



NOTICE OF PARKS COMMITTEE MEETING

Wednesday
November 14, 2012
Regional District Board Room
175 Ingram Street, Duncan, BC

3:30 p.m.

A G E N D A

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8. ADJOURNMENT

**NOTE: A copy of the full agenda package is available at the CVRD website
www.cvrld.bc.ca**

Director M. Dorey, Chair
Director G. Giles, Vice Chair
Director L. Duncan

Director I. Morrison
Director M. Marcotte
Director L. Iannidinardo

Director M. Walker
Director J. Lefebure
Director R. Hartmann

Minutes of the Parks Committee Meeting held on Wednesday, September 12, 2012, at 3:30 p.m. in the Regional District Board Room, 175 Ingram Street, Duncan, BC

PRESENT

Director M. Dorey, Chair
Director I. Morrison
Director L. Duncan
Director L. Iannidinardo
Director M. Walker

ALSO PRESENT

Director P. Weaver
Director R. Hutchins
Ron Austen, General Manager, Parks, Recreation & Culture Department
Warren Jones, Corporate Administrative Officer
Brian Farquhar, Manager, Parks & Trails Division
Dan Brown, Parks Trails Technician
Tanya Soroka, Parks & Trails Planner
Laura Gale, Recording Secretary

ABSENT

Director G. Giles, Vice-Chair
Director J. Lefebure
Director M. Marcotte
Director R. Hartmann

APPROVAL OF AGENDA

The Chair noted changes to the agenda, which included one item of New Business

It was Moved and Seconded

That the agenda, be amended with the addition of the following item of New Business:

NB1 Naming of Parks

and that the agenda, as amended, be approved.

MOTION CARRIED

M1 - MINUTES

It was Moved and Seconded

That the Minutes of the Parks Committee Meeting of July 11, 2012, be adopted.

MOTION CARRIED

BUSINESS ARISING

There was no business arising.

STAFF REPORTS

R1 – Regional Park and Trail Use Data – Preliminary Findings

Report dated September 5, 2012, from Dan Brown, Parks Trails Planning Technician, regarding Regional Park and Trail Use Data – Preliminary Findings.

It was Moved and Seconded

That the report be received and filed.

MOTION CARRIED

R2 – Equestrian Use on the Cowichan Valley Trail

Report dated September 5, 2012, from Dan Brown, Parks Trails Planning Technician, regarding Equestrian Use on the Cowichan Valley Trail.

Questions and discussion ensued.

It was Moved and Seconded

That staff be directed to discuss and post appropriate etiquette signs on the trail in strategic locations. Possibly post on website as well.

MOTION CARRIED

R3 – Heart Stocking Lake Regional Park Lands Mapping Project

Report dated September 12, 2012, from Dan Brown, Parks Trails Planning Technician, regarding Heart Stocking Lake Regional Park Lands Mapping Project.

Questions and discussion ensued.

It was Moved and Seconded

That the report be received and filed.

MOTION CARRIED

R4 – Extension Request to Complete Island Coastal Economic Trust Funded Project

Report dated September 5, 2012, presented by Brian Farquhar, Manager, Parks & Trails Division, regarding Extension Request to Complete Island Coastal Economic Trust Funded Project.

It was Moved and Seconded

That the Island Coastal Economic Trust (ICET) be requested to amend the Contribution Agreement (Agreement) signed with the Cowichan Valley Regional District dated April 15, 2008, to extend the Agreement to December 31st, 2014, in order to allow for completion of projects funded by ICET under the terms of this Agreement.

And furthermore, that the Board Chair and Corporate Secretary be authorized to sign a Contribution Agreement amendment with ICET to extend the Agreement up to and including December 31, 2014.

MOTION CARRIED

INFORMATION

IN1 – Chemainus Valley Courier Article

Chemainus Valley Courier article of September, 2012, "Analyzing the Data"

It was Moved and Seconded

That this article be received and filed.

MOTION CARRIED

IN2 – Chemainus Valley Courier Article

Chemainus Valley Courier article of September, 2012, "Local Rotary adopts Chemainus section of Trans Canada Trail"

It was Moved and Seconded

That this article be received and filed.

MOTION CARRIED

IN3 – Letter

It was Moved and Seconded

That the letter dated July 19, 2012 from Trans Canada Trail President/CEO Deborah Apps regarding *Globe and Mail's* article on the TCT be received and filed.

MOTION CARRIED

IN4 – Innovation Magazine Article

Innovation Magazine article of July/August, 2012, "Kinsol Trestle Restoration"

It was Moved and Seconded
That this article be received and filed.

MOTION CARRIED

NEW BUSINESS

NB1 – Naming of Parks

Discussion requested by Director M. Walker regarding the naming of parks.

It was Moved and Seconded
That staff draft a park naming policy for consideration by the Parks Committee and Board.

MOTION CARRIED

CLOSED SESSION

It was Moved and Seconded
That the meeting be closed to the public in accordance with the *Community Charter* Part 4, Division 3, Section 90(1), Subsections as noted in accordance with each agenda item.

MOTION CARRIED

The Committee moved into closed session at 4:38 p.m.

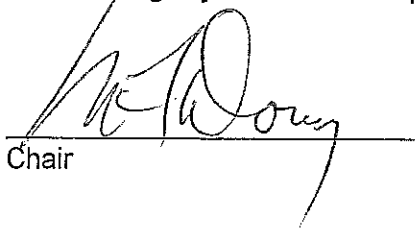
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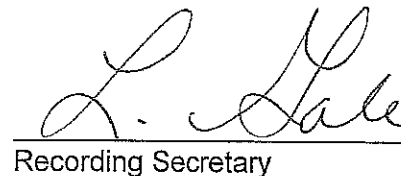
It was Moved and Seconded
That the Committee rose without report.

MOTION CARRIED

ADJOURNMENT

The meeting adjourned at 5: 05 p.m.


Chair


Recording Secretary



R1

STAFF REPORT

REGIONAL PARKS COMMITTEE MEETING OF NOVEMBER 14, 2012

DATE: November 7, 2012
FROM: Dan Brown, Trails Planning Technician
SUBJECT: Cobble Hill Mountain Regional Recreation Area Update

Recommendation/Action:

That this report be received for information.

Relation to the Corporate Strategic Plan:

Financial Impact: *(Reviewed by Finance Division: N/A)*

Background:

The multi-use trail network within the Cobble Hill Mountain Regional Recreation Area has seen a great number of changes over the past decade of management under the Cowichan Valley Regional District (CVRD) Parks and Trails Program. Use of the mountain trails during this time has increased dramatically, becoming a regular destination for many local hikers, cyclists, and equestrians. Fueling this increase in use has been the improvements made to both the network of trails on Cobble Hill Mountain and Electoral Area C's (Cobble Hill) Quarry Nature Park at the eastern boundary of the recreation area, including the expanded parking lot, equestrian parking lot, off leash dog park, and bike park.

History of CVRD Development

In August 2001, the CVRD signed an agreement with the BC Ministry of Forests to manage outdoor recreation within the Crown Land located on Cobble Hill Mountain. In 2002-2003, the CVRD retained RRL Recreation Resources, Inc. to prepare the "Cobble Hill Mountain Recreation Area Management Plan." This plan was pulled together through significant input from the local community and regular users of the mountain to determine the long term plan for management of the trail network on the mountain.

The pre-existing trail network on Cobble Hill Mountain had been created and maintained mostly by local users of the mountain trails. Many trails were historically game trails that had been widened by foot traffic. As such, many of the trails on the mountain were not sustainably designed, resulting in erosion and damage to the surrounding environment. Since the CVRD began developing the trail network, all works have been focused on high quality, sustainable design to reduce impacts to the local environment, improve the end user experience, and reduce ongoing maintenance requirements.

A local commercial recreation operator (Alpine Stables) under a permit from the Province has the approval to provide guided equestrian rides on specific trails within Cobble Hill Mountain.

The terms of the permit requires the operator comply with the adopted Cobble Hill Mountain Recreation Area Management Plan, inclusive of assisting with trail maintenance and regular clean-up of horse droppings along trails used. CVRD Parks and Trails staff are in regular contact with the operator and report that the business continues to comply with the permit terms.

Between 2004 and 2006, the first set of improvements within the recreation area involved construction of an easy switchback trail from the water tower to the summit of the mountain. This trail is now the most popular on the mountain with trail counter data indicating an average of 129 hits per day between May and August of 2012.

In 2007, improvements to the trail known as the Bear Trail were completed by the CVRD summer student crew. This work involved a long re-route of a previously wet, muddy, and steep trail that had become significantly eroded over time. The summer student crew also installed several navigational signposts directing users to the summit of the mountain via three main trails.

In 2008, additional re-routes were completed on the Bear Trail to make the trail a slightly more challenging opportunity for users to reach the summit. Additional minor improvements were made through the assistance of the CVRD summer student crew and volunteer trail builders.

In 2009, CVRD Parks and Trails benefitted from the Job Opportunities Program, which provided employment for local displaced forestry workers. This crew was active on Cobble Hill Mountain for several weeks, providing an overhaul of nearly all the main trails on the east side of the mountain. This work including grading and shaping of the trail surface, re-routes and closures as required, hazard tree mitigation, trail brushing, and water and drainage management. New navigational signs were installed once this work was completed in an attempt to spread out use on the mountain.

Between 2010 and 2011, the main focus of trail improvements was to mitigate water damage to the main trails. French drains were installed on the Main Summit Trail which have proven very effective in managing seasonal flows of water. Additional work to the trail surface to protect tree roots and eliminate unforeseen hazards has been ongoing. A great deal of work was also performed in an attempt to close user created shortcuts. Thus far, this work has proven ineffective despite completely eliminating cut trails through woody debris, plantings, and signage.

Also in 2011, CVRD carpenters constructed a custom bike rack/horse hitching post combination that has been installed at the summit of the mountain.

Current and Future Proposed Development

Throughout summer 2012, CVRD Parks and Trails staff have been working with Recreation Sites and Trails BC staff on enforcement and compliance regulations on Cobble Hill Mountain. Due to ongoing issues with off road vehicle traffic affecting the trails and roads on the mountain, Recreation Sites and Trails BC has agreed to enact a regulation prohibiting the use of motorized vehicles on the mountain to assist the CVRD with management of the trails. Provincial compliance officers will perform regular patrols with cooperation from CVRD Bylaw Enforcement Officers to assist in deterring off road vehicles. To assist in blocking these vehicles from

accessing the mountain, CVRD Parks and Trails will perform access control work at unauthorized access points in November 2012.

With use of the Cobble Hill Mountain Regional Recreation Area trail network continuing to rise, it is important that a regular enforcement presence is established to assist in reducing conflict and ensuring the safety of trail users. The increase in use of the trail network has also created the issue of overuse on select trail segments. The Main Summit Trail of the mountain is by far the most heavily used and signs of wear and tear are present on several sections of the trail. It has widened from a 0.5m wide single track trail a few years ago to greater than 1.0m wide in certain areas. In 2013, the focus for capital and operational works will be to spread this use to other trails on the mountain through improvements to both trail navigation and variety.

Reported concerns of trail users have included dry dusty trails in summer months, widening of trails as part of the trail management, dogs off leash and deposition of unreasonable amounts of horse poop. The natural material which forms Cobble Hill Mountain is the basis for constructing and modifying the trails to establish a sustainable trail network that can resist erosion and excessive wear and tear of trail users. While on the one hand this material is very suitable for trail construction due to the presence of finer clays in the material, it is these finer materials that can cause dust build-up after extended dry periods such as experienced this past summer. A small amount of rain can quickly dissipate the dust. The alternative to using existing material would be to import material (i.e. gravel) to top dress the trails, which would be expensive and likely not supported by the majority of trail users who enjoy the "natural" trail experience.

The increased enforcement and compliance will look to encourage greater dog responsibility and control by trail users to reduce potential conflicts between canines and other trail users (i.e. cyclists and equestrians). Widening of trails has been of necessity to accommodate the increased use and establish sustainable trails to reduce erosion and damage. As noted above, the private equestrian tour operator performs regular clean-up on the trails which Parks & Trails staff have confirmed is being done, as large amounts of horse poop is not being observed on the trails during regular trail inspections by staff.

The goal of 2013, is to initiate an effective network of trails organized into what is called a "stacked loop system" (see attachment). The premise of a stacked loop trail system is to provide multiple loop opportunities that are easy to navigate and limit the potential for an inexperienced trail user accidentally wandering into a trail that is too difficult. This is achieved by organizing beginner trails so they only intersect with more difficult trails that eventually lead to most difficult trails. With some minor improvements, Cobble Hill Mountain is set up perfectly for such a trail network due to past work on creating easy trails on the mountain's east side. The following is a list of proposed works for 2013, that are required to establish a stacked loop design:

- Construction of a beginner trail connection between the Quarry Nature Park boundary and the CHID water tower and re-route of intersected trails;
- Brushing and minor improvements to the existing "perimeter" trail on the west side of the mountain;
- Minor re-routes to create trail "hubs" at significant trail intersections near the Quarry Nature Park boundary, the CHID water tower, the three way fork on the Empress fire access road, and the mountain summit. These hubs will include map kiosks for navigation;
- Installation of navigational markers on suggested trail routes. These routes will follow commonly used trails and will connect according to stacked loop system standards; and,

- If funding allows, construction of a second beginner level trail connection to the mountain summit.

The 2013 Working Paper Budget for Regional Parks and Trails includes \$25,000 for the above proposed work. Once complete, the stacked loop system will provide multiple beginner level trail routes to the mountain summit, multiple more difficult trail routes traversing the west and south side of the mountain and to the summit, and a most difficult "backcountry" route around the west and north side of the mountain with connections from the summit.

This diverse, multi-use stacked loop trail network will be the only one of its kind in the Cowichan Valley. It will also have the most extensive trail navigation system in the region that will allow users to comfortably explore as much of the mountain as their desire and ability allows, thus greatly improving the experience of hiking, biking, or horseback riding on Cobble Hill Mountain.

Submitted by,


Dan Brown
Trails Planning Technician
Parks and Trails Division
Parks, Recreation & Culture Department

DB/lag
Attachment

Reviewed by:

Division Manager:

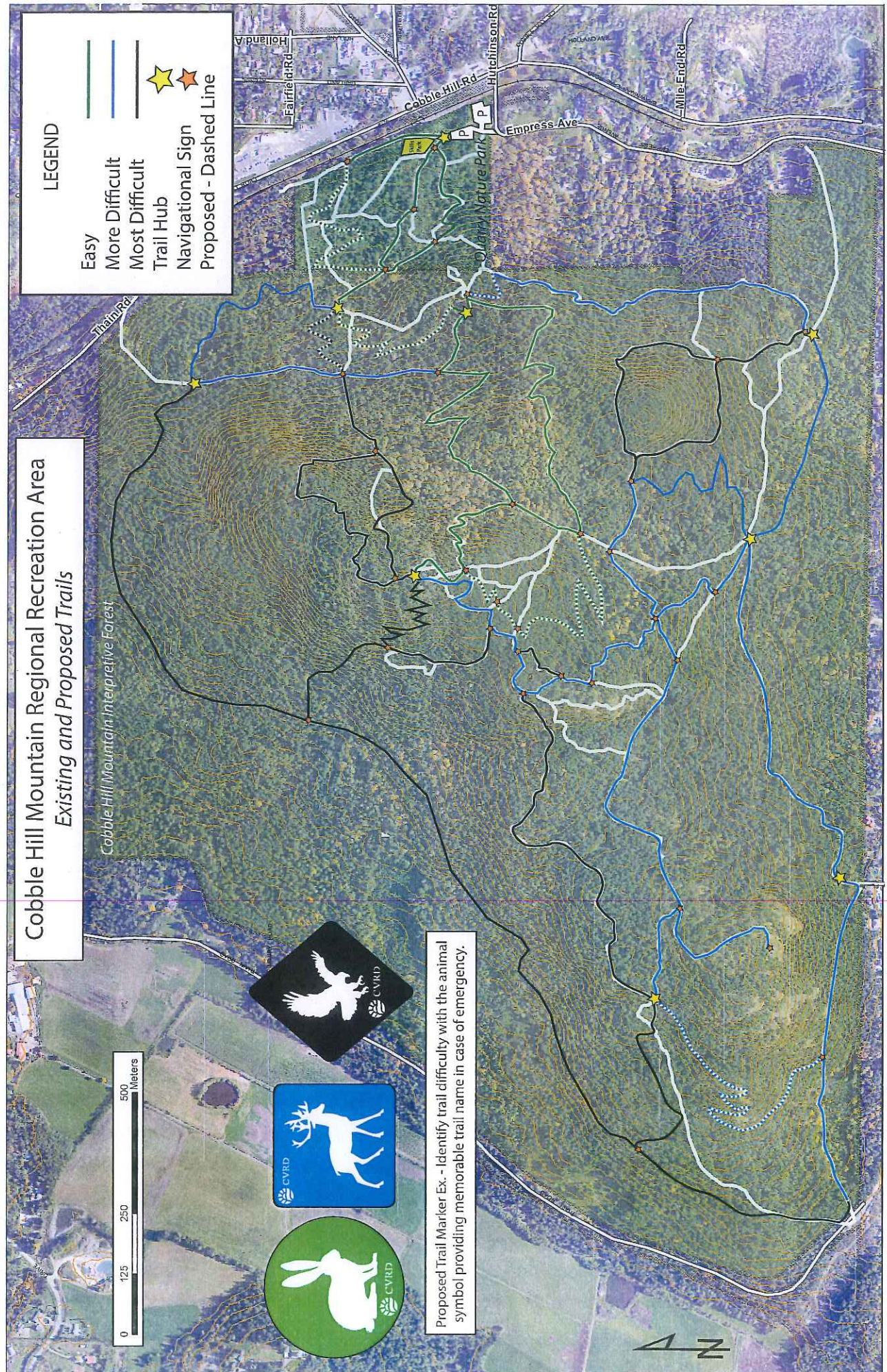
Approved by:

General Manager:

Cobble Hill Mountain Regional Recreation Area Existing and Proposed Trails

LEGEND

- Easy
- More Difficult
- Most Difficult
- Trail Hub
- Navigational Sign
- Proposed - Dashed Line



Proposed Trail Marker Ex. - Identify trail difficulty with the animal symbol providing memorable trail name in case of emergency.



R2

STAFF REPORT

REGIONAL PARKS COMMITTEE MEETING OF NOVEMBER 14, 2012

DATE: November 8, 2012
FROM: Dan Brown, Trails Planning Technician
SUBJECT: Cowichan Valley Trail Completion Initiative

Recommendation/Action:

That priority be given to completion of sections of the Cowichan Valley Trail between Hwy 18 and the Cowichan Exhibition Grounds and between Chemainus to Saltair/Town of Ladysmith along with ongoing joint effort with the Capital Regional District to complete the connection over the Malahat; and furthermore, that the Regional District work with Halalt First Nation to identify potential sources of funding to complete the section of the Cowichan Valley Trail in the vicinity of their reserve lands.

Relation to the Corporate Strategic Plan:

Provide exceptional recreation, cultural and park services – Continue to implement the Regional Parks and Trails Master Plan to respond to new park and trail needs and opportunities.

Promote individual and community wellness – Promote pedestrian and cyclist friendly roadways and trails between communities and neighbourhoods.

Financial Impact: *(Reviewed by Finance Division: N/A)*

Background:

Cowichan Valley Trail Development – Early Years

The concept of constructing the Trans Canada Trail through the Cowichan Valley was first presented to the Cowichan Valley Regional Board (CVRD) Board just over 15 years ago in March 1997, by the Trans Canada Trail (TCT) Foundation, which was then five years into the concept of a trail from coast to coast to coast and was seeking to establish a route on Vancouver Island. Over the next year, the TCT Foundation and CVRD began public consultation and, through the combined efforts of several community groups and organizations, the Trans Canada Trail project was officially adopted by the CVRD Board in July of 1998. The Regional District obtained a permit to construct from the Ministry of Transportation and Infrastructure for development of the trail within the former CN corridor between the south end of Shawnigan Lake and the Deerholme Wye in Glenora on the understanding the Province would extend this rail trail from Glenora to the Town of Lake Cowichan.

Originally, the bulk of the work was to be completed by local volunteer groups and the TCT Foundation in partnership with the CVRD. Projects such as the McGee Creek Trestle renovation in 1999, and improvements to 13 kilometres of the trail surface in the Shawnigan area were taken on by the South Cowichan Rotary Club (project value was over \$100,000 at the time). However, as the scope of the Cowichan Valley Trail increased it was evident that volunteer resources alone could not meet the demands of such a large project. As a result, the Regional District Board directed the CVRD, through the Regional Parks and Trails Program, would lead future projects with the assistance of volunteer efforts when available.

Between 2000 and 2002, several public consultation meetings were held to garner support for the Trans Canada Trail project. Overall, the concept of the regional trail was well received. During this time the Provincial Government, through the Land Use Coordination Office set up to support the TCT initiative across the province, was actively investing in the section of trail between the Deerholme Wye in Glenora and the Town of Lake Cowichan bordering Cowichan River Provincial Park. This work included renovations to the historic rail trestles along the route and upgrading the trail corridor.

To recognize the efforts of the local community and leadership of the CVRD in developing this portion of the Trans Canada Trail, the CVRD Board resolved in 2002, to re-brand the trail as the "Cowichan Valley Trail." However, the main focus of 2002, was in planning of the overall route. Discussions were held between the CVRD and North Cowichan, the Town of Ladysmith, the Town of Lake Cowichan, and the City of Duncan to discuss how the overall route could be accomplished inclusive of connecting communities across the region. Connector route options to the Regional District of Nanaimo's Trans Canada Trail alignment were also studied during 2002. The overall 120 km route endorsed at the time by the CVRD Board from South Shawnigan through to Cowichan Lake (inclusive of the section administered by the Province) and then back up through Chemainus and the Town of Ladysmith to the RDN boundary set the stage for land use agreements, tenure acquisition opportunities and investment in development of the trail.

The first construction works undertaken by CVRD under the Regional Parks and Trails Program took place in 2002. These works involved parking lot development, sign kiosk and park amenity installation, and trail upgrades between Sooke Lake Road and Glenora.

In 2004 and 2005, major upgrades to the trail corridor took place inclusive of construction of the western terminus and relocation of the forest ranger station in the Town of Lake Cowichan, surface upgrades and drainage mitigation between Butler Road (west Shawnigan) and the Kinsol Trestle and between the Kinsol Trestle and Deerholme Wye and initial development of the Glenora Staging Area (now Glenora Trailhead Community Park). Funding for these works in the order of \$565,000 were provided through the provincial and federal governments and the Trans Canada Trail Foundation

2005, also saw the commencement of planning efforts on the future connection to the Capital Regional District's Galloping Goose Trail. In compensation for allowing portions of the abandoned CN Rail corridor to be flooded during the expansion of CRD's Sooke Lake Watershed, the CRD and Province established in 1997, the one million dollar Trans Canada Trail Relocation Fund to relocate the trail route. A consultant was hired in 2005, under a joint study commissioned CRD/CVRD to assess different trail routing options in the area between Sooke Lake Road in Shawnigan Lake and the Sooke Hills Wilderness Reserve. The preferred route endorsed by both the CVRD and CRD Boards in 2005, has subsequently guided acquisition efforts to establish the overall 20 km trail connection corridor.

The Northern Completion Initiative

With the segment of trail between Sooke Lake Road and Lake Cowichan in place aside from the Kinsol Trestle crossing and trail corridor acquisition efforts underway on the CRD/CVRD connector route, the attention of the CVRD after 2005, switched to connecting the northern portions of the region. The proposed route would focus on utilizing another abandoned rail corridor; the E&N spur line between Lake Cowichan and Duncan on the north side of the Cowichan River, the Catalyst waterline corridor between Duncan and the Chemainus River, and the active E&N rail grade between the Chemainus River and Ladysmith. From Ladysmith the proposed route had already been determined to pass through Timberwest lands before connecting with the RDN south of Haslam Creek.

A major jumpstart for development of these sections of trail came in 2007, with the awarding of a major grant from Island Coastal Economic Trust. In 2007 and 2008, detailed assessments of the corridor between Lake Cowichan and Duncan and the rail grade between Chemainus and Ladysmith were undertaken and cost estimates for completion were developed.

In 2009, preliminary trail work began on the 26 km E&N corridor between Lake Cowichan and Duncan, which had almost completely grown in over its entirety. In 2009, additional funding was provided to the CVRD to support development of the trail through the Federal Gas Tax Fund and Western Economic Diversification. The total funding available had increased to nearly two million dollars for the CVT Northern Completion Initiative. Unforeseen challenges of working within the active E&N corridor and waterline corridor became apparent in meeting stricter design and layout requirements which had budgetary implications on earlier assessments. Such challenges were overcome and more accurate trail construction costing is in place when assessing remaining sections of the trail to complete.

In 2009 and 2010, 40 km of new trail were constructed 5 bridges spanning a total of 105 metres between Cowichan Lake and Duncan and between Duncan and the RDN. Major sections of the Cowichan Valley Trail route between Cowichan Lake and the RDN had officially been established.

In 2011, \$400,000 in additional funding was provided by the TCT Foundation for 20 km of trail surfacing between Cowichan Lake and Duncan, work that had remained to complete this section of the trail. Between February and March of that year, additional drainage upgrades and surfacing of the unfinished section were completed. In surface gravel alone, 9,000 cubic metres of crushed gravel were laid and compacted to construct the trail.

In total, between 2008 and 2011, the CVRD has invested nearly \$2,500,000 on development of major sections of the Cowichan Valley Trail Northern Completion Initiative, with the majority of funds being derived through grant funding. Overall, more than \$3 million has been invested in developing the Cowichan Valley Trail as noted above, plus the investment of over \$6 million to rehabilitate the Historic Kinsol Trestle. This does not include the Provincial investment to develop the trail within the former CN Rail corridor between Glenora and Cowichan Lake.

Current Construction and Development

After the end of the surfacing project in 2011, nearly all of the available grant funding had been spent save for some remaining ICET funds and continuation of the Federal Gas Tax program. Currently under construction is a 1.5 km section of the trail between Elm Street in Chemainus and

Chemainus Elementary School. Once complete, the segment of rail trail through the Chemainus area will be approximately 4 km long and closer to the connection with the Cowichan Valley Trail completed in Saltair. All told, at present there is 90 km of completed trail of the overall 120 km Cowichan Valley Trail route through the Cowichan Region.

Remaining Sections of the Cowichan Valley Trail

CVRD Parks and Trails has applied for funding through the Trans Canada Trail Foundation to develop detailed cost assessments of proposed trail segments and bridge crossings along the CRD/CVRD Connector Trail and the Chemainus Rail with Trail. The funds provided would cover 50% of trail planning and 100% of bridge planning and design. It is expected that funding will be announced shortly.

At the south end of the region, the CRD/CVRD Connector Trail is a joint trail initiative between the two regions connecting the Galloping Goose Regional Trail with the Cowichan Valley Trail. As stated previously in this report, route planning has been completed and funding is available for construction. CVRD Parks and Trails staff will be meeting with their counterparts at CRD to determine the status of the proposed route and how the project can begin moving forward.

The remaining sections of trail to be constructed lie between Highway 18 and Ladysmith, along with the CRD connection at the south end of Shawnigan Lake. For the Hwy 18 to Ladysmith sections the trail segments are identified within the Catalyst Waterline right of way and active portions of the E&N rail corridor. There are an estimated 10 km of construction required to connect Bell McKinnon Road with North Watts Road (the Town of Ladysmith boundary) and an additional three kilometres to create the connection between Somenos Road and the Cowichan Exhibition Grounds. When these sections are completed, the 120 kilometre Cowichan Valley Trail route would only have 12 kilometres that would continue to run along local roads.

Below is a list of the sections to be completed based on priority for completion with a brief description and preliminary cost estimate for each (please note, cost estimates are based on comparative trail construction costs and ongoing work is underway to complete detailed assessments to quantify costs and/or bid prices for construction):

1. Somenos Road to Cowichan Exhibition Grounds
 - a. Distance – 3.0 km
 - b. Corridor – Catalyst Waterline ROW
 - c. Challenges – rail crossing est. \$100,000
 - d. Benefits – key connection Duncan/North Cowichan to Cowichan Exhibition Grounds
 - e. Estimated cost - \$300,000
2. Chemainus Rail with Trail – Garner Road to Old Victoria Road
 - a. Distance – 2.7 km
 - b. Corridor – Active E&N Rail (Island Corridor Foundation (ICF))
 - c. Challenges – confinement within corridor (terrain), significant vegetation removal
 - d. Benefits – connects residents with Chemainus town core to Chemainus Elementary School
 - e. Estimated Cost - \$675,000

3. Chemainus Rail with Trail – Old Victoria Road to Saltair Rail with Trail
 - a. Distance – 1.75 km
 - b. Corridor – Active E&N Rail (ICF)
 - c. Challenges – two bridge crossings over Stocking Creek, potential rail crossing
 - d. Benefits – completes Chemainus to Saltair/Ladysmith Section
 - e. Estimated Cost - \$800,000 including bridges

4. Chemainus Rail with Trail – Chemainus River to Chemainus Rail with Trail
 - a. Distance – 3.0 km
 - b. Corridor – Active E&N (ICF)
 - c. Challenges – Road/track crossings
 - d. Benefits – Connects communities south of Chemainus with the town
 - e. Estimated Cost - \$750,000

5. Bell McKinnon Road to Chemainus River Bridge – This section contains two possible route options that require further investigation. The Catalyst Waterline ROW and the active E&N Rail Corridor have both been identified as options for trail construction and both contain significant challenges due to the terrain. A qualitative assessment of both options has been performed in an attempt to identify the most advantageous route based on a host of related factors including end user experience, environmental impact, impact to neighboring residents, and ability to construct and maintain. Both routes scored low on the ability to construct due to significant terrain related challenges and requirements for bridge construction. Below is a comparison of the other benefits and challenges to both routes:
 - a. Catalyst Waterline ROW
 - i. Distance – 5.1 km
 - ii. Benefits – provides close connection to Crofton, nature-oriented option due to distance from busy roads.
 - iii. Challenges – two minor crossings and one impassable crossing requiring access to adjacent land to overcome, grades steeper than desirable in certain locations, one seasonal lake requiring boardwalk or built-up trail, impact to adjacent landowners utilizing corridor for agriculture. Additional roadside trail would be required on Crofton Road for 1 km.

 - b. E&N Rail Corridor
 - i. Distance – 4.5km
 - ii. Benefits – provides more direct route between Bell McKinnon and the Chemainus River, , more scenic route due to openness of terrain, support from Halalt FN for construction of the trail adjacent to their reserve lands.
 - iii. Challenges – three bridges required, significant fill required to bring trail to level of rail through seasonal lake, potential rail crossing improvements at Westholme Road.

Total estimated cost to complete sections one to four for a total of 15.5 km is in the order of \$2.5 million. Due to the challenging terrain of section 5, regardless of which route option of the two is ultimately decided, the cost per metre to construct the trail will be greater than the average cost per metre incurred thus far for construction of sections of the Cowichan Valley Trail in recent years. The recommendation of staff is to continue to focus available funding resources on the Hwy 18 to Cowichan Exhibition Grounds section of the trail and the Chemainus to Saltair Ladysmith section of the trail. Also, given the interest of Halalt First Nation to work with the Regional District for completion of the section of trail in the vicinity of their reserve lands, staff should be directed to work with the Band on identifying funding opportunities that could be put towards this section of trail and completing the assessment of both route options to determine the more viable route from a funding and construction perspective.

Submitted by,

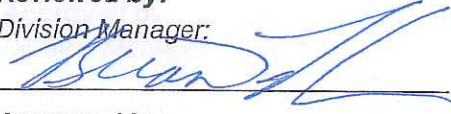


Dan Brown
Trails Planning Technician
Parks and Trails Division
Parks, Recreation & Culture Department

DB/lag
Attachment

Reviewed by:

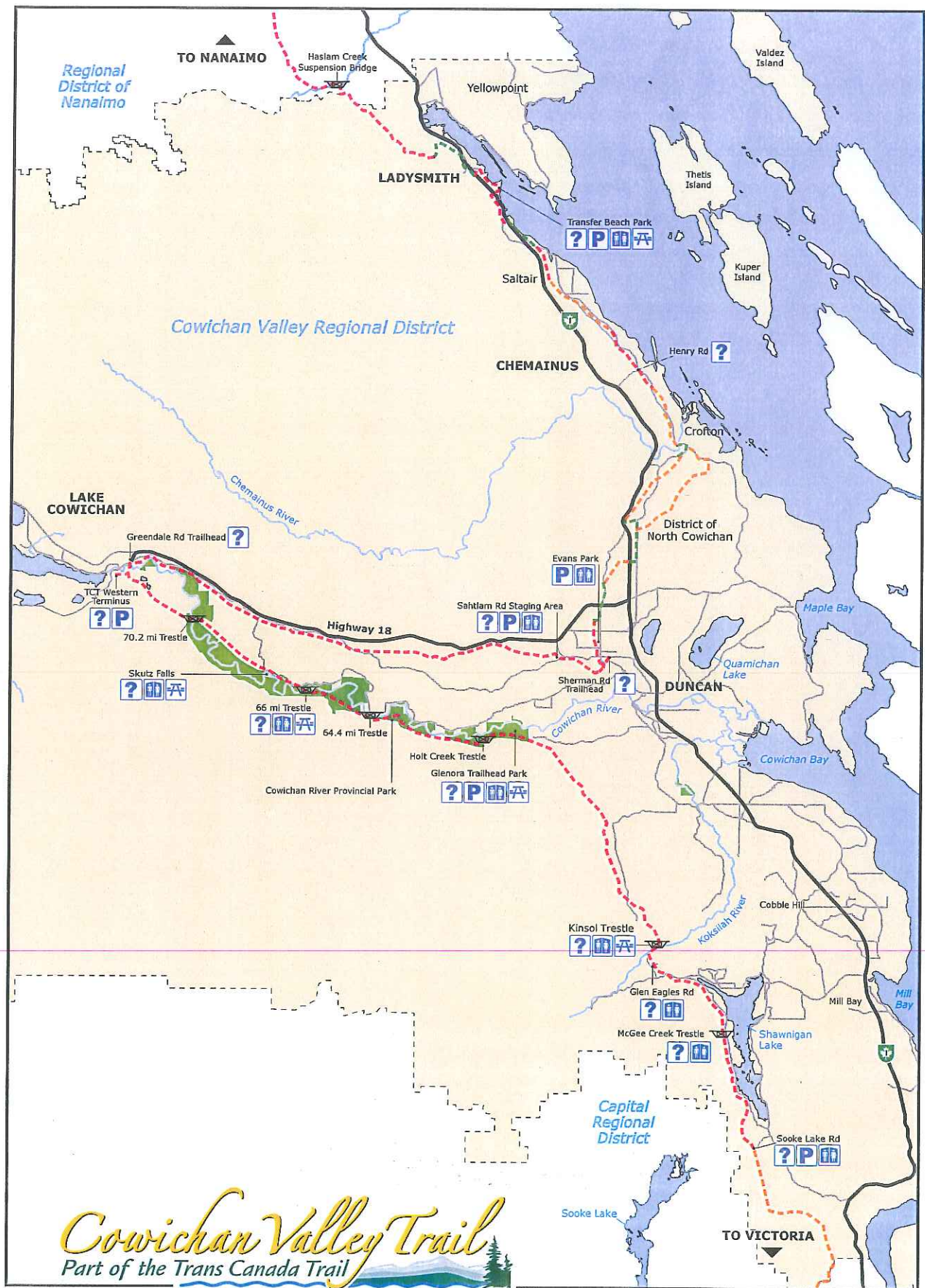
Division Manager:



Approved by:

General Manager:





Existing CVT

Roadside CVT Route

Proposed CVT Route



Information Kiosk



Parking



Washrooms



Picnic Area



0 5 10 15 km