park, and NALT has staff and a much larger active membership than FOMM.

The second option, in my view, should be considered. For reasons unknown to me, the new minister refused to meet with a proposed FOMM delegation to pick up where we left off with the former minister. Instead, her staff referred us to the same official who on a number of occasions has told any FOMM supporters who have written that it’s up to us to raise the money to fix Morden. Given this stance, it wasn’t worth our while making another trip to Victoria to hear what we already knew she would say.

We may not get anywhere with the premier, but at least she will be informed that it has been her government’s decision to effectively orphan a park that’s been around for more than 40 years. And make no mistake, if the government refuses to fix Morden it will be effectively orphaning the park. That should at least give the premier pause: I can think of no other case where a provincial park has been abandoned, or for that matter, no other case where a support group has been told that it is up to it to save a park.

The third option would entail giving up on the goal of proper park maintenance and development as objectives and instead simply offering occasional tours while continuing to supply park brochures until such time as the headframe and tipple inevitably collapse. This isn’t a very appealing prospect to me but the board should consider it as a possibility.

Folding our tent, the fourth option, may have merit. It might force the government to make a decision instead of comforting itself with the illusion that it is someone else’s responsibility to look after its own park. That decision would be a choice between fixing the park and decommissioning it. Decommissioning would presumably mean taking down the structures and explaining to the public why this is the best choice or, alternatively, putting a much better fence around the site to keep visitors out of harm’s way.

If this last option sounds familiar, it is: the government proposed taking down the Kinsol Trestle a few years ago and for similar reasons. That idea was eventually rejected in favour of repairs as the active element of the Cowichan community came to realize that the trestle was potentially the phenomenal tourist attraction it has indeed come to be.

Could that happen for Morden? It could if all local governments and key community organizations, as Rotary and the Chamber of Commerce, joined forces to bring pressure to bear on senior levels of government, as was the case for the Kinsol Trestle restoration. (Note, however, that the Kinsol Trestle, although government property, was not and is still not a provincial park: One would think that in the scheme of things a park would command greater priority than other property, but so far evidently not.)

FOMM has tried its best to persuade the government to act on its responsibilities without resorting to partisan activity. In my view, there’s not much more we can do. It will very soon be up to others to get involved, or Morden Mine, the last visible evidence of the industry that dominated Vancouver Island for nearly a century, and at age 101 years, the oldest of two reinforced concrete tipples in North America that remain from the age when coal was king, will be lost.

Members are invited to join the discussion around these options and any other ideas that are presented at the February 5th meeting of the Board of Directors: 7:00 p.m., at its usual location: 2nd floor meeting room, Country Grocer, Southgate Mall. For directions check www.mordenmine.com Events/Meetings.

REGIONAL DISTRICT OF NANAIMO

**MINUTES OF THE
REGIONAL PARKS AND TRAILS SELECT COMMITTEE MEETING
HELD ON TUESDAY, DECEMBER 3, 2013 AT 11:30PM
IN THE RDN COMMITTEE ROOM**

Attendance: Director Diane Brennan, Chair, City of Nanaimo
Director Howard Houle, Electoral Area 'B'
Director Maureen Young, Electoral Area 'C',
Director Joe Stanhope, Electoral Area 'G'
Director Dave Willie, Town of Qualicum Beach
Director Brian Dempsey, District of Lantzville
Director Marc Lefebvre, City of Parksville

Staff: Tom Osborne, General Manager of Recreation and Parks
Paul Thorkelsson, Chief Administrative Officer
Wendy Marshall, Manager of Park Services
Kelsey Cramer, Regional Parks Planner
Margaret Paridaen, Parks Planner
Ann-Marie Harvey, Recording Secretary

Regrets: Director Julian Fell, Electoral Area 'F'

CALL TO ORDER

Chair Brennan called the meeting to order at 11:30pm.

MOVED Director Lefebvre, SECONDED Director Stanhope that the agenda be approved.

CARRIED

MINUTES

MOVED Director Houle, SECONDED Director Dempsey that the minutes of the Regular Regional Parks and Trails Select Committee meeting held June 4, 2013 be approved.

CARRIED

COMMUNICATIONS/CORRESPONDENCE

MOVED Director Dempsey, SECONDED Director Lefebvre that the following correspondence be received:

K. Fulton, Nature Conservancy of Canada to T. Osborne, RDN, **RE: Conservation Covenant with NCC**

J. MacNaughton, S. MacNaughton, to T. Osborne, RDN, **RE: Horne Lake Roads**

MOVED Director Dempsey, SECONDED Director Stanhope that a letter be sent to J. & S. MacNaughton in response to their July 9, 2013 letter regarding the condition of Horne Lake Road advising them of the government bodies that maintain the road.

CARRIED

REPORTS

Monthly Update of Community and Regional Parks and Trails Projects June-October 2013 (verbal)

Ms. Marshall gave a verbal update of the Regional Parks and Trail Projects. She noted that the costing has started for Horne Lake Regional Parks upgrades to the boat ramp and parking lot. Moorecroft caretaker agreement has been renewed and staff have been happy with their service. Ms. Marshall said that staff met with the Trans Canada Trail organization, E & N Spine Trail organization, CowVRD & CRD staff to collaborate and see if the TCT trail will be completed for 2017 and how the E & N can work into that. Little Qualicum Regional Park had some invasive plant removal and 1,000 new plants planted to maintain the vegetation.

MOVED Director Stanhope, SECONDED Director Young that the update be received.

CARRIED

Islands Trust Park Rezoning Bylaw Parks Report

Mr. Osborne summarized the report to the committee.

MOVED Director Houle, SECONDED Director Lefebvre that the Island Trust Park Rezoning Bylaw Report be received.

CARRIED

Benson Creek Falls Management Plan Report

Ms. Marshall gave a presentation of the Benson Creek Falls Management Plan to the committee.

After discussion, Mr. Osborne noted that based on the comments and feedback from the committee, that staff would make some amendments with regards to the renewal of the land lease timeline for when the report goes to the Board so that some certainty is attained when the Capital projects can proceed.

MOVED Director Young, SECONDED Director Lefebvre that the 2014-2024 Benson Creek Falls Management Plan be approved.

CARRIED

Parks Trails Guidelines Report

MOVED Director Dempsey, SECONDED Director Houle that the Parks and Trails Guidelines Report be approved and adopted as a guide for parks and trail development and operations.

CARRIED

IN CAMERA

MOVED Director Stanhope, SECONDED Director Dempsey, that pursuant to Section 90(1) (e) of the Community Charter the Committee proceed to an In Camera Committee meeting to consider items related to land issues.

Time: 12:25

CARRIED

NEW BUSINESS

Morden Mine Tipple

Director Young provided a copy of a letter from Canadian Historical Society that the Morden Mine Society's application was turned down.

Mr. Osborne updated that staff had direction to work with the Morden Mines Society to secure the site. Staff have not been able to locate the engineering report estimating the cost of stabilizing the tipples and maybe the lack of this information may be the reason behind the society being turned down.

MOVED Director Young, SECONDED Director Houle that the letter from the Canadian Historical Society regarding the Morden Mine Tipple be referred to the next Regional Parks and Trail Select Committee meeting.

CARRIED

ADJOURNMENT

MOVED Director Young that the meeting be adjourned at 1:30pm

CARRIED

Chair



Historic Sites and
Monuments Board of Canada
and Parks Canada

25 Eddy Street (25-5-O)
Gatineau QC K1A 0M5

Commission des lieux et
monuments historiques du Canada
et Parcs Canada

25 rue Eddy (25-5-O)
Gatineau QC K1A 0M5



File number: N-1230

23 September 2013

Dr. Eric W. Ricker
Co-president
Friends of the Morden Mine Society
3052 Hammond Bay Road
Nanaimo, B.C. V9T 1E2

Dear Dr. Ricker:

I am writing further to your letter of 26 June 2013 in which you proposed the designation of Morden Colliery in Nanaimo, British Columbia as a national historic site.

Parks Canada staff historians, who assist the Historic Sites and Monuments Board of Canada (HSMBC) in the conduct of its business, recently reviewed your nomination. I regret to inform you that on the basis of the information provided, this nomination has not been recommended for formal consideration by the HSMBC.

Please find enclosed the screening report prepared by the Cultural Sciences Branch, Heritage Conservation and Commemoration Directorate, Parks Canada Agency, explaining the rationale behind the decision.

I am available to further discuss this decision, should you so desire. I can be reached either in writing, by email at julie.dompierre@pc.gc.ca or by telephone at 819.997.0129.

Thank you for your interest in raising awareness of Canada's history.

Sincerely,

Julie Dompierre
Director, Commemoration Branch
Parks Canada

Historic Sites and Monuments Board of Canada
hsmbc-clmhc.gc.ca (website) | hsmbc-clmhc@pc.gc.ca (email)
1.855.283.8730 (toll free phone number) | 819.934.1115 (fax)

Page 1 of 1

Canada



SCREENING REPORT: MORDEN COLLIERY, NANAIMO, BRITISH COLUMBIA

The Friends of the Morden Mine Society has asked that the Historic Sites and Monuments Board of Canada (HSMBC) consider the remains of the Morden Colliery as a potential national historic site.¹ The application is fully supported by BC Parks, a branch of the British Columbia Ministry of the Environment, which owns the site.²

Recommendation

Based on a survey of HSMBC Criteria, Guidelines and precedents, it is not recommended that a Submission Report be prepared on the Morden Colliery. It does not meet the benchmarks set by other mining national historic sites.

Background

The remains of the Morden Colliery include a reinforced concrete head frame and tippel,³ the base of a smoke stack which was housed in the boiler room, a sealed secondary air shaft and “various ruins of former mine buildings.”⁴ The site is located approximately 7 kilometres south of Nanaimo, alongside the Nanaimo River on Vancouver Island. The street address is 1830 Morden Road and the mine is situated within the Mordent Colliery Historic Provincial Park, established in 1972.

Coal mining began on Vancouver Island on a relatively small scale at the end of the 1840s, under the auspices of the Hudson’s Bay Company. In spite of relatively small reserves, “the coal industry on Vancouver Island became much more significant than that in New Brunswick largely because of the size of the market on the west coast.”⁵ Rapid development of the Vancouver Island coal fields got underway in the 1860s, with the years between 1870 and 1900 marking the period of most rapid growth. After 1900, production continued to expand at a much slower rate and by the 1920s, the coal industry on the island had entered a period of crises from which it would not recover. A “precipitous decline” began in the 1930s and “after a brief recovery during World War Two, the mines in the Nanaimo area all had closed by 1953.”⁶

¹ Eric W. Ricker, Co-president, Friends of the Morden Mine Society, letter dated 26 June 2013 to The Secretariat, HSMBC.

² Don Cadden, Regional Director, BC Parks, West Coast Region, Ministry of Environment, letter dated 21 May 2013, to the HSMBC.

³ In early underground coal mines, “the most obvious structure at the mine site or pit head was the “tippel” and, at some mines, the “head frame.” These structures were usually built on a railway siding so that coal from the mine could be loaded into railway hopper cars for shipment. The head frame was a tall structure, often with large wheels at the top, over which cables, from a large winch, were run into the mine. These were connected to the mine “cage” or elevator which was used to transport the miners and the coal from the workings deep underground. The tippel was the large building that usually included a rotary dumper for emptying the mine cars that were used to bring the coal and waste rock up from the mine. From the dumper, the coal was moved on conveyors to screens where it was sorted according to size and quality and waste rock was removed from the coal on a “picking table.” “Tipples and Head Frames,” <http://www.crowsnest.bc.ca/coal08.html>, consulted 5 August 2013.

⁴ Friends of the Morden Mine, “Nomination Proposal, Morden Colliery as a National Historic Site” (26 June 2013), Appendix C, p. v.

⁵ William Wylie, “King Coal: Coal Mining in Canadian History,” HSMBC Agenda Paper 1995-53, p. 440.

⁶ *Ibid*, pp 440-443.



After the Douglas coal seam was discovered on Vancouver Island in 1852, “many mineshafts were sunk into the Nanaimo area in an attempt to capitalize on the rich bed of coal lying beneath,”⁷ including the Morden Mine. According to the applicant,

The first sod was turned in March, 1912 by Pacific Coast Coal Mines Ltd.⁸ and two shafts were sunk. An 8 foot seam of coal was struck on April 19, 1913 at a depth of 600 feet. Connection between the two shafts was nearly completed when all the coal mines on the island came out on strike on May 1, 1913. During this enforced idleness, a new pit-head was constructed using reinforced concrete, unique for that time.

When mining resumed following the strike, the mine operated until 1921 when it was shutdown. The shaft was re-opened briefly, in 1930, by Canadian Coal and Iron Company Ltd. but closed again after producing only 3,000 tonnes.⁹

Though it was not particularly successful, the Morden mine “incorporated many state-of-the-art mining technologies, including an all-concrete tibble that made it one of the most advanced coal mines in Canada.”¹⁰ The original concrete tibble and assorted machinery are now part of a Provincial Historic Park in Nanaimo, and are available for public viewing and exploration. The Friends of Morden Mine Society is responsible for the preservation of the site, as well as for the education of the public on its historical significance on Vancouver Island.

Analysis

The proponent suggests the significance of the Morden Colliery is multi-faceted. Along with its innovative use of concrete in the construction of its tibble, it “is the most complete surface remains of the many underground coal mines which once dotted the east coast of Vancouver Island;” it is an important symbol of the coal mining industry on the Island; and it is associated with a number of persons and events deemed of national historic significance. When placed within a national context, however, the remains of the Morden colliery do not meet the benchmarks established by national historic sites of former mines. The persons and events identified by the proponent are not designations of national historic significance. Reports surveying mining and engineering achievements in Canada did not identify the Morden site.

The Morden head frame and tibble – “a state of the art concrete tibble incorporating many modern safety features”¹¹ – were constructed of concrete which “was considered new technology for that era.”¹² According to the proponent, Morden has “the most complete surface remains of

⁷ “Morden Mine,” Vi-Wilds, Vancouver Island Wilderness and Historical Conservation.

⁸ Pacific Coast Coal Mines Limited was formed in 1908 to prospect for coal and petroleum in the Rupert District of Vancouver Island. The company went into voluntary liquidation in 1922. “Pacific Coast Coal Mines Limited,” MemoryBC.

⁹ Friends of the Morden Mine, “Nomination Proposal, p. 2.

¹⁰ “Morden Mine,” Vi-Wilds, Vancouver Island Wilderness and Historical Conservation, University of Victoria.

¹¹ Ibid.

¹² Today, head frames are built out of steel, concrete or a combination of both. Timber is no longer used in industrialized countries. Steel is generally less expensive than concrete, more adaptable to modifications, considerably lighter, requiring less substantial foundations, easier to design and to take down. Concrete requires less maintenance and is less susceptible to corrosion. There is much less waste of concrete during construction, concrete head frames are more stable and concrete is usually more readily available and cheaper. “Headframe,” Wikipedia, <http://en.wikipedia.org/wiki/Headframe>, consulted 6 August 2013.

the many underground coal mines which once dotted the east coast of Vancouver Island.¹³ Other tipples constructed of wood have long since vanished. The tipple was unique for its day and was probably the first in all of North America.”¹⁴ Considerations of national historic significance are made on a case-by-case basis, and must be exceptional and outstanding. To note, however, that firsts, per se, are not considered for national historic significance and that uniqueness or rarity are not, in themselves, evidence of national historic significance.¹⁵

Without considerable further research into the use of materials in the construction on above-ground mining structures, it is difficult to assess the significance of the use of concrete at Morden Colliery. It should be noted that the Morden structures “are in an advanced state of deterioration and remedial measures to stabilize the structures are urgently needed.”¹⁶ There was no reference to the specialized use of concrete at the Morden site in either William Wylie’s “King Coal: Coal Mining in Canadian History” (HSMBC Agenda Paper, 1995-53) or Robert Passfield’s “Historic Engineering Landmarks Project, Consultations on Prioritizing Sites for Potential Commemoration” (HSMBC, 1998-34). These reports identified exceptional coal mining sites and engineering landmarks in Canada; neither report singled out the extant remains at the Morden site.

In addition, while the head frame and tipple may be “the most complete surface remains”¹⁷ left on Vancouver Island, they are a very limited representation of a mining site, particularly when compared with the remains at such designated sites elsewhere in Canada such as Atlas No. 3 (NHSC, 2001), East Coulee, Alberta; Springhill Coal Mining (NHSC, 1998), Springhill, Nova Scotia; Nordegg (NHSC, 2001), Nordegg, Alberta and Nova Scotia Coal Fields (NHSC, 1998), Sydney, Nova Scotia.

With regard to the site’s association with persons and events of national historic significance, the colliery is presented as being closely associated with five admittedly prominent individuals – John Arbuthnot, Luther D. Wishart, James Dunsmuir, Grant Morden and James Carruthers, none of whom, however, have been recommended for designation. The applicant further suggests that the colliery is closely associated with a) “the opening up of Western Canada to European and

¹³ This assessment is shared by BC Parks. The Morden Colliery structures are “the most complete set of coal mining structures on Vancouver Island” and “significant as a monument to the importance of coal mining history on Vancouver Island.” Morden Colliery Historic Provincial Park protects these significant relicts of “Vancouver Island’s rich coal mining history.” “Morden Colliery History Provincial Park, BC Parks, <http://www.env.gov.bc.ca/bcparks/explore/parkpgs/morden>, consulted 6 August 2013.

¹⁴ Application, p. 4. Visually, “what makes Morden’s head frame exceptional is its pure reinforced-concrete framework, which gives the impression of being a bold and deliberate expression of pure, abstract technique. As such, it has dramatic aesthetic qualities consistent with the ‘Futuristic’ and ‘Cubistic’ space-modulator sculptures of its own experimental time.” Charlie Christopherson, “100th Anniversary of Morden’s Head Frame and Tipple,” Friends of the Morden Mine, http://www.mordenmine.com/100th_anniversary.php, consulted 5 August 2013.

¹⁵ HSMBC General Guidelines approved 1998.

¹⁶ The Friends of Morden Mine Society (FOMM) is a nonprofit society dedicated to preserving the park’s historic structures. FOMM is working to raise awareness, to fundraise, and to organize upgrades to secure the structures. In early 2010, FOMM engaged Gemella Design Inc. to develop a plan to guide the future development of the park as a heritage tourism destination and education centre for coal mining history. The project was supported by BC Parks, The City of Nanaimo and The Regional District of Nanaimo. “Morden Colliery Historic Provincial Park,” Gemella Design Inc., <http://gemelladesign.com/morden-colliery-historic-provincial-park/>, consulted 5 August 2013.

¹⁷ As of August 2013, the Canadian Register of Historic Places contains no other examples within the Province of British Columbia.

Asian settlement which occurred during Canada's Industrial Revolution" and which was fueled by coal, and b) the Esquimalt and Nanaimo Railway. Neither of these are national historic events, though numerous designations touch on them.

Comparative Context

The significance of coal mining on Vancouver Island has been recognized by the HSMBC. The designation of Nanaimo (NHE, 1924) recognizes the first commercial coal mine in British Columbia (1852).¹⁸ Robert Dunsmuir (NHP, 1971) discovered coal near Nanaimo and there began his commercial empire.¹⁹

The Board has recommended nine sites and events related to coal mining in Canada, only one of which – Industry at Trail NHE – is in British Columbia.²⁰ All the sites – Atlas No. 3 Coal Mine NHSC; Springhill Coal Mining NHSC; Nordegg NHSC; and Nova Scotia Fields NHSC – contain extensive, above-ground, built features related to the process of mining.²¹ The Atlas No. 3 Coal Mine NHSC, for example, is a large and "exceptionally well-preserved coal-mining landscape" the resources of which

include foundations of a rotary dump, traces of a rail line and trestle bridge leading east towards a second rotary dump, the remains of that dump, two nearby explosives sheds, a blacksmith shop, and a covered belt line leading down the hill. In the valley, the focal point is the mine tippie and the related conveyor system leading to it from the hill. A collection of wood frame service buildings is located west of the tippie, consisting of a machine shop, storage building, washhouse, and a loading ramp. East of the tippie, there are four former managers' houses and a storage shed. The site contains rail beds and some of the rails of the 1930 spur line that connected the Atlas mine to the main line across the Red Deer River. Another striking feature is the associated railway bridge, still extant. Official recognition refers to all coal-mining related resources within the defined boundaries of the national historic site of Canada.²²

Based on the precedent set by these other national historic sites of former mines and consideration of the limited resources at the Morden colliery, a submission report for the HSMBC is not recommended.

¹⁸ "Nanaimo, NHE," Parks Canada, http://www.pc.gc.ca/apps/dfhd/page_nhs_eng.aspx?id=929, consulted 7 August 2013.

¹⁹ "Dunsmuir, Robert, NHP," Parks Canada, http://www.pc.gc.ca/apps/dfhd/page_nhs_eng.aspx?id=944, consulted 7 August 2013.

²⁰ Industry at Trail NHE is commemorated at Trail, British Columbia as the site of the first refining of lead in Canada in 1902. It became a major smelting centre. Industry at Trail NHE, Parks Canada, http://www.pc.gc.ca/apps/dfhd/page_nhs_eng.aspx?id=1617, consulted 12 August 2013. The others include: Beginnings of Coal Mining (NHE, 1959), Port Morien, Nova Scotia; Springhill Coal Mining (NHSC, 1998) Springhill, Nova Scotia; General Mining Association (NHE, 1983), Stellerton, Nova Scotia; Atlas No. 3 Coal Mining (NHSC, 2001), East Coulee, Alberta; Nordegg (NHSC, 2001), Nordegg, Alberta; Coleman (NHSC, 2001), Coleman, Alberta and Nova Scotia Coal Fields (NHSC, 1998), Stellerton, Nova Scotia.

²¹ "Atlas No. 3 Coal Mine NHSC," Parks Canada, http://www.pc.gc.ca/apps/dfhd/page_nhs_eng.aspx?id=1958, consulted 6 August, 2013.

²² Ibid.



REGIONAL
DISTRICT
OF NANAIMO

December 5, 2013

Islands Trust Northern Office
700 North Road
Gabriola Island, BC
V0R 1X3

Attn: Courtney Simpson, Regional Planning Manager

Dear Ms. Simpson:

Re: Gabriola Island Draft Bylaws 271 and 272 Referral to Zone Parks

This letter is in reference to your correspondence dated October 11, 2013 requesting comments from the Regional District on Gabriola Island Draft Bylaws 271 and 272 Referral to Zone Parks that are under consideration by the Islands Trust.

At the November 26, 2013 Regional District of Nanaimo Board Meeting, the attached staff report was reviewed along with recommendations from the Electoral Area 'B' Parks and Open Space Advisory Committee and the following resolution was approved:

That Gabriola Island draft Bylaws 271 and 272 be supported with the following amendments:

- a. To allow a maximum sign area of 2 sq. m. per park entrance rather than the current restriction of a maximum sign area of 4 sq. m. per park to include a new permitted use; and*
- b. To specifically allow special events in all park zones under permit by the Regional District of Nanaimo per RDN Bylaw No. 1399 – Regulation of Park Use.*

Should you have any questions pertaining to the above resolution, please contact Wendy Marshall, Manager of Parks Services or Elaine McCullough, Community Parks Planner at 1-888-828-2069.

Sincerely,

Tom Osborne
General Manager, Recreation and Parks Services

CC: W. Marshall, Manager of Parks
H. Houle, RDN Director, Electoral Area 'B'
Electoral Area "B" Parks and Open Space Advisory Committee
Regional Parks and Trails Select Committee

RECREATION AND PARKS DEPARTMENT

HEAD OFFICE:
Oceanside Place
830 West Island Highway
Parksville, BC
V9P 2X4
(250) 248-3252
Fax: (250) 248-3159
Toll Free: 1-888-828-2069

Ravensong Aquatic Centre
737 Jones Street
Qualicum Beach, BC
V9K 1S4
(250) 752-5014
Fax: (250) 752-5019

RDN Website: www.rdn.bc.ca

From: Lisa Webster-Gibson [<mailto:lwebstergibson@islandstrust.bc.ca>]

Sent: Tuesday, January 28, 2014 3:58 PM

To: Osborne, Tom

Subject: Bylaw Referral Package - GB BL 271 and 272 - Gabriola Island Local Trust Committee

Attention: Tom Osborne, General Manager of Parks and Recreation, Regional District of Nanaimo

Further to our early referral of October 11, 2013, please find attached a bylaw referral package from the Gabriola Island Local Trust Committee of the Islands Trust for Bylaws Nos. 271 and 272. This package contains background, an agency referral response form and a copy of the two proposed bylaws.

These related bylaws concern the rezoning of Gabriola Island lands within community, regional and provincial parks.

This project was initiated by the Gabriola Island Local Trust Committee and the scope is to rezone areas of Gabriola Island that have become parks over the past several years but have non-park zoning such as 'Resource', 'Forestry', 'Agriculture' and other zones.

Proposed Bylaw 271, if adopted will amend the Gabriola Island Official Community Plan land use designations.

Proposed Bylaw 272, if adopted, will amend the Gabriola Island Land Use Bylaw zoning map and parkland zoning text. A summary of changes proposed in this bylaw include amendments to park sign regulations; allowing special events in parks where a management plan is in place and regulating temporary structures for special event use.

The Gabriola Island Local Trust Committee has given first reading to Proposed Bylaw Nos. 271 and 272 on January 16, 2014. A Public Hearing is anticipated for the spring of 2014

Please review the documentation provided and indicate how your agency's interests in the proposed regulations are affected. A referral response form for the bylaw is included for your convenience and we would appreciate your comments by **March 7, 2014**.

For more information on the proposed bylaw, please contact Sonja Zupanec, Island Planner, Islands Trust at szupanec@islandstrust.bc.ca. Full contact information is also included in the referral package.

Yours

Lisa

Lisa Webster-Gibson, BES, Hons.
Planning Clerk
Islands Trust – Northern Office
700 North Road, Gabriola Island, B.C. V0R 1X3
Ph: 250.247.2204 or toll free [1.800.663.7867](tel:18006637867)
Fx: [250.247.7514](tel:2502477514)
www.islandstrust.bc.ca

Preserving Island communities, culture and environment



Please consider the environment before printing this email

PROPOSED

Gabriola Island Local Trust Committee

BYLAW NO. 271

A BYLAW TO AMEND THE GABRIOLA ISLAND OFFICIAL COMMUNITY PLAN, NO. 166

The Gabriola Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Gabriola Island Local Trust Area under *the Islands Trust Act*, enacts as follows:

1. Bylaw No 166, cited as "Gabriola Island Official Community Plan (Gabriola Island) Bylaw No. 166, 1997" is amended as shown on Schedule 1, attached to and forming part of this bylaw.
2. This bylaw may be cited as "Gabriola Island Official Community Plan (Gabriola Island) Bylaw 166, 1997, Amendment No. 1, 2013"

READ A FIRST TIME THIS	16th	DAY OF	JANUARY	, 2014
PUBLIC HEARING HELD THIS		DAY OF		, 201x
READ A SECOND TIME THIS		DAY OF		, 201x
READ A THIRD TIME THIS		DAY OF		, 201x
APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST				
THIS		DAY OF		, 201x
APPROVED BY THE MINISTER OF COMMUNITY, SPORT AND CULTURAL DEVELOPMENT				
THIS		DAY OF		, 201x
ADOPTED THIS		DAY OF		, 201x

SECRETARY

CHAIRPERSON

Gabriola Island Local Trust Committee

Bylaw No. 271

Schedule 1

The Gabriola Island Official Community Plan Bylaw No. 166 cited as “Gabriola Island Official Community Plan (Gabriola Island) Bylaw No. 166, 1997”, is amended by amending Schedule B – Land Use Designations as follows:

1. By changing the land use designation on the land legally described as The Northwest $\frac{1}{4}$ of Section 10, Gabriola Island, Nanaimo District, Except those Parts in Plans 29152, 30043 and 30051 (PID: 009-735-828) from Resource to Parks as shown on Plan No. 1 attached to and forming part of this bylaw.
2. By changing the land use designation on the land legally described as:
 - a. Lot B, Section 20, Gabriola Island, Nanaimo District Plan VIP73679 (PID: 025-417-681); and
 - b. Lot A, Section 20, Gabriola Island Nanaimo District Plan VIP73679 (PID: 025-417-673)

from Commercial (Tourist Recreational) to Parks as shown on Plan No. 2 attached to and forming part of this bylaw.

3. By changing the land use designation on the land legally described as:
 - a. The Northeast $\frac{1}{4}$ of Section 13, Gabriola Island, Nanaimo District (PID: 006-654-843);
 - b. The Northwest $\frac{1}{4}$ of Section 14, Gabriola Island, Nanaimo District (PID: 006-655-335);
 - c. The South $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 14, Gabriola Island, Nanaimo District (PID: 006-649-815);
 - d. The Southeast $\frac{1}{4}$ of Section 14, Gabriola Island, Nanaimo District (PID: 006-649-599);
 - e. The North $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 15, Gabriola Island, Nanaimo District (PID: 006-656-498); and
 - f. The East $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 10, Gabriola Island, Nanaimo District (PID: 006-649-408)

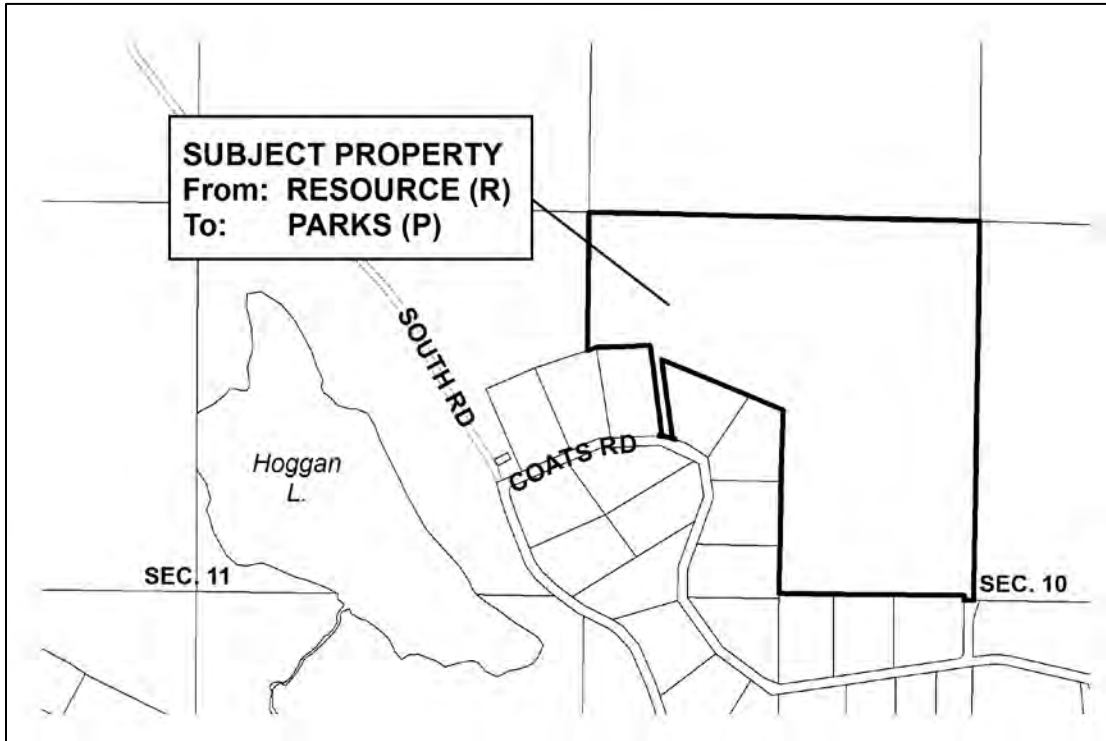
from Forestry to Parks as shown on Plan No. 3 attached to and forming part of this bylaw.

4. By changing the land use designation the land legally described as The North $\frac{1}{2}$ of the North $\frac{1}{2}$ of Section 20, Gabriola Island, Nanaimo District, Except Parts in plans 42874 and VIP73679 from Agriculture and Resource to Parks as shown in Plan No. 2 attached to and forming part of this bylaw.
5. By changing the land use designation of the land legally described as Lot 9, Section 18 & 23, Gabriola Island, Nanaimo District, Plan 45781 from Large Rural Residential to

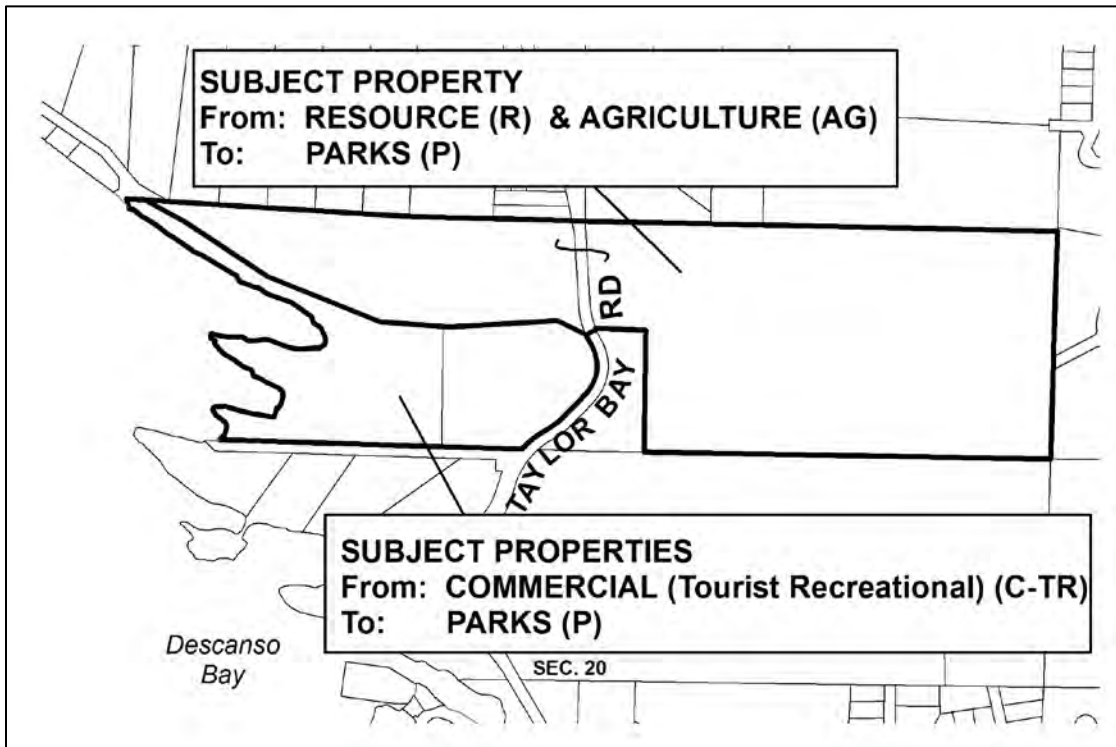
Parks and the portion of road allowance to Parks as shown on Plan No. 4 attached to and forming part of this bylaw.

6. By changing the land use designation of the land designated as 'Park' on Plan VIP77409 from Agriculture and to Parks as shown on Plan No. 5 attached to and forming part of this bylaw.
7. By changing the land use designation of the land designated as 'Park' on Plan 41031 from Large Rural Residential to Parks as shown on Plan No. 5 attached to and forming part of this bylaw.
8. By changing the land use designation of the land designated as 'Park' on Plan VIP70945 from Large Rural Residential to Parks as shown on Plan No. 5 attached to and forming part of this bylaw.
9. By changing the land use designation of the land designated as 'Park' on Plan VIP66198 from Resource to Parks as shown on Plan No. 6 attached to and forming part of this bylaw.
10. By changing the land use designations of those portions of land designated as 'Park' on Plan 17658 from Small Rural Residential to Parks as shown on Plan No. 7 attached to and forming part of this bylaw.
11. By changing the land use designation of the land designated as 'Park' on Plan VIP82759 from Resource to Parks as shown on Plan No. 6 attached to and forming part of this bylaw.
12. By changing the land use designation of the land designated as 'Park' on Plan EPP11544 from Institutional to Parks shown on Plan No. 8 attached to and forming part of this bylaw.

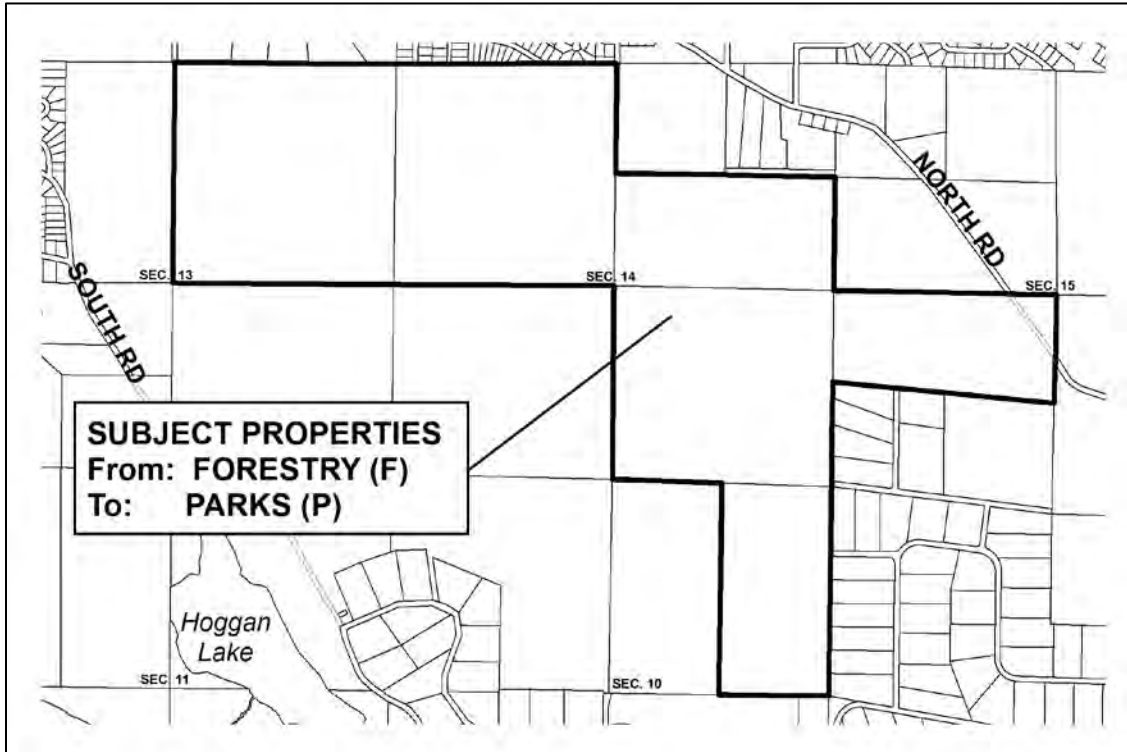
Plan No. 1



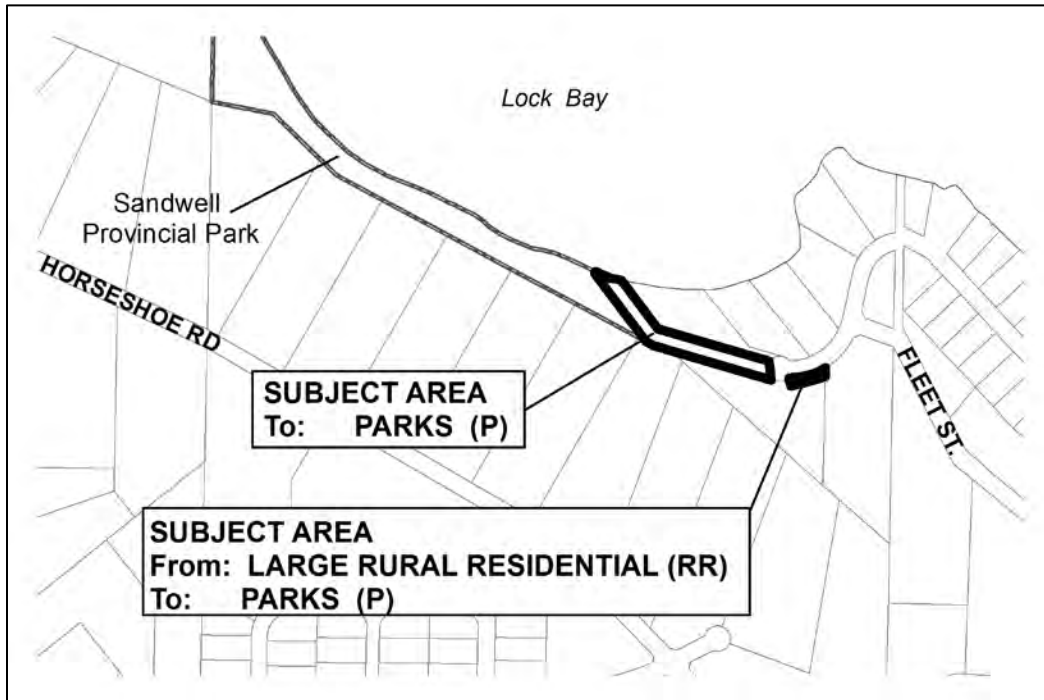
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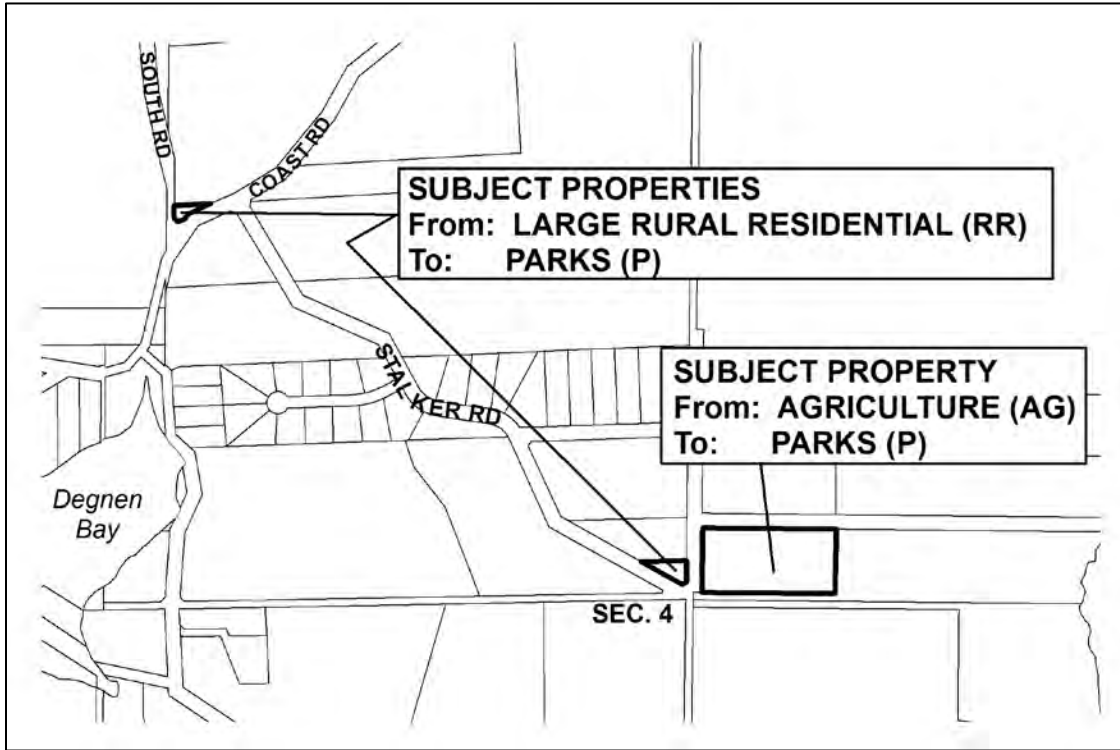
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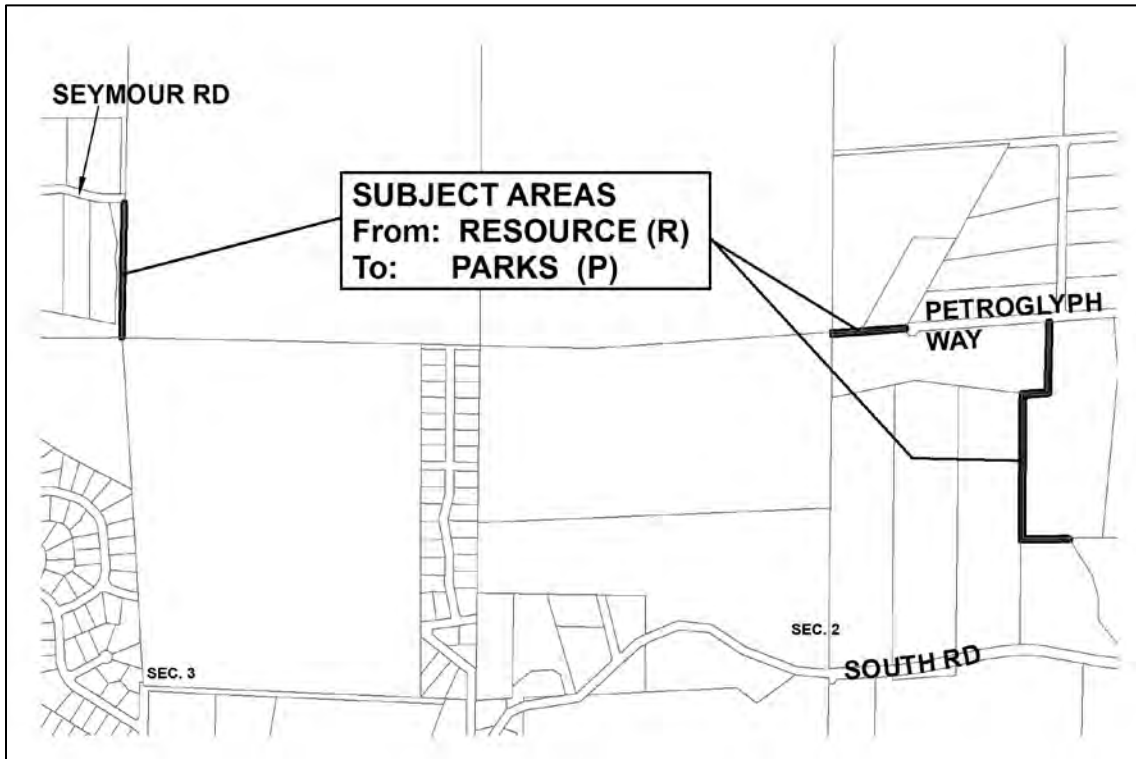
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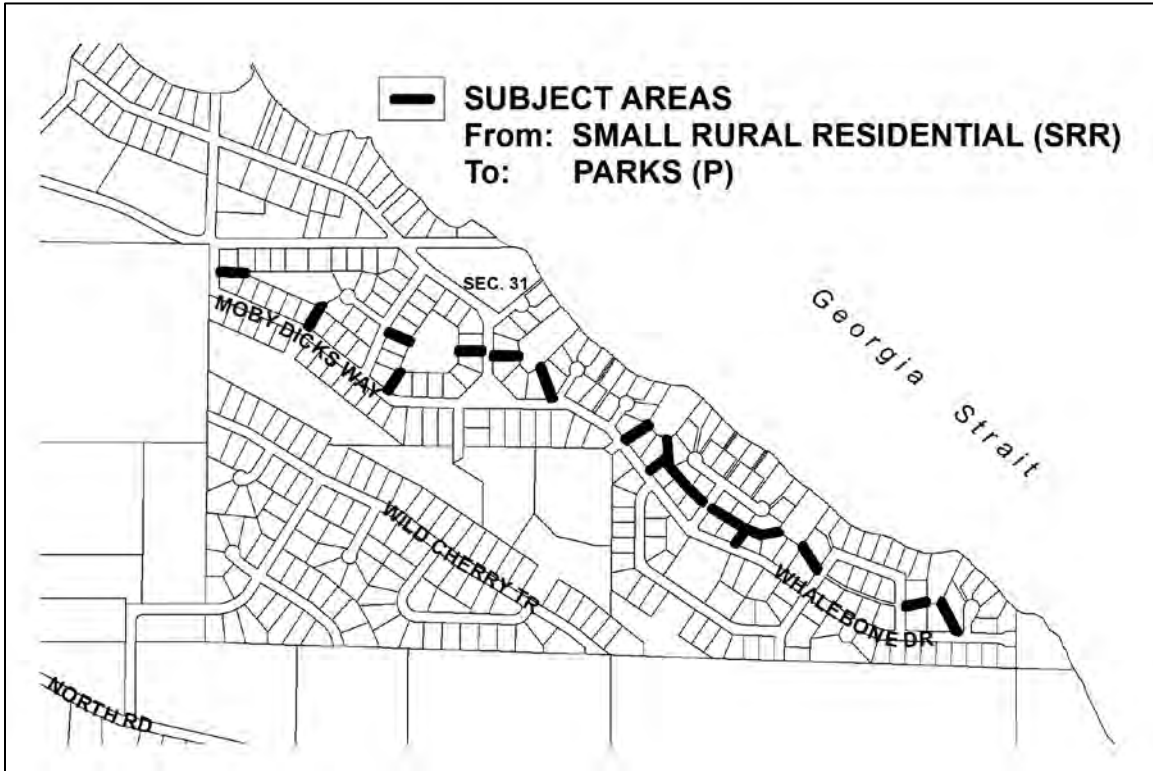
Plan No. 5



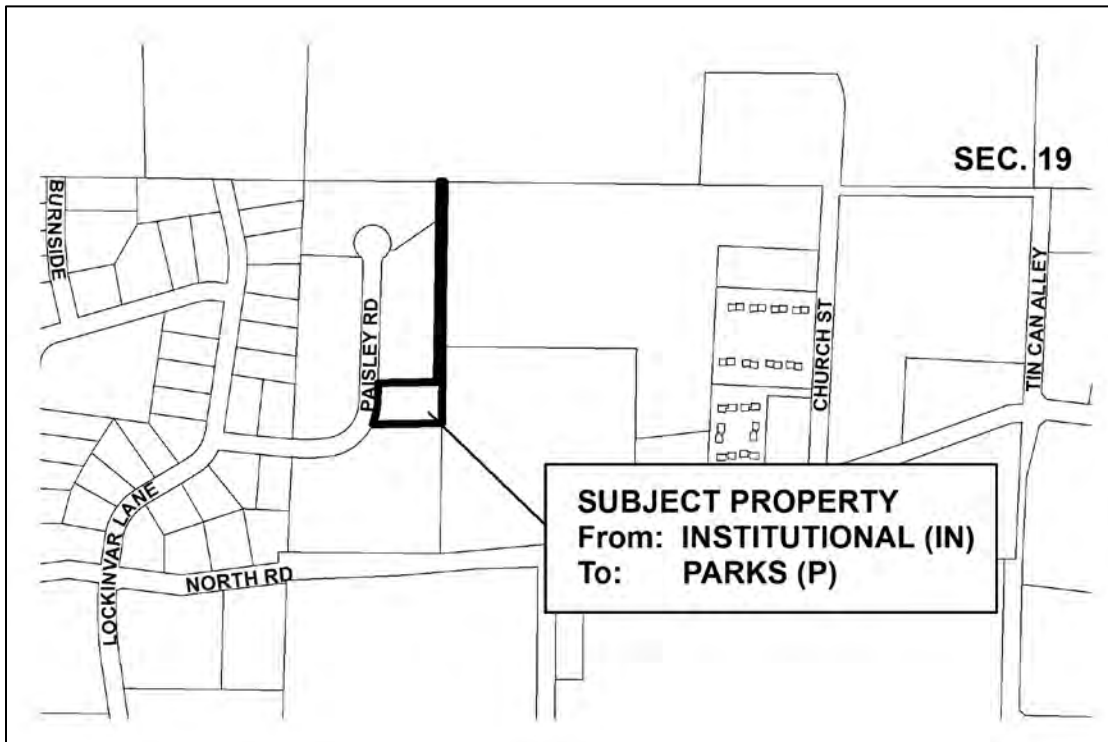
Plan No. 6



Plan No. 7



Plan No. 8



PROPOSED

Gabriola Island Local Trust Committee

BYLAW NO. 272

A BYLAW TO AMEND THE GABRIOLA ISLAND LAND USE BYLAW, NO. 177

The Gabriola Island Local Trust Committee, being the Trust Committee having jurisdiction in respect of the Gabriola Island Local Trust Area under *the Islands Trust Act*, enacts as follows:

1. Bylaw No. 177, cited as “Gabriola Island Land Use Bylaw, 1999” is amended as shown on Schedule 1, attached to and forming part of this bylaw.
2. This bylaw may be cited as “Gabriola Island Land Use Bylaw 177, 1999, Amendment No. 1, 2013”

READ A FIRST TIME THIS	16th	DAY OF	JANUARY	, 2014
PUBLIC HEARING HELD THIS		DAY OF		, 201x
READ A SECOND TIME THIS		DAY OF		, 201x
READ A THIRD TIME THIS		DAY OF		, 201x
APPROVED BY THE EXECUTIVE COMMITTEE OF THE ISLANDS TRUST				
THIS		DAY OF		, 201x
ADOPTED THIS		DAY OF		, 201x

SECRETARY

CHAIRPERSON

Gabriola Island Local Trust Committee

Bylaw No. 272

Schedule 1

1. Schedule “A” of Gabriola Island Land Use Bylaw No. 177 cited as “Gabriola Island Land Use Bylaw, 1999”, is amended as follows:

a) To section B.4 Signs:

i. Table 1. Sign regulations for Recreation and Institutional Zones – P1, P2, P3 is amended to read as follows:

Recreation and Institutional Zones		
P1, P2, P3	n/a	2.5 sq.m (27.0 sq.ft) per park entrance

i. article B.4.2.1 is amended to read as follows:

“B.4.2.1 Signs exempted from the provisions of Subsection B.4.1 are:

- a. directional, traffic and marine navigational signs sited and maintained by government agencies; and
- b. interpretive and directional signs sited and maintained by government agencies in the P1, P2 and P3 zones.”

c) To section D.2.4 Resource (R):

- i. sub-section D.2.4.1.a.iv is removed and the rest of the list is renumbered accordingly; and
- ii. under sub-section D.2.4.2.a.ii, the second bullet point which reads: “AM/FM Towers on lands shown on Schedule C, Map 5” is removed.

d) To section D.4.1 Parks 1 – Provincial and *Regional Park* (P1):

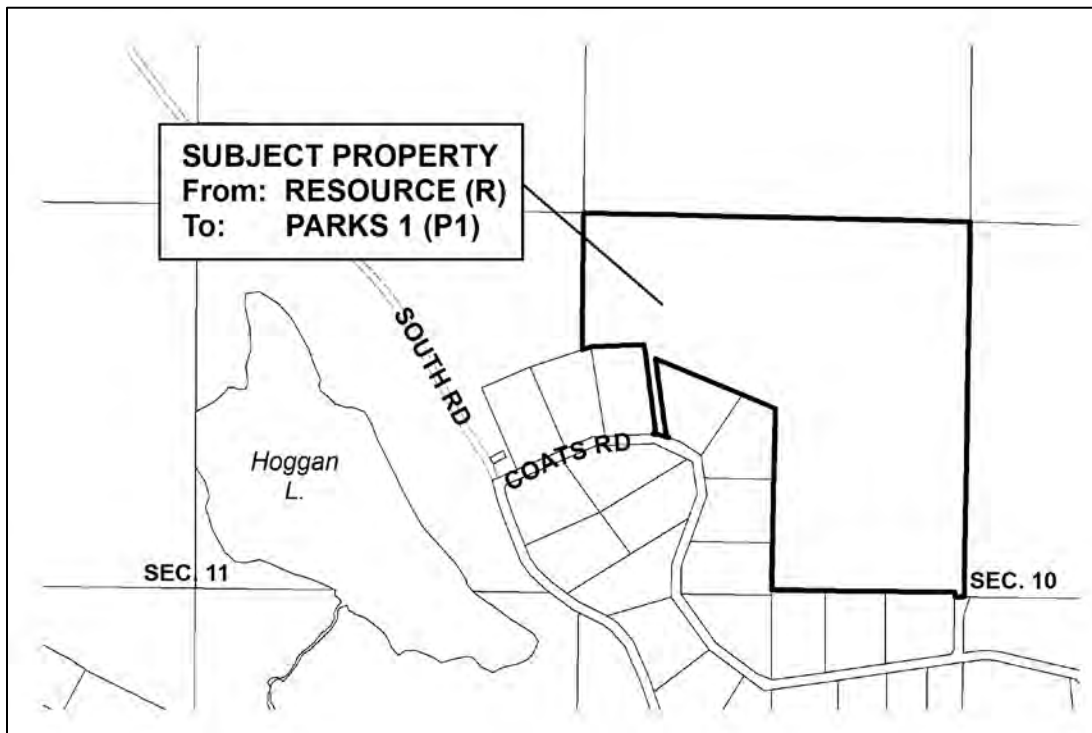
- i. under sub-section D.4.1.1.a “Permitted *Principal Uses*”, clause D.4.1.1.a.iii and iv are inserted as follows:
 - “iii *campground*, on lands shown on Schedule C, Map 16
 - iv special events under permit by the Regional District of Nanaimo or BC Parks in parks with management plans”
- ii. new sub-section D.4.1.1.b is inserted as follows:
 - “ **b. Permitted Accessory Uses**
 - i *caretaker residence*, on lands shown on Schedule C, Maps 16 and 17
 - ii retail sales and rentals, excluding the sale of liquor, on lands shown on Schedule C, Map 16
 - iii *campground* office use, on lands shown on Schedule C, Map 16
- iii. under sub-section D.4.1.2.a “Permitted *Buildings and Structures*”, new sub-sections ii and iii and iv are inserted as follows:

- a) To the legend the word “Park” is added after “PARKS 1 – Provincial and Regional”.
- b) By changing the zoning on the land legally described as The Northwest $\frac{1}{4}$ of Section 10, Gabriola Island, Nanaimo District, Except those Parts in plans 29152, 30043 and 30051 (PID: 009-735-828) from Resource to Parks 1 – Provincial and Regional Park as shown on Plan No. 1 attached to and forming part of this bylaw.
- c) By changing the zoning on the land legally described as:
- i. Lot B, Section 20, Gabriola Island, Nanaimo District Plan VIP73679 (PID: 025-417-681); and
 - ii. Lot A, Section 20, Gabriola Island Nanaimo District Plan VIP73679 (PID: 025-417-673)
- from Tourist Commercial 2 - Campgrounds to Parks 1 – Provincial and Regional Park as shown on Plan No. 2 attached to and forming part of this bylaw.
- d) By changing the zoning on the land legally described as:
- i. The Northeast $\frac{1}{4}$ of Section 13, Gabriola Island, Nanaimo District (PID: 006-654-843);
 - ii. The Northwest $\frac{1}{4}$ of Section 14, Gabriola Island, Nanaimo District (PID: 006-655-335);
 - iii. The South $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 14, Gabriola Island, Nanaimo District (PID: 006-649-815);
 - iv. The Southeast $\frac{1}{4}$ of Section 14, Gabriola Island, Nanaimo District (PID: 006-649-599);
 - v. The North $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 15, Gabriola Island, Nanaimo District (PID: 006-656-498); and
 - vi. The East $\frac{1}{2}$ of the Northeast $\frac{1}{4}$ of Section 10, Gabriola Island, Nanaimo District (PID: 006-649-408)
- from Forestry Wilderness/Recreation 1 to Parks 2 – Passive Recreation Community Park as shown on Plan No. 3 attached to and forming part of this bylaw.
- e) By changing the zoning on the land legally described as The North $\frac{1}{2}$ of the North $\frac{1}{2}$ of Section 20, Gabriola Island, Nanaimo District, Except Parts in Plans 42874 and VIP73679 from Resource and Agriculture to Parks 2 – Passive Recreation Community Park as shown on Plan No. 2 attached to and forming part of this bylaw.
- f) By changing the zoning on the land designated as ‘Park’ on Plan 41031 from Large Rural Residential to Parks 2 – Passive Recreation Community Park as shown on Plan No. 4 attached to and forming part of this bylaw.
- g) By changing the zoning on the land designated as ‘Park’ on Plan VIP77409 from Agriculture to Parks 2 – Passive Recreation Community Park as shown on Plan No. 4 attached to and forming part of this bylaw.

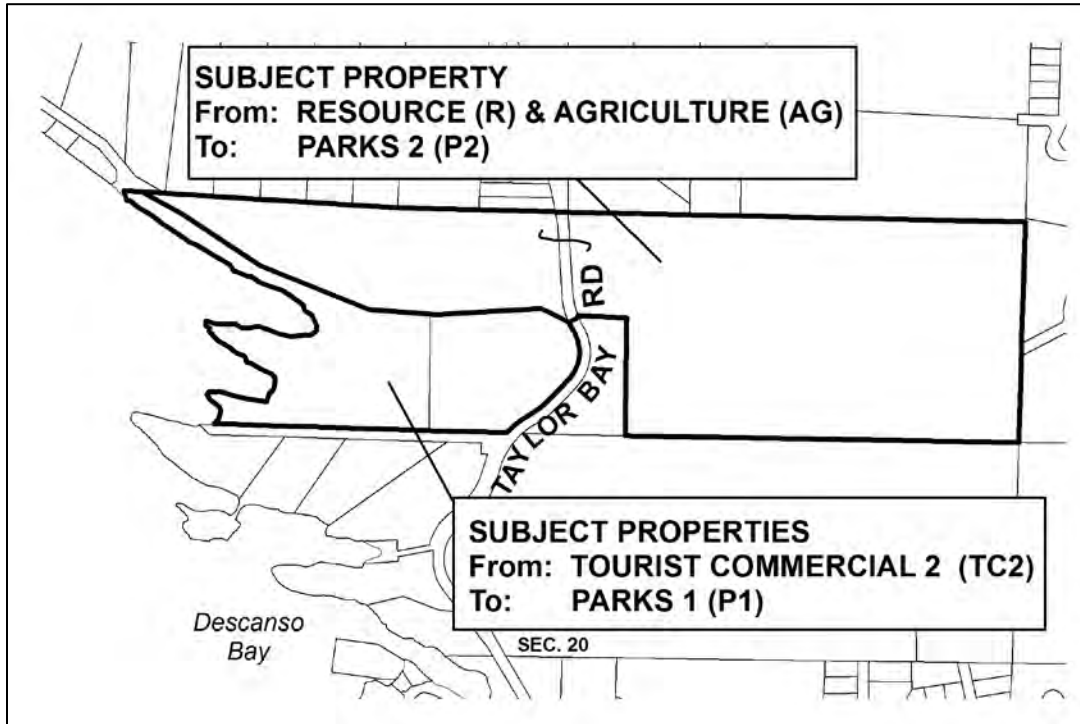
- h) By changing the zoning on the land designated as 'Park' on Plan VIP70945 from Large Rural Residential to Parks 2 – Passive Recreation Community Park as shown on Plan No. 4 attached to and forming part of this bylaw.
 - i) By changing the zoning on the land designated as 'Park' on Plan VIP66198 from Resource to Parks 2 – Passive Recreation Community Park as shown on Plan No. 5 attached to and forming part of this bylaw.
 - j) By changing the zoning on the land designated as 'Park' on Plan 17658 from Small Rural Residential to Parks 2 – Passive Recreation Community Park as shown on Plan No. 6 attached to and forming part of this bylaw.
 - k) By changing the zoning on the land designated as 'Park' on Plan VIP82759 from Resource Residential 1 to Parks 2 – Passive Recreation Community Park as shown on Plan No. 5 attached to and forming part of this bylaw.
 - l) By changing the zoning on the land designated as 'Park' on Plan EPP11544 from Institutional 3 to Parks 2 – Passive Recreation Community Park as shown on Plan No. 7 attached to and forming part of this bylaw.
 - m) By changing the zoning on that portion of land legally described as "lot 9, Section 18 & 23, Gabriola Island, Nanaimo District, Plan 45781" from Large Rural Residential to Parks 1 – Provincial and Regional Park as shown on Plan No. 8 attached to and forming part of this bylaw.
 - n) By changing the zoning on that portion of water shown on Plan No. 8, attached to and forming part of this bylaw, from Water General to Water Protection 2.
 - o) By changing the zoning on that portion of water shown on Plan No. 8, attached to and forming part of this bylaw, from Water Protection 2 to Water General.
 - p) By changing the zoning on those portions of water shown on Plan No. 9, attached to and forming part of this bylaw, from Water Protection 1 to Water Protection 2.
 - q) By changing the zoning on that portion of water shown on Plan No. 9, attached to and forming part of this bylaw, from Water Protection 2 to Water Protection 1.
 - r) By changing the zoning on that portion of water shown on Plan No. 10, attached to and forming part of this bylaw, from Water General to Water Protection 2.
 - s) By changing the zoning on that portion of water shown on Plan No. 10, attached to and forming part of this bylaw, from Water Protection 2 to Water General.
3. Schedule "C" of Gabriola Island Land Use Bylaw No. 177 cited as "Gabriola Island Land Use Bylaw No. 177, 1999", is amended as follows:
- a) By deleting Map 5.
 - b) By adding Map 16 as shown on Plan No. 11, attached to and forming part of this bylaw.

c) By adding Map 17 as shown on Plan No. 12, attached to and forming part of this bylaw.

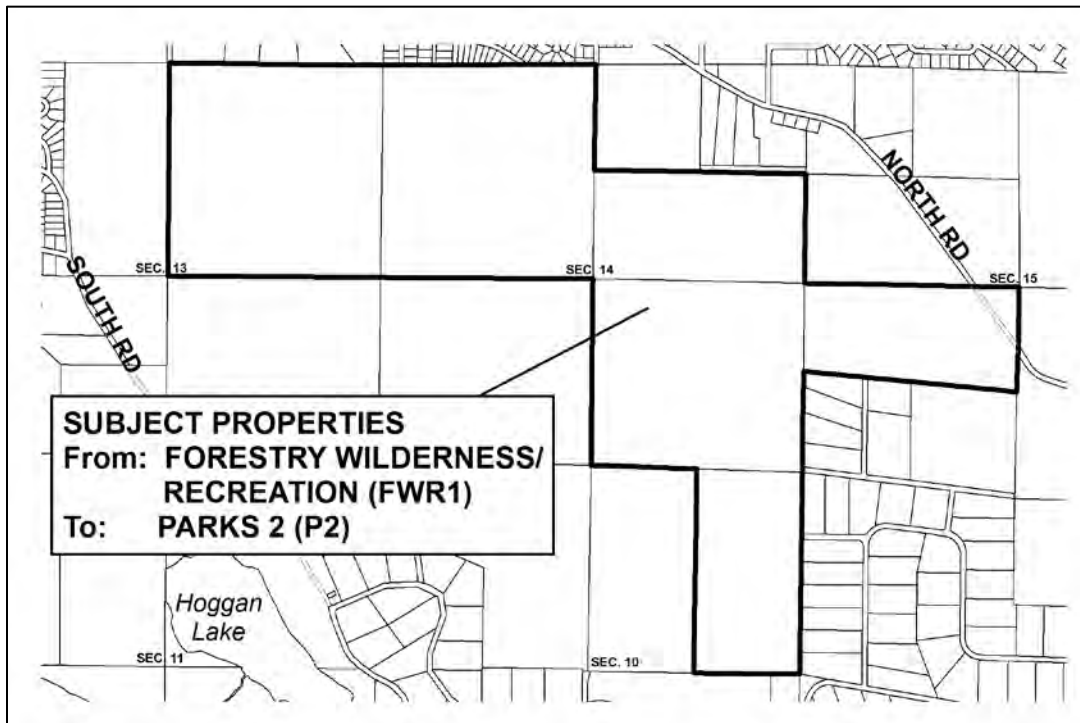
Plan No. 1



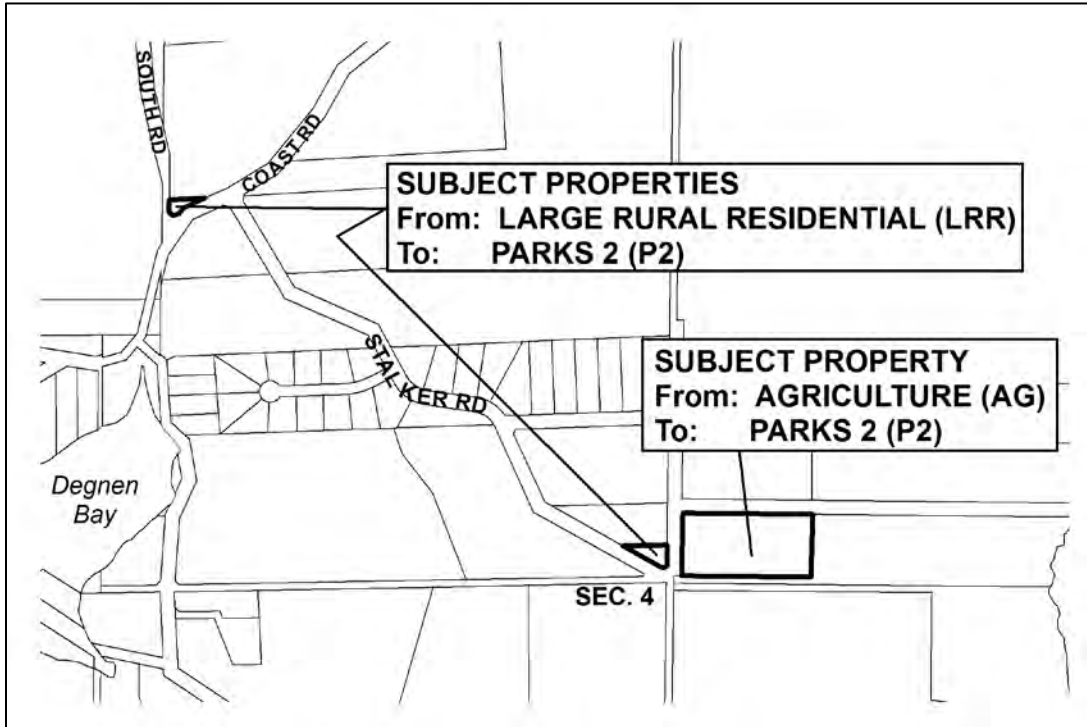
Plan No. 2



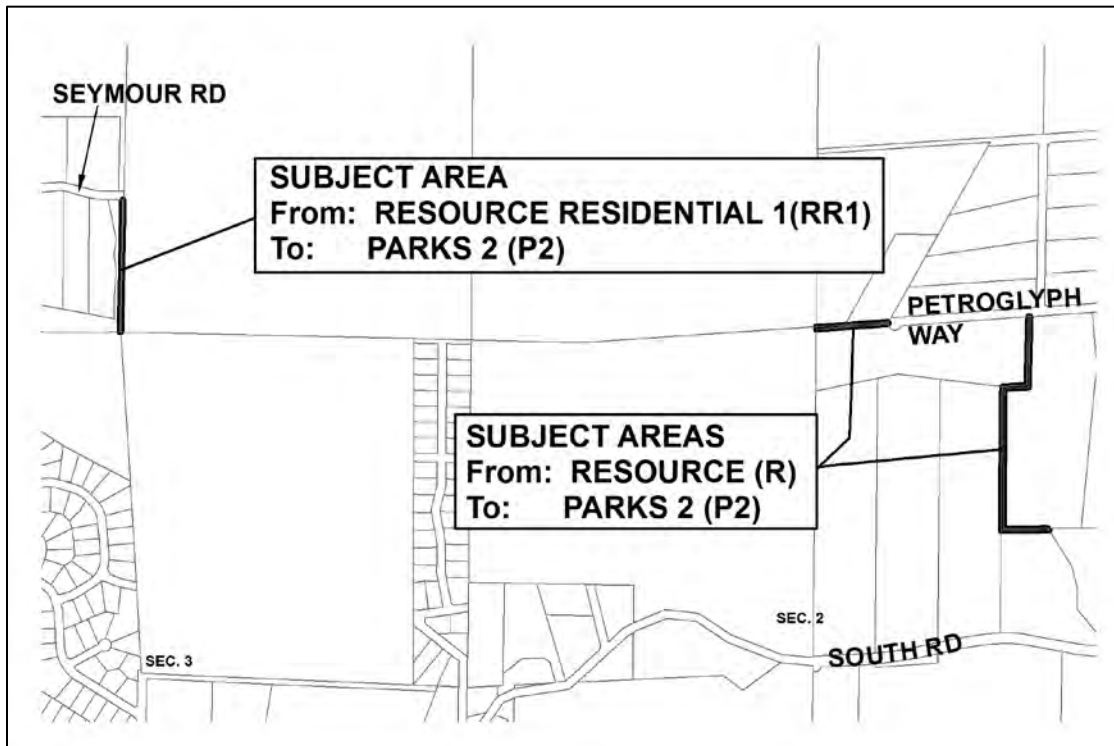
Plan No. 3



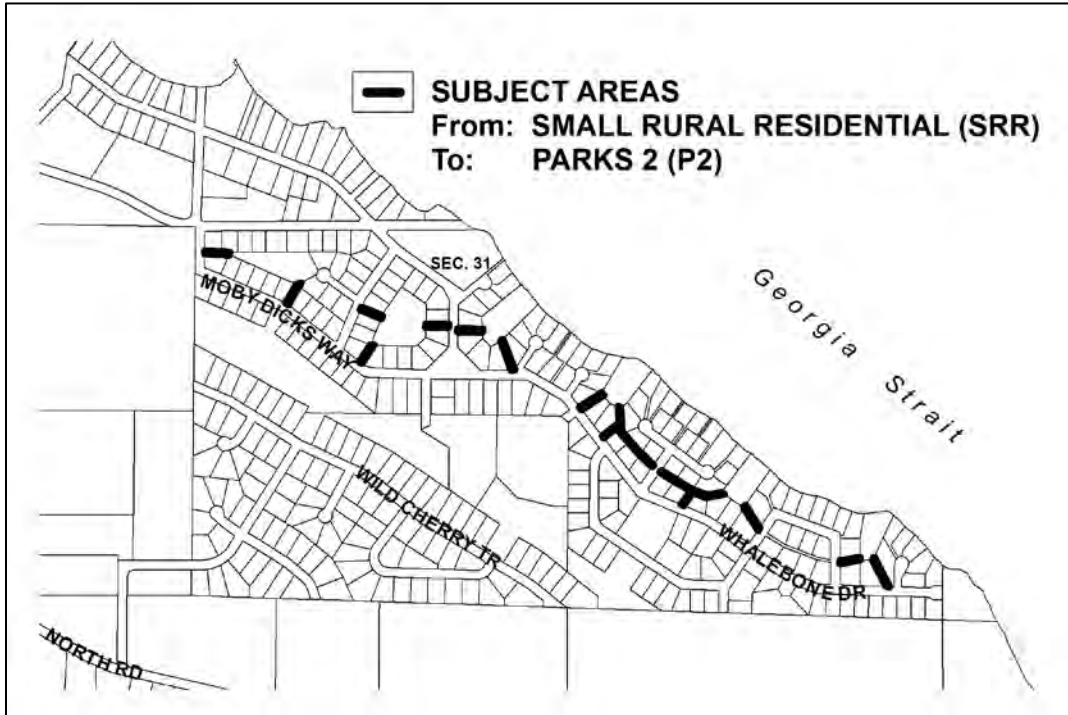
Plan No. 4



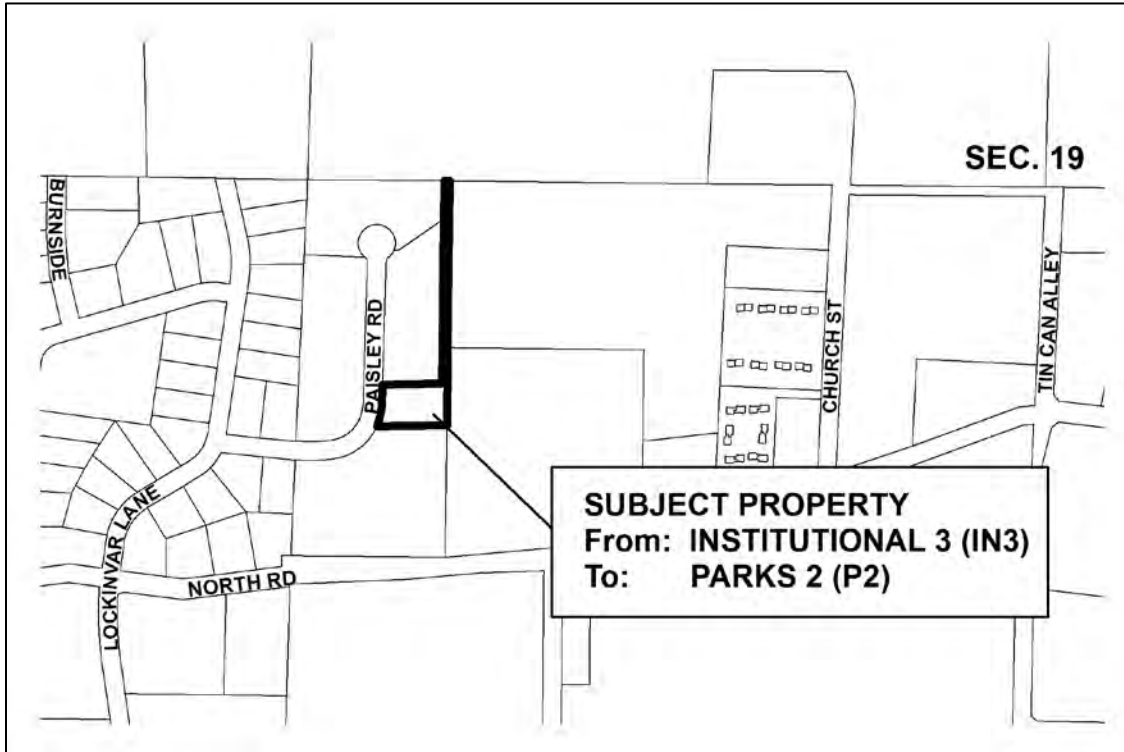
Plan No. 5



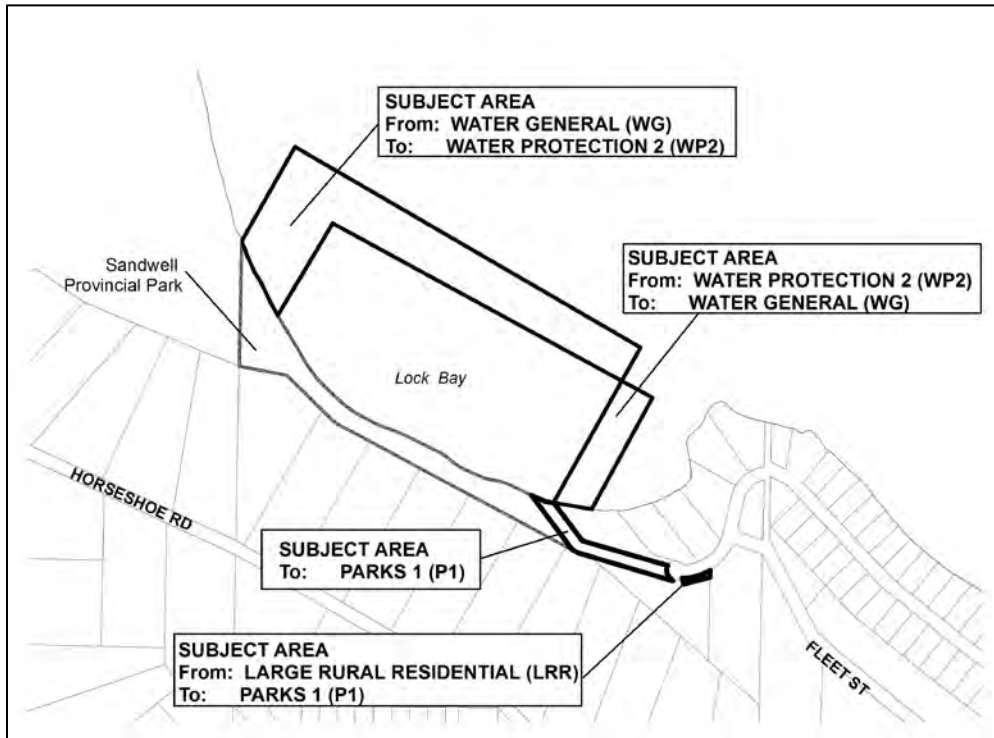
Plan No. 6



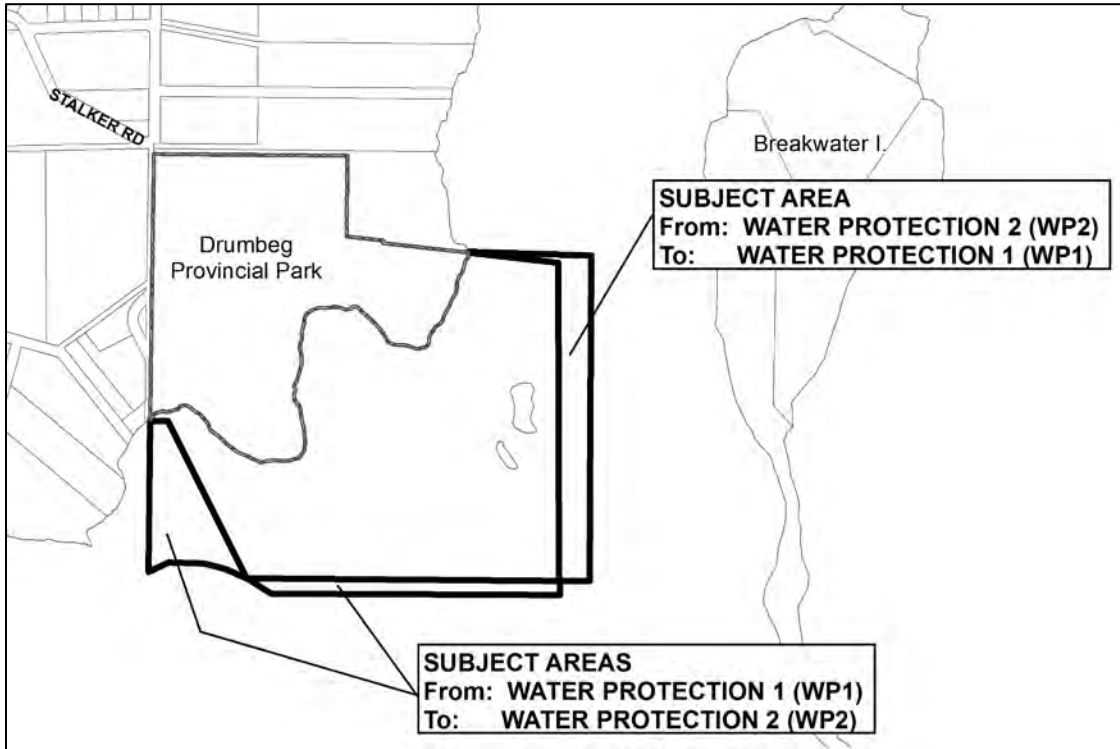
Plan No. 7



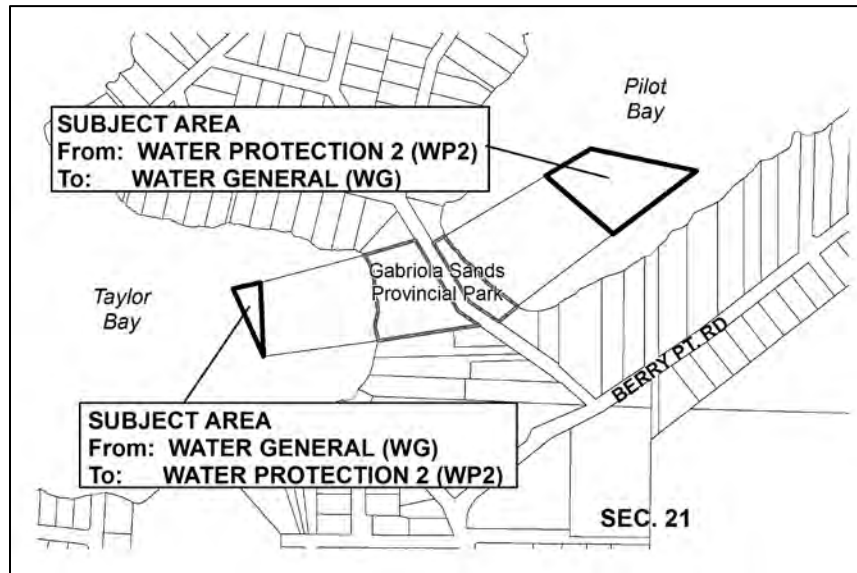
Plan No. 8



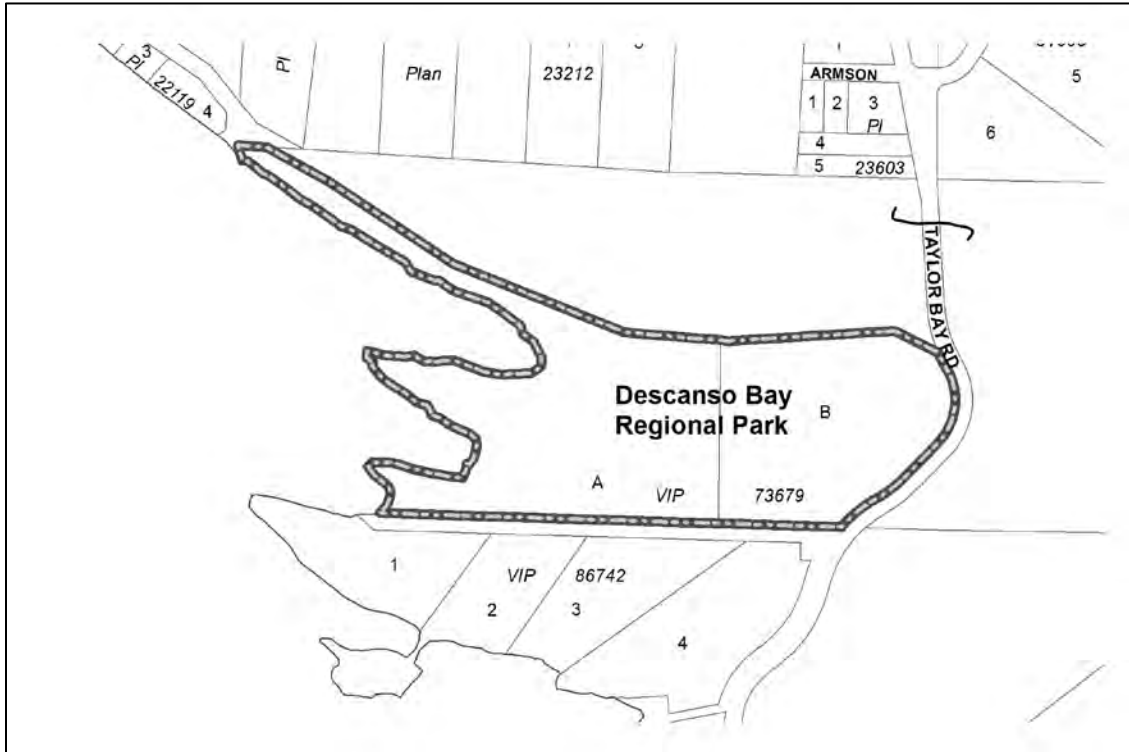
Plan No. 9



Plan No. 10



Plan No. 11



Plan No. 12





Islands Trust

BYLAW REFERRAL FORM

700 North Road
Gabriola Island, BC BC V0R 1X3
Ph: (250) 247-2063
Fax: (250) 247-7514
northinfo@islandstrust.bc.ca
www.islandstrust.bc.ca

Island: Gabriola Island Trust Area Bylaw No.: 271 and 272 Date: January 22, 2014

You are requested to comment on the attached Bylaw for potential effect on your agency's interests. We would appreciate your response within 30 days. If no response is received within that time, it will be assumed that your agency's interests are unaffected. For your information a Public Hearing to consider the Bylaw will be held spring 2014.

APPLICANTS NAME / ADDRESS:

Gabriola Island Local Trust Committee

PURPOSE OF BYLAW:

Rezoning of Gabriola Island lands within community, regional and provincial parks

GENERAL LOCATION:

Gabriola Island

LEGAL DESCRIPTION:

several

SIZE OF PROPERTY AFFECTED:

Various parks

ALR STATUS:

YES

OFFICIAL COMMUNITY PLAN DESIGNATION:

Various designations

OTHER INFORMATION:

This project was initiated by the Gabriola Island Local Trust Committee and the scope is to rezone areas of Gabriola Island that have become parks over the past several years but have non-park zoning such as 'Resource', 'Forestry', 'Agriculture' and other zones. The proposed bylaw 271 amends the Gabriola Island Official Community Plan land use designations and proposed bylaw 272 amends the Gabriola Island Land Use Bylaw zoning map and parkland zoning text. A summary of changes proposed in this bylaw include amendments to park sign regulations; allowing special events in parks where a management plan is in place and regulating temporary structures for special event use. First reading of the proposed bylaws was given on January 16, 2014 and a public hearing is anticipated spring 2014.

Please fill out the Response Summary on the back of this form. If your agency's interests are "Unaffected", no further information is necessary. In all other cases, we would appreciate receiving additional information to substantiate your position and, if necessary, outline any conditions related to your position. Please note any legislation or official government policy which would affect our consideration of this Bylaw.

(Signature)

Name: Sonja Zupanec, RPP

Title: Island Planner

This referral has been sent to the following agencies:

Federal Agencies

N/A

Regional Agencies

Regional District of Nanaimo

Provincial Agencies

BC Parks
Agricultural Land Commission

Adjacent Local Trust Committees and Municipalities

Thetis Island Local Trust Committee

Non-Agency Referrals

The Nature Trust of BC
Islands Trust Fund
School District No. 68

First Nations

Penelakut Tribe
Snaw'Naw'As Nation
Snuneymuxw First Nations
Cowichan Tribes
Halalt First Nation
H'ul'qumi'num Treaty Group
Stz'uminus First Nation
Lake Cowichan First Nation
Lyackson First Nation
Te'Mexw Treaty Association
Semiahmoo First Nation

BYLAW REFERRAL FORM RESPONSE SUMMARY

- Approval Recommended for Reasons Outlined Below
- Approval Recommended Subject to Conditions Outlined Below
- Interests Unaffected by Bylaw
- Approval Not Recommended Due to Reason Outlined Below

(DO NOT FILL OUT BEYOND THIS SECTION – REFERRAL AGENCY WILL COMPLETE SECTION)

Gabriola Island Trust Area
(Island)

271 and 272
(Bylaw Number)

(Signature)

(Title)

(Date)

(Agency)

----- Forwarded message -----

From: **Jane Murphy** <jmurphy@tctrail.ca>

Date: 2014-01-24

Subject: TPAC Update/Mise a Jour CCTP

To: Jamie Warren <jamiwarren@nf.aibn.com>, Terry Morrison <trailway@nfld.net>, Vanda Jackson <vanda@novascotiatrials.com>, Blaise MacEachern <bmaceachern@ns.sympatico.ca>, Doug Murray <peibullmoose@gmail.com>, Poul Jorgensen <pjorgensen@sentiernbtrail.com>, Brian Clark <brian.clark@fundytrailparkway.com>, Richard Senecal <RSenecal@tctrail.ca>, Al Macpherson <AMacpherson@tctrail.ca>, Melissa Pomeroy <mpomeroy@tctrail.ca>, Melissa Sitter <executive_director@trailsmanitoba.ca>, Ian Hughes <IHughes@marymound.com>, Linda Strong-Watson <trailnet@telusplanet.net>, Ross Hayes <r_hayes@telus.net>, Allison Macdonald <AMacdonald@slrd.bc.ca>, Clive Webber <CWebber@tctrail.ca>, "gray@nwtrpa.org" <gray@nwtrpa.org>, Cameron DeLong <cdelong@gov.nu.ca>, Toos Omtzigt <omtzig@northwestel.net>, "Jim Connor (connor1@northwestel.net)" <connor1@northwestel.net>, Sinclair Harrison <sinc.gail@sasktel.net>, Kristen Gabora <KGabora@tctrail.ca>
Cc: Lori Spence <LSpence@tctrail.ca>

Dear TPAC Members

I hope this email finds you well. As you are likely aware, the Prime Minister of Canada recently announced the Federal Government's commitment of \$25 million dollars to Connect the Trail and recognized it as a legacy project for 2017! This is wonderful news and we are quite excited about the opportunity this provides you- our partners. With the Trail development season quickly approaching funds will be available to assist in the development of Trails across the country this summer. We encourage you to begin considering your key priority greenway projects and any assistance that you will require in order to ensure that these projects will be shovel ready by this summer.

We have received several questions from you about the implications of the announcement on funding and fundraising in your province or territory. You are wondering what sort of money is eligible for the match and whether or not the funds will have to flow through Trans Canada Trail. We have not yet received the agreement from federal government so we cannot yet give you an answer. We understand the difficulty in getting local governments to give money to a national organization and are working hard to ensure as much flexibility as possible in the agreement. As soon as we have more details we will share them with you.

As you begin discussions with stakeholders and raise awareness of the trail development projects, we would encourage you to incorporate the messaging found in both the press release issued by the Prime Minister's office: <http://www.pm.gc.ca/eng/news/2014/01/07/pm-invests-completion-trans-canada-trail-mark-canadas-150th-anniversary> and in the article found on the TCT website: <http://tctrail.ca/about-the-trail/news-and-media/?p=5574>

We have also put out a story in Trail Talk which was issued on Friday, January 13. We would encourage you to forward this to partners, stakeholder and government decision makers and encourage everyone to sign up for it in order for them to stay up-to-date TCT-related activities.

On a final note, we will be scheduling a TPAC meeting for mid February to discuss the next steps from the Trail Development Evaluation. A notice will be circulated shortly.

Ministry of Forests, Lands and Natural Resource Operations, Government Operations Sector, Transportation Sector, Cariboo Chilcotin Coast Region, Kootenay Rockies Region, Northern B.C. Region, Provincewide, Thompson / Okanagan Region, Vancouver Coast & Mountains Region, Vancouver Island / Coast Region

ORV legislation will keep B.C.'s backcountry safe

/2014/02/orv-legislation-will-keep-bcs-backcountry-safe.html

Monday, February 24, 2014 1:42 PM

VICTORIA - Bill 13, the Off Road Vehicle Act introduced today, promises certainty, safety and regulatory structure for thousands of off-road enthusiasts.

The proposed Off Road Vehicle - or ORV - Act replaces the 40-year-old Motor Vehicle (All Terrain) Act with a modern management structure, designed to align with existing regulatory regimes at minimal cost.

Increased use of quads, snowmobiles and other ORVs has helped British Columbians get out and enjoy the beauty of the province's backcountry. Bill 13 will help ensure these vehicles are driven in a safe and environmentally responsible manner.

The act, if passed and brought into force, will:

- Establish a one-time registration system specifically designed to integrate with the pre-existing structure of the Insurance Corporation of British Columbia's vehicle registry, reducing implementation costs. ORVs will have to be registered and display a clearly visible number plate before they can be operated on Crown or other public land.
- Allow the development of regulations on the rules of operation (such as wearing helmets), safety standards and conditions of use for a wide range of modern ORVs, including snowmobiles, all-terrain vehicles or "quads", dirt bikes and utility terrain vehicles.
- Assist in identifying stolen or abandoned ORVs, by requiring ORVs to be registered in a database that is accessible to peace officers at all times.
- Provide officers with more effective enforcement tools to target the small number of irresponsible ORV owners that endanger others or damage sensitive habitat. This includes the ability to stop and inspect ORVs for violations, seize an ORV for safety or evidence purposes, and increase the maximum fine for offences from \$500 to \$5,000.

Included in the proposed ORV legislation is an amendment to the Special Accounts Appropriation and Control Act establishing the ORV Trail Management Sub-account. This will ease the process of providing future investments directly into developing and maintaining trails, delivering lasting benefits to the ORV tourism industry in rural communities.

The proposed ORV Act is the result of extensive consultation, and represents a fair compromise for all user groups. Implementation, including registration provisions, is anticipated in the fall of 2014.

Quotes:

Steve Thomson, Minister of Forests, Lands and Natural Resource Operations -

"Whether hunting, fishing, getting back to nature or just getting to work, many outdoor enthusiasts rely on off-road vehicles to augment their rural experience. The Off-Road Vehicle Act will secure the future of off-road vehicle use in a way that is self-sustaining, safe and environmentally responsible."

Rhona Martin, president, Union of B.C. Municipalities -

ORV legislation will keep B.C.'s backcountry safe | BC Newsroom

measures will increase safety, enhance community connectivity through trail networks, and safeguard the beauty and integrity of B.C.'s wilderness. The extensive consultation undertaken by the province on this issue has resulted in legislation that balances the interests of many different groups."

Jeremy McCall, executive director, Outdoor Recreation Council of British Columbia -

"The announcement of the ORV legislation is a tremendous tribute to the dedicated members of non-government organizations who formed the Coalition for Licensing and Registration of Off Road Vehicles in 2002. The coalition published its 47 recommendations in 2006. Many of those individuals continue to assist the ministry with the feedback it needs to prepare this legislation. Among other benefits, this legislation will offer security of ownership and improved safety standards for the riders of ORVs and it will provide for higher standards of compliance and enforcement which will benefit non-motorized recreationists."

Scott Benton, executive director, Grasslands Conservation Council of BC -

"The requirement for registration is the cornerstone for future management and enforcement of ORV activities and theft prevention. This legislation provides a solid platform to develop comprehensive regulations that will address safety, operator conduct and environmental protection in the future. The Grasslands Conservation Council of BC looks forward to working with the Province and others in developing the accompanying regulations. The Grassland Conservation Council of BC has been working with a coalition of 10 other interests towards improving the management of off road vehicles for over 10 years."

Bob Ramsay, president, Canadian Off-Highway Vehicle Distributors Council -

"We are pleased that the Province of B.C. has taken this important measure to promote the safe and responsible use of Off Road Vehicles. The proposed ORV Act is designed to recognize existing vehicles while flexible enough to ensure new models can be accounted for as new designs become available."

Quick Facts:

- The proposed ORV Act implements recommendations from the Off Road Vehicle Management Framework released in 2009, including one-time vehicle registration, operator safety rules and environmental protection measures.
- An estimated 200,000 ORVs are used in the province.
- Snowmobiles have been registered in British Columbia since the 1970s.
- British Columbia is currently one of the last provinces in Canada that does not require registration of off-road vehicles.
- ORVs are used in a variety of sectors in British Columbia, including farming, ranching, forestry, oil and gas, mining, sport, tourism, transportation and search and rescue.

Learn More:

To view a copy of the bill and view its progress through debate, visit: <http://www.leg.bc.ca/40th2nd/4-4-40-2.htm>

(<http://www.leg.bc.ca/40th2nd/4-4-40-2.htm>)

Media Contact:

Greig Bethel
Media Relations
Ministry of Forests, Lands and Natural Resource Operations
250 356-5261

Parks Functions Report

TO: Tom Osborne
General Manager of Recreation and Parks

DATE: January 8, 2014

FROM: Wendy Marshall
Manager of Parks Services

FILE:

SUBJECT: Monthly Update of Community Parks and Regional Parks and Trails Projects

During June to December, 2013 staff have been involved with the following projects and issues.

Electoral Area Community Parks

Area A

Skateboard Park

Staff continued to work towards the completion of the Cedar Skateboard Park construction project. This involved working with van der Zalm and Associates (VDZ), the design consultant, to finalize construction drawings, specifications and a construction contract to be included in the final tender package. The tender package was provided to the School District No. 68 for review and comment prior to tender issue. Staff coordinated the tendering process, between July 10, 2013 and July 31, 2013. Staff and the consultant reviewed the three compliant bids and recommended awarding the contract to New Line Skate Parks Ltd. This recommendation was put forward in a staff report and the Board awarded the construction contract to New Line Skate Parks Ltd. at their August 27th, 2013 meeting. Staff issued the contract and attended a start-up site meeting on September 4th.

During the course of construction staff have attended five construction inspection / progress site meetings with New Line, VDZ and School District 68 staff representatives as well as a number of additional meetings with New Line and VDZ to coordinate minor changes to the project. One of these changes was the addition of a seventeen-car gravel parking lot on the adjacent leased area. As this leased area is within the Agricultural Land Reserve, staff requested and received permission from the Agricultural Land Commission to construct the gravel parking lot. As per the lease agreement for the land, staff requested and received permission for the parking lot and outhouse from School District 68. Staff designed a park rules sign and coordinated sign construction for the rules sign as well as for the park entrance sign.

Staff worked with local concrete suppliers to determine if and how to proceed with their previously stated interest in contributing a financial or in kind donation to the project. As a result of these discussions, Bedrock Read-Mix Ltd. made a cash contribution of \$2,500 towards to project.

Staff attended a meeting with recreation staff to discuss the official opening of the park.

Staff completed and submitted three periodic progress reports to the Province as per the requirements of the Skate Park construction grant funding.

Other

Staff met twice with a landowner interested in potentially donating a portion of his land to the community as a park. These talks concluded with the landowner deciding they would need to think about the donation further.

Staff met with another landowner interested in potentially donating land to the community as park. These talks concluded upon the determination that the land was not suitable for community park use.

Staff prepared and distributed the June 19th, September 11th and the November 20th Area A PRCC meeting agenda packages, attended the meetings and reviewed the meeting minutes.

Following a call from a park neighbour, and subsequent arborist assessment, several hazard trees were removed at Janes Road Community.

Several site inspections along with blackberry removal and log removal were carried out at Nelson Road boat launch. New signage was installed and park maintenance work was also carried out at Pylades Drive Beach Access.

Area B

In an initial questionnaire distributed in late 2012, Mudge Island residents were asked to provide feedback on issues and concerns regarding the existing Ministry of Transportation and Infrastructure water accesses. Respondents were asked to prioritize potential water access development opportunities they wish for the RDN to address. In May 2013, staff developed a second questionnaire focused on clarifying these development priorities. This second survey was distributed at an open house held on May 25th, 2013 at a water access site on Mudge Island. The online questionnaire was open from May 25th to June 16th, 2013. Staff involvement in the open house included arranging for the venue & the site set-up, coordinating boat transportation to the event for the POSAC members, developing and printing display material and the questionnaire, developing and distributing event advertising, as well as attending the event. Once the online questionnaire #2 was closed, staff compiled the input and produced a questionnaire #2 summary as well as a list of recommendations for the POSAC to consider – this information was presented to the POSAC at their November 5th, 2013 meeting.

Through direction from the Area B POSAC, the RDN has embarked upon a public process to ask Gabriolans how they would like Huxley Community Park to be improved and managed over the next 10 years. A stakeholder meeting between RDN staff, the Area Director and POSAC members and local skateboarders was held on May 16th, 2013. The Gabriola Island community was asked to share its vision and concerns about the park at an open house event on July 13th, 2013 as well as through an on-line questionnaire which ran from July 15th to September 7th, 2013. Staff involvement in the skateboarder meeting, open house & questionnaire included the following: developing & distributing event advertising, arranging for the venues and the site set-up, preparing and developing event display boards and supplies, attending the events and summarizing the feedback received.

In November, a local landscape architecture firm, Topographics, was hired under contract to complete the additional stakeholder interviews and to develop concept designs for Huxley Community Park that will be presented to the community for further feedback in the spring of 2014. The preferred option will be developed into a final master plan which will be presented to the RDN Board for consideration later in 2014.

Following a BC Online request, a qualified contractor was selected for bank stabilization work at the top of Christine Close, in 707 Community Park. Staff liaised with the contractor and a project schedule was

established. The work was carried out between October 30 to November 8, 2013. Rock scaling took place and fencing was installed to intercept any rock fall towards the house.

Water quality testing continued at Rollo McClay Community Park. Water well maintenance work to overcome the turbidity and high iron counts was successful, with favourable readings being reported to VIHA. Several light bulbs were replaced following a vandalism incident. Park mowing and maintenance work went well over the summer, as we benefited from the newly re-lined irrigation pond. Park driveway visibility pruning was also conducted. Hazard tree removal work was carried out, and an arborist report was received for a significant veteran tree in the park.

Some pruning work was carried out along sections the Whalebone Area Parks, and a signage assessment took place, as a result of numerous aging and missing signs throughout that area. Several park clean-ups were conducted at Huxley Community Park. Seeding work was completed at South Road Community Park in order to slow the erosion of soils adjacent to newly replaced beach access stairs.

New signage was installed at Malaspina Galleries Community Park.

Staff responded to a referral from the Islands Trust regarding their proposal to rezone a number of parks on the island.

Staff prepared and distributed the July 2nd and the November 5th Area B POSAC meeting agendas, attended the meetings and reviewed the meeting minutes.

Area C - Extension

Several meetings were held with the Area Director and local community members to discuss the Bridge for Extension Miners Community Park. The design was discussed with the engineer and modifications made. Discussions with the RDN Building Inspection department also took place. A section 9 notification was submitted and approved.

A Section 9 Notification was submitted to Ministry of Environment for the pending installation of a footbridge at Extension Miner's Community Park.

Staff attended a site meeting and a follow up meeting to review a possible access to the river as part of a lot line adjustment on a property.

Area C - East Wellington/Pleasant Valley

Staff received a request from a resident for an additional bike rack at Meadow Dr. Community Park. The POSAC reviewed the request and upon staff recommendation, decided to purchase and install the bike rack in 2014. The bike rack was ordered in December for install in early 2014.

Through direction from the Area EW/PV POSAC, the RDN has embarked upon a public process to ask local residents how they would like Anders Dorrit Community Park to be improved and managed over the next 10 years. The community was asked to share its vision and concerns about the park at an open house event on September 5th as well as through an on-line questionnaire which ran from September 5th 2013 to January 10th, 2014. Staff involvement in the open house & questionnaire included the following: developing & distributing event advertising, arranging for the park to be cleaned up and safe for the public to view, and to have the field mowed to create a temporary parking lot, meeting set-up, preparing and developing event display boards and supplies and attending the event.

Mowing and trail clearing was completed at Anders Dorrit Community Park. A tree was removed and brushing and canopy height raising work was conducted to improve park visitor safety and park security. Residence windows were boarded up, additional signage was posted, and the patio area was closed off for safety reasons.

Staff prepared and distributed the June 17th EW/PV POSAC meeting agenda, attended the meeting and reviewed the meeting minutes.

Staff cleared and graded the parking lot at Creekside Community Park.

Area E

Staff attended three meetings with planning staff and the applicant to review a development proposal and to look at the site. The applicant has decided not to proceed with the application at this time.

Staff prepared and distributed the May 13th and the December 16th Area E POSAC meeting agendas, attended the meetings and reviewed the meeting minutes. Staff prepared and distributed the October 28th Area E POSAC Fairwinds rezoning information seminar, attended the meetings and reviewed the meeting minutes.

A new park identification sign was installed at Brickyard Community Park. Trail brushing and clean-up work was completed at Stone Lake Drive Community Park.

Area F

Monthly meetings were held with members of the Corcan Meadowood Residents Association (CMRA) to inform them of Meadowood Park development progress. The CMRA park sub-committee meetings will be held monthly leading up to and during construction. A Meadowood Park development website was set up. Staff worked on a volunteer agreement for rough grading set and the contract sent out for signature. A tender preparation agreement was set up with Gemella Design. Staff attended a CMRA meeting on May 29th to discuss the construction timeline and potential donations for the park. Staff completed and submitted three periodic progress reports to the Province as per the requirements of the Skate Park construction grant funding.

With some funding assistance from the Regional District of Nanaimo, park stewards organized and paid for the installation of an underground electrical line to supply farmer's market vendors at Errington Community Park. This will allow for refrigeration to take place on site, and broaden the availability of meats on market days.

Staff prepared and distributed the May 6th and the December 2nd Area F POSAC meeting agendas, attended the meetings and reviewed the meeting minutes.

Staff met with an area resident after receiving a request to stem ATV access at a Ministry of Transportation and Infrastructure site at Price Road. Following an arborist assessment, numerous hazard trees were removed at Malcolm Property.

Staff conducted GPS data collection work along the Carrothers Trail, to be developed this fall; part of the RDN's Alberni Community Trail System. Staff worked on private land agreements with owners for trail purposes.

Area G

Local volunteers painted portions of the Women's Institute Hall at Dashwood Community Park, and resurfaced the trail with wood chips. Further to its being ordered in June, a building assessment of the Women's Institute Hall from an engineering company was finally received. This information will allow for accurate replacement and repair budgeting for the hall and its services/utilities. Pruning and trail brushing work was also completed at the park.

Development Applications

Staff continued to work with planning staff to secure parkland dedication and park development at a Wembley Road rezoning and subdivision. Rezoning negotiations resulted in a \$32,000 community amenity contribution for future trail development within the Stanhope Road undeveloped road right-of-way connecting Wembley Road to Ackerman Road. In addition, a covenant was placed on the development property which requires the developer to construct a gravel trail through the new park, thereby linking the internal road network.

Staff attended three meetings with planning staff and the applicant to review a proposal on Drew Road and to look at the site. In consultation with planning staff, staff reviewed and provided recommendation on the proposed cash-in-lieu of park land dedication proposal. Staff organized and attended a POSAC site visit, a special POSAC, and a Public Information meeting on June 12th.

Additional hazard tree work was completed at River's Edge Community Park, reported by horse trail users in the area. Staff responded to a hazard tree request and also installed vehicle barricades at Miller Road Community Park. A hazard tree was also removed at Centre Road Community Park as well as at River's Edge Community Park, following reports from neighbours.

Staff prepared and distributed the May 22nd and the December 9th Area G POSAC meeting agendas, attended the meetings and reviewed the meeting minutes.

Area H

The majority of the park development work at Henry Morgan Community Park is now completed. A new park entrance sign was installed. Additional hazard tree work took place in October. The basketball backboard was repaired, and the interior of the playhouse was completed. A fence was installed at the basketball court. Staff also planted eleven additional trees at the park. Department staff organized and participated in the ribbon cutting ceremony to open Henry Morgan Community Park. Additional parking lot drainage works were installed underground.

Tree thinning and burning operations continued at Oakdowne Community Park in order to improve this urban wildfire interface zone. Tree thinning operations at Oakdowne Community Park were shut down once 'forest fire season' descended on the province, requiring the use of firefighting staff that were conducting the thinning work at the park. Staff met on site again in early September, once the project had started back up. This project is a continuation of work begun last year by Ministry of Forests Coastal Fire Base, for the purpose of improving safety along this urban wildfire interface zone. GPS data collection work and an assessment for signage needs was also carried out.

A pedestrian footbridge was constructed over a creek at Leon Road Community Park, under a Section 9 Notification process via Ministry of Environment.

Site clean-up and brushing and other maintenance work was carried out on several occasions at all MOTI beach accesses developed by the RDN under permit from MOTI.

A new bollard was installed at Dunsmuir Community Park, and the portapotty and privacy surround was removed. Both items were in direct response to increasing vandalism at the

Park clean-up work was carried out at Wildwood Community Park and the surrounding trails.

Staff followed up with Bylaw Enforcement regarding a trespassing fence issue at Isle Wood Drive Community Park. A BCLS survey was ordered and received by staff, the fence is now removed, and the relocation of three sheds all partially sited on the park property is expected in the near future.

Stair and trail maintenance work was carried out at Thompson Clarke Connector Trail.

Staff prepared and distributed the June 5th and the December 4th Area H POSAC meeting agendas, attended the meetings and reviewed the meeting minutes.

Community Parks and Greenways Strategy

During the summer the second series of open house were held in each electoral area and on line surveys were created and posted to the website. The comments were gathered and compiled for the draft document. During the fall, meetings were held with staff and the consultant to review the information gathered over the summer and then to assess for missing or incomplete information. Both staff and the consultant researched and also interviewed other local governments to provide more complete information. The draft document was then reviewed and presented to both the advisory committee and the POSACS for electoral areas E, F, G, and H. Staff also met with the archeology consultant. The maps were updated to reflect the comments received. The final edit was done to incorporate comments and the document will be presented at the January 2014 Board meeting.

Community Works Projects

Jingle Pot Roadside Trail: Staff met with Area Director to discuss the idea of a roadside pedestrian route along Jingle Pot Road. A meeting will be coordinated in January to discuss the idea with community representatives and seek a clear understanding of community needs along this corridor.

North Road Trail: Staff met with the Area Director to walk the potential trail location along North Road on Gabriola Island. A terms of reference for the design of the off-road trail was developed and Consultants have been retained to coordinate the required survey, arborist study and design work for the trail. Preliminary meetings with the Ministry of Transportation and Infrastructure indicated support for the trail as it will be located within the MoTI right-of-way. Trail design work will begin in early 2014. Staff will be working to contact stakeholders early in 2014 and a public Open House about the proposed trail project will be held mid-late spring.

Morden Colliery Bridge: Staff are drafting a Request for Proposals for the design of a bridge crossing over the Nanaimo River. The project will include studies, survey, design and if feasible, construction of bridge and trail connection to downtown Cedar. Staff have contacted the Province about upgrading the existing license over the crown land corridor to a lease.

Regional Parks

Arboretum

Park staff reinstalled chain link fence which was reported by the RCMP. The fence was rolled and ready for transport by the thieves. Several parks inspections were carried out.

Arrowsmith CPR Regional Trail

Park staff installed trail closure notices for the CPR trail that travels through Island Timberlands private property. Notice states that the trail is closed during the work week and opens on weekends.

Beachcomber Regional Park

Park staff conducted park inspections and maintained trails. A new water proof garbage can lid was installed on the existing base.

Benson Creek Falls Regional Park

Work continued on the Benson Creek Falls Management Plan. Plans were made and advertisements created and distributed for the open houses. The first open house was held on June 22 at Creekside Place Community Park and was well attended. Throughout the summer, staff held ongoing meetings with key stakeholders (i.e. Province, aggregate private property owners, Emergency Services, Woodlot managers, recreation groups). Staff also did on the ground assessment of issues including alternate entry routes and parking locations. Several parking options developed and presented to stakeholders. Second open house for review of the draft Management Plan was held at Mountain View School, East Wellington on October 23. Draft plan was reviewed by Advisory Committee and then recommended for approval at the Dec 3 RPTSC meeting. Minor modifications are being prepared for the January Board meeting

Park staff conducted park inspections, maintained trails and re-decked two of the bridges on the Weigles Road entrance. Data was collected from the trail counters. Park staff installed warning signs and open house notices for the new management plan. A new fence was installed at the top bank overlooking the waterfall.

Big Qualicum River Regional Trail

An engineer bridge inspection on the Hunts Creek Bridge was conducted.

Coats Marsh Regional Park

A berm was constructed in the park to control water flooding onto an adjacent land owner's property. Staff worked with an engineering firm for the design of the berm. A tender was released and a contractor selected. Construction took place during August and then a follow up planting of live willow stakes took place in the fall. The live willow stakes were removed from a donor site and prepped before they were planted in the berm. A new bridge was installed at the pond leveler site in order the access the berm location.

Park staff removed the old pond leveler and assembled and installed a new pond leveler. Park staff and The Nature Trust of BC assessed for the location of a potential new trail. Park staff and the Vancouver Island Conservation Land Management Program crew removed broom at the North end of the Marsh. Park staff conducted park inspections, maintained trails, monitored the berm and the pond leveler. The park was GPS'd by park staff and the GIS department.

Descanso Bay Regional Park

Park staff completed a hazard tree assessment in the regional campground. The park was also GPS'd by the GIS department and Park Staff

Englishman River Regional Park

Park Staff carried out routine inspections of Englishman River Regional Park and Top Bridge Park. Staff responded to maintenance issues identified by the Volunteer Park Warden including; garbage issues, ATV trespass, vandalism, graffiti and suspect hazardous trees. Park staff brushed trails and maintained bridges. The deep garbage cans were emptied and the Allsbrook Road parking lot was graded. During the summer month's graffiti was removed from posts and signs. Park staff completed minor maintenance to Top Bridge due to small findings found during an Engineer bridge inspection. Trails, bridges and stairs were cleared of fall debris.

Park staff installed seasonal no skating signs due to thin ice forming during a cold snap and installed new directional signs on the new trail connecting Top Bridge Community Park with Englishman River Regional Park. Park staff posted extreme fire warning signs during the extreme fire hazard period. A new post and regulation sign was installed at the clay banks due to this place being a highly used campfire area. Park staff cleaned and updated the regional kiosks and maps.

A new park entrance was built at the Allsbrook Kiosk to provide easy access to ERRP around the gate on the road. At that time more boulders found on site were placed to prevent ATV access. Over the summer very few if any ATV's gained access.

The gate at the end of Allsbrook leading to Top Bridge Community Park has been closed for the season. Old signs were replaced with new signs.

Parks Staff and Water Stewardship Staff met to walk the Englishman River Regional Park and discuss logistics for school field trips to the park in 2014. The field trips will focus on activities for elementary school children to learn about the water cycle, where our drinking water comes from, and how we share this valuable resource amongst various human user-groups and the fish, wildlife and plants that depend on it as well.

Horne Lake Regional Park

Staff toured the park with the new Park/Campground Operator RLC to assess priorities for improvement in the park, working towards the Concept Plan for park development. Park trails were walked to identify the connection with BC Parks Caves Parking lot and areas were flagged for campground upgrades. Plans were then made for capital improvement to start in January. Early in 2014, RDN staff will be looking to further design and develop aspects of the plan in a phased approach.

A trail linking the BC Parks parking lot and the Regional parking lot was brushed out. No lifeguard on duties signs were moved above the high water mark.

Park staff and RLC park operators installed new campsite posts with a new numbering system and staff worked with RLC to create current park maps and information panels for 3 kiosks. RLC erected a split rail fence at the Gazebo point conservation area and removed trip hazards around out houses. RLC continue to make positive improvements to the campground.

Park staff joined Ministry of Forests to see if mountain pine beetle was discovered in the park. As it turned out it was actually a less serious agent a Sequoia Pitch Moth.

Park staff installed new directional signs on Highway 19. Park staff painted the Highway 19 signs white to maintain continuity as well as placed permit stickers on the back of the signs themselves. The park operators' deck has been renovated.

Staff renewed and updated advertising for Horne Lake Regional Park on HelloBC.

Lighthouse Country Regional Trail

Staff have been working with a consultant in the development and design of interpretive sign layouts for installation in 2014.

Staff worked with Emcon to have a directional sign installed on the Lions Way ROW.

Park staff resurfaced portions of the trail and conducted a fall clean-up of the trail. Data was collected from the trail counters. Park staff conducted trail maintenance and inspections. The newly replaced fence at the railway crossing was stained.

Little Qualicum River Estuary Regional Conservation Area

Staff reviewed the Central Vancouver Island Estuary Rehabilitation and Resident Canada Goose Management Project Report by Guardians of Mid-Island Estuaries Society and the second payment installation of \$10,000 was provided to the group. Staff assisted BCCF in the review of the draft and 'next steps' section of the Little Qualicum Estuary Restoration Project Report by Polster Environmental Services Ltd.

Little Qualicum River Regional Park

Park staff made stair improvements to a swimming area at the river. A directional sign was installed to lead the public to the parking area off of Meadowood Way. Barriers were installed with reflectors to prevent ATV's getting access to the river. Two posts with regulatory signage were stolen a day after the install at that site. Park staff repaired bottom step of stairs at the swimming area. Park staff conducted park inspections and maintained trails.

The Coastal Invasive Plant Committee crew removed the brush and deciduous from under the power line prepping the site for a plant. Park staff planted 1050 native plant species restoring low-growing native species that are compatible with the overhead electrical wires. Staff coordinated with BC Hydro to obtain a \$2000 contribution towards the purchase of the native shrubs for the hydro corridor.

Moorecroft Regional Park

The caretaker agreement with current park caretakers, Guy and Donna Monty, was renewed for 2013-2014.

Park staff conducted park inspections and maintained trails. Park staff installed new directional signage in the park and installed seasonal no skating signs at Skipsey Lake due to thin ice forming during a cold snap. A new operations shed was built by the caretakers house. Hazard trees were removed from the park.

Park Staff carried out the following works at Moorecroft Regional Park:

- Grass seeded some restoration areas with coastal native grass species. These areas were signed.
- Staff removed garbage from the park.

- Park staff water the newly planted shrubs and trees weekly.
- Park staff applied deer repellent on the newly planted stock weekly.
- An old fort was removed from the park.
- Extreme fire hazard signs were posted at the park during the extreme fire hazard period.
- An Energy Audit Report was done on Kennedy Lodge.
- An old trail is continuously blocked off with woody debris to stop public from entering private property.
- The NCC annual report was prepared, outlining projects over the year in the park.
- Development of conservation awareness signs for Vesper Point.
- Development of draft dog strategy for the park.
- Ongoing communication with Moorecrofters and public inquiries.

Morden Colliery Regional Trail

Park staff conducted park inspections and maintained trails. Park staff removed old, “deemed a potential hazard” benches. An engineer bridge inspection was conducted on both of the Thatcher Bridges. Park staff and GIS staff collected GPS information on the regional trail.

Mount Benson Regional Park

Park staff installed new orange trail markers on the sanctioned Witchcraft Lake Regional Trail and Cougar loop. Staff also installed posts and directional signage along the Witchcraft Regional Trail. Over 200 wind thrown trees were cleared from the trails after a major wind storm event. Park staff cleaned paintball marks and graffiti off the Witchcraft Lake Bridge.

Park staff installed trail closure signs at the beginning and end of the Old Logging Road Loop. Park staff and NALT staff have begun to construct the Old Logging Road Loop.

Nanaimo River Regional Park

Siting of portable toilet location, fencing, steps, stairs, trail improvements. Three sets of box stairs were installed along the trail. New directional signage was installed at these locations. A cedar toilet surround was also installed at the Frey Road entrance. MOTI permit for Frey Rd works (stairs, split rail fencing, signs). The Fry Road entrance trail counter data was collected over the summer. Trail vegetation maintenance was conducted to accommodate equestrian park users. Park staff installed split rail fence along two steep bank areas along the trail. A new trail location was approved by TLC, park staff cleared the trail and installed directional signage. The deep garbage can was emptied on the Frey Road trailhead. Park staff conducted park inspections and maintained trails. Park staff cleaned and updated the regional kiosks and maps.

Parks Staff and Water Stewardship Staff met to walk the Nanaimo River Regional Park and discuss logistics for school field trips to the park in 2014. The field trips will focus on activities for elementary school children to learn about the water cycle, where our drinking water comes from, and how we share this valuable resource amongst various human user-groups and the fish, wildlife and plants that depend on it as well.

Top Bridge Regional Trail

Park staff conducted park inspections and maintained trails. The kiosk on Resort Way was cleaned and updated.

Trans Canada Trail

Arrangements were made with Scott Signs to repair vandalism to Spruston Road kiosk sign. The sign was damaged beyond repair, and will need replacement estimated at \$1000.

Park staff conducted park inspections and maintained trails. A new Extension Ridge trail sign was installed. An engineer bridge inspection was conducted on the Haslam suspension bridge and a new Extension Ridge trail sign was installed.

Parksville - Qualicum Links

Signage to mark the route was created in partnership with the City of Parksville and the Town of Qualicum Beach and installed along the route.

Regional Significant Gas Tax Project

E&N Rail with Trail: Work to prepare the Request for Proposals (RFP) for the design of the RDN's first piece of E&N Rail with Trail (from Coombs to Parksville to French Creek) has been on-going. Staff met with the City of Parksville to discuss a trailhead at Springwood Park. Staff met with the Ministry of Transportation to discuss options around roadside connections if segments of the trail are not feasible within the rail right-of-way. Staff also met and discussed with other jurisdictions who have completed sections of E&N trail (City of Nanaimo, District of Lantzville, and Cowichan Valley Regional District) and collected information on their experience planning and designing the trail. The RFP is intended to go out at the end of January and will seek a project management firm to coordinate the site survey, preliminary studies and complete the design work for the first 10km section of trail in the RDN.

Fairwinds

Staff continued to review of the Phased Development Agreement, parks standards and the Terms of Reference for the Management plan. Several regular meetings were held to reviewing the phasing of park dedication and other issues. Staff also attended the Public Meeting in September.

Miscellaneous

Numerous park inspection visits and maintenance projects were conducted throughout the district including garbage removal, brushing and trail maintenance, new sign layouts and installations, and sign maintenance, and numerous information requests were received from the public. Contract administration work for annual park maintenance contracts was continued throughout the summer. Parks Operations building safety inspections were completed and submitted to the Joint Health and Safety. Seasonal 'thin ice' safety signage was posted in affected parks. CSA Park playground inspections were completed across the district, and new park maintenance signage was installed at eight affected parks.

Parks Guidelines: The new RDN Parks and Trails Guidelines was completed. Staff meetings were held to review standards and work on the draft document, including collecting facility images and specifications. The draft guidelines were recommended for approval at the December 3 Regional Parks and Trails Select Committee meeting, and minor modifications are being prepared for the January Board meeting.

Breathe Guide: The Regional Parks Breathe Guide 2014 update has been completed and 8,000 copies of the guide will be printed in early 2014.

Trails: Staff attended an inter-jurisdictional meeting to examine the overall trail network on Vancouver Island, looking at gaps in the system and where priorities for filling some of the gaps are falling.

Representatives from the RDN, CVRD, CRD, TransCanada Trail, Vancouver Island Spine Trail and Island Corridor Foundation attended the meeting.

Parks Building: Staff have been involved in seeking a new building for all parks planning and operations staff, who are currently split between two facilities. To date the process has involved reviewing existing building lease opportunities and looking at a build-to-suit lease option.

Staff assisted with Winter Wonderland set up at Oceanside Place.

2014 Budget: Staff compiled the projects costs in preparation for the creation of the 2014 budget. The 2013 budget was reviewed and any uncompleted project costs carried forward to 2014. The projections for 2013 were inputted to the system as were the costs for both operations and capital for Regional and Community Parks. The work plan for 2014 was then created.

Staff continue to follow the Off-Road Vehicle legislation currently under development by the Province of BC.

Staff participated in a Green Medicine: Building bridges between health care and the great outdoors Webinar.

Park Use Permits and Events

- Park Use Permit set up for Meadowood Community Halloween event.
- BC Hydro took out a PUP to replace anchors for two hydro poles on the ROW which border Cox Community Park and Descanso Bay Regional Park on Gabriola Island.
- Staff met with a representative from the Mid-Vancouver Island Habitat Enhancement Society regarding the planning of the 2014 River Run that will be held in Englishman River Regional Park in the summer.

Recommendations

That the Parks Update Report for June-December 2013 be received as information.



Manager of Parks Services



General Manager Concurrence

Parks Functions Report

TO: Tom Osborne
General Manager of Recreation and Parks

DATE: February 13, 2014

FROM: Wendy Marshall
Manager of Parks Services

FILE:

SUBJECT: Monthly Update of Community Parks and Regional Parks and Trails Projects

During the month of January Parks staff have been involved with the following projects and issues.

Electoral Area Community Parks

Area A

Staff continued to work towards the completion of the Cedar Skateboard Park construction project. Staff approved a number of additional changes to the construction contract including the following: installation of cedar split rail fencing, sign posts and additional boulders; an expansion of the skate-able surface by adding concrete to the “viewing area” as well as an additional skate bench; and installing additional drainage along the eastern property line to mitigate the pooling water occurring on the neighbours property (this work will occur this spring when the ground is drier).

Staff began investigation into appropriate video monitoring equipment for the Cedar Skatepark in conjunction with Information Services staff; conducting a site visit and seeking cost estimates for provision and installation of hardware. Garbage and recycling bins were ordered for the park, to replace temporary ones upon arrival.

Staff contacted the RCMP and the North Cedar Improvement District Fire Department to inform them of the park opening date and to invite them to go for a walk through inspection of the park with parks staff.

Substantial completion of the construction contract was received on January 31st, 2014 and the RDN took possession of the site on February 1st, 2014. The contractor will continue to be on site until the remainder of the deficiencies are completed, however the park is open for use.

Staff completed and submitted the Sept-Dec 2013 periodic progress report to the Province as per the requirements of the Skate Park construction grant funding.

Area B

Staff continued to work with Topographics Ltd., on the stakeholder interviews for the Huxley Park Master Planning Process.

Following up on November rock scaling work conducted at 707 Community Park, two site visits were made in order to conduct a stability assessment of the remaining rock on site. Additional scaling of one boulder is scheduled for February.

At Rollo McClay Community Park the drinking water well and system has been shut down for the winter to preserve water quality and supply. Adjustments were made to the overflow line and irrigation pond bank to preserve bank integrity. Additional work is scheduled for the spring.

Staff met on site with a contractor and liaised with Ministry of Transportation, RDN Bylaw Services staff and the neighbouring landowner in order to define and preserve private driveway access at El Verano boat launch. Boulder placement and signage replacement work is scheduled for early February.

Signage assessment, park clean-up work and garbage service continued at Huxley Community Park.

Staff coordinated the removal of stored materials from Arbutus Building Supply.

Area C - East Wellington/Pleasant Valley

A vandalism and a break-in issue was dealt with at Anders and Dorrit's Community Park.

Trail maintenance work was conducted at Meadow Drive Community Park, and park clean up and garbage collection service was continued.

Area E

Prawn Road trail head received brushing and maintenance work.

Area F

GPS data collected along the Carrothers Trail was submitted for inclusion into a landowner agreement, required prior to conducting hazard tree removal and trail development work, anticipated to begin in the spring.

Staff received requested survey and site plan data to accompany a Ministry of Transportation Permit to Construct Works application for the development of roadside parking at the park. Staff also followed up on required construction drawings for the washroom at Errington Farmer's Market Community Park. RDN Water Services staff upgraded wellhead protection in the park, and accessible parking signage was provided to the Errington War Memorial Hall board.

Area G

Four large hazard trees were removed from Centre Road Crescent Community Park, following an arborist assessment in late 2013.

Area H

Parks staff received a warranty report on the willow tunnel at Henry Morgan Community Park. The tunnel has been severely damaged by deer. Staff will look at options for its repair and/or replacement this spring.

The connector trail from Thompson Clark Drive to Ocean Trail received maintenance work including ditch and trail clearing.

Staff conducted GPS data collection at Oakdowne Community Park and began work on a signage plan for to improve visitor orientation and better define the park boundary.

Staff continued to monitor progress and liaise with RDN Bylaw Services on the removal of three trespassing sheds at Isle Wood Drive Community Park.

Work on the Meadowood Community Park development continues with the preparation of the final construction drawings and tender documents by Gemella Design Ltd. Rough grading of the Phase 1 site is underway by pro bono contractors. Regular monthly meetings are being held with the CMRA to provide project updates.

Community Works Projects

Area B

Staff prepared and distributed a letter to landowners and businesses along North Road, in the vicinity of the proposed trail. The letter introduced the project and invited early comments from those who will be adjacent to the trail. Staff and consultants met with Planning Staff from the Islands Trust to introduce the trail project and discuss any Islands Trust planning projects related to the proposed trail project. Survey work along the north side of the road right-of-way occurred and the consultants are beginning to look at the trail route and design in more detail. Stakeholder consultation will be ongoing and a public Open House about the proposed trail project will be held mid-late spring.

Area C - East Wellington/Pleasant Valley

A meeting to discuss pedestrian use along Jingle Pot Road and discuss options for improving pedestrian safety will be held with select community members and the Area Director in February. The meeting will provide parks staff with more detail on the issues prior to initiating a process for looking at options to improve this narrow corridor for pedestrian use.

Community Parks and Trails Strategy

The Community Parks and Trails Strategy was approved by the Board. Staff will now carry out the actions identified for 2014. The Strategy is being included in POSAC information binders.

Regional Parks

Arboretum

Park staff conducted park inspections.

Beachcomber Regional Park

Park Staff removed an old wooden ladder that was affixed to a large Arbutus. Two trail counters were installed at the entrances to the park to gather base line data for a new management plan. New bold 'no moorage' signage was installed, replacing the friendlier version as some members of the public have not complied with the bylaw. Staff also installed new posts and signage and removed old signs from trees.

Parks staff looked at the potential for locating a kiosk entry sign at the access to the park. This park is a candidate to receive a kiosk later in 2014/2015.

Benson Creek Falls Regional Park

Park staff installed warning signs on the new chain link fence at the falls as well as installed warning high water level signs throughout the park. Data was collected from the trail counters. The trail counters have now been removed from the park. A windthrown tree was also removed from one of the trails.

The Benson Creek Falls 2014-2024 management plan was approved by the Committee of the Whole and by the Board. Immediate action plans for 2014-15 include Creekside Community Park parking lot improvements; secure agreement for the Weigles Rd Loop route; establish agreement for geotechnical review of the Ammonite Falls descent and Benson Creek Crossing; engineered design and environmental plan for stair access to Ammonite Falls; develop stair access and viewing platform to Ammonite Falls and slope remediation.

Coats Marsh Regional Park

Park staff conducted park inspections, maintained trails, monitored the berm and the pond leveler. New directional signage was also installed along with regulation signs.

Descanso Bay Regional Park

Park staff had an arborist remove the identified hazardous trees from the regional campground. An additional speed bump was installed to reduce speeders. Park staff delivered the last 13 fire rings to replace all old fire rings as well as a UV bulb for the water treatment system.

Englishman River Regional Park

Park Staff carried out routine inspections of Englishman River Regional Park and Top Bridge Park. Staff responded to maintenance issues identified by the Volunteer Park Warden including; garbage issues, ATV trespass, vandalism, graffiti and suspect hazardous trees.

Park staff installed warning high water level signs throughout the park. A regulation sign was installed at the Middlegate entrance where it was promptly removed. The sign was replaced the next day.

Horne Lake Regional Park

Park staff completed brushing a trail linking the BC Parks parking lot and the Regional parking lot. Capital works such as road building, adding camp sites, installing septic tank have been underway. Ten new fire rings were delivered to the park.

Park staff met with the RCMP and contractor to inspect the damage done to a trail by a member of the public over a weekend. More ATV barriers were installed.

Park staff conducted a site visit with an engineer to improve the damaged boat launch. A Section 9 notification was submitted to MFLNRO. Park staff also acquired a burning permit from the Forest Service to burn waste debris from construction. Staff prepared a plan for improvements to the group site parking area, allowing for bus and RV access. Group site improvements were flagged for construction. Staff requested a quote for survey work in the area near the boat launch with the intent to design a boat launch parking area. A staff meeting is planned for the end of February to discuss aspects of the concept plan and next steps for the park.

Lighthouse Country Regional Trail

Park staff removed a tree that snapped both rails of a boardwalk. After doing so the rails were repaired. Park staff cleared all culverts of debris and power washed the toilet surrounds.

Little Qualicum River Regional Park

Park staff conducted park inspections and maintained trails. Park staff installed warning high water level signs throughout the park

Moorecroft Regional Park

Park Staff installed speed bumps, reflectors and signage at the entrance and in the parking lot area. The garbage was picked up by staff. Vesper Point closed signage was removed. A trail counter was installed at the trailhead by La Selva Place in order to measure trail use.

Salvage windows were sold to Demxx for \$240 and the funds were used to purchase plants and deer fencing for the new native plant garden next to the Caretaker house.

Staff continue to liaise with the Moorecroft Stewardship Group on volunteer and fundraising opportunities for Moorecroft Park.

Morden Colliery Regional Trail

Park staff conducted park inspections and maintained trails.

Mount Benson Regional Park

Park staff and NALT staff continue to brush and construct the Old Logging Road Loop. Park staff installed fire reporting signs along the boundary that have their location and contact numbers to report a fire. NALT volunteers installed more trail counters as per a volunteer warden's request.

Nanaimo River Regional Park

Park staff brushed and repaired a neighbour's fence. Park staff installed warning high water level signs throughout the park. Data was collected from the trail counters and the trail counter has been removed from site.

Top Bridge Regional Trail

Park staff conducted park inspections and maintained trails.

Trans Canada Trail

Park staff conducted park inspections and maintained trails.

The vandalized Spruston kiosk sign was replaced by Scott Signs Ltd at a cost of \$1,316.

Witchcraft Lake Regional Trail

Staff prepared and submitted the 2013 Annual report to the Ministry of Forests, Lands & Natural Resource Operations for the Section 56 (Recreation Sites and Trails BC) that was established to formalize Witchcraft Lake Regional Trail through the Vancouver Island University Crown Land Woodlot to Mount Benson Regional Park.

Regional Significant Gas Tax Project

E&N Rail with Trail: Staff prepared the Request for Proposals (RFP) for the design of the RDN's first piece of E&N Rail with Trail (from Coombs to Parksville to French Creek) and prepared advertising material

and website content. Several engineering firms were also notified when the RFP was made public in early February. Proposals are due at the end of February. Pending proposal submissions and Board approval in March, the project may begin in April.

Miscellaneous

Numerous park inspection visits and maintenance projects were conducted throughout the district including garbage removal, brushing and trail maintenance, new sign layouts and installations, and sign maintenance, and numerous information requests were received from the public. Seasonal signage was posted at various park locations. Contract administration work for annual park maintenance contracts has continued throughout the month. Parks Operations building safety inspections were completed and submitted to the Joint Health and Safety Committee. Staff also attended an RDN Joint Health and Safety Committee meeting.

New Parks Building – staff have been involved in seeking a new building for all parks planning and operations staff, who are currently split between two facilities. Staff retained the services of Delinea Design to prepare a floor plan for the proposed building. The plan is necessary for the landowner to determine feasibility of a build-to-suit lease option. Following landowner’s review and costing, an agreement will be drafted if the building can be constructed and leased for the set budget.

The new Parks and Trails Guidelines were approved by the Committee of the Whole and the Regional Board. The Guidelines will be implemented in park development and will continue to be developed with detailed specifications.

Final editing and updating of 2014 Breathe Guide with Capewell Design and GIS department is complete. Guide will be printed in February and then distributed to Visitor Centres and RDN offices and facilities.

Staff prepared the parks section of the Spring Active Living Guide (photos, park news, ads, review of recreation activities in parks).

Staff researched and provided a response to a Planning Dept. referral for the Nanaimo Mountain Bike Club Trail Section 69 Trail application to the Province. The proposed trail crosses the Benson Creek Falls Regional Park access.

Trail Counters

Month	BCFRP Jameson Road	BCFRP Weigles Road	LCRT Linx Road	LCRT Lioness Blvd.	LQRRP Proposed Stairs	NRRP Fry Road Entrance
2013-05-01	1,023	1,388		1,623	66	1,093
2013-06-01	1,218	1,108	1,245	1,336	24	1,103
2013-07-01	1,256	1,118	1,315	2,697		2,351
2013-08-01	1,163	1,625	1,235	2,319		1,350
2013-09-01	962	1,834	841	1,552		374
2013-10-01	1,183	1,833	695	1,001		1,375
2013-11-01	1,027	1,606	706	1,250		1,153
2013-12-01	859	1,846	653	1,124		1,010
2014-01-01	1,382	1,925	566			1,196

Park Use Permits and Events

A Park Use Permit (PUP) was approved for the Gabriola Streamkeepers to research, monitor and run educational programs at Winthuysen Creek in Descanso Bay Regional Park.

PUP inquiries/in process:

- Two wedding inquiries for LCRT and Moorecroft.
- River Run walk/run fundraiser for Mid Vancouver Island Habitat Enhancement Society in ERRP for June 8th.
- Drinking Watershed Protection Program setting up Grade 4-5 school field trips to NRRP and ERRP over the months of May-June and Sept-Oct.

Recommendations

That the Parks Update Report for January 2014 be received as information.



Manager of Parks Services



General Manager Concurrence