

PEACE RIVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE MEETING
A G E N D A

for the meeting to be held on Tuesday, February 12, 2019
in the Regional District Office Boardroom 1981 Alaska Avenue,
Dawson Creek, BC, commencing at 1 p.m.

1. CALL TO ORDER: The CAO or designate will call the meeting to order
2. ELECTION OF CHAIR: (Elected Director will assume the Chair)
3. DIRECTOR'S NOTICE OF NEW BUSINESS:
4. ADOPTION OF AGENDA:
5. ADOPTION OF MINUTES:
M-1 Regional Parks Committee Meeting Minutes of September 25, 2018 (Page 2)
6. BUSINESS ARISING FROM THE MINUTES:
7. DELEGATIONS:
D-1 Jana Zelenski, Principal Landscape Architect, Lanarc Consultants – Connecting Communities Trails Project Update (Page 5)
 - a) Options Development Summary (Page 45)
 - b) Comparator Study Report (Page 120)
8. CORRESPONDENCE:
9. REPORTS:
R-1 January 28, 2019 - Bryna Casey, Parks and Rural Recreation Coordinator - Cost Benefit Analysis – In House v. Contracted Seasonal Parks Maintenance (Page 137)
R-2 January 16, 2019 - Trish Morgan, General Manager of Community Services - 2019 Recreational Trails Grants-in-Aid Allocations (Page 140)
R-3 January 25, 2019 - Trish Morgan, General Manager of Community Services - 2019 Draft Regional Parks Budget (Page 285)
R-4 January 30, 2019 - Trish Morgan, General Manager of Community Services - Blackfoot Park Development Update (Page 295)
10. DISCUSSION ITEMS:
11. NEW BUSINESS:
12. COMMUNICATIONS:
13. DIARY:
14. ADJOURNMENT:



PEACE RIVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE
MEETING MINUTES

M-1

DATE: September 25, 2018
PLACE: Boardroom, Regional District Office, Dawson Creek, BC
PRESENT: Directors:
Director Dan Rose, Meeting Chair
Director Karen Goodings
Director Don McPherson
Director Rob Fraser

Guests:
Director Leonard Hiebert
Director Lorraine Michetti
Director Brad Stewart
Jana Zelenski, Principal Landscape Architect, Lanarc Consultants - via telephone

Staff:
Trish Morgan, General Manager of Community Services
Bryna Casey, Parks and Rural Recreation Coordinator
Barb Coburn, Recording Secretary

CALL TO ORDER Director Rose called the meeting to order at 1:10 p.m.

ADOPTION OF THE AGENDA

March 27, 2018
Agenda

MOVED by Director Goodings, SECONDED by Director McPherson,
That the Regional Parks Committee agenda for the September 25, 2018 meeting be
adopted.
CALL TO ORDER:
DIRECTOR'S NOTICE OF NEW BUSINESS:
ADOPTION OF AGENDA:
ADOPTION OF MINUTES:
M-1 Regional Parks Directors' Committee Minutes of March 27, 2018
BUSINESS ARISING FROM THE MINUTES:
DELEGATIONS:
D-1 Jana Zelenski, Principal Landscape Architect, Lanarc Consultants – Connecting Communities
Trails Project Update (R-1)
CORRESPONDENCE:
REPORTS:
R-1 September 13, 2018 – Trish Morgan, General Manager of Community Services – Connecting
Communities Trails Projects - Update
R-2 September 18, 2018 – Trish Morgan, General Manager of Community Services – Park
Maintenance Seasonal Staffing Model
R-3 September 17, 2018 - Trish Morgan, General Manager of Community Services – Montney Park
2019 Trail Development
R-4 September 18, 2018 - Trish Morgan, General Manager of Community Services – Cactus Trails
R-5 September 17, 2018 – Trish Morgan, General Manager of Community Services – Blackfoot Park
Upgrades and Fee for Service
R-6 September 14, 2018 Trish Morgan, General Manager of Community Services - Blackfoot Park
Boat Launch Review

February 12, 2019

ADOPTION OF THE AGENDA (CONTINUED)

March 27, 2018 DISCUSSION ITEMS:
Agenda (continued) NEW BUSINESS:
 COMMUNICATIONS:
 DIARY:
 ADJOURNMENT:

CARRIED.

MINUTES:

M-1 MOVED by Director Goodings, SECONDED by Director McPherson,
January 29, 2018 That the Regional Parks Committee Meeting minutes of January 29, 2018 be adopted.

CARRIED.

REPORTS:

R-1 Jana Zelenski, Principal Landscape Architect, Lanarc Consultants reviewed a PowerPoint
Connecting presentation regarding proposed options for trails between Fort St. John and Charlie Lake
Communities Trails and between Dawson Creek and Pouce Coupe. She showed three options for both trails.
Projects - Update The Committee was not in favour of Option C of the Fort St. John to Charlie Lake Trail and
 instead would like to see an option that would go from Fort St John to the Beaton
 Provincial Park on Charlie Lake. The Committee also requested an option to be included for
 the Dawson Creek to Pouce Coupe trail that would follow the CN rail line rather than along
 the Dawson Creek lagoons.

MOVED by Director Goodings, SECONDED by Director McPherson,
That the Regional Parks Committee receive the following reports for information and
discussion:

Connecting Communities – Phase 1 Community Input Summary; and
Connecting Communities -Options Development.

CARRIED.

R-2 MOVED by Director McPherson, SECONDED by Director Fraser,
Park Maintenance That the Regional Parks Committee recommend that the Regional Board terminate the
Seasonal Staffing seasonal maintenance contracts by September 30, 2018, for the following regional parks:
Model 1. Blackfoot Regional Park;
 2. Montney Centennial Regional Park;
 3. Spencer Tuck Regional Park; and
 4. Minaker River Regional Park.

CARRIED.

MOVED by Director Fraser, SECONDED by Director McPherson,
That the Regional Parks Committee recommend that the Regional Board investigate a
seasonal staffing cost/benefit model for regional park maintenance to be brought back to
the Regional Parks Committee for discussion in time for 2019 budget discussions.

CARRIED.

REPORTS (CONTINUED):

R-3
Montney Park 2019
Trail Development

MOVED by Director Goodings, SECONDED by Director Fraser,
That the Regional Parks Committee recommend to the Regional Board that the B.C Wildfire
Service be authorized to construct trails in Montney Centennial Regional Park, if the BC
Wildfire Services offers to do so, as proposed in the 2018 Montney Centennial Regional
Park Plan.

CARRIED.

R-4
Cactus Trails

MOVED by Director Goodings, SECONDED by Director Fraser,
That the Regional Parks Committee recommend that the Regional Board rescind the
following motion:

*That staff be authorized to investigate options for the use of an existing trail,
known as the Cactus Trail, and meet with user groups of the trail and affected
landowners to discuss options to mitigate concerns and to address maintenance
issues.*

CARRIED.

R-5
Blackfoot Park
Upgrades and Fee for
Service

MOVED by Director Fraser, SECONDED by Director McPherson,
That the September 17, 2018 report from Trish Morgan, General Manager of Community
Services regarding Blackfoot Park be received for information and discussion.

CARRIED.

MOVED by Director Fraser, SECONDED by Director McPherson,
That the Regional Parks Committee recommend to the Regional Board that a park
caretaker for Blackfoot Park be contracted in 2019 to oversee free camping services, to
provide park maintenance and to assist with the development of a plan to transition to a
fee-for-service camping model at the Blackfoot Park for the 2020 season.

CARRIED.

R-6
Blackfoot Park Boat
Launch Review

MOVED by Director Goodings, SECONDED by Director McPherson,
That the Regional Parks Committee receive the report titled "Blackfoot Park Boat Launch
Review" for discussion and further that the topic of the boat launch be put on the Diary.

CARRIED.

Adjournment: The Chair adjourned the meeting at 3:10 p.m.

Director Dan Rose, Chair

Barb Coburn, Recording Secretary



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

COMMITTEE UPDATE

FEBRUARY 2019

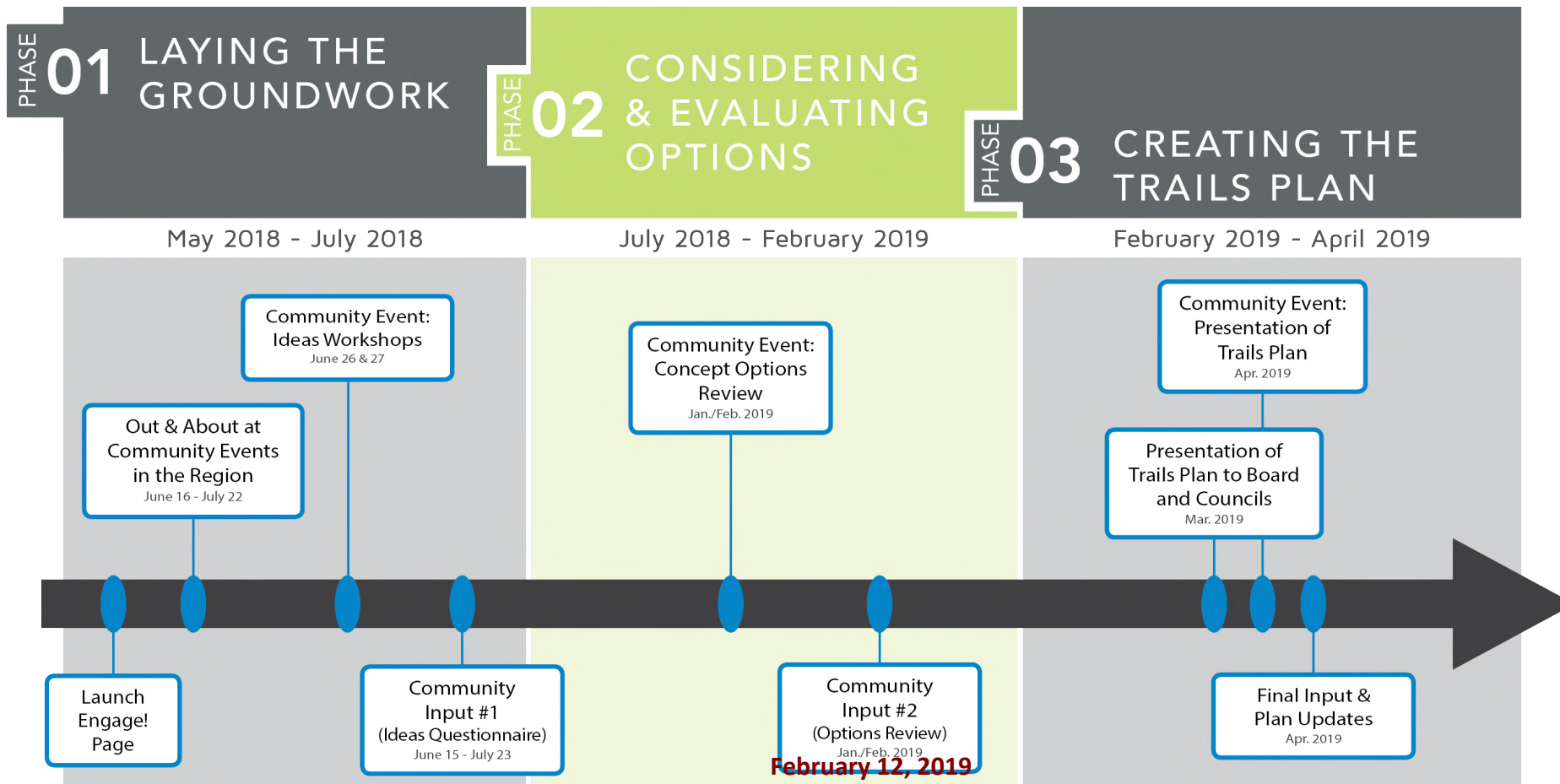
February 12, 2019

PRESENTATION OVERVIEW

1. Public Engagement #1 Summary – What We Heard
2. Preliminary Options Overview
3. Anticipated Next Steps

PROJECT PROCESS

WE ARE HERE

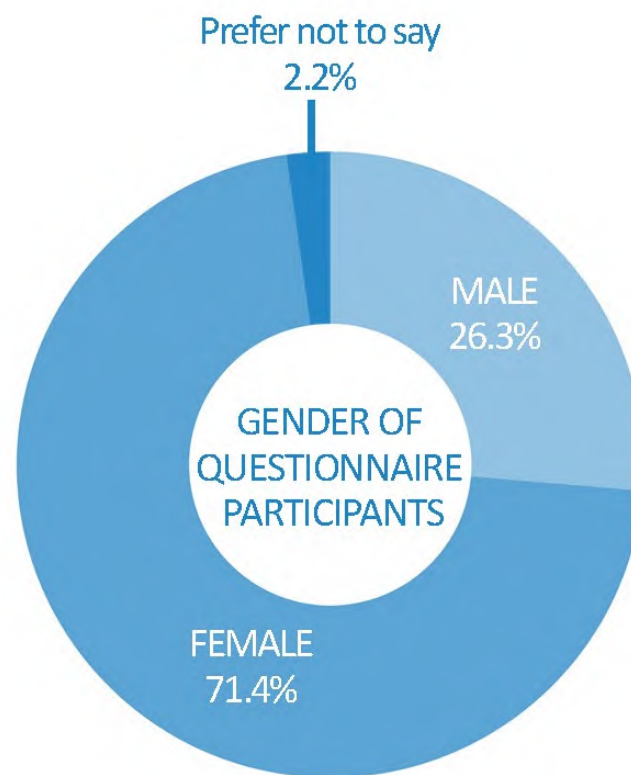
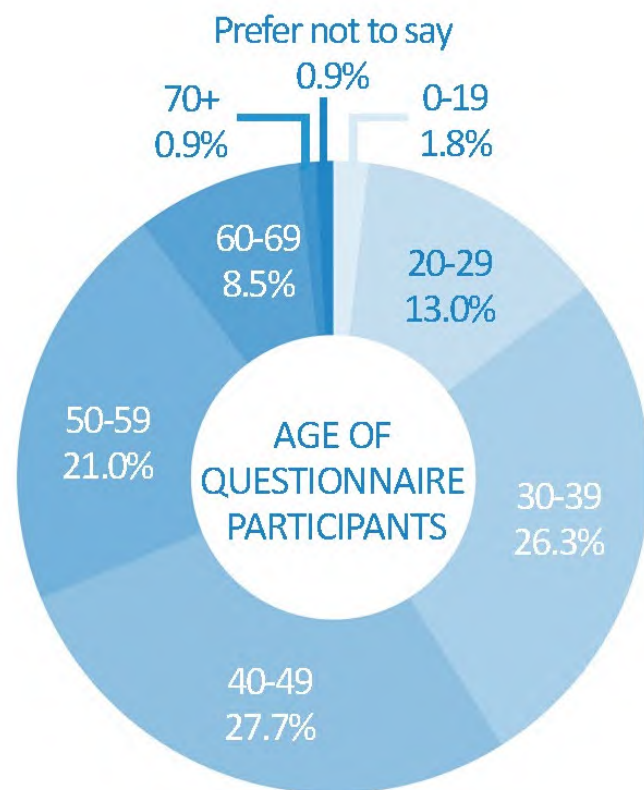


WHAT WE HEARD

How did we get input?

- Ideas Questionnaire – June 15 to July 23
- Trails Planning Workshops – June 25 & 26
- Community Event Participation – 7 events
June 16 – July 22

WHO PARTICIPATED?



February 12, 2019

WHERE PARTICIPANTS LIVE

BLUEBERRY RIVER FIRST NATIONS	0 (0.0%)
CITY OF DAWSON CREEK	48 (21.4%)
CITY OF FORT ST. JOHN	78 (34.82%)
DISTRICT OF CHETWYND	2 (0.9%)
DISTRICT OF HUDSON'S HOPE	1 (0.5%)
DISTRICT OF TAYLOR	2 (0.9%)
DISTRICT OF TUMBLER RIDGE	0 (0.0%)
DOIG RIVER FIRST NATION	1 (0.5%)
HALFWAY RIVER FIRST NATION	0 (0.0%)
KWADACHA FIRST NATION	0 (0.0%)
SAULTEAU FIRST NATIONS	0 (0.0%)
TSAY KEH DENE BAND	0 (0.0%)
VILLAGE OF POUCE COUPE	6 (2.7%)
WEST MOBERLY FIRST NATIONS	0 (0.0%)
ELECTORAL AREA B	10 (4.5%)
ELECTORAL AREA C	55 (24.6%)
ELECTORAL AREA D	15 (6.7%)
ELECTORAL AREA E	2 (0.9%)
OTHER REGION IN BRITISH COLUMBIA	1 (0.5%)
ALBERTA	2 (0.9%)
OTHER COUNTRY	1 (0.5%)

WHAT WE HEARD

HOPES:

- Opportunity to be close to nature
- Amenities
- Connect to points of interest/destinations
- Year-round
- Range of uses
- Tourism and economic development
- Get built!

CONCERNS:

- Construction and maintenance costs
- Private land impacts
- Conflicts between users
- Abuse of trail
- Safety, security, emergency access
- Road crossings/adjacency
- Not getting done!

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DRAFT MISSION

Create desirable and well-used trails linking Fort St. John and Charlie Lake and Dawson Creek and Pouce Coupe. These trails will incorporate connections to existing and planned trails, parks and open spaces, schools, landmarks, and other community destinations, making it fun and easy for people to choose alternative modes of transportation and for residents and visitors to connect with the unique landscapes of the Peace Region.

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DRAFT GOALS

GOAL 1: Connect Fort St. John with Charlie Lake and Dawson Creek with Pouce Coupe through contiguous multi-use trails that connect with important destinations in each community.

GOAL 2: Increase the number of people choosing outdoor active transportation and recreation on trails, helping to reduce traffic trips, increase activity, and support a healthy environment.

GOAL 3: Support each community's economic development efforts by connecting to destinations that entice people to visit and by promoting the regional trail experience.

GOAL 4: Design the trail to fit changing local conditions, from connections within urban and sub-urban neighbourhoods to rural stretches through the region's countryside.

GOAL 5: Respect adjacent land uses, both existing and future, by designing, with input from neighbours and landowners, trails that mitigate potential conflicts and encourage positive experiences.

GOAL 6: Create an experience that connects people physically from place to place, as well to nature, neighbours, and the region.

A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

FUNDING REGIONAL TRAILS

- 
- A photograph of two hikers from behind, walking on a dirt trail through a forest. They are wearing backpacks and using trekking poles. The image is partially obscured by a semi-transparent grey box containing the list.
- Regional Parks Function
 - Municipal Partners
 - Private Development
 - Senior Government Grants
 - Donations & Fundraising

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FORT ST. JOHN TO CHARLIE LAKE OPTIONS



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FORT ST. JOHN TO CHARLIE LAKE

TOP START / END POINTS:

- In Fort St. John:
 - West Bypass Trail
 - Fish Creek Forest
 - City Centre
- In Charlie Lake:
 - Rotary Boat Launch
 - Beatton Provincial Park
 - Charlie Lake Provincial Park

POINTS OF INTEREST:

- Tse'Kwa (Charlie Lake Cave)
- Frozen John
- Fish Creek
- Boat Launches
- Natural Areas
- Peace River

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FORT ST. JOHN TO CHARLIE LAKE

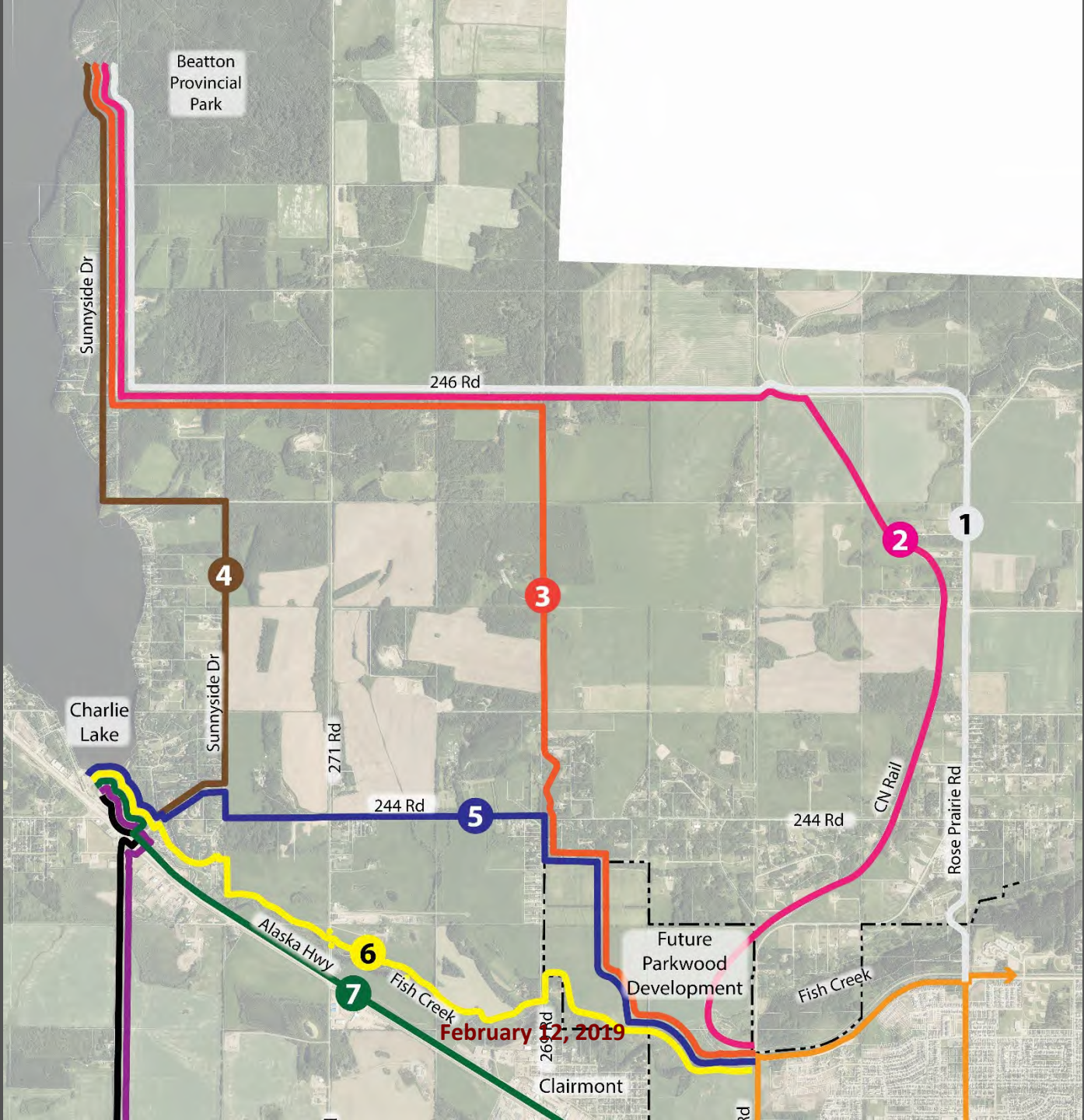
TOP ACTIVITIES:

- Walk
- Bicycle (for leisure)
- Walk a dog
- Run or jog
- Ride a horse

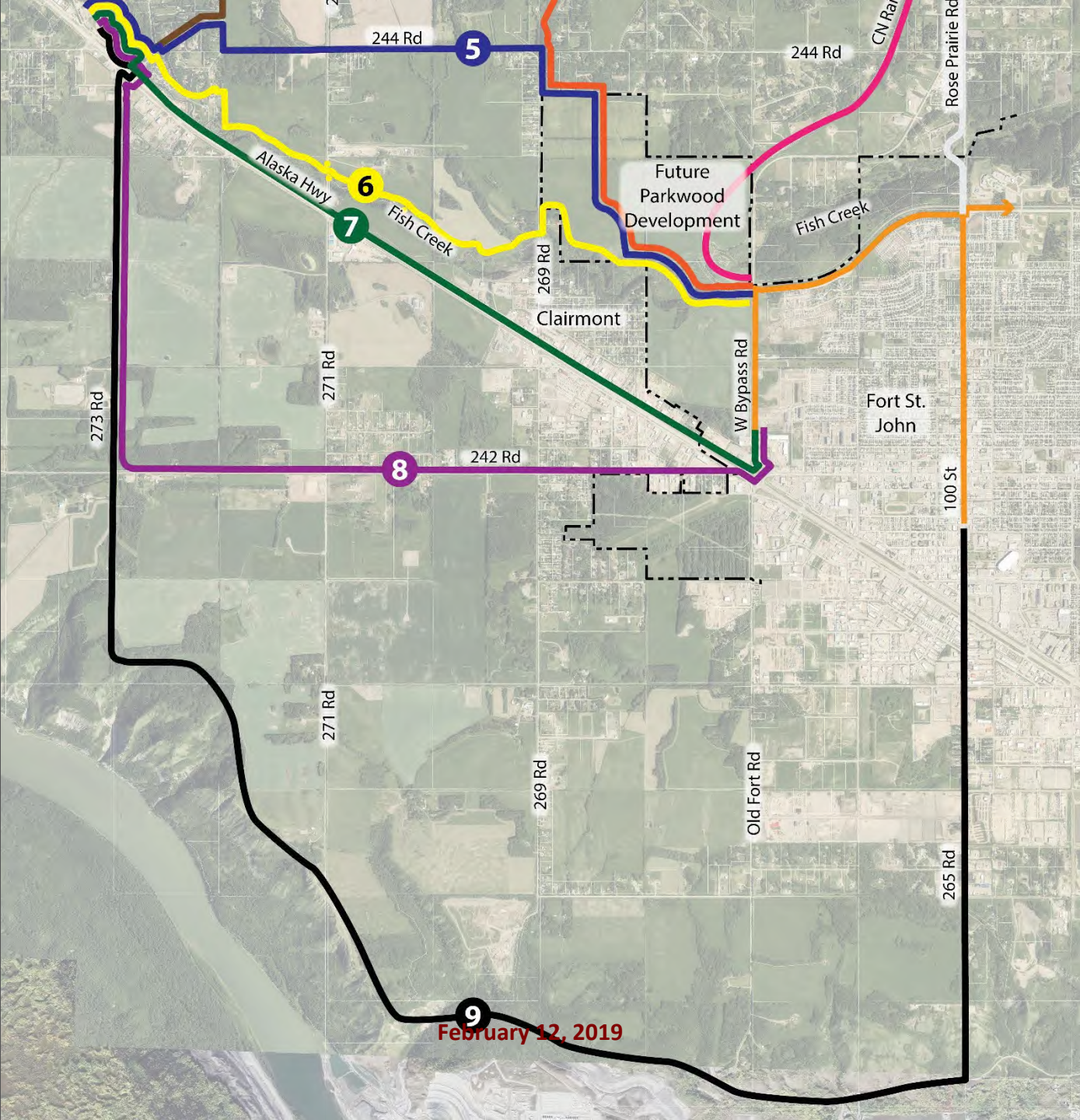
TOP AMENITIES:

- Washrooms
- Benches
- Waste Containers
- Parking at Trail Access Points
- Trails Maps

FORT ST. JOHN
TO CHARLIE LAKE
Identified Options
(north)



FORT ST. JOHN
TO CHARLIE LAKE
Identified Options
(south)



FORT ST. JOHN TO CHARLIE LAKE SCREENING

SCREENING QUESTIONS:

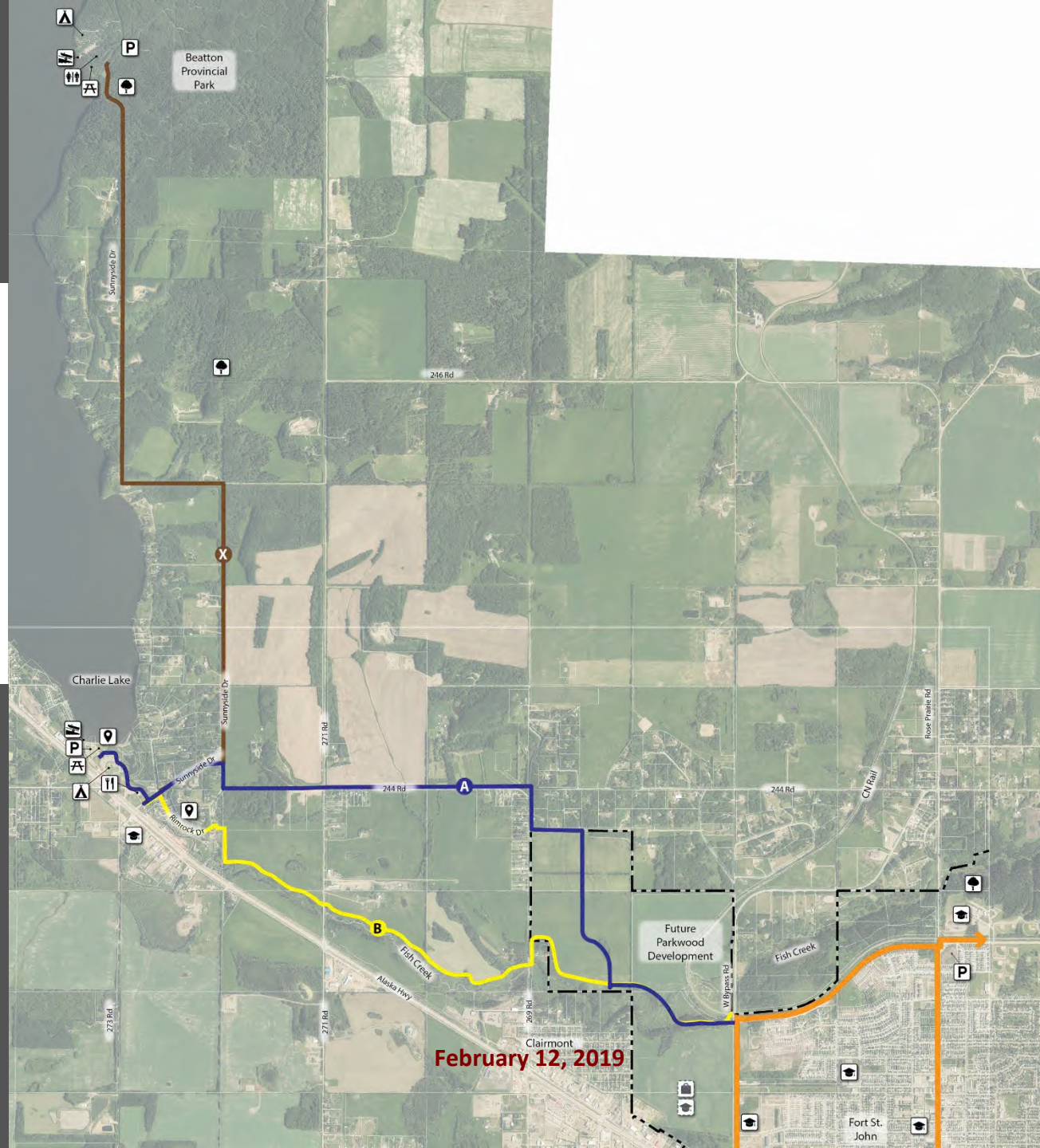
- Physical Feasibility:** Does the route have any significant barriers (e.g., terrain, watercourse) that will be difficult or cost prohibitive to overcome?
- Experiential Value:** Does the route have a sufficient level of attractiveness to provide a desirable experience for potential trail users?
- Directness:** Does the route provide an efficient connection between key destinations? Longer routes will typically have higher costs because more trail will need to be built / maintained.
- Land Ownership:** Are there significant private land constraints that may affect feasibility of the route?

SCREENING SUMMARY						
#	DESCRIPTION	SCREENING				ADVANCED?
		Physical Feasibility	Experiential Value	Directness	Land Ownership	
1	Rose Prairie Rd / 246 Rd / Sunnyside Dr right-of-ways	Poor challenging terrain	Poor mainly along roadways, highway section	Poor much longer, not connected to south end of Charlie Lake	Good road ROWs	No
2	CN Rail / 246 Rd / Sunnyside Drive	Poor challenging terrain	Moderate rail ROW, rural roads	Poor much longer, not connected to south end of Charlie Lake	Poor active railway, currently unavailable	No
3	269 Rd / 246 Rd	Poor challenging terrain	Moderate some sections along Fish Creek	Poor much longer, not connected to south end of Charlie Lake	Good road ROWs	No
4	Beatton Park Connector	Poor challenging terrain	Moderate mainly rural roads	Good connects Beatton Park and south end of Charlie Lake	Good road ROWs	Yes (FUTURE OPTION)
5	244 Rd	Moderate some terrain challenges	Moderate some sections along Fish Creek, rural roads	Good relatively direct	Good road ROWs	Yes (OPTION A)
6	Fish Creek Corridor	Good generally flat	Good Fish Creek corridor	Good most direct option	Poor private land challenges	Yes (OPTION B)
7	Alaska Hwy	Good generally flat	Poor highway corridor, industrial land uses	Good direct option	Poor frontage road challenges	No
8	273 Rd / 242 Rd	Moderate some steep sections	Poor industrial land uses, highway crossings	Moderate less direct than other options	Good road ROWs	No
9	Peace River Corridor	Poor challenging terrain, slope stability issues	Good views over the Peace River	Poor least direct route	Poor many private land challenges	No

Options Pursued

B FISH CREEK ROUTE

X FUTURE OPTION – CONNECTION TO BEATTON PROVINCIAL PARK



NOTES ON PRELIMINARY ESTIMATES

- How preliminary estimates are developed and used
- Exclusions
- Assumptions about external funding and partnerships

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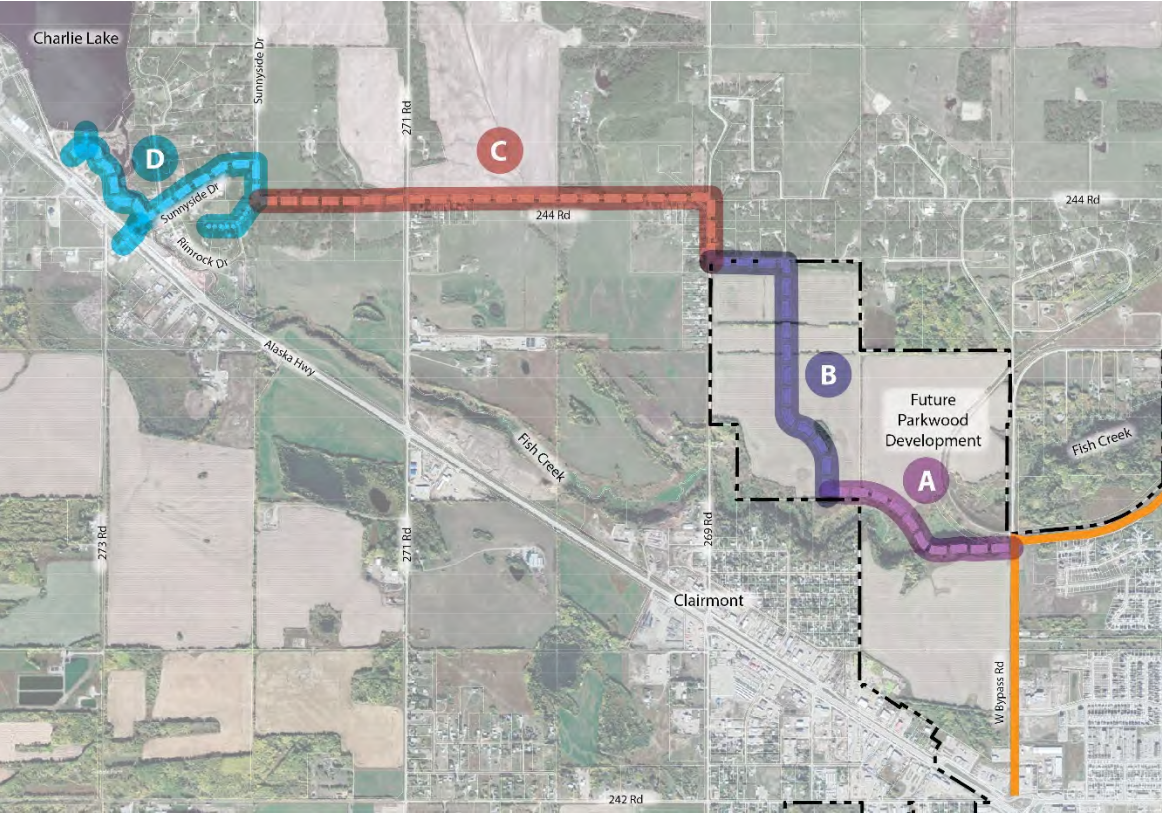
D-1



Shopping

OPTION A: ROADSIDE ROUTE

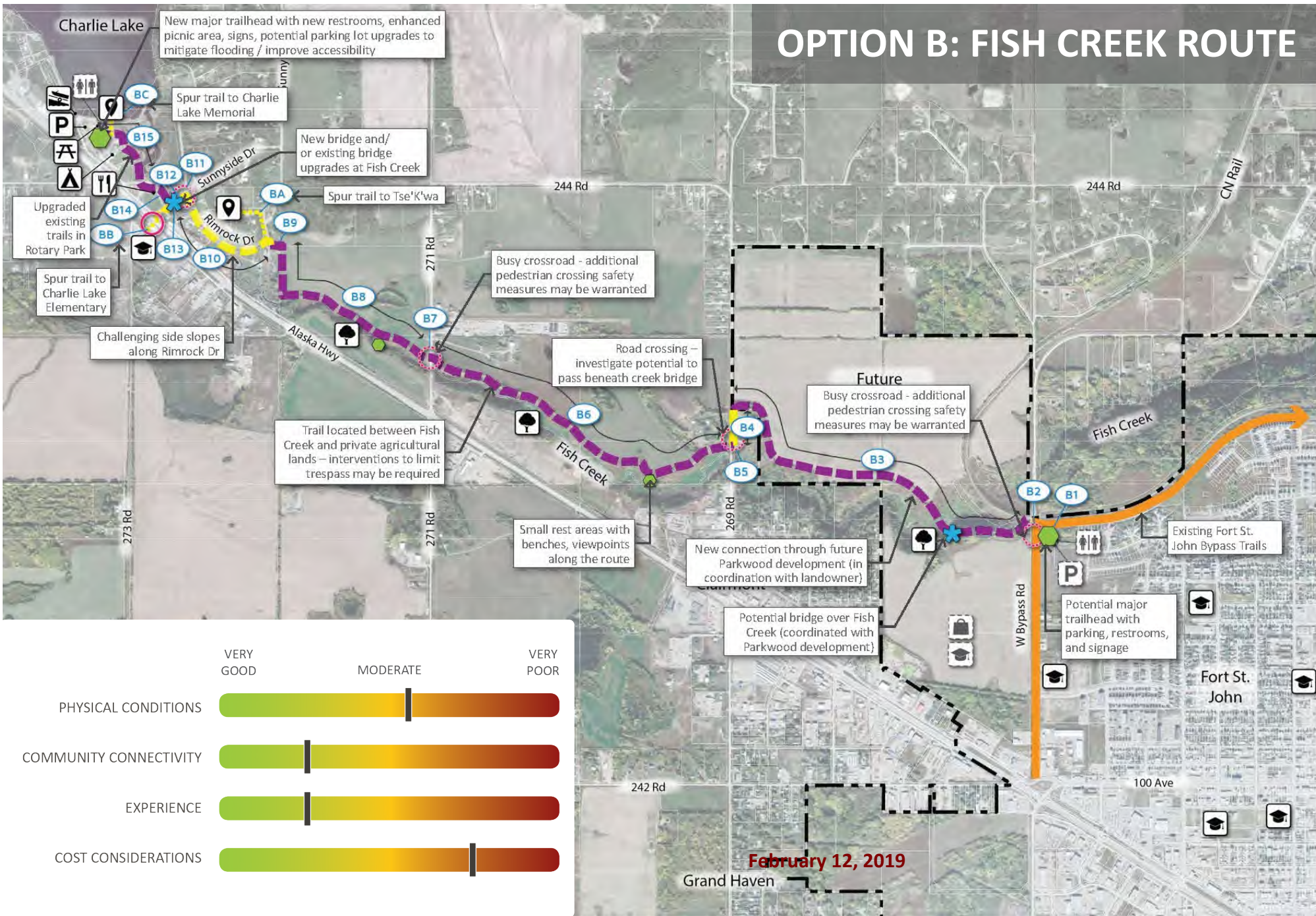
Potential Phasing & Costs



PHASED COST ESTIMATES					
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS
A	Parkwood - Fish Creek	- City of Fort St. John - Parkwood Developer	\$1.3 M - \$1.6 M	0% / 100%	\$0
B	Parkwood - Fish Creek to Kapchinski Road	- City of Fort St. John - Parkwood Developer	\$0.6 M - \$1.0 M	0% / 100%	\$0
C	Rural Areas - 269 Rd, 244 Rd	PRRD	\$1.3 M - \$2.1 M	33.34% / 66.66%	\$0.4 M - \$0.7 M
D	Charlie Lake - Rimrock Dr. to Rotary Park	PRRD	\$1.5 M - \$2.0 M	33.34% / 66.66%	\$0.5 M - \$0.7 M
TOTAL ESTIMATED CAPITAL COST:			\$4.7 M - \$6.7 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$0.9 M - \$1.4 M (excluding acquisition costs)

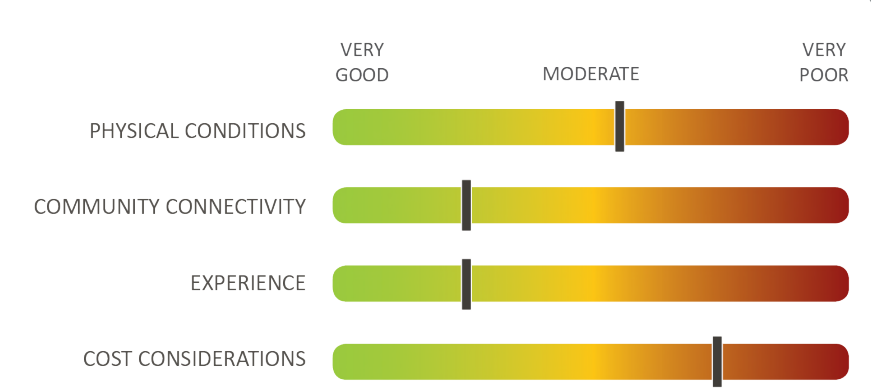
OPTION B: FISH CREEK ROUTE

D-1



- LEGEND**
- Municipal Boundary
 - Existing Municipal Trail
 - Roadside Multi-use Trail
 - Multi-use Trail (not adjacent to road)
 - Potential Spur Trail
 - Existing Pedestrian Road Crossing (e.g., crosswalk)
 - Proposed New Road Crossing
 - Potential Creek Crossing
 - Minor Trailhead / Rest Area
 - Major Trailhead
 - Route Description Reference (refer to detailed description)

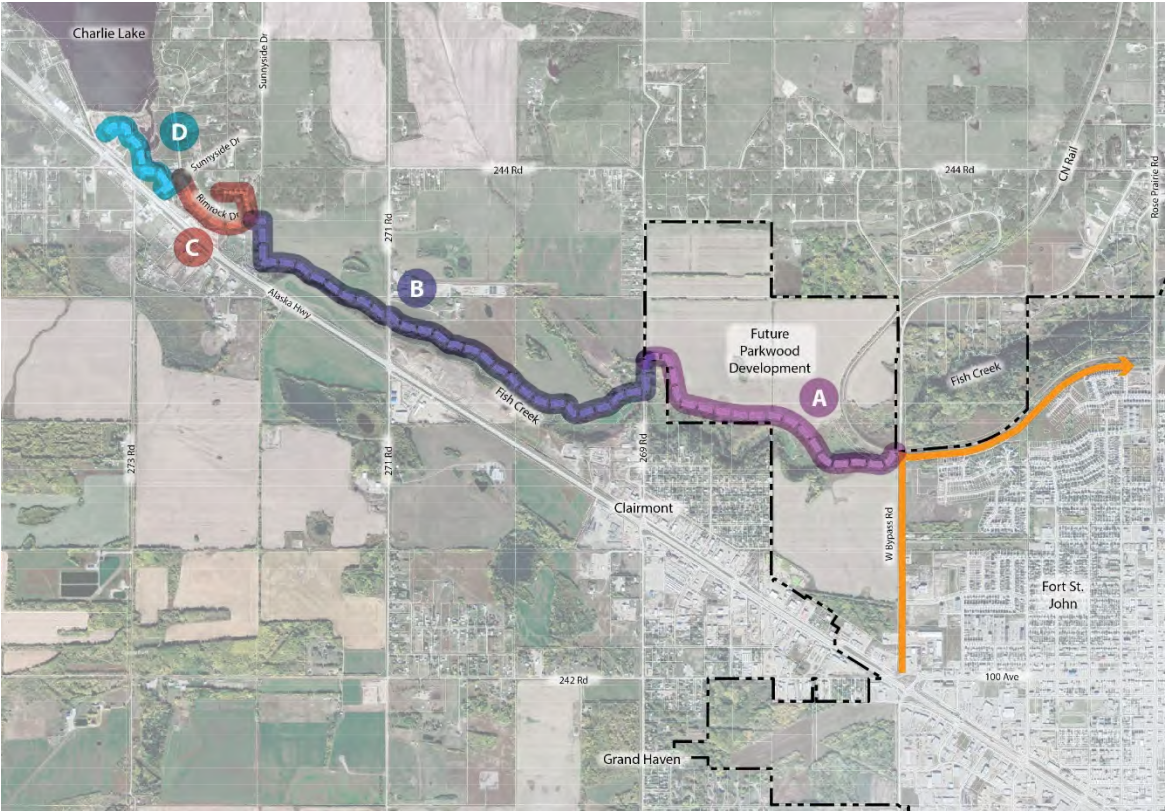
- ROUTE AMENITIES / LANDMARKS**
- | Existing | Future | |
|----------|--------|---------------------|
| P | P | Parking Area |
| A | A | Picnic Area |
| W | W | Public Washrooms |
| B | B | Boat Launch |
| C | C | Camping Area |
| I | I | Point of Interest |
| N | N | Nature Viewing Area |
| S | S | School |
| F | F | Food / Drink |
| Sh | Sh | Shopping |



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OPTION B: FISH CREEK ROUTE

Potential Phasing & Costs



PHASED COST ESTIMATES					
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS
A	Parkwood - Fish Creek	- City of Fort St. John - Parkwood Developer	\$1.6 M - \$2.1 M	0% / 100%	\$0
B	Rural Areas - Fish Creek	PRRD	\$1.8 M - \$2.7 M	33.34% / 66.66%	\$0.6 M - \$0.9 M
C	Charlie Lake - Rimrock Dr	PRRD	\$0.4 M - \$0.6 M	33.34% / 66.66%	\$0.1 M - \$0.2 M
D	Charlie Lake - Sunnyside Dr. to Rotary Park	PRRD	\$1.0 M - \$1.3 M	33.34% / 66.66%	\$0.3 M - \$0.4 M
TOTAL ESTIMATED CAPITAL COST:			\$4.8 M - \$6.7 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.0 M - \$1.5 M (excluding acquisition costs)

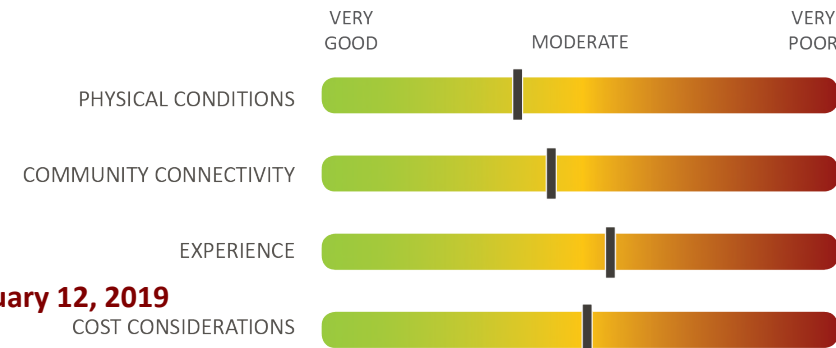


-  Municipal Boundary
-  Existing Municipal Trail
-  Roadside Multi-use Trail
-  Multi-use Trail (not adjacent to road)
-  Potential Alternate Route
-  Potential Spur Trail
-  Existing Pedestrian Road Crossing (e.g., crosswalk)
-  Proposed New Road Crossing
-  Creek Crossing (existing)
-  Creek Crossing (new/upgraded)
-  Minor Trailhead / Rest Area
-  Major Trailhead
-  Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

- | Existing | Future | |
|----------|--------|---------------------|
| | | Parking Area |
| | | Picnic Area |
| | | Public Washrooms |
| | | Camping Area |
| | | Point of Interest |
| | | Nature Viewing Area |
| | | School |
| | | Food / Drink |
| | | Shopping |

EVALUATION SUMMARY

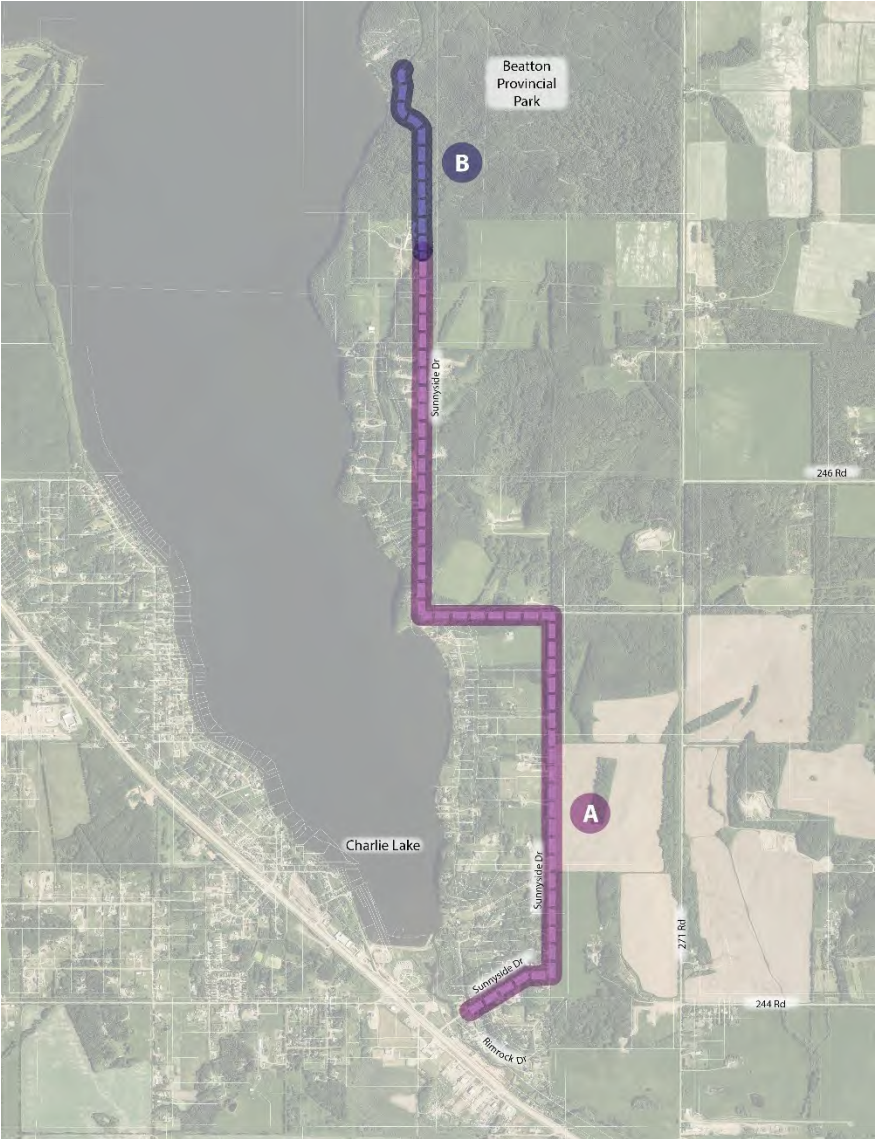


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COST CONSIDERATIONS

FUTURE OPTION: CONNECTION TO BEATTON PROVINCIAL PARK

Potential Phasing & Costs



PHASED COST ESTIMATES					
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS
A	Rural Roads - Sunnyside Dr, Range Ave	PRRD	\$2.2 M - \$3.8 M	33.34% / 66.66%	\$0.7 M - \$1.3 M
B	Undeveloped Road ROW, Beatton Park Trails	- PRRD - Province of BC	\$0.3 M - \$0.5 M	33.34% / 66.66%	\$0.1 M - \$0.2 M
TOTAL ESTIMATED CAPITAL COST:			\$2.5 M - \$4.3 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$0.8 M - \$1.5 M (excluding acquisition costs)

FORT ST. JOHN TO CHARLIE LAKE

Options Comparison Summary

D-1

EVALUATION SUMMARY						
OPTION	ESTIMATED TOTAL CAPITAL COST RANGE	ESTIMATED PRRD CAPITAL COST RANGE	PRELIMINARY EVALUATION OUTCOMES			
			Physical Conditions	Community Connectivity	Experience	Cost Considerations
A Roadside Route	\$4.7 M - \$6.7 M	\$0.9 M - \$1.4 M	Moderate Lower risks for arch, enviro, slope issues, some steep terrain challenges	Good Generally direct, good connections to desirable destinations	Moderate Large sections along rural roads, less visual appeal, good passive surveillance	Good Similar capital costs, but less uncertainty around acquisition costs
B Fish Creek Route	\$4.8 M - \$6.7 M	\$1.0 M - \$1.5 M	Moderate More risks for arch, enviro, slope issues along creek, flat terrain	Good Most direct option, good connections to desirable destinations	Good Highest quality experience along creek, limited passive surveillance	Poor Similar capital costs, but more uncertainty around acquisition costs and unknown issues near creek
X Future Connection to Beatton Provincial Park	\$2.5 M - \$4.3 M	\$0.8 M - \$1.5 M	Good Lower risks for arch, enviro, slope issues, some steep terrain challenges	Moderate Generally direct between Beatton Park and south end of lake, less of a priority connection	Moderate Large sections along rural roads, some lake views	Moderate Costs in addition to main connection

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DAWSON CREEK TO POUCE COUPE OPTIONS



February 12, 2019



DAWSON CREEK TO POUCE COUPE

TOP START / END POINTS:

- In Dawson Creek:
 - Dawson Trail
 - Encana Events Centre
 - Dawson Mall
 - Leoppy Park
- In Pouce Coupe:
 - Elementary School
 - Museum
 - Pouce Park
 - Railway Trestle

POINTS OF INTEREST:

- Encana/Aquatic/Lakota Riding Centres
- Dawson Trail
- Airport
- Bisette Marsh
- Train Trestles
- Pouce Coupe Museum
- Pouce Park
- Rivers/Creeks

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DAWSON CREEK TO POUCE COUPE

TOP ACTIVITIES:

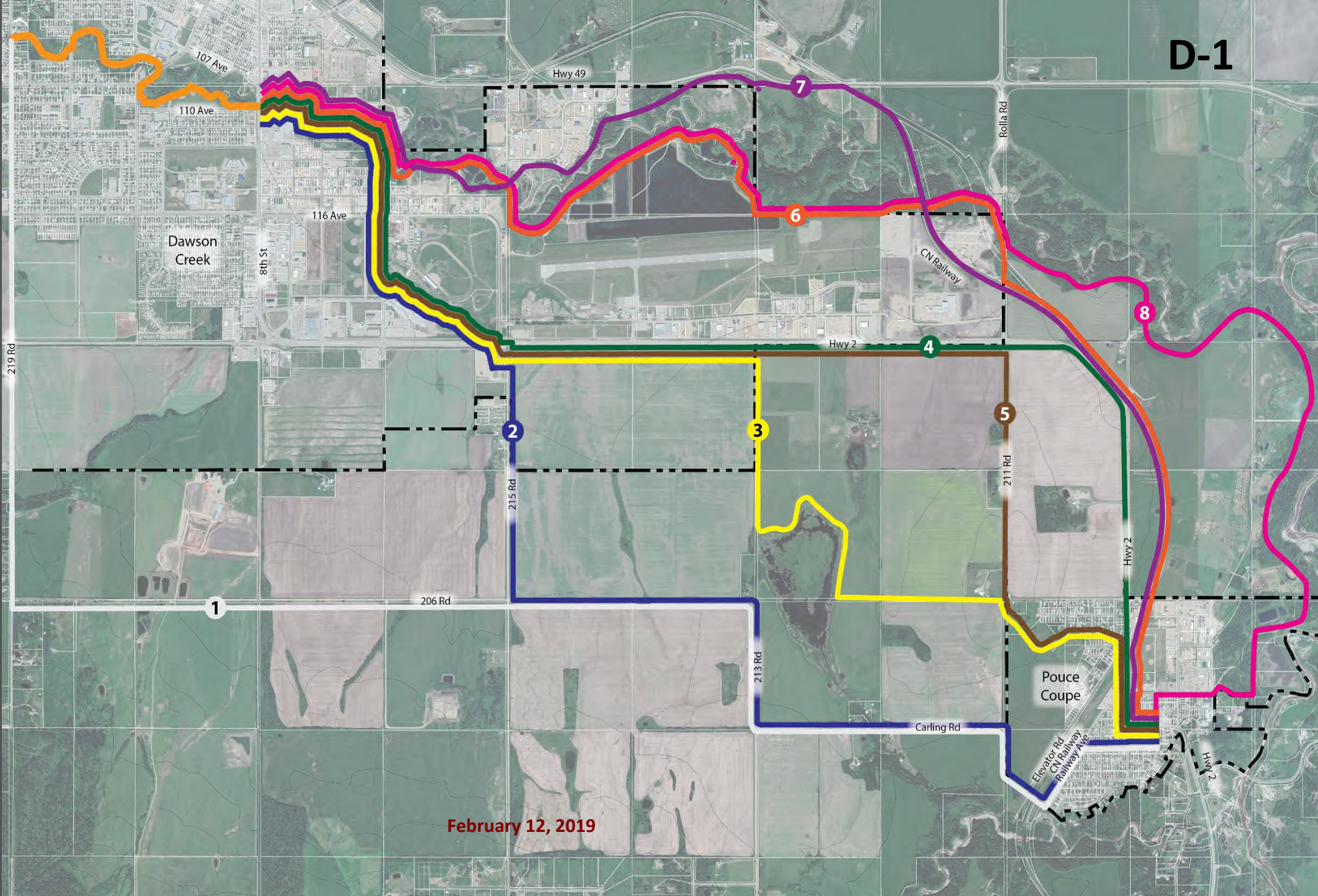
- Walk
- Bicycle (for leisure)
- Walk a dog
- Run or jog
- Cross-country ski

TOP AMENITIES:

- Waste Containers
- Benches
- Washrooms
- Parking at Trail Access Points
- Doggie Stations

DAWSON
CREEK TO
POUCE COUPE

Identified
Options



D-1

February 12, 2019

DAWSON CREEK TO POUCE COUPE SCREENING

SCREENING QUESTIONS:

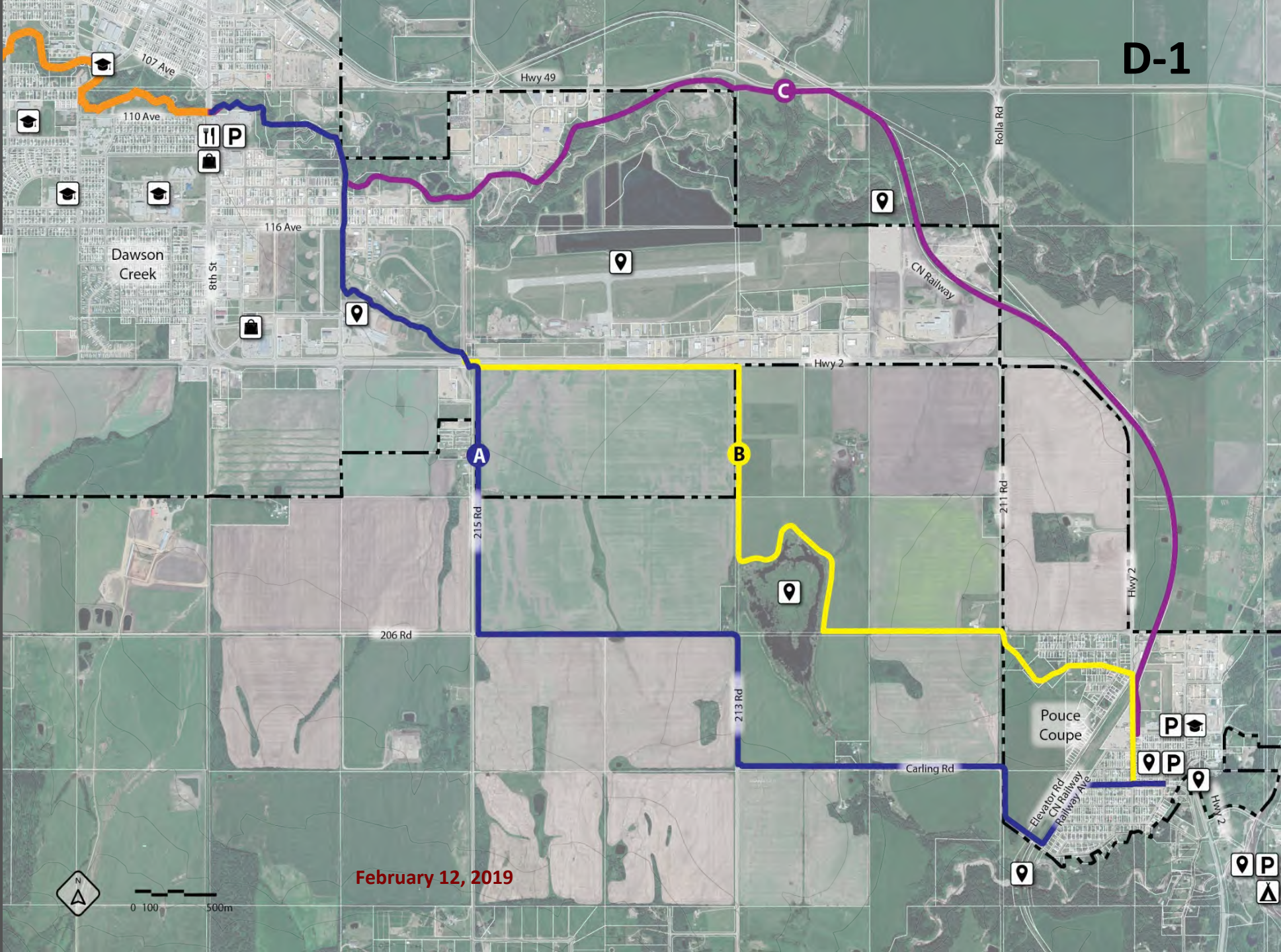
- **Physical Feasibility:** Does the route have any significant barriers (e.g., terrain, watercourse) that will be difficult or cost prohibitive to overcome?
- **Experiential Value:** Does the route have a sufficient level of attractiveness to provide a desirable experience for potential trail users?
- **Directness:** Does the route provide an efficient connection between key destinations? Longer routes will typically have higher costs because more trail will need to be built / maintained.
- **Land Ownership:** Are there significant private land constraints that may affect feasibility of the route?

SCREENING SUMMARY						
#	DESCRIPTION	SCREENING				ADVANCED?
		Physical Feasibility	Experiential Value	Directness	Land Ownership	
1	219 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Poor much longer, bypasses downtown Dawson Creek	Good road ROWs, Bissette Marsh	No
2	215 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION A)
3	Hwy 2 / 213 Rd ROW / 206 Rd ROW	Moderate steep areas near Pouce Coupe	Moderate mainly rural roads, Bissette Marsh	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION B)
4	Hwy 2	Good generally flat	Poor mainly highway corridor	Good relatively direct	Good road ROWs, City land	No
5	Hwy 2 / 211 Rd	Moderate steep areas near Pouce Coupe	Poor long distance along highway corridor	Good relatively direct	Good road ROWs, City land	No
6	Dawson Creek Corridor (south) / CN ROW	Poor steep areas along Dawson Creek and sewage lagoons	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	No
7	Dawson Creek Corridor (north) / CN ROW	Moderate steep areas along Dawson Creek	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	Yes (OPTION C)
8	Dawson Creek Corridor / Pouce Coupe Creek Corridor	Poor steep areas along both Creek corridors	Good Creek corridors	Poor much longer	Poor many private land challenges	No

D-1

DAWSON CREEK
TO POUCE COUPE
Options Pursued

- A** ROADSIDE ROUTE
- B** OFF-ROAD ROUTE
- RAIL ROUTE



OPTION A: ROADSIDE ROUTE

EVALUATION SUMMARY

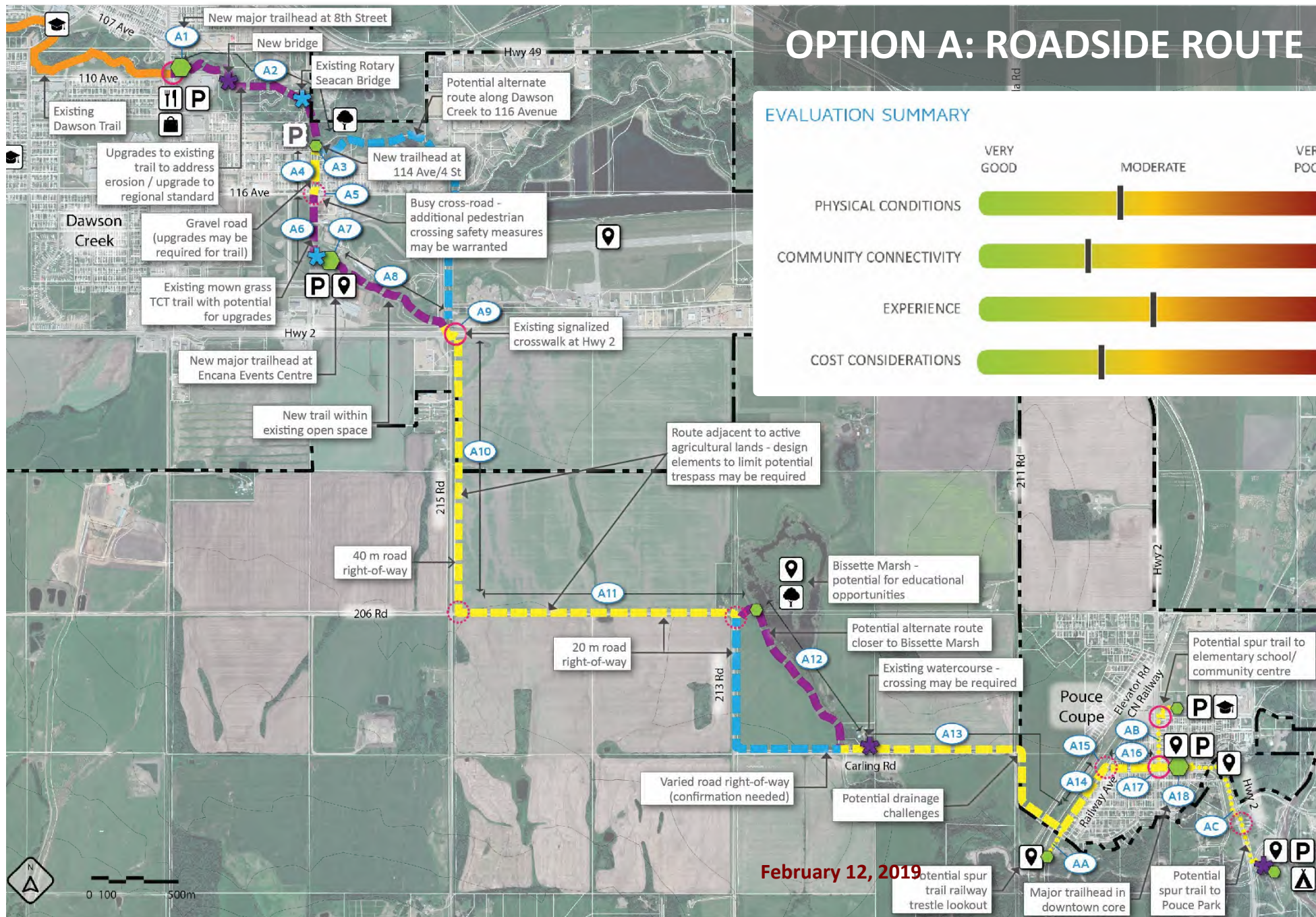


LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Alternate Route
- ... Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- ★ Creek Crossing (existing)
- ★ Creek Crossing (new/upgraded)
- Minor Trailhead / Rest Area
- Major Trailhead
- A1 Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

- | Existing | Future | Category |
|----------|--------|---------------------|
| P | P | Parking Area |
| ⛺ | ⛺ | Picnic Area |
| 🚻 | 🚻 | Public Washrooms |
| ⛺ | ⛺ | Camping Area |
| 📍 | 📍 | Point of Interest |
| 🌳 | 🌳 | Nature Viewing Area |
| 🎓 | 🎓 | School |
| 🍴 | 🍴 | Food / Drink |
| 🛍️ | 🛍️ | Shopping |

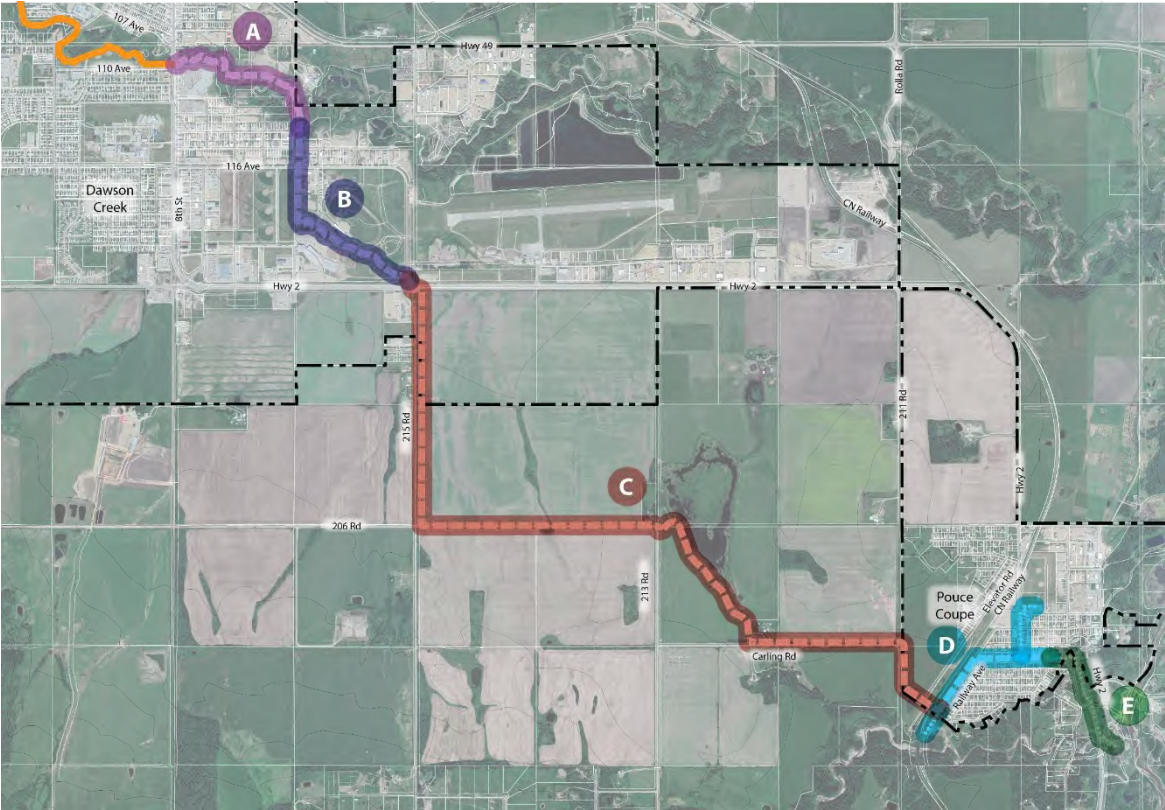


February 12, 2019

OPTION A: ROADSIDE ROUTE

Potential Phasing & Costs

D-1



PHASED COST ESTIMATES					
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS
A	Dawson Creek - 8 St to 4 St	City of Dawson Creek	\$0.7 M - \$1.0 M	0% / 100%	\$0
B	Dawson Creek - 4 St to 116 Ave	City of Dawson Creek	\$0.8 M - \$1.2 M	0% / 100%	\$0
C	Rural Roads - 215 Rd, 206 Rd, 213 Rd, Carling Rd	PRRD	\$2.8 M - \$4.4 M	33.34% / 66.66%	\$1.0 M - \$1.5M
D	Pouce Coupe - Railway to 49 Ave	Village of Pouce Coupe	\$0.8 M - \$1.1 M	0% / 100%	\$0
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$5.7 M - \$8.5 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.2 M - \$1.8 M (excluding acquisition costs)

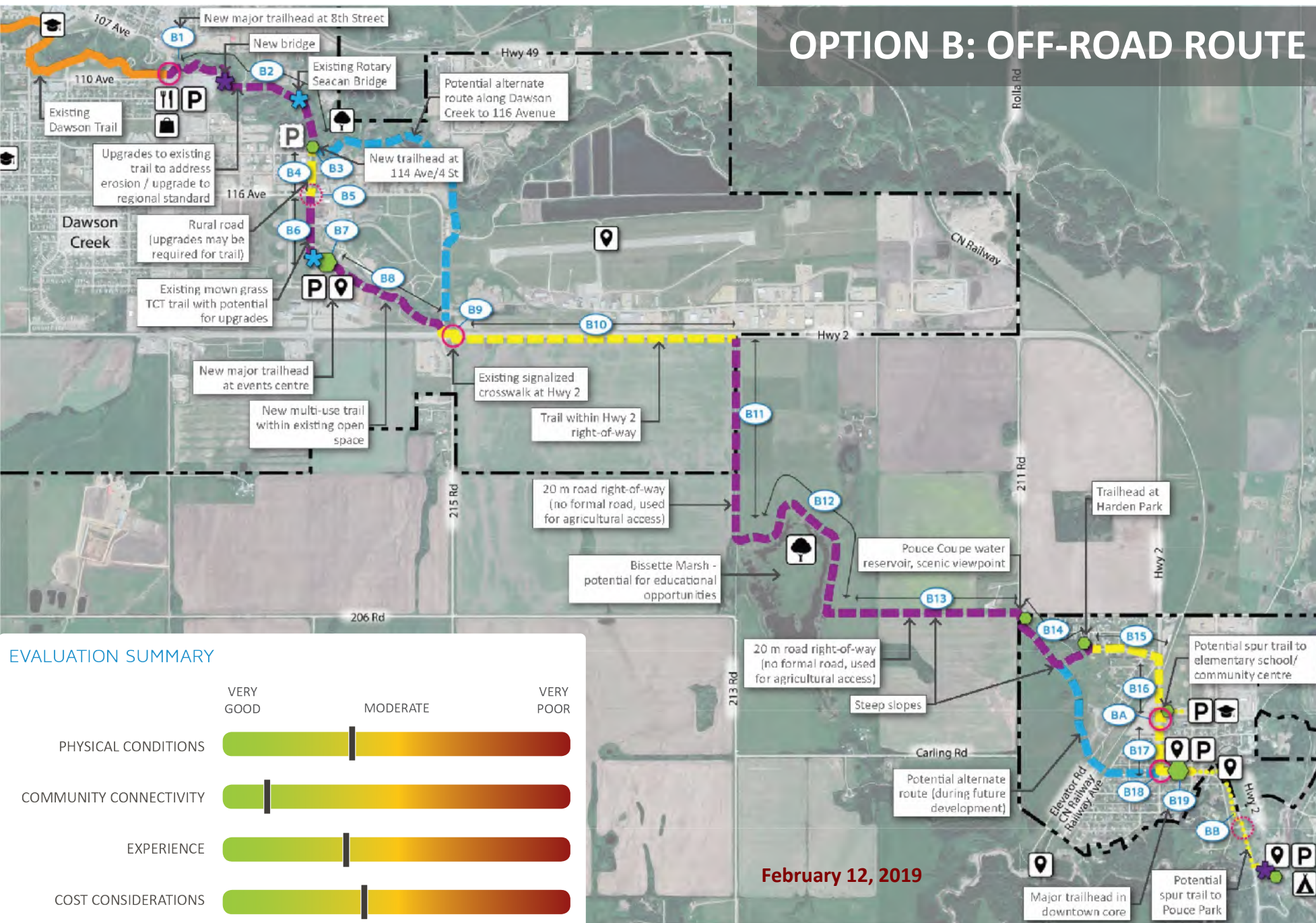
OPTION B: OFF-ROAD ROUTE

LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Alternate Route
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- ✱ Creek Crossing (existing)
- ✱ Creek Crossing (new/upgraded)
- Minor Trailhead / Rest Area
- Major Trailhead
- A1 Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

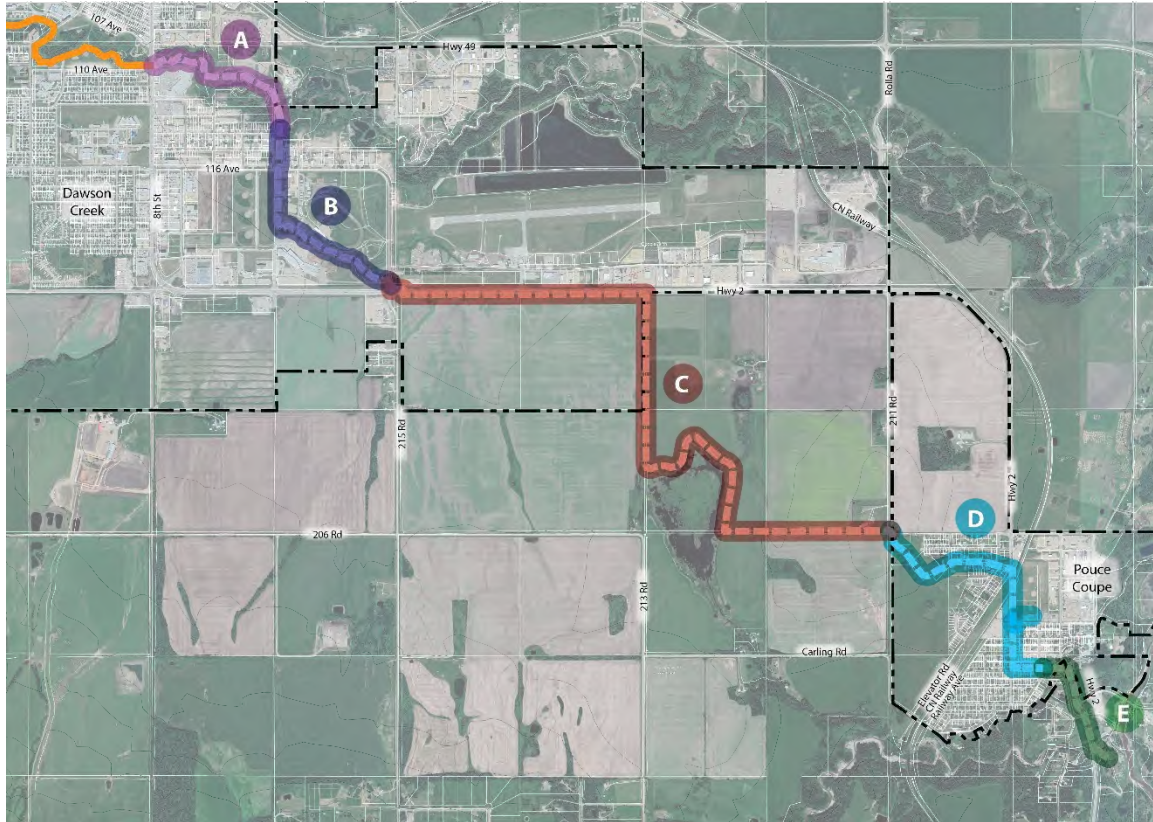
- | Existing | Future | |
|--|--|---------------------|
| P | P | Parking Area |
| A | A | Picnic Area |
| W | W | Public Washrooms |
| C | C | Camping Area |
| I | I | Point of Interest |
| N | N | Nature Viewing Area |
| S | S | School |
| F | F | Food / Drink |
| Sh | Sh | Shopping |



OPTION B: OFF-ROAD ROUTE

Potential Phasing & Costs

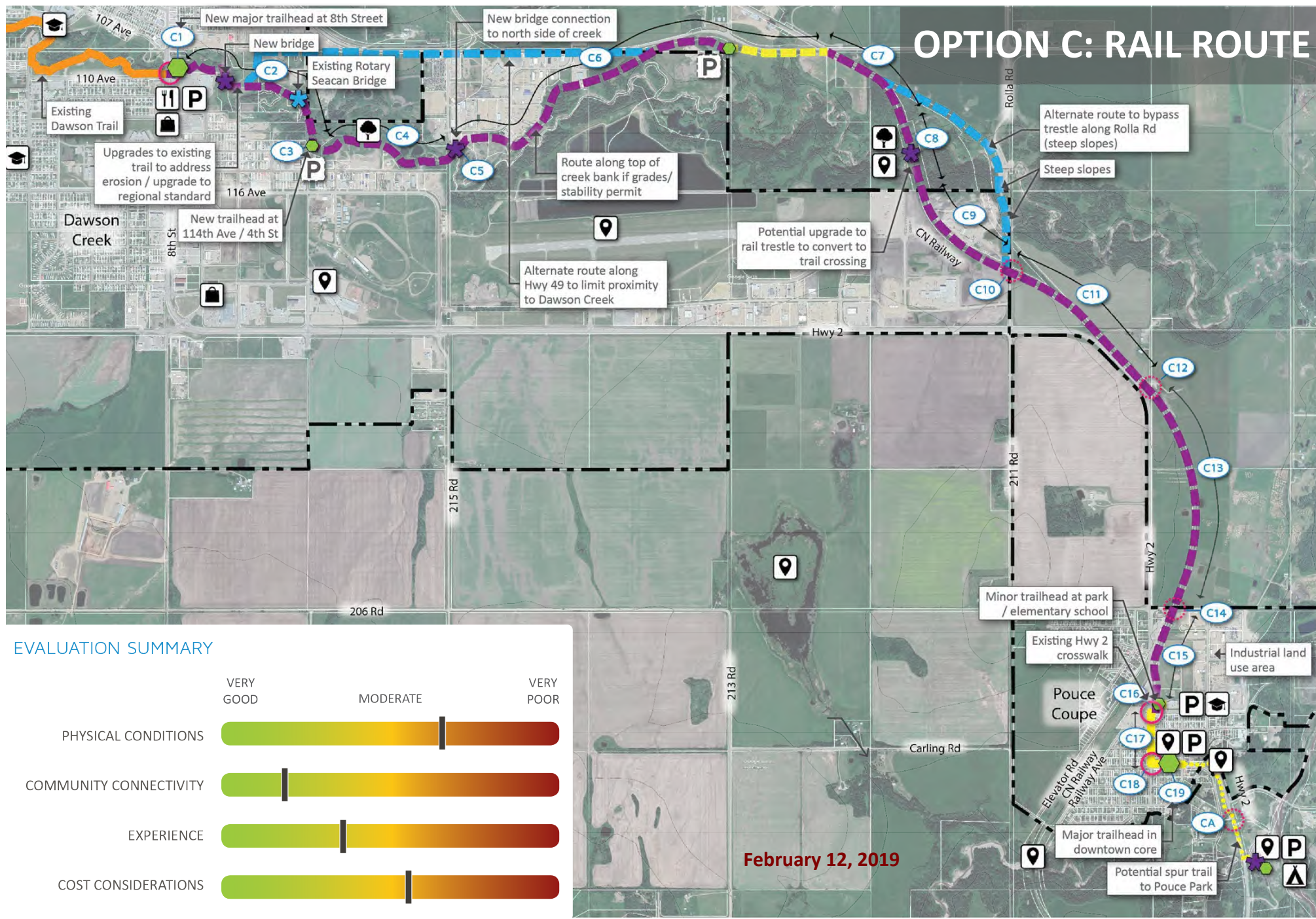
D-1



PHASED COST ESTIMATES

PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS
A	Dawson Creek - 8 St to 4 St	City of Dawson Creek	\$0.7 M - \$1.0 M	0% / 100%	\$0
B	Dawson Creek - 4 St to 116 Ave	City of Dawson Creek	\$0.8 M - \$1.2 M	0% / 100%	\$0
C	Rural Roads / Bissette Marsh - Hwy 2, 213 Rd, 206 Rd	PRRD	\$2.3 M - \$3.7 M	33.34% / 66.66%	\$0.8 M - \$1.2 M
D	Pouce Coupe - Water Tower to 49 Ave	Village of Pouce Coupe	\$1.1 M - \$1.4 M	0% / 100%	\$0
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$5.5 M - \$8.1 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.0 M - \$1.5 M (excluding acquisition costs)

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OPTION C: RAIL ROUTE

LEGEND

Municipal Boundary

Existing Municipal Trail

Roadside Multi-use Trail

Multi-use Trail (not adjacent to road)

Potential Alternate Route

Potential Spur Trail

Existing Pedestrian Road Crossing (e.g., crosswalk)

Proposed New Road Crossing

Creek Crossing (existing)

Creek Crossing (new/upgrade)

Minor Trailhead / Rest Area

Major Trailhead

Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

Existing

Future

Parking Area

Picnic Area

Public Washrooms

Camping Area

Point of Interest

Nature Viewing Area

School

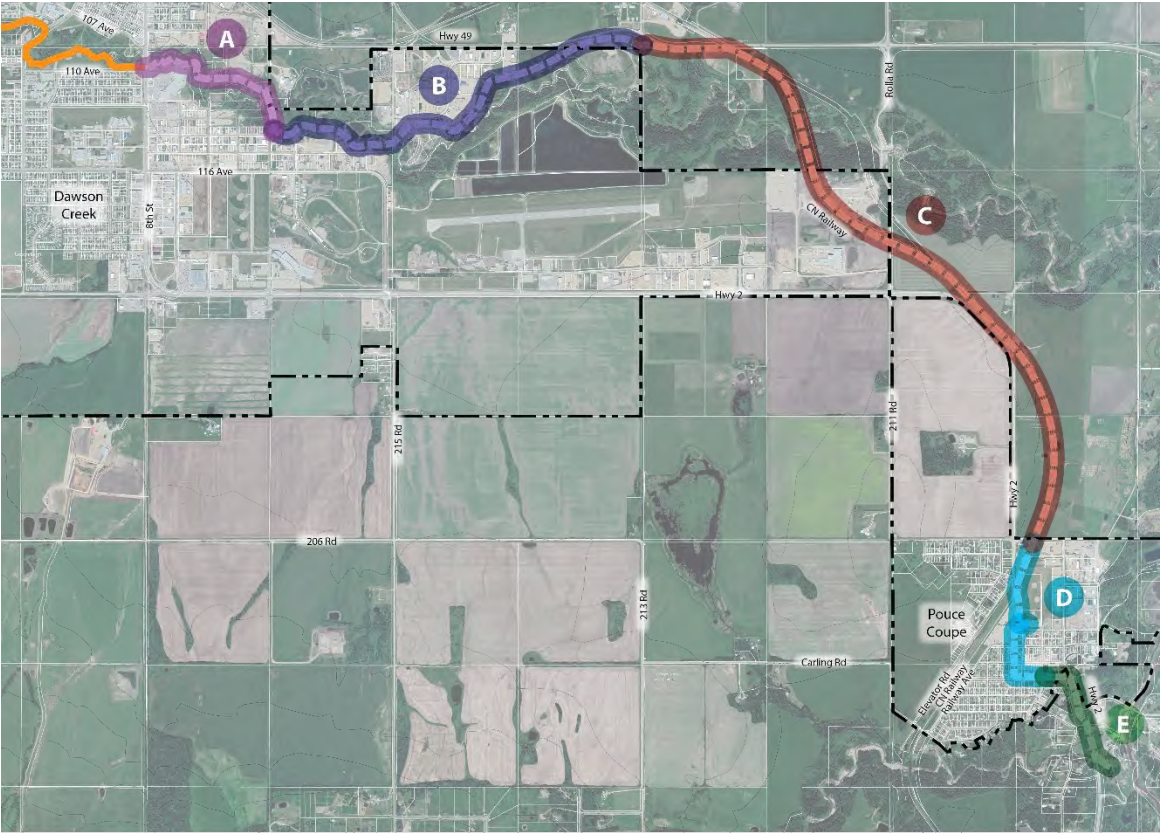
Food / Drink

Shopping

February 12, 2019

OPTION C: RAIL ROUTE

Potential Phasing & Costs



PHASED COST ESTIMATES					
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS
A	Dawson Creek - 8 St to 4 St	City of Dawson Creek	\$0.7 M - \$1.0 M	0% / 100%	\$0
B	Dawson Creek - 4 St to 213 Rd	City of Dawson Creek	\$1.3 M - \$2.1 M	0% / 100%	\$0
C	CN Rail Line - 213 Rd to Old Tremblay Trail	PRRD	\$2.5 M - \$2.9 M	33.34% / 66.66%	\$0.8 M - \$1.0 M
D	Pouce Coupe - Old Tremblay Trail to 49 Ave	Village of Pouce Coupe	\$0.7 M - \$0.8 M	0% / 100%	\$0
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$5.8 M - \$7.6 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.0 M - \$1.3 M (excluding acquisition + trestle upgrades costs)

DAWSON CREEK TO POUCE COUPE

Options Comparison Summary

D-1

KEY EVALUATION FACTORS

OPTION	ESTIMATED TOTAL CAPITAL COST RANGE	ESTIMATED PRRD CAPITAL COST RANGE	PRELIMINARY EVALUATION OUTCOMES			
			Physical Conditions	Community Connectivity	Experience	Cost Considerations
A Roadside Route	\$5.7 M - \$8.5 M	\$1.2 M - \$1.8 M	Moderate Some risks for arch, enviro, stability, several bridge crossings, flat terrain	Good Generally direct, good connections to desirable destinations	Good Large sections along rural roads, moderate visual appeal, good passive surveillance	Good Slightly higher capital costs, more certainty around tenure
B Off-Road Route	\$5.5 M - \$8.1 M	\$1.0 M - \$1.5 M	Moderate Some risks for arch / slope issues along creek, environmental considerations at Bisette Marsh, steep area near Pouce Coupe	Very Good Most direct option, very strong connections to desirable destinations	Good Several high quality experiences along creek, some areas with limited passive surveillance	Moderate Lower capital costs, potentially more challenges for construction / maintenance access
C Rail Route	\$5.8 M - \$7.6 M	\$1.0 M - \$1.3 M	Poor Higher risks for arch, enviro, slope issues, some steep terrain challenges, CN and private land tenure issues	Good Generally direct, good connections to desirable destinations	Good Several high quality experiences along creek, rail trestle, some areas with limited passive surveillance	Moderate Lower capital costs, however acquisition and trestle rehabilitation costs are significant unknowns

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LOOKING AHEAD

- 
- Preliminary recommendations about trail design
 - Landowner notification and feedback opportunities
 - Community review and input on options
 - Evaluation and recommendation of one option for each route

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A series of yellow footprints of varying sizes and orientations, arranged in a path that leads from the top left towards the top right, set against a solid blue background.

LANDOWNER NOTIFICATION

- 
- A grayscale photograph of a winter forest scene. The ground is covered in a thick layer of snow. Several bare trees with snow-laden branches are visible. In the middle ground, two people are walking away from the viewer through the snow. The overall atmosphere is quiet and cold.
1. Internal identification of affected landowners:
 - Direct property requirements for trail connection
 - Potential property requirements
 - Adjacent agricultural lands (trail on public land)
 - Adjacent residential properties (trail on public land)
 2. Initial outreach via mail to all groups
 3. Meetings with directly affected landowners prior to next public engagement events

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ANTICIPATED UPCOMING CHALLENGES

- Non-support from some neighbouring landowners
- Concerns about future implementation costs
- Leadership and support for advancing next steps including funding application / fundraising



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

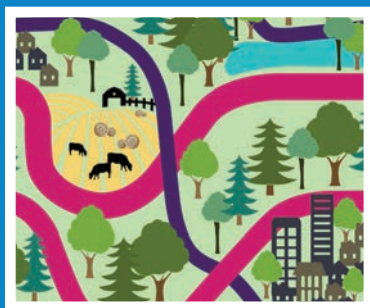
▶ **THANK YOU!**

February 12, 2019



OPTIONS DEVELOPMENT

December 2018



CONNECTING COMMUNITIES

REGIONAL TRAILS STUDY

FORT ST. JOHN to CHARLIE LAKE • DAWSON CREEK to POUCE COUPE



northern health
the northern way of caring



**BRITISH
COLUMBIA**



**BC Alliance
for Healthy Living**

This page provides a quick overview of Options Development. Learn more by browsing the full report.

Phase 1 of the Connecting Communities Study gathered early ideas and insights about potential trail connections between Fort St. John and Charlie Lake and between Dawson Creek and Pouce Coupe. This information is being used in Phase 2 of the study to test, evaluate, and refine potential trail options, with the goal of focusing in on options showing the highest potential for future development.

This report outlines potential trail options for each connection and provides a preliminary high-level analysis of strengths and challenges, as well as preliminary cost estimating. This information is intended to support discussions on options with the project team, stakeholders, and community members. These options are preliminary only. It should be expected that options will be added, removed, or refined during this phase of work.

FORT ST. JOHN TO CHARLIE LAKE

OPTION A: ROADSIDE ROUTE	- START: Northwest corner of Fort St. John's Bypass Trails - END: Rotary Park parking lot in Charlie Lake - ROUTE: This route utilizes mainly public lands including the proposed park/greenway areas in the future Parkwood development and road right-of-ways along 269 Rd, 244 Rd, and Sunnyside Dr.
OPTION B: FISH CREEK ROUTE	- START: Northwest corner of Fort St. John's Bypass Trails - END: Rotary Park parking lot in Charlie Lake - ROUTE: This route follows the north bank of Fish Creek through the proposed park areas in the future Parkwood development and private lands further west. This route would require more extensive land acquisition than other options.
SUB-OPTION: ROTARY PARK TO BEATTON PROVINCIAL PARK	- START: Rotary Park in Charlie Lake - END: Parking lot at Beatton Provincial Park - ROUTE: Once the initial regional trail connection is completed between Fort St. John and Charlie Lake, a route extension could be considered linking Rotary Park and Beatton Provincial Park via Sunnyside Drive. An alternate route via a lakefront route that utilizes boardwalks over portions of Charlie Lake may also warrant consideration.

DAWSON CREEK TO POUCE COUPE

OPTION A: ROADSIDE ROUTE	- START: Dawson Trail at 8th Street in Dawson Creek - END: Pouce Coupe downtown - ROUTE: This route connects through existing recreation lands around the event centre in Dawson Creek before zig-zagging across rural roads including 215 Rd, 206 Rd, 213 Rd, and Carling Rd before reaching the south end of Pouce Coupe and traveling up Railway Ave and 49th Ave to the downtown core.
OPTION B: OFF-ROAD ROUTE	- START: Dawson Trail at 8th Street in Dawson Creek - END: Pouce Coupe downtown - ROUTE: This route connects through existing recreation lands around the event centre in Dawson Creek, then crosses Hwy 2 to travel along rural road right-of-ways and lands including Hwy 2, 213 Rd, Bissette Marsh, and 206 Rd before entering the west end of Pouce Coupe at the water reservoir and traveling down 55th Ave, Hwy 2, and 50th St to the downtown core.
OPTION C: RAIL ROUTE	- START: Dawson Trail at 8th Street in Dawson Creek - END: Pouce Coupe downtown - ROUTE: This route follows Crown lands along Dawson Creek before following the CN rail corridor southeast to the north end of Pouce Coupe, passing by the ballfields and elementary school before traveling down Hwy 2 and 50th St to the downtown core. This route would require future discontinuance of the CN Rail line and potential upgrades to the trestle.

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1 | INTRODUCTION

The Connecting Communities Regional Trails Study is being undertaken to enhance connectivity in the Peace Region. The study is analyzing and developing routing recommendations for two regional trail connections: one from Fort St. John to Charlie Lake and one from Dawson Creek to Pouce Coupe. The outcome of this study will be a plan that shows suggested trail routes, design, preliminary costs, and priorities. The Peace River Regional District and partners will use this plan to consider trail development in the future. This report is an interim step that outlines and evaluates emerging preliminary options.

In the region, trail connections continue to be identified as a community priority. This study is a first step in planning trails that could be built in the future. The Peace River Regional District (PRRD), in partnership with the City of Fort St. John, City of Dawson Creek, and Village of Pouce Coupe, is undertaking the Connecting Communities Regional Trails Study.

Phase 1 of the process focused on analyzing existing conditions, building a framework of opportunities and constraints, and gathering preliminary ideas from the community. During this phase, community engagement was undertaken to raise awareness about the study and gather early ideas and insights about potential routes.

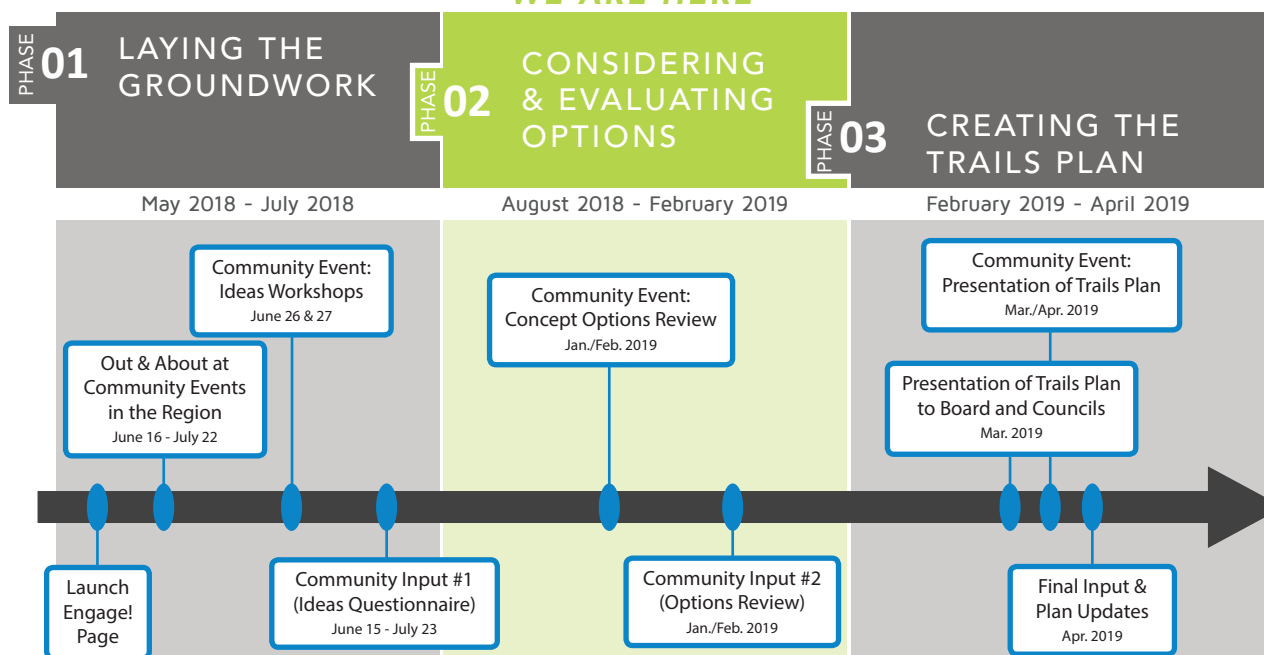
The Project team is using this information as a framework for Phase 2: Options Development. During this phase, the team, local stakeholders, community groups, and the public will be testing, evaluating, and refining potential trail routing options with the goal of focusing on the option with the highest potential for future development for each route. This option will be further refined in Phase 3 of the study.

The options outlined in this report are preliminary only. It should be expected that options will be added, removed, or refined over the course of this phase of work.



1.2 OVERALL PROJECT PROCESS

WE ARE HERE



Why is a Regional Trails Study Being Completed?

In the region, trail connections continue to be identified as a community priority. This study is a first step in planning trails that could be built in the future. The outcome of the study will be a plan that shows suggested trail routes, design guidelines, preliminary costs, and priorities for moving forward. The PRRD and partners will use this plan to consider trail development in the future.

What is a Regional Trail?

Throughout British Columbia and beyond, regional trails connect people to nature and to their communities. These routes transcend municipal boundaries and urban and rural thresholds to stitch communities together in a network that allows people to connect via off-road alternatives.

Trails and trail-based recreation are important contributors to the quality of life in a region, supporting healthy lifestyles, encouraging environmental protection, and inviting tourism and economic development. Great regional trails are **built** through purposeful planning, a long-term outlook, and a commitment to collaboration. Great regional trails are **maintained** through effective programming and advertising, efficient management and maintenance, and the respect of the people who use and enjoy them.

1.3 BENEFITS

Trends show that people are using trails more and more – to increase their activity, to spend time outdoors, and to reduce their reliance on automobiles. As a result, more regional trails are being built to connect BC communities. Recent studies show that trails have a many benefits, including those summarized below.

BENEFITS OF REGIONAL TRAILS



Healthy People

- » Encourage physical activity
- » Usable by all ages and abilities
- » Low-cost to use
- » Support mental health by providing access to nature
- » Can reduce health care costs



Livable Communities

- » Help attract and retain skilled labour and businesses
- » Support community renewal
- » Increase safe routes to school, work, and play



Social Well-being

- » Encourage interaction with others
- » Source of community pride
- » Encourage volunteers
- » Increase positive activity / decrease anti-social behaviour



Healthy Environment

- » Provide transportation options like walking or biking that reduce air pollution
- » Encourage activities that do not impact the environment



Economic Benefits

- » Support tourism opportunities (e.g., agro-tourism, cultural tourism, sports tourism, etc.)
- » Support local businesses
- » Increase property values

+ many more...

Samples of Studies on the Benefits of Trails:

One US study found that every additional kilometer walked per day is associated with a 4.8% reduction in obesity. In contrast, every additional hour spent in a car each day is associated with a 6% increase in the likelihood of obesity (Frank et al. 2004).

One study showed that in Vermont, tourists stay about one day longer in Stowe than in the state's other resort areas. This extra day and the revenue it generates are attributed to the Stowe Recreation Path, a 5.5-mile multi-use trail.

A study by the America Recreation Coalition showed that nine out of ten outdoor recreation participants express satisfaction with their personal health and fitness while the six out of ten who don't participate are unsatisfied with their personal health and fitness.

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CONNECTING COMMUNITIES REGIONAL TRAILS STUDY

Options Development - December 2018

1.4 FUNDING REGIONAL TRAILS

It should be noted that the regional trails are significant, large-scale projects and will require external funding assistance from partnering local governments, provincial or federal funding pools, fundraising or donation, or other means. This is similar to the development of recreational trails of a large scale throughout British Columbia. It is not a project that can be funded solely by the Peace River Regional District given the likely capital costs and other competing projects that must be funded in the region.

An important next step in the process will be developing partnerships and determining how trail funding will be shared, as well as identifying and securing funding from external sources.

This study includes high-level cost estimating based on typical trail construction within similar settings. Many factors will affect final cost including construction materials, commodity prices, landscape conditions, property impacts of the selected alignment, and other undetermined issues.

The study also includes preliminary suggestions about funding split between the PRRD and external funding sources based on practices used in similar projects. However, it will ultimately be up to the PRRD to determine their potential financial contribution to regional trail development and how / where external sources of funding will be made.

The following potential funding sources should be considered for the future trails development:

- **Regional Parks Function** - The PRRD maintains a regional parks function that allows for collection and use of taxes for regional parks and trails. Typically the regional parks function could be used to support a portion of capital and maintenance costs.
- **Municipal Partners** - In order to connect to destinations within developed areas, the options include trails within the municipal boundaries of the City of Fort St. John, City of Dawson Creek, and Village of Pouce Coupe. Where trail routes are within municipal boundaries, funding arrangements should be determined with municipalities.
- **Private Development** - Some trail routes have potential to pass through future development sites (e.g., the Parkwood development in Fort St. John). In these cases, trail dedication and development should be considered through the development approvals process.
- **Senior Government Grants** - Federal and provincial funding is commonly obtained to fund trails projects throughout BC. Programs such as the Investing in Canada Infrastructure Fund, New Building Canada Fund - Small Communities Fund, and Cycling Infrastructure Funding all provide opportunities for cost-sharing with senior governments, including funding up to 80% of project costs.
- **Donations & Fundraising** - Given the community benefits, trails are often well-supported through fundraising efforts. In the Peace Region, corporate sponsorship could also be potentially accessed through the resource sector.



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2 | MISSION & GOALS

During the first phase of community engagement, community members provided input and insights on their hopes for Connecting Communities. These insights have been used to develop a guiding mission and set of goals for future regional trail development. These will be refined during upcoming project phases.

2.1 CONNECTING COMMUNITIES MISSION

A mission describes an intended mandate for future regional trail connections. It provides a reminder about the desires of the community and an outlook for measuring progress and is a touchstone for future decision-making.

MISSION: Create desirable and well-used trails linking Fort St. John and Charlie Lake and Dawson Creek and Pouce Coupe. These trails will incorporate connections to existing and planned trails, parks and open spaces, schools, landmarks, and other community destinations, making it fun and easy for people to choose alternative modes of transportation and for residents and visitors to connect with the unique landscapes of the Peace Region.

2.2 CONNECTING COMMUNITIES GOALS

Goals support the mission by providing specific guidance to future planning and projects. Goals act as a “checklist” for proposed projects; if a project meets these goals it will support the spirit and intent of the Connecting Communities mission.

GOAL 1: Connect Fort St. John with Charlie Lake and Dawson Creek with Pouce Coupe through contiguous multi-use trails that link with important destinations in each community.

GOAL 2: Increase the number of people choosing outdoor active transportation and recreation on trails, helping to reduce traffic trips, increase activity, and support a healthy environment.

GOAL 3: Support each community's economic development efforts by connecting to destinations that entice people to visit and by promoting the regional trail experience.

GOAL 4: Design the trail to fit changing local conditions, from connections within urban and sub-urban neighbourhoods to rural stretches through the region's countryside.

GOAL 5: Respect adjacent land uses, both existing and future, by designing, with input from neighbours and landowners, trails that mitigate potential conflicts and encourage positive experiences.

GOAL 6: Create an experience that connects people physically from place to place, as well to nature, neighbours, and the region.

3 | TRAIL OPTIONS - FORT ST. JOHN TO CHARLIE LAKE

Preliminary options are being developed to test and evaluate potential future trail routes. Each option has strengths, as well as challenges, that would need to be overcome in order to move forward with trail development. The intent of creating options is to allow for further analysis, public review and input, and engagement with stakeholders, in order to identify a route with high potential.

3.1 AREA OVERVIEW

The study area encompasses lands both north and south of the Alaska Highway that could form an east-west connection between Fort St. John and Charlie Lake.

The City of Fort St. John is well-served by trails with the Bypass Trails along the west, north, and east sides of the city. These trails connect into the city's residential areas and ultimately the City Centre via trails, sidewalks, and cycling routes. The regional trail is intended to connect with this established network.

In Charlie Lake there are no existing trails. The initial goal will be a regional trail connection to the south end of Charlie Lake, but with consideration for future connections to other destinations such as Beaton Provincial Park and Charlie Lake Provincial Park.

Land uses vary across the study area. In the east, near Fort St. John, land uses are primarily residential. The proposed Parkwood development will expand the urban boundary of Fort St. John west with a new master planned community that includes residential areas of varying densities as well as commercial, recreational, and institutional land uses. The trail in this section will have a more urban character and will be incorporated into the new community. West, beyond the Fort St. John city boundary, land uses become rural with a mix of large-lot rural homes and active agriculture lands. Near the Alaska Highway, land uses are mainly industrial, sited along frontage roads that parallel the highway. To the south of the highway, land uses transition from industrial near Fort St. John to rural and rural residential areas to the west.

In Charlie Lake, Rotary Park at the south of the lake, forms a recreation destination with nearby commercial uses. Suburban residential both sides of the lake, along with several recreation destinations.

The vast majority of the lands within the study area are privately held. There is very little Crown land available, which presents a significant challenge to securing lands for trail development. The future Parkwood development on the west side of Fort St. John presents an opportunity for future trail, as preliminary plans for the development show park and greenway concepts that could play an important role in connecting communities.

Fish Creek corridor runs east-west between Charlie Lake and Fort St. John, connecting with Charlie Lake at Rotary Park. The creek is a significant cultural, physical, and environmental landmark. Archaeological and environmental values, along with geotechnical and flooding constraints, will be important considerations for any trail routes near this corridor. Most of the lands around the creek are privately owned, which has been a barrier to previous trail development initiatives.

The Ross McLean Rotary Park in Charlie Lake includes a large gravel parking area, habitat-rich wetlands, a playground, the Charlie Lake Alaska Hwy Memorial, a boat launch, a fishing dock, and a dog park. The Rotary RV park provides adjacent camping and the Tse'K'wa Caves, Charlie Lake Elementary, and the Jackfish Pub are all within walking distance, forming a hub of potential tourism, cultural, and recreation activity.

The study area slopes from north to south towards the Peace River, including some areas with steep grades, especially in the northern areas.

Primary obstacles to trail development for this route include private property, MoTI rural road standards, existing utility lines (both surface and sub-surface), adjacent land uses, and major roads.

3.2 OPTIONS DEVELOPMENT

Based on initial review of the study area along with input and ideas from the community, a total of nine potential routes were identified between Fort St. John and Charlie Lake.

Initial screening applied the following criteria to identify routes with the high potential:

- **Physical Feasibility:** Does the route have any significant barriers (e.g., terrain, watercourse) that will be difficult or cost prohibitive to overcome?
- **Experiential Value:** Does the route have a sufficient level of attractiveness to provide a desirable experience for potential trail users?
- **Directness:** Does the route provide an efficient connection between key destinations? Longer routes will typically have higher costs because more trail will need to be built / maintained.
- **Land Ownership:** Are there significant private land constraints that may affect feasibility of the route?

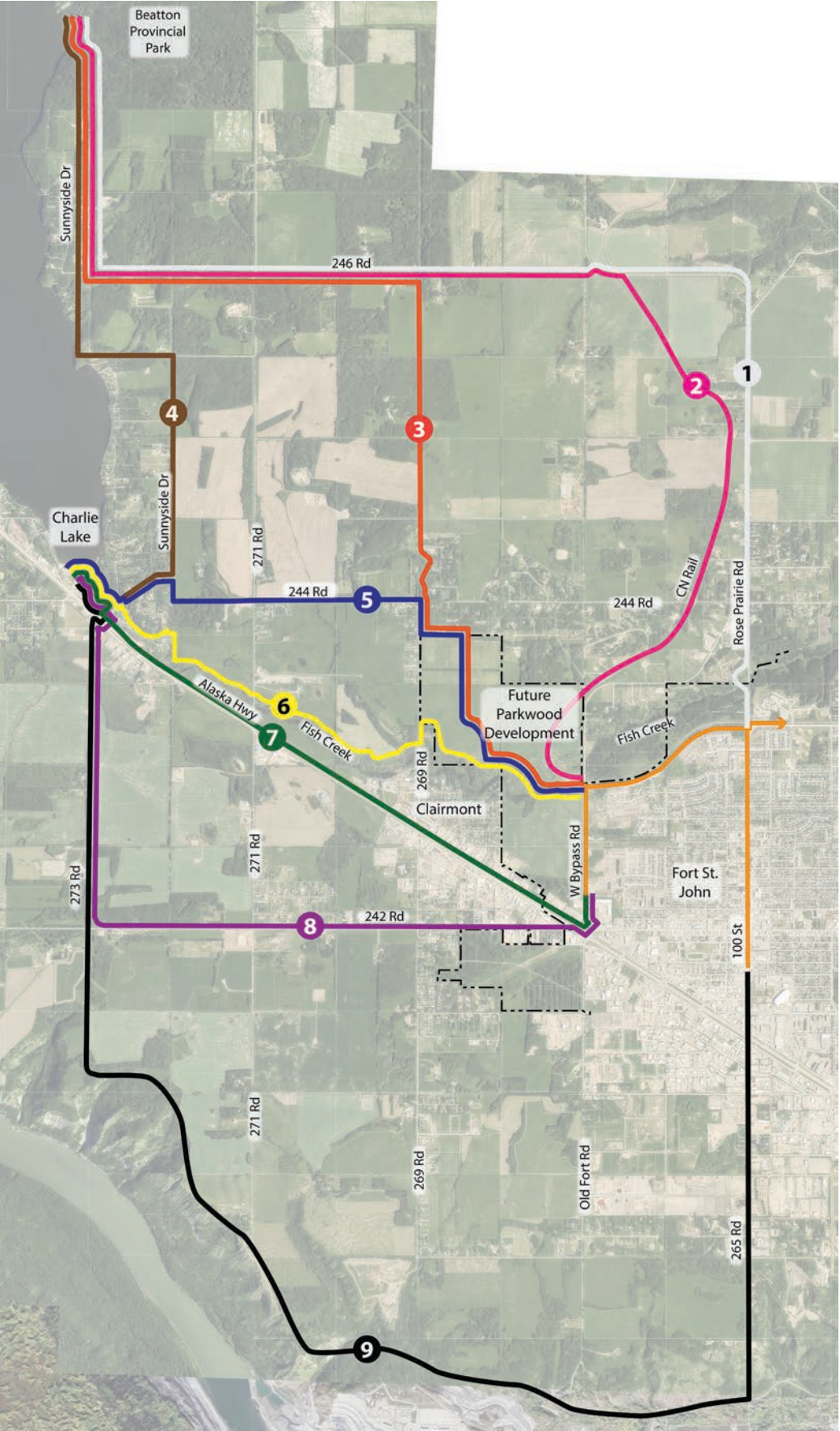
The adjacent Screening Summary Table summarizes the screening outcomes.

After screening, two options were advanced for the Fort St. John to Charlie Lake route:

- Option A: Roadside Route
- Option B: Fish Creek Route

An additional Future Option to connect Rotary Park and Beaton Provincial Park was also advanced, although it is anticipated this would be developed after either Option A or Option B is complete.

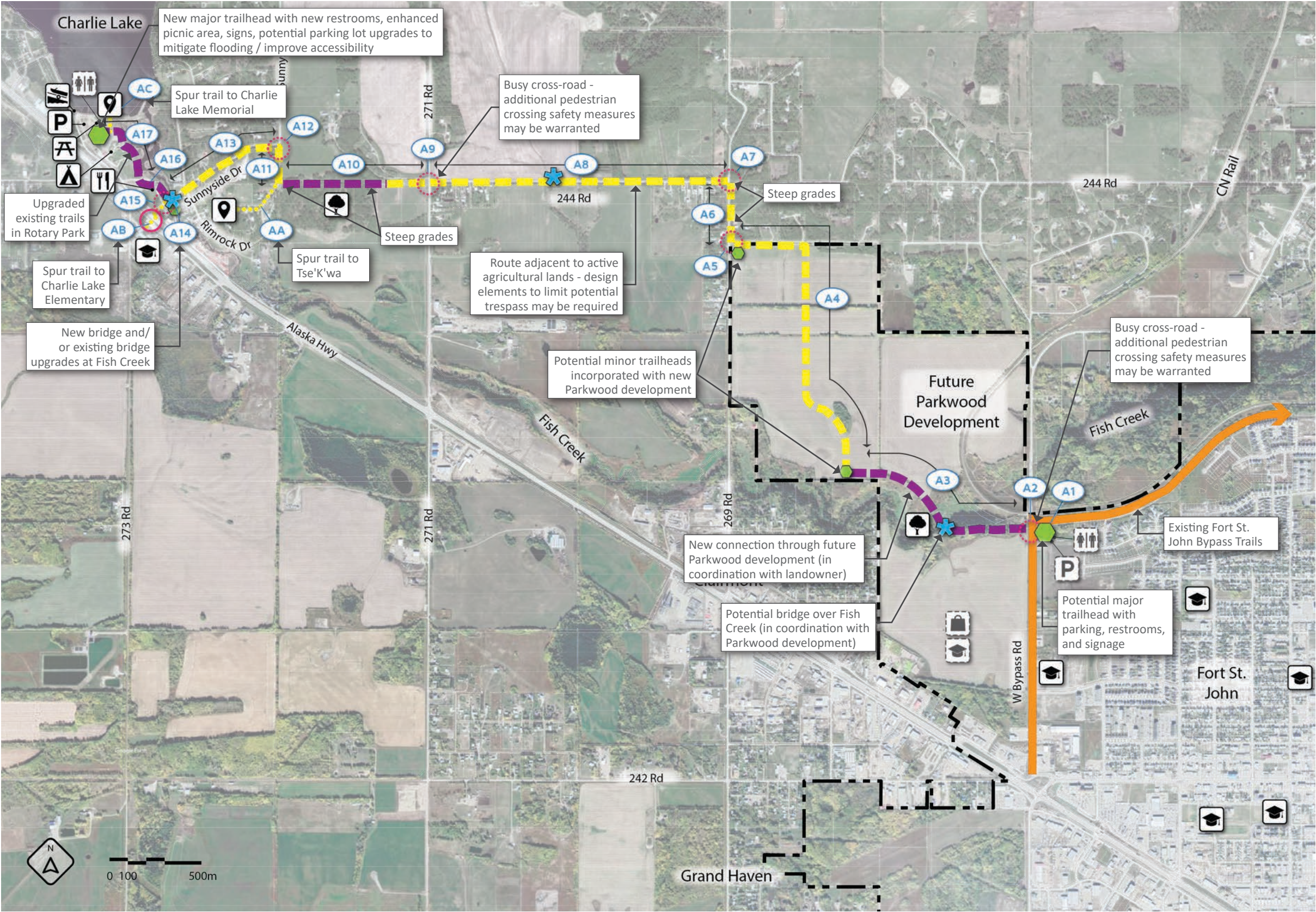
The following pages describe each of the options that have been advanced.



SCREENING SUMMARY						
#	DESCRIPTION	SCREENING				ADVANCED?
		Physical Feasibility	Experiential Value	Directness	Land Ownership	
1	Rose Prairie Rd / 246 Rd / Sunnyside Dr right-of-ways	Poor challenging terrain	Poor mainly along roadways, highway section	Poor much longer, not connected to south end of Charlie Lake	Good road ROWs	No
2	CN Rail / 246 Rd / Sunnyside Drive	Poor challenging terrain	Moderate rail ROW, rural roads	Poor much longer, not connected to south end of Charlie Lake	Poor active railway, currently unavailable	No
3	269 Rd / 246 Rd	Poor challenging terrain	Moderate some sections along Fish Creek	Poor much longer, not connected to south end of Charlie Lake	Good road ROWs	No
4	Beaton Park Connector	Poor challenging terrain	Moderate mainly rural roads	Good connects Beaton Park and south end of Charlie Lake	Good road ROWs	Yes (FUTURE OPTION)
5	244 Rd	Moderate some terrain challenges	Moderate some sections along Fish Creek, rural roads	Good relatively direct	Good road ROWs	Yes (OPTION A)
6	Fish Creek Corridor	Good generally flat	Good Fish Creek corridor	Good most direct option	Poor private land challenges	Yes (OPTION B)
7	Alaska Hwy	Good generally flat	Poor highway corridor, industrial land uses	Good direct option	Poor frontage road challenges	No
8	273 Rd / 242 Rd	Moderate some steep sections	Poor industrial land uses, highway crossings	Moderate less direct than other options	Good road ROWs	No
9	Peace River Corridor	Poor challenging terrain, slope stability issues	Good views over the Peace River	Poor least direct route	Poor many private land challenges	No

FORT ST. JOHN TO CHARLIE LAKE OPTION A: ROADSIDE ROUTE

The following map outlines a potential preliminary route and records observed issues and opportunities. The lines and notes shown on this map are preliminary only, based on available data and field observation. More detailed survey and investigation would be required to confirm preliminary observations.



LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Potential Creek Crossing
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

Existing	Future	
		Parking Area
		Picnic Area
		Public Washrooms
		Boat Launch
		Camping Area
		Point of Interest
		Nature Viewing Area
		School
		Food / Drink
		Shopping

FORT ST. JOHN TO CHARLIE LAKE
OPTION A: ROADSIDE ROUTE OVERVIEW

OVERVIEW

TOTAL LENGTH:

7,250 m

START:

Northwest corner of Fort St. John Bypass Trails

FINISH:

Rotary Park, Charlie Lake

SUMMARY

The roadside route follows mainly public lands, utilizing existing and future park spaces and road right-of-ways. This route would originate at the northwest corner of Fort St. John's Bypass Trail at a new proposed trailhead. It would cross the West Bypass Road and enter the Parkwood development site. Opportunities exist to coordinate the regional trail with proposed trails and greenway routes within this future development site, first following Fish Creek west before turning north to Kapchinski Road.

The trail would cross the City of Fort St. John boundary at Kapchinski Road, continuing north along 269 Road before turning west along 244 Road. The trail would cross 271 Road and stay along the undeveloped 244 Road right-of-way to Rimrock Road in Charlie Lake.

The trail would follow Rimrock Road north briefly to Sunnyside Drive, then along Sunnyside Drive, crossing Fish Creek at an upgraded bridge. It would pass by the Jackfish Pub and enter Rotary Park adjacent to the existing wetlands. In the park it would follow upgraded existing trails to a new trailhead near the parking lot.

KEY STRENGTHS / CHALLENGES

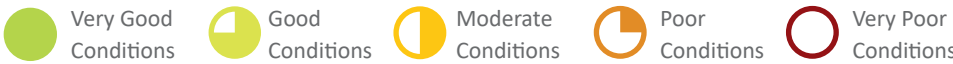
STRENGTHS

- Strong connection to the existing Fort St. John Bypass Trails
- Mainly utilizes existing or future public lands (road right-of-ways, parks), limiting the need for private land acquisition
- Opportunities to integrate with the future Parkwood development

CHALLENGES

- Some road right-of-ways may have insufficient width or utility conflicts which could be a barrier to trail development within the road right-of-way (which may have acquisition implications)
- Small sections with significant grades, in several locations along the route
- Interfaces with active agricultural lands which may require trespass mitigation

PRELIMINARY EVALUATION



PHYSICAL CONDITIONS		
CRITERIA	EVALUATION	COMMENTS
TOPOGRAPHY		- Significant elevation gain (+/- 80 m total) - Several sections above 8% grade
POTENTIAL ARCHAEOLOGICAL CONSIDERATIONS		Higher potential in sections near Fish Creek (~20% of the trail is near the creek)
ENVIRONMENTAL COMPATIBILITY		Higher potential in sections near Fish Creek (~20% of the trail is near the creek)
GEOTECHNICAL CONTEXT		Higher potential for instability near Fish Creek (~20% of the trail is near the creek)
POTENTIAL FLOODING ISSUES		- Higher potential for flooding near Fish Creek (~20% of the trail is near the creek) - Existing flooding at Rotary Park parking lot
COMPATIBILITY w/ NEIGHBOURING LAND USE		~13 private properties directly adjacent to the route
POTENTIAL PRIVATE LAND REQUIREMENTS		- Most trail development on existing or future public land areas - Some road right-of-way limitations may require acquisition of adjacent private land
ROAD CROSSINGS		2 major roads: West Bypass Road, 271 Road 4 minor roads: Kapchinski Road, 269 Road, Rimrock Drive, Sunnyside Drive
POTENTIAL UTILITY CONFLICTS		Gas lines and overheard power lines in the road right-of-ways
CREEK CROSSINGS		- Fish Creek crossing at Parkwood development - Improved Fish Creek Crossing on Sunnyside Drive in Charlie Lake - Small creek at mid-point of 244 Rd

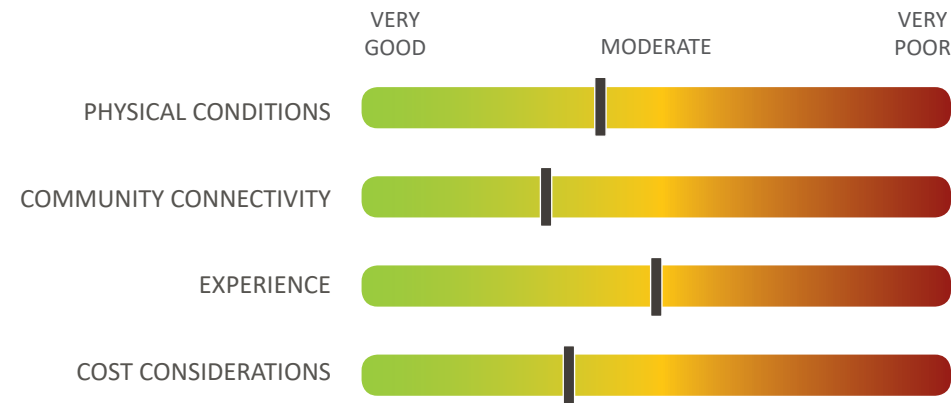
COMMUNITY CONNECTIVITY		
CRITERIA	EVALUATION	COMMENTS
DIRECTNESS		Routes travels slightly north from both communities, but is generally direct
CONNECTION TO EXISTING TRAILS		Strong connection to Fort St. John Bypass Trails
CONNECTION TO COMMERCIAL DESTINATIONS		- Potential connection to future Parkwood commercial area - Connection to Jackfish Pub, Rotary RV Park in Charlie Lake
CONNECTION TO TOURISM DESTINATIONS		- Potential link to Tse'K'wa archaeological site - Potential for agricultural tourism

February 12, 2019

EXPERIENCE		
CRITERIA	EVALUATION	COMMENTS
EDUCATIONAL OPPORTUNITIES		- Environmental features at Fish Creek - Agricultural education
VISUAL EXPERIENCE		- Reduced where adjacent to roadways - Some potential views of Fish Creek - Landscape vista views from higher elevations
ACCESSIBILITY POTENTIAL		Limited by topography (especially in areas near Charlie Lake)
PASSIVE SURVEILLANCE OPPORTUNITIES		Adjacency to roads and residential areas provide eyes on the trail
CONFLICTS WITH OTHER USES		Potential for conflict with ATV users within the unopened 244 Road right-of-way

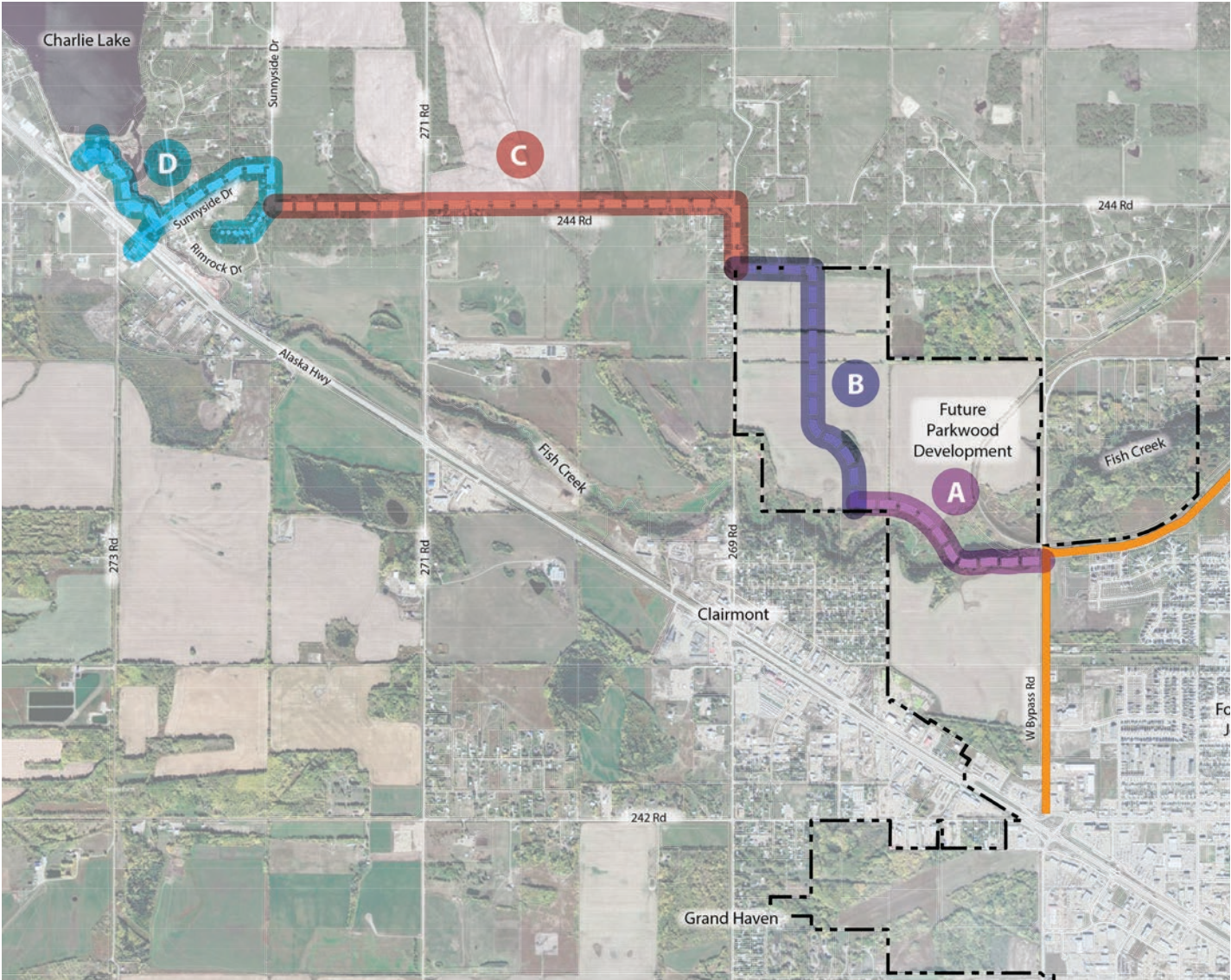
COST CONSIDERATIONS		
CRITERIA	EVALUATION	COMMENTS
EASE OF CONSTRUCTION ACCESS		Adjacent to existing roads
EASE OF MAINTENANCE ACCESS		- Adjacent to existing roads - Potential conflicts with snow removal on rural roads
SUPPORT FROM EXISTING INFRASTRUCTURE		Potential for some conflicts with existing underground/above ground utility lines
GENERAL RELATIVE COST		- Moderate relative cost - Limited creek crossings and use of existing corridors help manage costs
POTENTIAL ACQUISITION COSTS		Potential for limited acquisition where road right-of-ways are not sufficient

EVALUATION SUMMARY



FORT ST. JOHN TO CHARLIE LAKE
OPTION A: ROADSIDE ROUTE POTENTIAL PHASING AND COST SUMMARY

Due to the size of the project and the variations in conditions along the route, trail development is shown divided into potential phasing segments. The phasing does not indicate which sections would be built first; rather it shows logical divisions based on land ownership and physical characteristics.



PHASED COST ESTIMATES						
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS	NOTES
A	Parkwood - Fish Creek	- City of Fort St. John - Parkwood Developer	\$1.3 M - \$1.6 M	0% / 100%	\$0	- Includes a new pedestrian bridge over Fish Creek (high cost) - Trails to be part of planning for future Parkwood neighbourhood
B	Parkwood - Fish Creek to Kapchinski Road	- City of Fort St. John - Parkwood Developer	\$0.6 M - \$1.0 M	0% / 100%	\$0	- Trails to be part of planning for future Parkwood neighbourhood - Routing and phasing would be affected by timing and layout of future development
C	Rural Areas - 269 Rd, 244 Rd	PRRD	\$1.3 M - \$2.1 M	33.34% / 66.66%	\$0.4 M - \$0.7 M	Assumes PRRD would pursue grants or fundraising for external portion
D	Charlie Lake - Rimrock Dr. to Rotary Park	PRRD	\$1.5 M - \$2.0 M	33.34% / 66.66%	\$0.5 M - \$0.7 M	- Includes a new / upgraded pedestrian bridge over Fish Creek (high cost) - Assumes PRRD would pursue grants or fundraising for external portion
TOTAL ESTIMATED CAPITAL COST:			\$4.7 M - \$6.7 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$0.9 M - \$1.4 M (excluding acquisition costs)	

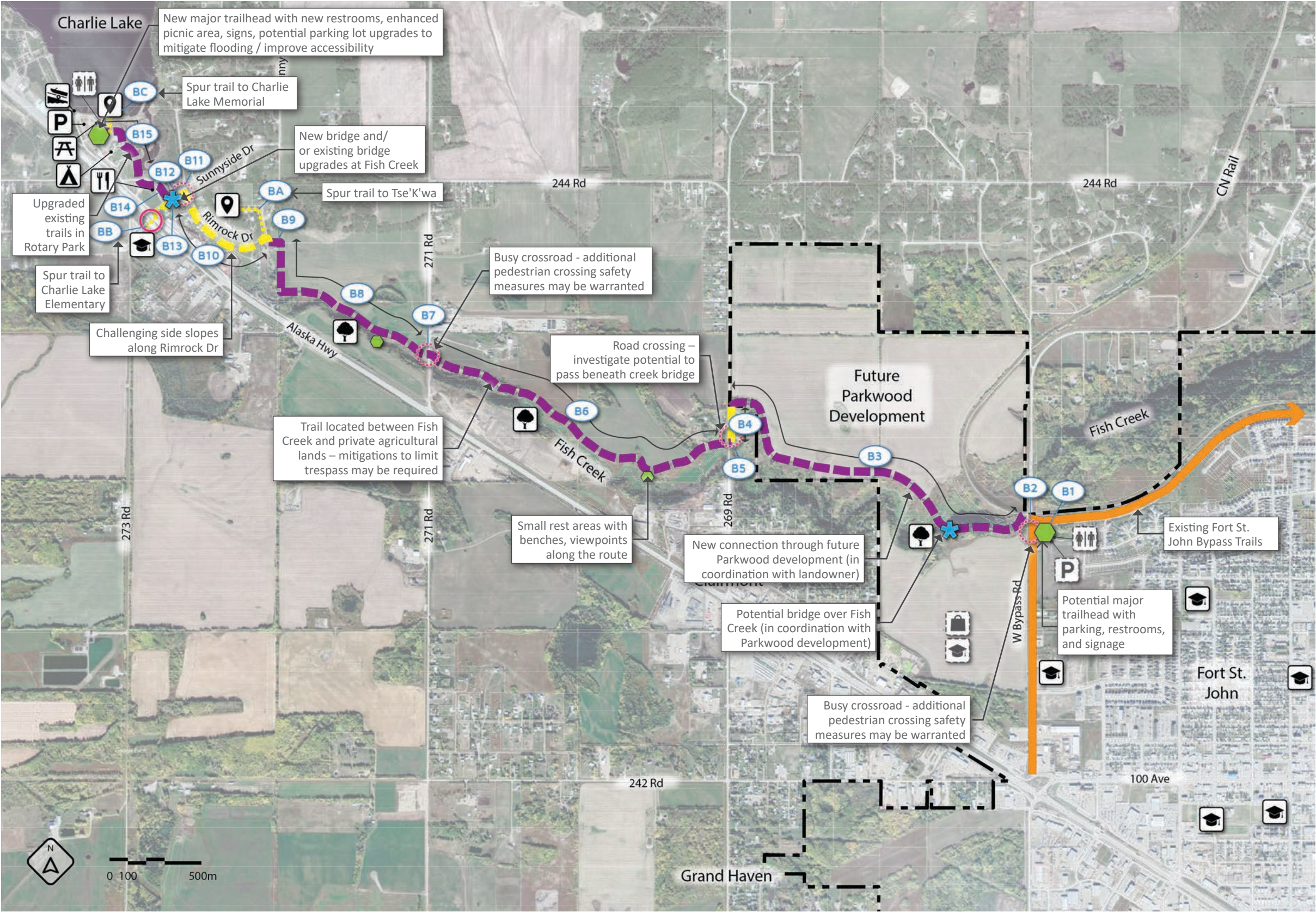
COST ESTIMATE NOTES:

* **Estimated Capital Cost Ranges** are shown in 2018 dollars, based on typical projects in northern BC. A range is shown to account for different potential design considerations that are to be determined (e.g., aggregate vs asphalt surfacing). Estimates do not include the cost of property acquisition, utility relocations, road upgrades, or major roadside drainage works unless noted. Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

** The **Potential PRRD / External Funding Split** is provided as an illustration only. It is based on typical senior government funding program splits. Actual contributions would be determined on a case-by-case basis by the PRRD and partners.

FORT ST. JOHN TO CHARLIE LAKE OPTION B: FISH CREEK ROUTE

The following map outlines a potential preliminary route and records observed issues and opportunities. The lines and notes shown on this map are preliminary only, based on available data and field observation. More detailed survey and investigation would be required to confirm preliminary observations.



LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Potential Creek Crossing
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

Existing	Future	
		Parking Area
		Picnic Area
		Public Washrooms
		Boat Launch
		Camping Area
		Point of Interest
		Nature Viewing Area
		School
		Food / Drink
		Shopping

FORT ST. JOHN TO CHARLIE LAKE
OPTION B: FISH CREEK ROUTE OVERVIEW

OVERVIEW

TOTAL LENGTH:

7,010 m

START:

Northwest corner of Fort St. John Bypass Trails

FINISH:

Rotary Park, Charlie Lake

SUMMARY

The Fish Creek route is focused on a direct connection in a more natural setting following Fish Creek. This route would originate at the northwest corner of Fort St. John's Bypass Trails at a new proposed trailhead. It would cross the West Bypass Road and enter the Parkwood development site. Opportunities may exist to align the regional trail with proposed trails and greenway routes within this future development site, following Fish Creek to 269 Road.

The trail would cross the City of Fort St. John boundary at 269 Road, turning south briefly to rejoin Fish Creek then following the creek to Rimrock Drive in Charlie Lake. The recommended alignment is on the north side of Fish Creek, limiting the need for additional costly creek crossings. It is envisioned the trail would remain above top of bank to limit potential environmental impacts and geotechnical or flooding concerns. The creek in this area is adjacent to private agriculture lands, so agreements with existing landowners would be required.

In Charlie Lake, the trail would follow Rimrock Drive west to Sunnyside Drive, then along Sunnyside Drive to cross Fish Creek on an upgraded trail at the existing bridge. It would pass by the Jackfish Pub and enter Rotary Park adjacent to the existing wetlands. In the park it would follow upgraded existing trails to a new trailhead near the parking lot.

KEY STRENGTHS / CHALLENGES

STRENGTHS

Strong connection to the existing Fort St. John Trails Bypass Trails

Mainly follows Fish Creek providing a scenic experience for trail users

Less elevation change, increasing potential for accessibility

Opportunities to integrate with the future Parkwood development

CHALLENGES

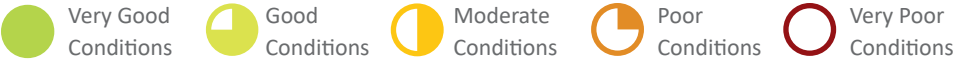
Would require agreements for private lands near Fish Creek

Interfaces with active agricultural lands which may require trespass mitigation

Design effort will be higher, likely requiring more environmental, archaeological, and geotechnical study of the creek corridor

Limited passive surveillance along the creek

PRELIMINARY EVALUATION



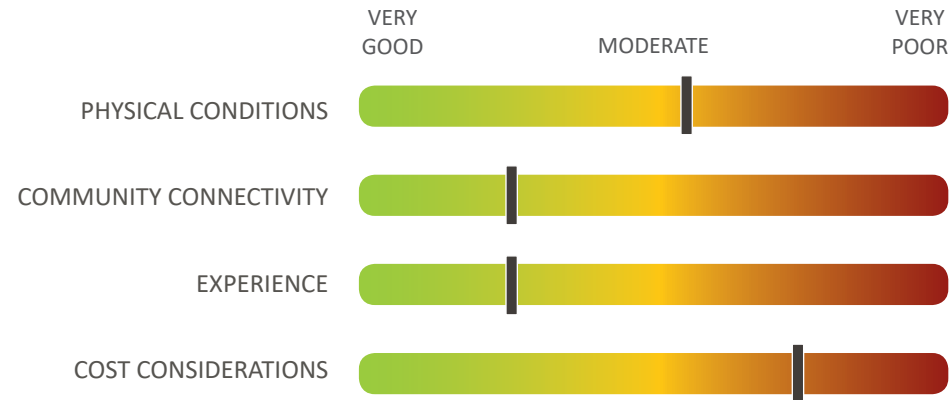
PHYSICAL CONDITIONS		
CRITERIA	EVALUATION	COMMENTS
TOPOGRAPHY		Little elevation change Steep side slopes along Rimrock Dr
POTENTIAL ARCHAEOLOGICAL CONSIDERATIONS		Higher potential in sections near Fish Creek (~70% of the trail is near the creek)
ENVIRONMENTAL COMPATIBILITY		Higher potential in sections near Fish Creek (~70% of the trail is near the creek)
GEOTECHNICAL CONTEXT		Higher potential for instability near Fish Creek (~70% of the trail is near the creek)
POTENTIAL FLOODING ISSUES		Higher potential for flooding near Fish Creek (~70% of the trail is near the creek) Existing flooding at Rotary Park parking lot
COMPATIBILITY w/ NEIGHBOURING LAND USE		~11 private properties directly adjacent to the route ~5 private properties directly on the route
PRIVATE LAND REQUIREMENTS		Would require significant land agreements for use of private rural lands on the north side of Fish Creek
ROAD CROSSINGS		2 major roads: West Bypass Road, 271 Road 2 minor roads: 269 Road, Sunnyside Drive
POTENTIAL UTILITY CONFLICTS		Likely limited to areas in Charlie Lake
CREEK CROSSINGS		Fish Creek crossing within Parkwood development Improved Fish Creek crossing in Charlie Lake

COMMUNITY CONNECTIVITY		
CRITERIA	EVALUATION	COMMENTS
DIRECTNESS		Most direct option
CONNECTION TO EXISTING TRAILS		Strong connection to Fort St. John Bypass Trails
CONNECTION TO COMMERCIAL DESTINATIONS		Potential connection to future Parkwood commercial area Connection to Jackfish Pub, Rotary RV Park in Charlie Lake
CONNECTION TO TOURISM DESTINATIONS		Potential link to Tse'K'wa archaeological site Potential for agricultural tourism

EXPERIENCE		
CRITERIA	EVALUATION	COMMENTS
EDUCATIONAL OPPORTUNITIES		Environmental features along Fish Creek Agricultural education
VISUAL EXPERIENCE		High-quality creek and agricultural views
ACCESSIBILITY POTENTIAL		Staying near the creek allows for level grades, increasing potential for accessibility
PASSIVE SURVEILLANCE OPPORTUNITIES		Limited in sections bordered by Fish Creek and agricultural uses
CONFLICTS WITH OTHER USES		Potential for conflict with ATV users along Fish Creek

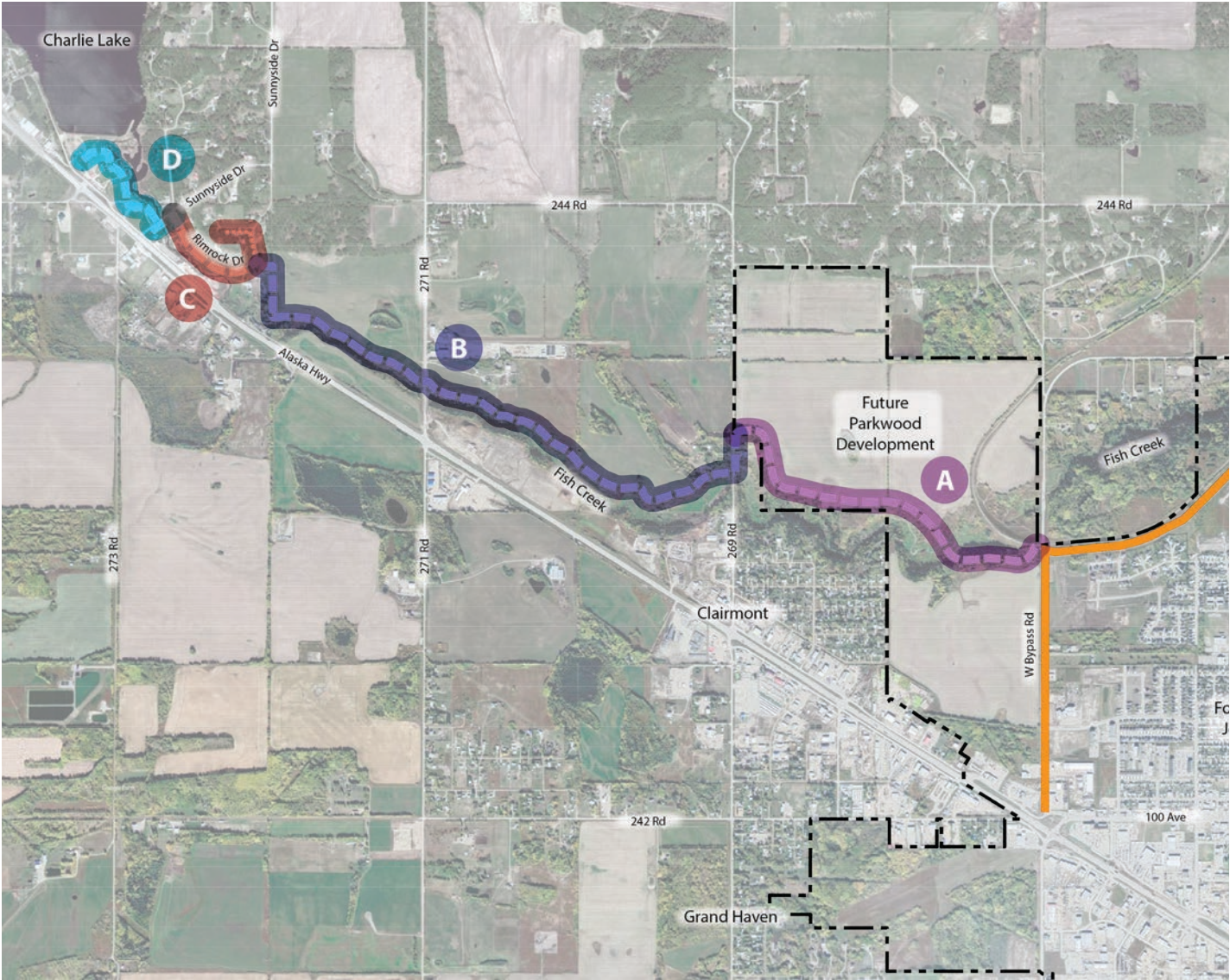
COST CONSIDERATIONS		
CRITERIA	EVALUATION	COMMENTS
EASE OF CONSTRUCTION ACCESS		Access limitations
EASE OF MAINTENANCE ACCESS		Moderate – access points at intersecting roads
SUPPORT FROM EXISTING INFRASTRUCTURE		Little existing infrastructure along portions of the route
GENERAL RELATIVE COST		Moderate relative cost Limited creek crossings help manage costs
POTENTIAL ACQUISITION COSTS		Potentially high where route crosses private lands adjacent to Fish Creek

EVALUATION SUMMARY



FORT ST. JOHN TO CHARLIE LAKE
OPTION B: FISH CREEK ROUTE POTENTIAL PHASING AND COST SUMMARY

Due to the size of the project and the variations in conditions along the route, trail development is shown divided into potential phasing segments. The phasing does not indicate which sections would be built first; rather it shows logical divisions based on land ownership and physical characteristics.



PHASED COST ESTIMATES						
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS	NOTES
A	Parkwood - Fish Creek	- City of Fort St. John - Parkwood Developer	\$1.6 M - \$2.1 M	0% / 100%	\$0	- Includes a new bridge over Fish Creek (high cost) - Trail to be part of planning for the future Parkwood neighbourhood
B	Rural Areas - Fish Creek	PRRD	\$1.8 M - \$2.7 M	33.34% / 66.66%	\$0.6 M - \$0.9 M	- Estimates do not include potential acquisition costs - Assumes PRRD would pursue grants or fundraising for external portion
C	Charlie Lake - Rimrock Dr	PRRD	\$0.4 M - \$0.6 M	33.34% / 66.66%	\$0.1 M - \$0.2 M	Assumes PRRD would pursue grants or fundraising for external portion
D	Charlie Lake - Sunnyside Dr. to Rotary Park	PRRD	\$1.0 M - \$1.3 M	33.34% / 66.66%	\$0.3 M - \$0.4 M	- Includes a new bridge over Fish Creek (high cost) - Assumes PRRD would pursue grants or fundraising for external portion
TOTAL ESTIMATED CAPITAL COST:			\$4.8 M - \$6.7 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.0 M - \$1.5 M (excluding acquisition costs)	

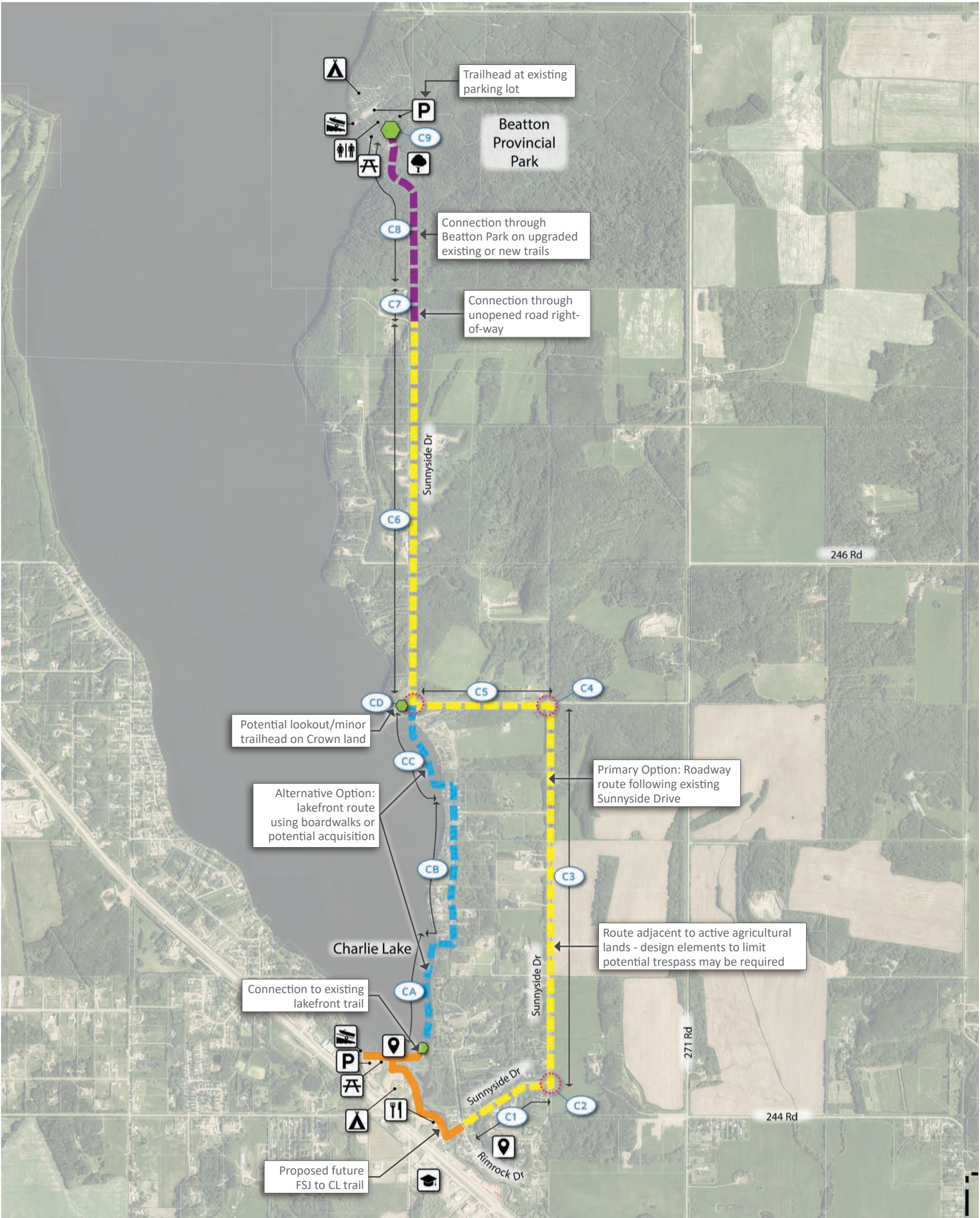
COST ESTIMATE NOTES:

* **Estimated Capital Cost Ranges** are shown in 2018 dollars, based on typical projects in northern BC. A range is shown to account for different potential design considerations that are to be determined (e.g., aggregate vs asphalt surfacing). Estimates do not include the cost of property acquisition, utility relocations, road upgrades, or major roadside drainage works unless noted. Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

** The **Potential PRRD / External Funding Split** is provided as an illustration only. It is based on typical senior government funding program splits. Actual contributions would be determined on a case-by-case basis by the PRRD and partners.

FORT ST. JOHN TO CHARLIE LAKE
FUTURE OPTION - CONNECTION TO
BEATTON PROVINCIAL PARK

The following map outlines a potential preliminary route and records observed issues and opportunities. The lines and notes shown on this map are preliminary only, based on available data and field observation. More detailed survey and investigation would be required to confirm preliminary observations.



LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Alterate Route

- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Potential Creek Crossing
- Minor Trailhead / Rest Area
- Major Trailhead

- | Existing | Future | |
|----------|--------|---------------------|
| | | Parking Area |
| | | Picnic Area |
| | | Public Washrooms |
| | | Boat Launch |
| | | Camping Area |
| | | Point of Interest |
| | | Nature Viewing Area |
| | | School |

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FORT ST. JOHN TO CHARLIE LAKE
FUTURE OPTION - CONNECTION TO
BEATTON PROVINCIAL PARK OVERVIEW

OVERVIEW

TOTAL LENGTH: 7,120 m
START: Rotary Park, Charlie Lake
FINISH: Beatton Provincial Park, Charlie Lake

SUMMARY

Investigations considered a route between Fort St. John and Beatton Provincial Park; however, initial evaluations showed this route having lower potential due to length and no connection to the south end of Charlie Lake. Input suggested that a connection to Beatton Provincial Park may be a logical next step once an initial trail connection between Fort St. John and Charlie Lake is established.

A potential future route could follow Sunnyside Drive north to the south end of Beatton Provincial Park along existing road right-of-ways. There are sections with challenging grades that will result in steep sections of trail. An alternate route that could be studied includes portions of boardwalk that would allow the trail to remain closer to the edge of Charlie Lake. Challenges for this option would include costs and maintaining lake access for private properties.

Both routes would enter Beatton Provincial Park at its south boundary and could follow improved trails to a trailhead at the parking area.

KEY STRENGTHS / CHALLENGES

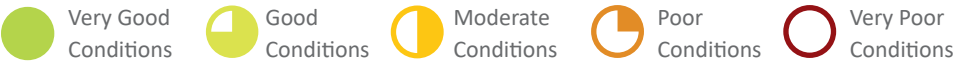
STRENGTHS

- Connection between Rotary Park and Beatton Provincial Park in Charlie Lake
- Recreational opportunities for cross-country skiing, hiking, and mountain biking
- Potential to utilize existing road right-of-ways, limiting the need for private land acquisition
- Potential for alternative more scenic route with views over the lake

CHALLENGES

- Adds trail length beyond the scope of the study
- Potential for sections with significant grades along the route, challenging for accessibility
- Some road right-of-ways may have insufficient width or utility conflicts which could be a barrier to trail development within the road right-of-way
- Potential concerns from existing landowners

PRELIMINARY EVALUATION



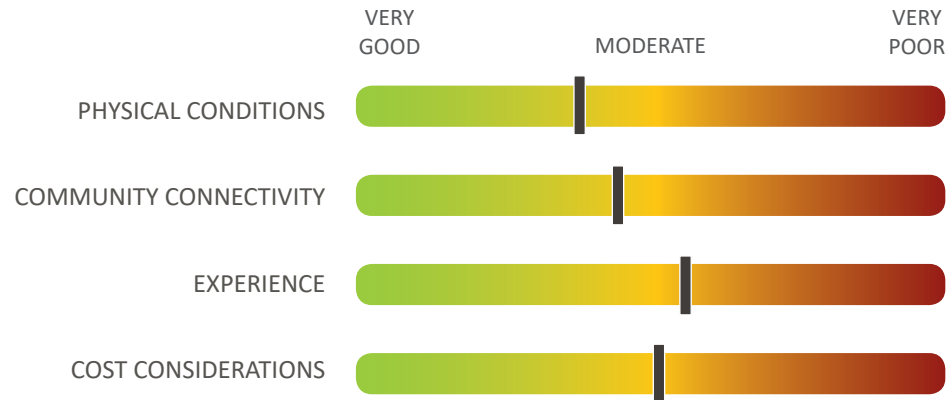
PHYSICAL CONDITIONS		
CRITERIA	EVALUATION	COMMENTS
TOPOGRAPHY		▪ Sections above 10% grade ▪ Varies depending on route selected
POTENTIAL ARCHAEOLOGICAL CONSIDERATIONS		▪ Limited creek areas
ENVIRONMENTAL COMPATIBILITY		▪ Potential tree impacts
GEOTECHNICAL CONTEXT		▪ Limited creek areas
POTENTIAL FLOODING ISSUES		
COMPATIBILITY w/ NEIGHBOURING LAND USE		▪ ~9 private properties directly adjacent to the route (more if lakefront alternative option is pursued)
POTENTIAL PRIVATE LAND REQUIREMENTS		▪ Most trail development on existing or future public lands ▪ Road right-of-way limitations may require some adjacent private land
ROAD CROSSINGS		▪ Up to 3 minor roads: Sunnyside Drive (x2), Range Ave
POTENTIAL UTILITY CONFLICTS		▪ Gas lines and overhead power lines in the road right-of-ways
CREEK CROSSINGS		▪ Only minor crossings identified

COMMUNITY CONNECTIVITY		
CRITERIA	EVALUATION	COMMENTS
DIRECTNESS		▪ Significant addition of trail length
CONNECTION TO EXISTING TRAILS		▪ Connects Beatton Park trails to future Fort St. John to Charlie Lake link
CONNECTION TO COMMERCIAL DESTINATIONS		▪ Connects Beatton Provincial Park to services in Charlie Lake
CONNECTION TO TOURISM DESTINATIONS		▪ Connection to Beatton Provincial Park

EXPERIENCE		
CRITERIA	EVALUATION	COMMENTS
EDUCATIONAL OPPORTUNITIES		▪ Environmental features at Fish Creek ▪ Charlie Lake
VISUAL EXPERIENCE		▪ Some forest views if roadside route is followed, potential views to Charlie Lake
ACCESSIBILITY POTENTIAL		▪ Some steep sections along Sunnyside Drive
PASSIVE SURVEILLANCE OPPORTUNITIES		▪ Adjacency to roads and residential areas provide good eyes on the trail
CONFLICTS WITH OTHER USES		▪ Potential for conflict with ATVs

COST CONSIDERATIONS		
CRITERIA	EVALUATION	COMMENTS
EASE OF CONSTRUCTION ACCESS		▪ Sections adjacent to existing roads / road right-of-ways
EASE OF MAINTENANCE ACCESS		▪ Adjacent to existing roads ▪ Potential conflicts with snow removal on adjacent rural roads
SUPPORT FROM EXISTING INFRASTRUCTURE		▪ Potential for some conflicts with existing underground/above ground utility lines
GENERAL RELATIVE COST		▪ Additional cost above and beyond scope of study
POTENTIAL ACQUISITION COSTS		▪ Potential for limited acquisition where road right-of-ways are not sufficient

EVALUATION SUMMARY



FORT ST. JOHN TO CHARLIE LAKE
FUTURE OPTION - CONNECTION TO BEATTON PROVINCIAL PARK POTENTIAL PHASING AND COST SUMMARY

Due to the size of the project and the variations in conditions along the route, trail development is shown divided into potential phasing segments. The phasing does not indicate which sections would be built first; rather it shows logical divisions based on land ownership and physical characteristics.



PHASED COST ESTIMATES						
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS	NOTES
A	Rural Roads - Sunnyside Dr, Range Ave	PRRD	\$2.2 M - \$3.8 M	33.34% / 66.66%	\$0.7 M - \$1.3 M	- Assumes PRRD would pursue grants or fundraising for external portion - Length of trail increases costs
B	Undeveloped Road ROW, Beatton Park Trails	- PRRD - Province of BC	\$0.3 M - \$0.5 M	33.34% / 66.66%	\$0.1 M - \$0.2 M	Trail development within Beatton Provincial Park would be in partnership with the Province of BC / users groups
TOTAL ESTIMATED CAPITAL COST:			\$2.5 M - \$4.3 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$0.8 M - \$1.5 M (excluding acquisition costs)	

COST ESTIMATE NOTES:

* **Estimated Capital Cost Ranges** are shown in 2018 dollars, based on typical projects in northern BC. A range is shown to account for different potential design considerations that are to be determined (e.g., aggregate vs asphalt surfacing). Estimates do not include the cost of property acquisition, utility relocations, road upgrades, or major roadside drainage works unless noted. Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

** The **Potential PRRD / External Funding Split** is provided as an illustration only. It is based on typical senior government funding program splits. Actual contributions would be determined on a case-by-case basis by the PRRD and partners.

3.3 OPTIONS COMPARISON SUMMARY

KEY EVALUATION FACTORS						
OPTION	ESTIMATED TOTAL CAPITAL COST RANGE	ESTIMATED PRRD CAPITAL COST RANGE	PRELIMINARY EVALUATION OUTCOMES			
			Physical Conditions	Community Connectivity	Experience	Cost Considerations
A Roadside Route	\$4.7 M - \$6.7 M	\$0.9 M - \$1.4 M	Moderate Lower risks for arch, enviro, slope issues, some steep terrain challenges	Good Generally direct, good connections to desirable destinations	Moderate Large sections along rural roads, less visual appeal, good passive surveillance	Good Similar capital costs, but less uncertainty around acquisition costs
B Fish Creek Route	\$4.8 M - \$6.7 M	\$1.0 M - \$1.5 M	Moderate More risks for arch, enviro, slope issues along creek, flat terrain	Good Most direct option, good connections to desirable destinations	Good Highest quality experience along creek, limited passive surveillance	Poor Similar capital costs, but more uncertainty around acquisition costs and unknown issues near creek
X Future Connection to Beaton Provincial Park	\$2.5 M - \$4.3 M	\$0.8 M - \$1.5 M	Good Lower risks for arch, enviro, slope issues, some steep terrain challenges	Moderate Generally direct between Beaton Park and south end of lake, less of a priority connection	Moderate Large sections along rural roads, some lake views	Moderate Costs in addition to main connection

4 | TRAIL OPTIONS - DAWSON CREEK TO POUCE COUPE

4.1 AREA OVERVIEW

The study area for Dawson Creek to Pouce Coupe encompasses lands between the Dawson Trail at 8th Street in Dawson Creek and Pouce Coupe's downtown core on 49th Avenue.

The study area includes lands within the City of Dawson Creek and the Village of Pouce Coupe, as well as in the rural areas that connect the two communities.

The City of Dawson Creek has an existing resource in the Dawson Trail, a key connection that traverses much of the city from east to west. The trail follows the Dawson Creek watercourse, mainly through parkland between Pioneer Village in the northwest of the city and 4th Street in the east. The existing trail east of 8th Street has been damaged by recent flooding and will require improvements to form part of the regional trail route. The existing trail west of 8th Street is relatively narrow (+/- 2m) and could be a candidate for widening during future upgrades to extend the multi-use linkage.

In Pouce Coupe there are no multi-use trails, although sidewalks exist in several locations. The primary goal will be a regional trail connection to the downtown core, connecting with Pouce Coupe Museum and the village offices, with consideration for other connections destinations like the school, Pouce Park, and the Bisette Creek railway trestle viewpoint.

Land uses vary across the study area. In Dawson Creek, the trail will likely pass through mainly recreation and industrial lands. The existing public lands in the southeast of the community around Collins Exhibition Park and the Encana Centre provide strong potential for connecting to community amenities including the exhibition grounds, Ken Borek Aquatic Centre, Paul Loiselle Soccer Park, Harry Morrow Ball Park, and the Lakota Agriplex. The Dawson Creek Airport also provides a point of interest, as well as a challenge, for trails in the area.

South and east of Dawson Creek, land uses become rural, with active agricultural lands and rural residential properties. Both Hwy 2 and the CN Railway run through this area, presenting potential challenges and opportunities. Ducks Unlimited owns a large parcel of land (north of Carling Rd and east of 213 Rd) that protects a wetland area called Bisette Marsh for bird habitat.

Pouce Coupe is a mainly residential village, with a small number of commercial, industrial, and civic land uses. The Village's OCP envisions future residential growth on the west side of the Village (west of the CN rail corridor) which could provide potential for future trail connections. With many residents of Pouce Coupe working in Dawson Creek, a route that provides alternatives to vehicle travel between the communities is desirable. In addition, Pouce Coupe has a number of destinations including the Pouce Coupe Museum, Pouce Park, the railway trestle, and several historic buildings that support tourism.

Most lands within the study area are private, with the exception of Crown lands in and around the Dawson Creek. Road right-of-ways, both open and unopened, provide opportunities for future potential connections.

Dawson Creek runs north of the study area, connecting with the Pouce Coupe River that runs along the east side of the Village of Pouce Coupe. Bisette Creek marks the south border of Pouce Coupe. These creeks are significant geographic and environmental landmarks, presenting both opportunities for points of interest, but also challenges related to bank instability, grades, and potential flooding issues.

The study area is mostly flat, with a knoll on the northwest side of Pouce Coupe that has steeper grades. Steep grades also exist around watercourses throughout the area.

Primary obstacles to trail development for this route include private property, MoTI rural road standards, existing utility lines (both surface and sub-surface), adjacent land uses, major roads, the railway line, and flooding issues around the Dawson Creek.

4.2 OPTIONS DEVELOPMENT

Based on initial review of the study area along with input and ideas from the community, a total of eight potential routes were identified between Dawson Creek and Pouce Coupe.

Initial screening applied the following criteria to identify routes with the high potential:

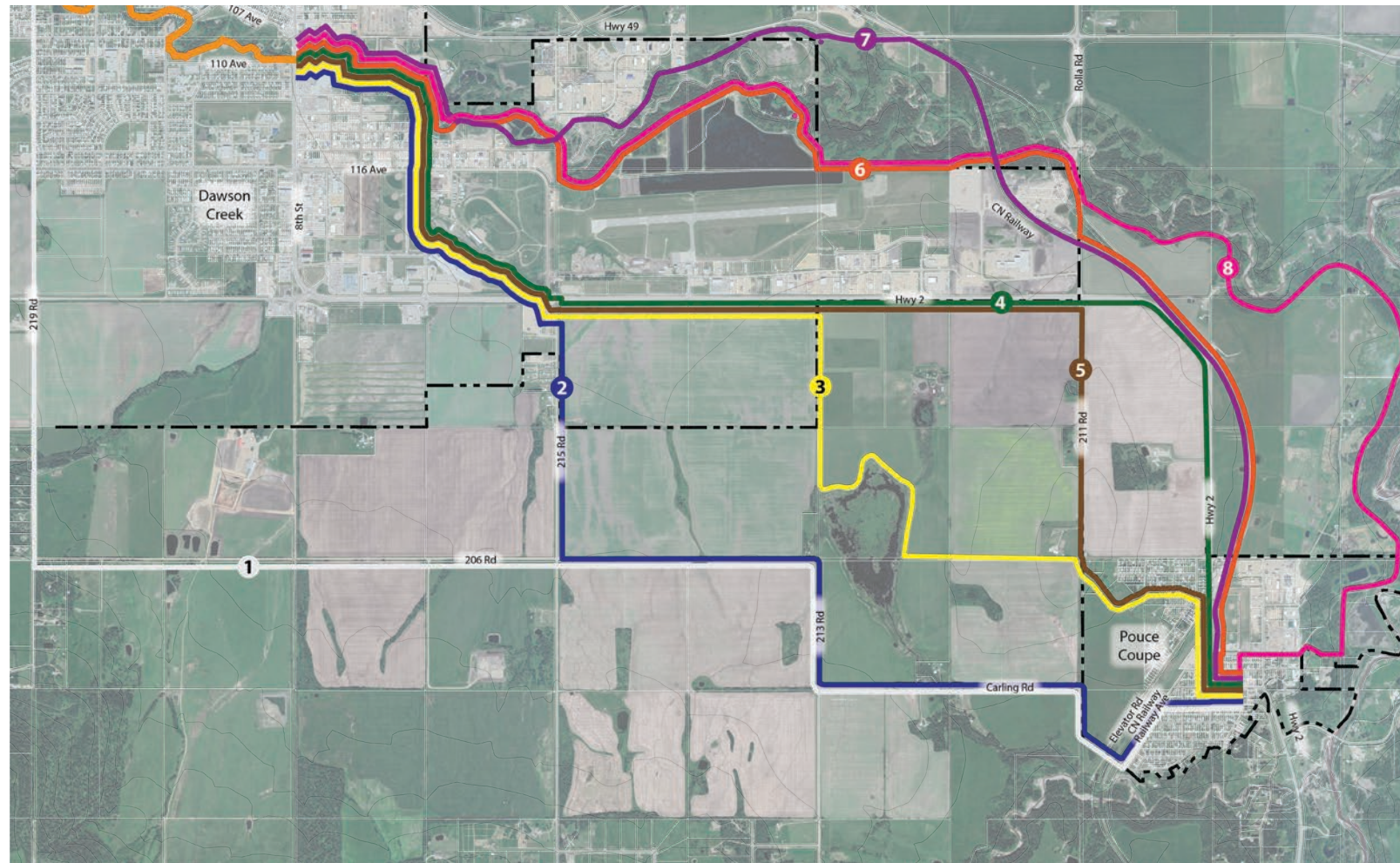
- **Physical Feasibility:** Does the route have any significant barriers (e.g., terrain, watercourse) that will be difficult or cost prohibitive to overcome?
- **Experiential Value:** Does the route have a sufficient level of attractiveness to provide a desirable experience for potential trail users?
- **Directness:** Does the route provide an efficient connection between key destinations? Longer routes will typically have higher costs because more trail will need to be built / maintained.
- **Land Ownership:** Are there significant private land constraints that may affect feasibility of the route?

The adjacent Screening Summary Table summarizes the screening outcomes.

After screening, three options were advanced for the Dawson Creek to Pouce Coupe route:

- Option A: Roadside Route
- Option B: Off-Road Route
- Option C: Rail Route

The following pages describe each of the options that have been advanced.

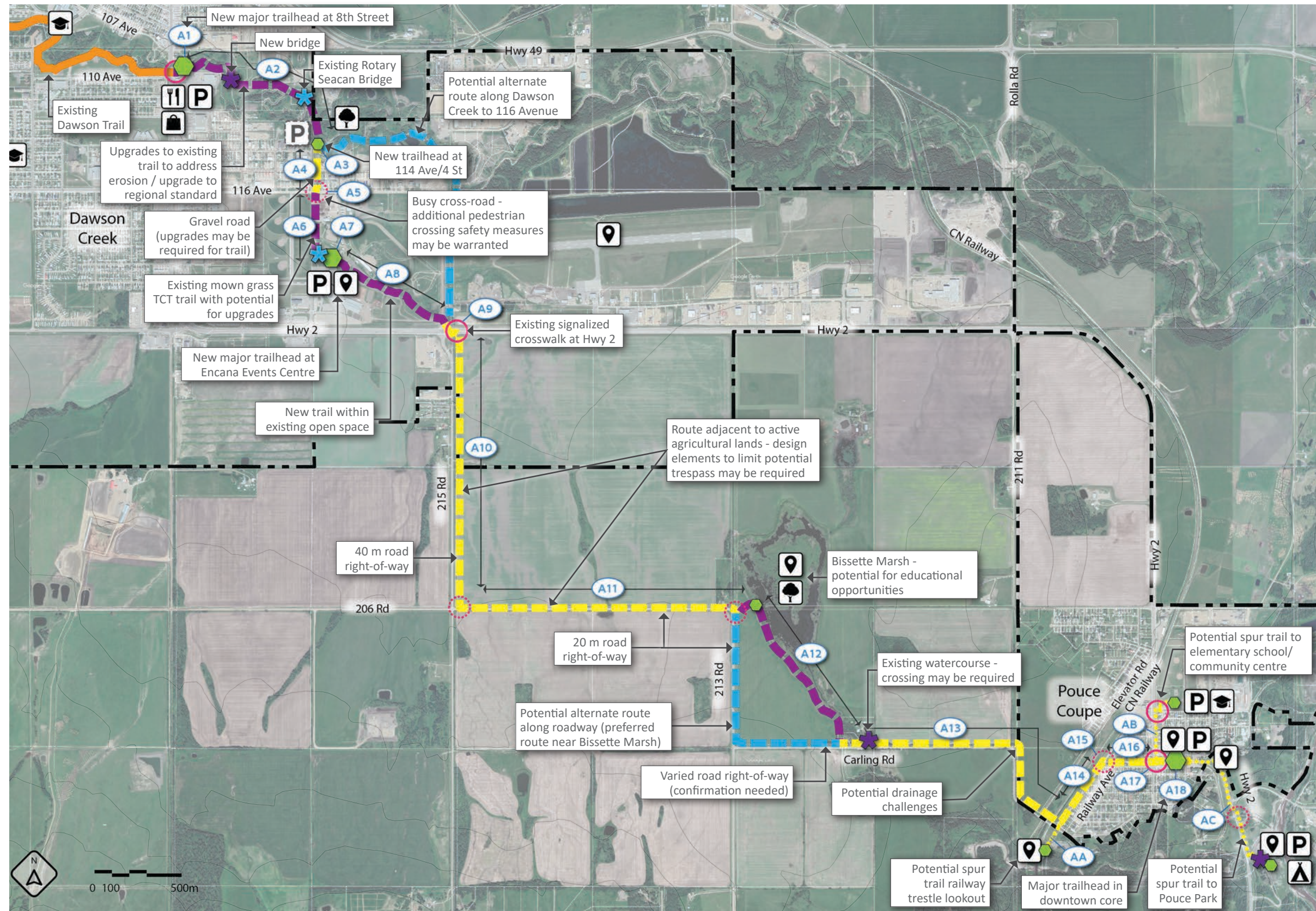


SCREENING SUMMARY

#	DESCRIPTION	SCREENING				ADVANCED?
		Physical Feasibility	Experiential Value	Directness	Land Ownership	
1	219 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Poor much longer, bypasses downtown Dawson Creek	Good road ROWs, Bissette Marsh	No
2	215 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION A)
3	Hwy 2 / 213 Rd ROW / 206 Rd ROW	Moderate steep areas near Pouce Coupe	Moderate mainly rural roads, Bissette Marsh	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION B)
4	Hwy 2	Good generally flat	Poor mainly highway corridor	Good relatively direct	Good road ROWs, City land	No
5	Hwy 2 / 211 Rd	Moderate steep areas near Pouce Coupe	Poor long distance along highway corridor	Good relatively direct	Good road ROWs, City land	No
6	Dawson Creek Corridor (south) / CN ROW	Poor steep areas along Dawson Creek and sewage lagoons	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	No
7	Dawson Creek Corridor (north) / CN ROW	Moderate steep areas along Dawson Creek	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	Yes (OPTION C)
8	Dawson Creek Corridor / Pouce Coupe Creek Corridor	Poor steep areas along both Creek corridors	Good Creek corridors	Poor much longer	Poor many private land challenges	No

DAWSON CREEK TO POUCE COUPE OPTION A: ROADSIDE ROUTE

The following map outlines a potential preliminary route and records observed issues and opportunities. The lines and notes shown on this map are preliminary only, based on available data and field observation. More detailed survey and investigation would be required to confirm preliminary observations.



LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Alternate Route
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Creek Crossing (existing)
- Creek Crossing (new/upgraded)
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

- | Existing | Future | |
|----------|--------|---------------------|
| | | Parking Area |
| | | Picnic Area |
| | | Public Washrooms |
| | | Camping Area |
| | | Point of Interest |
| | | Nature Viewing Area |
| | | School |
| | | Food / Drink |
| | | Shopping |

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DAWSON CREEK TO POUCE COUPE
OPTION A: ROADSIDE ROUTE OVERVIEW

OVERVIEW

TOTAL LENGTH:

10,060 m

START:

Dawson Trail at 8th Street, Dawson Creek

FINISH:

Pouce Coupe Downtown Core

SUMMARY

The roadside route uses mainly public lands and road right-of-ways to travel through rural areas that separate the two communities.

This route would start at the existing Dawson Trail at 8th Street, following an upgraded route past the Rotary Seacan bridge to a trailhead at 114th Avenue / 4th Street. From here, the trail would head south through a two-block industrial / residential neighbourhood before connecting with an upgraded trail along the existing Trans Canada Trail (TCT) alignment to a trailhead at the Encana Events Centre. The trail would then continue to the intersection at 116th Avenue and Hwy 2.

After crossing Hwy 2, the trail would follow rural roads south and east, zig-zagging towards the south end of Pouce Coupe. Opportunities to integrate with Bisette Marsh, a habitat area owned by Ducks Unlimited near trail's mid-point, could be explored.

The trail would enter the south end of Pouce Coupe, passing by the Bisette Creek train trestle before turning north along Railway Avenue. At 49th Avenue the trail would turn into the Village residential area, continuing to the downtown core, connecting to the museum, village hall, and park.

KEY STRENGTHS / CHALLENGES

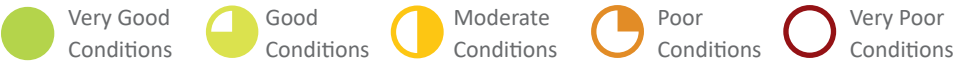
STRENGTHS

- Provides strong connections to destinations in Pouce Coupe and Dawson Creek, as well as Bisette Marsh in between
- Mainly utilizes existing or future public lands (road right-of-ways, parks), limiting the need for private land acquisition
- Mostly flat grades throughout the route

CHALLENGES

- Utilizes road right-of-ways, which may present challenges such as vehicle conflicts, utility corridor conflicts, and reduced experiential value
- Some road right-of-ways may have insufficient width or utility conflicts which could be a barrier to trail development within the road right-of-way
- Potential concerns from existing landowners

PRELIMINARY EVALUATION



PHYSICAL CONDITIONS		
CRITERIA	EVALUATION	COMMENTS
TOPOGRAPHY		Generally flat grades throughout
POTENTIAL ARCHAEOLOGICAL CONSIDERATIONS		Higher potential near watercourse (~12% of the trail is near Dawson Creek)
ENVIRONMENTAL COMPATIBILITY		Higher potential impacts near watercourses (~12% of the trail is near Dawson Creek)
GEOTECHNICAL CONTEXT		Potential for instability near watercourses (~12% of the trail is near Dawson Creek)
POTENTIAL FLOODING ISSUES		- Potential for flooding near watercourses (~12% of the trail is near Dawson Creek) - Some low points along Carling Road
COMPATIBILITY w/ NEIGHBOURING LAND USE		~22 private properties directly adjacent to the route
PRIVATE LAND REQUIREMENTS		Most trail development on existing or future public land or road right-of-ways
ROAD CROSSINGS		1 highway crossing: existing crosswalk at Hwy 2 / 16th Ave in Dawson Creek 1 major road crossing: 116th Ave in Dawson Creek - Minor road crossings: Railway Ave, 50th St in Pouce Coupe, potential rural roads (TBD)
POTENTIAL UTILITY CONFLICTS		Gas lines and overhead power lines may impact trails in road right-of-ways
CREEK CROSSINGS		2 existing - Rotary Seacan Bridge, bridge near Encana Events Centre 2 new required - previously washed out bridge on Dawson Trail, watercourse on Carling Rd

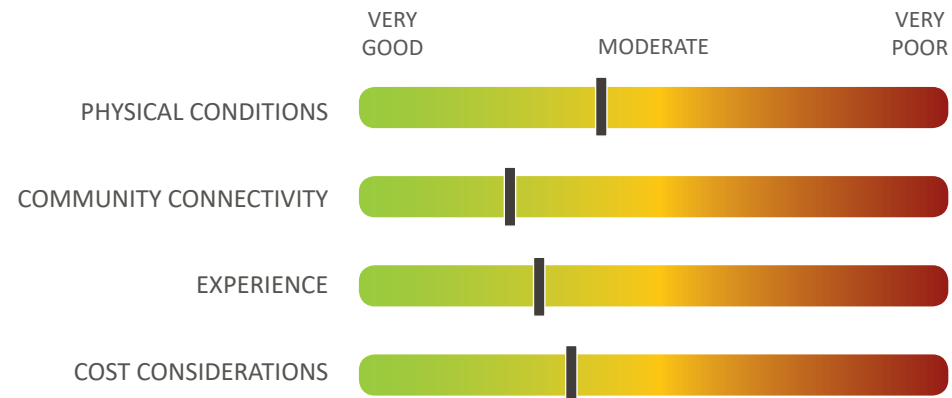
COMMUNITY CONNECTIVITY		
CRITERIA	EVALUATION	COMMENTS
DIRECTNESS		Slightly less direct than Option B
CONNECTION TO EXISTING TRAILS		Connection to Dawson Trail
CONNECTION TO COMMERCIAL DESTINATIONS		- Connection to 8th St in Dawson Creek - Connection to Pouce Coupe downtown core
CONNECTION TO TOURISM DESTINATIONS		- Potential for environmental tourism at Bisette Marsh - Potential for agricultural tourism - Connection to Pouce Coupe destinations including museum, rail trestle

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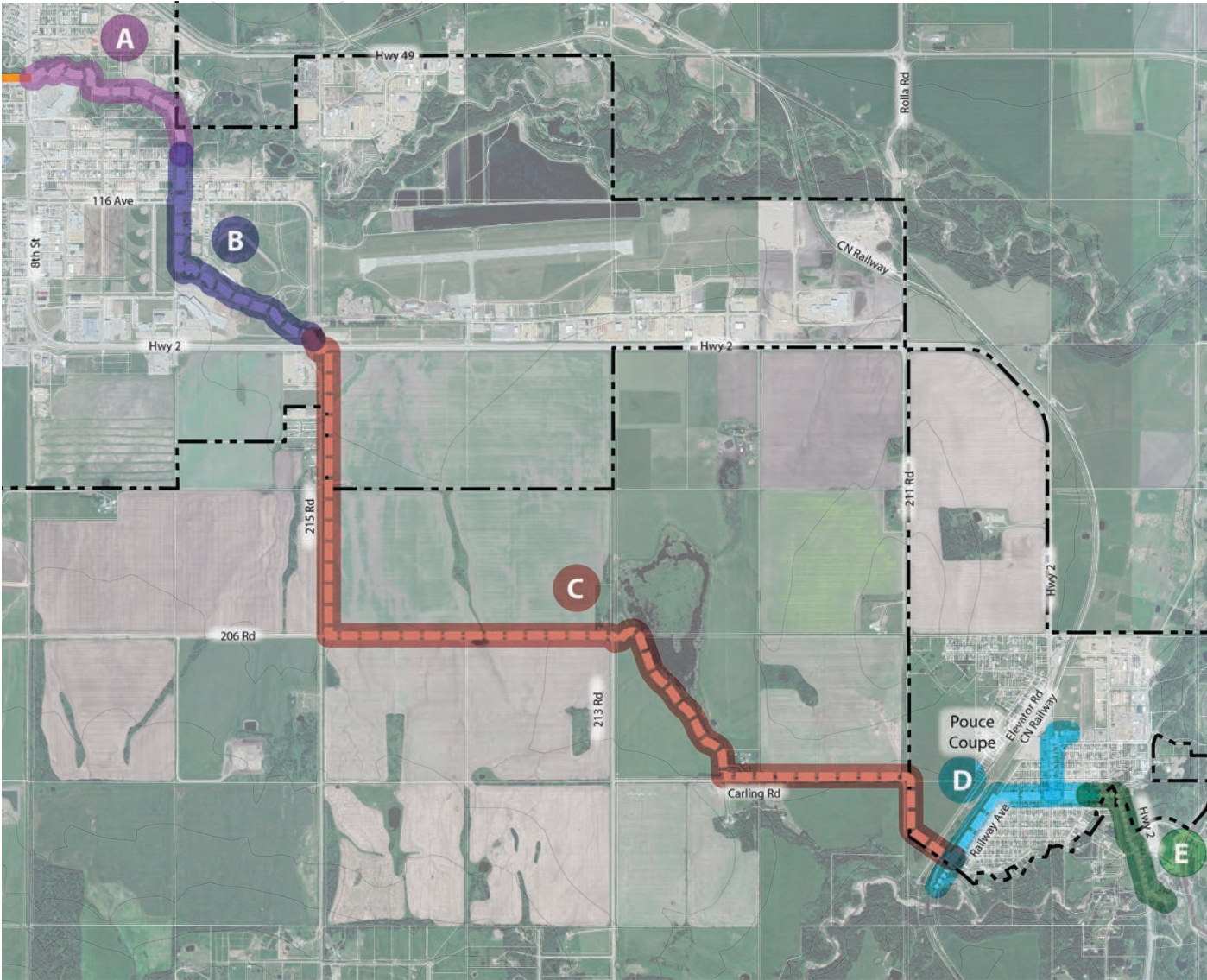
EXPERIENCE		
CRITERIA	EVALUATION	COMMENTS
EDUCATIONAL OPPORTUNITIES		- Environmental education - Agricultural education
VISUAL EXPERIENCE		- Views of Dawson Creek, Bisette Marsh, agricultural areas, rail trestle - Adjacency to roads may impact experience
ACCESSIBILITY POTENTIAL		Flat grades throughout
PASSIVE SURVEILLANCE OPPORTUNITIES		Adjacency to roads provide good eyes on the trail
CONFLICTS WITH OTHER USES		Potential for conflict with ATV users

COST CONSIDERATIONS		
CRITERIA	EVALUATION	COMMENTS
EASE OF CONSTRUCTION ACCESS		Adjacent to existing roads
EASE OF MAINTENANCE ACCESS		- Adjacent to existing roads - Potential conflicts with snow removal on adjacent rural roads
SUPPORT FROM EXISTING INFRASTRUCTURE		Potential for some conflicts with existing underground/above ground utility lines
GENERAL RELATIVE COST		- Moderate capital cost - Limited creek crossings and use of existing corridors help manage costs
POTENTIAL ACQUISITION COSTS		Potential for limited acquisition where road right-of-ways are not sufficient

EVALUATION SUMMARY



Due to the size of the project and the variations in conditions along the route, trail development is shown divided into potential phasing segments. The phasing does not indicate which sections would be built first; rather it shows logical divisions based on land ownership and physical characteristics.



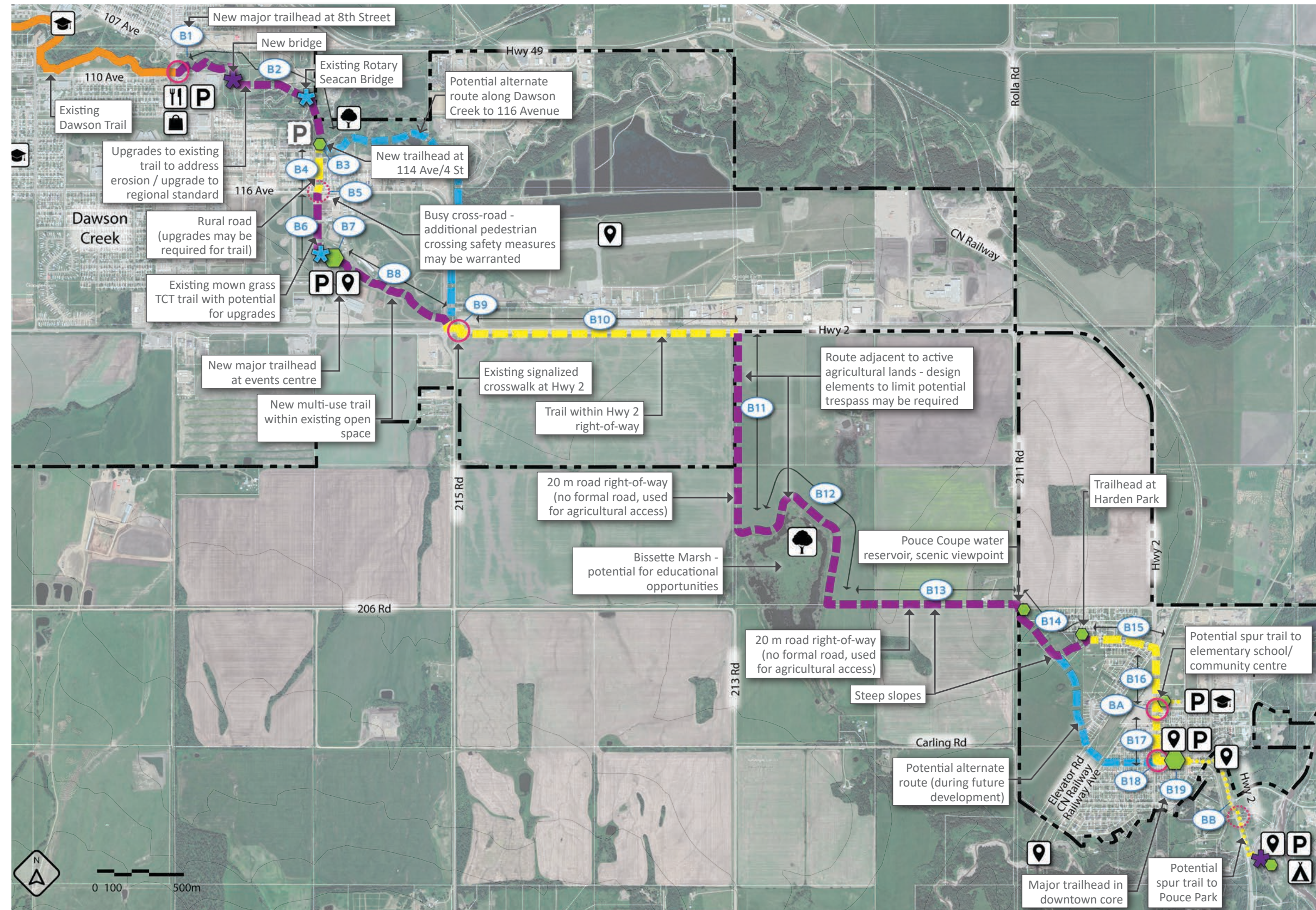
PHASED COST ESTIMATES						
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS	NOTES
A	Dawson Creek - 8 St to 4 St	City of Dawson Creek	\$0.7 M - \$1.0 M	0% / 100%	\$0	- Includes bridge replacement over Dawson Creek (high costs) - Need to consider Dawson Creek flood planning
B	Dawson Creek - 4 St to 116 Ave	City of Dawson Creek	\$0.8 M - \$1.2 M	0% / 100%	\$0	- Includes upgrades to portions of existing trails in Dawson Creek - Need to consider Dawson Creek flood planning
C	Rural Roads – 215 Rd, 206 Rd, 213 Rd, Carling Rd	PRRD	\$2.8 M - \$4.4 M	33.34% / 66.66%	\$1.0 M - \$1.5M	Assumes PRRD would pursue grants or fundraising for external portion
D	Pouce Coupe - Railway to 49 Ave	Village of Pouce Coupe	\$0.8 M - \$1.1 M	0% / 100%	\$0	Includes connections within Village of Pouce Coupe
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M	- Optional connection (not necessary to connect communities) - Assumes PRRD would pursue grants or fundraising for external portion
TOTAL ESTIMATED CAPITAL COST:			\$5.7 M - \$8.5 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.2 M - \$1.8 M (excluding acquisition costs)	

* **Estimated Capital Cost Ranges** are shown in 2018 dollars, based on typical projects in northern BC. A range is shown to account for different potential design considerations that are to be determined (e.g., aggregate vs asphalt surfacing). Estimates do not include the cost of property acquisition, utility relocations, road upgrades, or major roadside drainage works unless noted. Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

** The **Potential PRRD / External Funding Split** is provided as an illustration only. It is based on typical senior government funding program splits. Actual contributions would be determined on a case-by-case basis by the PRRD and partners.

DAWSON CREEK TO POUCE COUPE OPTION B: OFF-ROAD ROUTE

The following map outlines a potential preliminary route and records observed issues and opportunities. The lines and notes shown on this map are preliminary only, based on available data and field observation. More detailed survey and investigation would be required to confirm preliminary observations.



LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Alternate Route
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Creek Crossing (existing)
- Creek Crossing (new/upgraded)
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

- | Existing | Future | |
|----------|--------|---------------------|
| P | P | Parking Area |
| A | A | Picnic Area |
| W | W | Public Washrooms |
| C | C | Camping Area |
| I | I | Point of Interest |
| N | N | Nature Viewing Area |
| S | S | School |
| F | F | Food / Drink |
| Sh | Sh | Shopping |

DAWSON CREEK TO POUCE COUPE
OPTION B: OFF-ROAD ROUTE OVERVIEW

OVERVIEW

TOTAL LENGTH:

9,860 m

START:

Dawson Trail at 8th Street, Dawson Creek

FINISH:

Pouce Coupe Downtown Core

SUMMARY

The off-road route provides an alternate alignment through the rural landscape between Dawson Creek and Pouce Coupe.

This route would start at the existing Dawson Trail at 8th Street, following an upgraded route past the Rotary Seacan bridge to a trailhead at 114th Avenue / 4th Street. From here, the trail would head south through a two-block industrial / residential neighbourhood before connecting with an upgraded trail along the existing Trans Canada Trail (TCT) alignment to a trailhead at the Encana Events Centre. The trail would then continue to the intersection at 116th Avenue and Hwy 2.

After crossing Hwy 2 the trail would follow the south side of the highway corridor for a short distance before turning onto an undeveloped road right-of-way that leads to Bisette Marsh, a habitat area owned by Ducks Unlimited. The trail would skirt the marsh before turning east to head to Pouce Coupe via the 206 Rd right-of-way which as also undeveloped.

The trail would connect into the west side of Pouce Coupe on top of the knoll where the community's water reservoir sits, traveling down to Harden Park then to Hwy 2 where it would turn south. At 49th Avenue the trail would turn into the downtown core connecting to the museum, village hall, and park.

KEY STRENGTHS / CHALLENGES

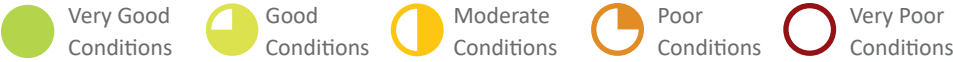
STRENGTHS

- Provides strong connections to destinations in Pouce Coupe and Dawson Creek, as well as Bisette Marsh in between
- Mainly utilizes existing or future public lands (road right-of-ways, parks), limiting the need for private land acquisition

CHALLENGES

- Short section with steep areas near the Pouce Coupe water reservoir
- Limited passive surveillance through sections away from roadways
- Some road right-of-ways may have insufficient width or utility conflicts which could be a barrier to trail development within the road right-of-way
- Potential concerns from existing landowners

PRELIMINARY EVALUATION



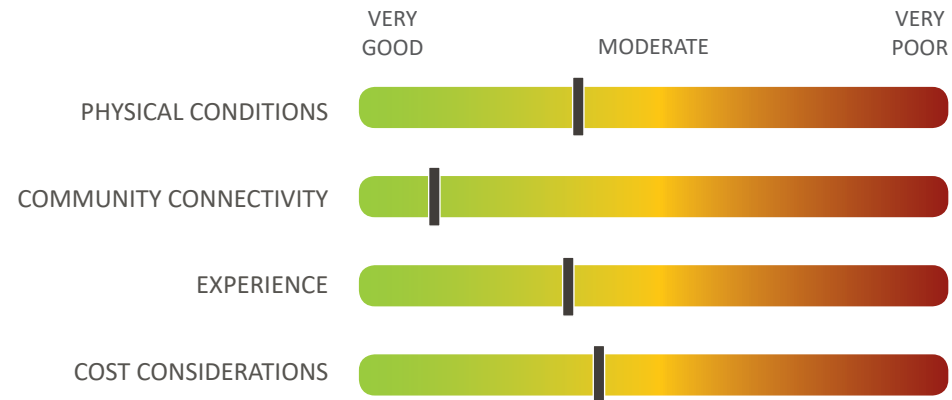
PHYSICAL CONDITIONS		
CRITERIA	EVALUATION	COMMENTS
TOPOGRAPHY		- One very challenging section at the Pouce Coupe water reservoir - Some potential challenges in areas around the Dawson Creek
POTENTIAL ARCHAEOLOGICAL CONSIDERATIONS		Higher potential near watercourses (~12% of the trail is near Dawson Creek)
ENVIRONMENTAL COMPATIBILITY		Higher potential impacts near watercourses and Bisette Marsh (~12% of the trail is near Dawson Creek; 12% is near Bisette Marsh)
GEOTECHNICAL CONTEXT		Potential for instability near watercourses (~12% of the trail is near Dawson Creek)
POTENTIAL FLOODING ISSUES		- Potential for flooding near watercourses (~12% of the trail is near Dawson Creek) - Some low points in agricultural areas
COMPATIBILITY w/ NEIGHBOURING LAND USE		~20 private properties directly adjacent to the route
PRIVATE LAND REQUIREMENTS		Most trail development on existing or future public land areas
ROAD CROSSINGS		1 highway crossing: existing crosswalk at Hwy 2 / 116th Ave in Dawson Creek 1 major road crossing: 116th Ave in Dawson Creek 1 minor road crossing: 50th St in Pouce Coupe
POTENTIAL UTILITY CONFLICTS		Gas lines and overhead power lines may impact trails within road right-of-ways
CREEK CROSSINGS		2 existing - Rotary Seacan Bridge, bridge near Encana Events Centre 1 new required - previously washed out bridge on Dawson Trail

COMMUNITY CONNECTIVITY		
CRITERIA	EVALUATION	COMMENTS
DIRECTNESS		Most direct route
CONNECTION TO EXISTING TRAILS		Connection to Dawson Trail
CONNECTION TO COMMERCIAL DESTINATIONS		- Connection to 8th Street in Dawson Creek - Connection to Pouce Coupe downtown core
CONNECTION TO TOURISM DESTINATIONS		- Environmental tourism at Bisette Marsh - Potential for agricultural tourism - Connection to Pouce Coupe destinations including museum, community centre

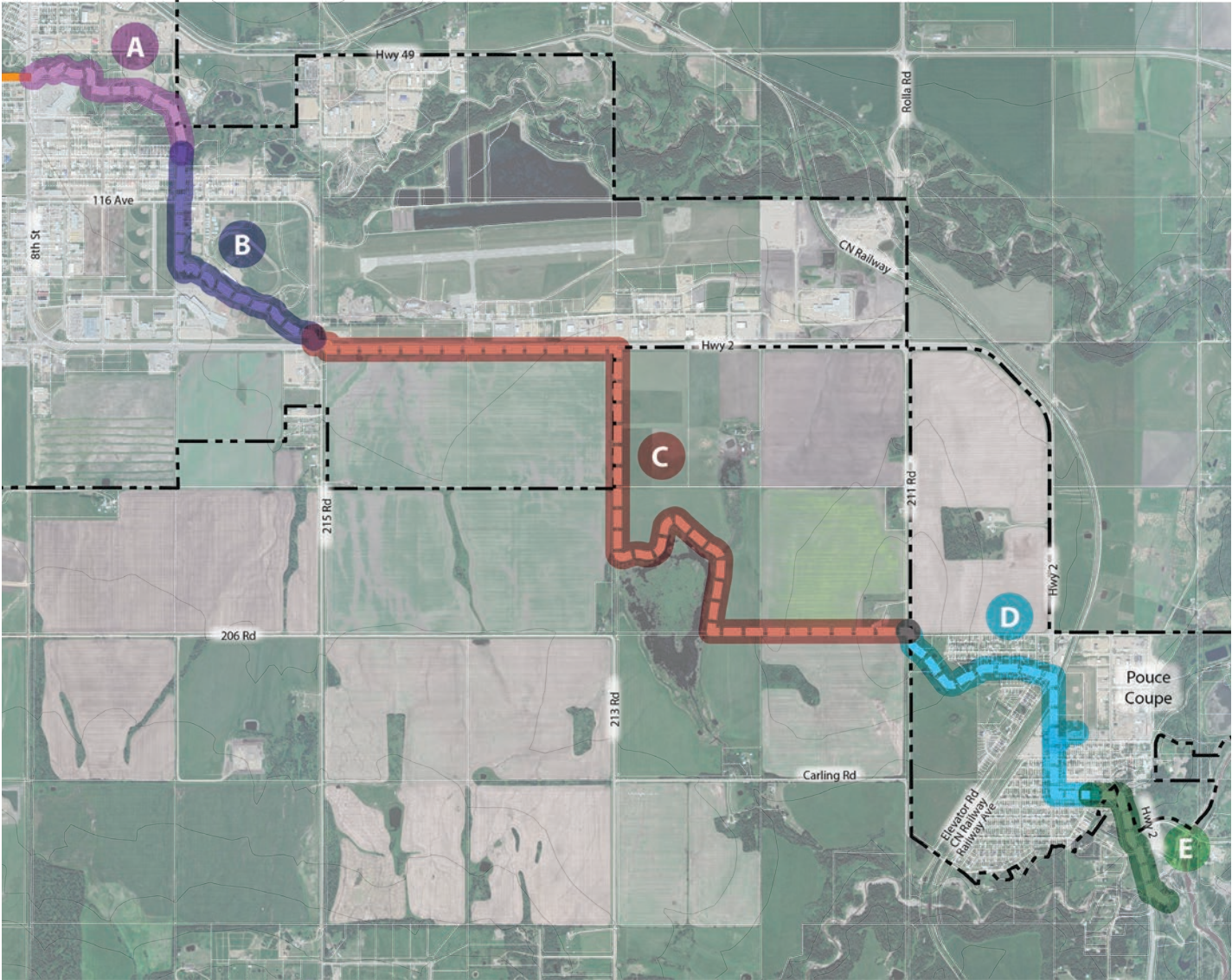
EXPERIENCE		
CRITERIA	EVALUATION	COMMENTS
EDUCATIONAL OPPORTUNITIES		- Environmental education - Agricultural education
VISUAL EXPERIENCE		- Views of Dawson Creek, Bisette Marsh, agriculture - Scenic views over Pouce Coupe
ACCESSIBILITY POTENTIAL		Grade challenges at knoll (water reservoir) in Pouce Coupe
PASSIVE SURVEILLANCE OPPORTUNITIES		- Good in city / village areas - Limited in rural areas
CONFLICTS WITH OTHER USES		Potential for conflicts with ATV users

COST CONSIDERATIONS		
CRITERIA	EVALUATION	COMMENTS
EASE OF CONSTRUCTION ACCESS		Adjacent to existing roads or in road right-of-ways
EASE OF MAINTENANCE ACCESS		Moderate – access points at intersecting roads
SUPPORT FROM EXISTING INFRASTRUCTURE		Potential for some conflicts with existing underground/above ground utility lines
GENERAL RELATIVE COST		- Moderate capital cost - Limited creek crossings and use of existing corridors help manage costs
POTENTIAL ACQUISITION COSTS		Potential for limited acquisition where road right-of-ways are not sufficient

EVALUATION SUMMARY



Due to the size of the project and the variations in conditions along the route, trail development is shown divided into potential phasing segments. The phasing does not indicate which sections would be built first; rather it shows logical divisions based on land ownership and physical characteristics.



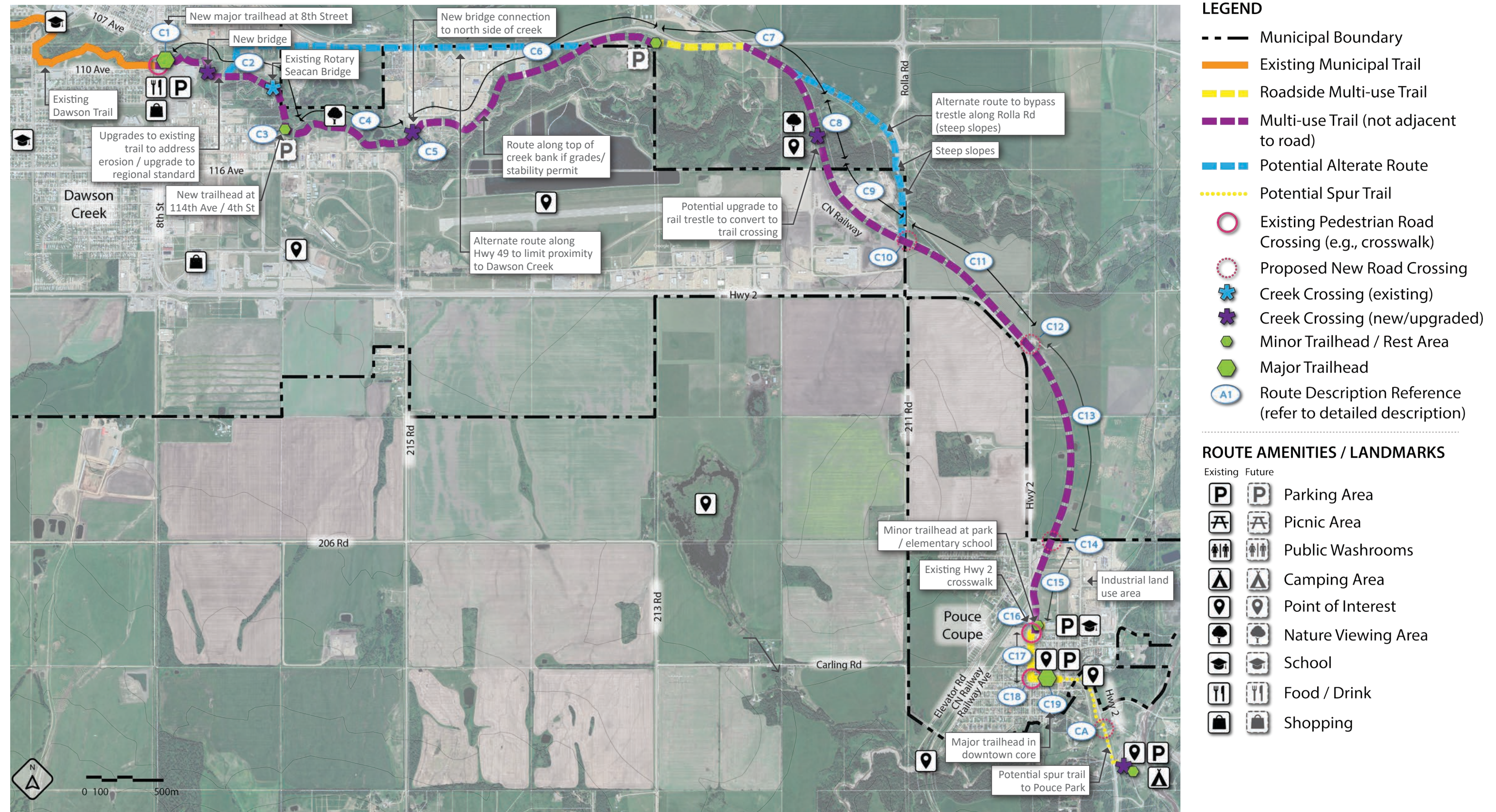
Phased Cost Estimates						
Phase	Description	Anticipated Partners	Estimated Capital Cost Range*	Potential PRRD / External Funding Split **	Total PRRD Capital Costs	Notes
A	Dawson Creek - 8 St to 4 St	City of Dawson Creek	\$0.7 M - \$1.0 M	0% / 100%	\$0	- Includes bridge replacement over Dawson Creek (high cost) - Need to consider Dawson Creek flood planning
B	Dawson Creek - 4 St to 116 Ave	City of Dawson Creek	\$0.8 M - \$1.2 M	0% / 100%	\$0	- Includes upgrades to portions of existing trails in Dawson Creek - Need to consider Dawson Creek flood planning
C	Rural Roads / Bissette Marsh - Hwy 2, 213 Rd, 206 Rd	PRRD	\$2.3 M - \$3.7 M	33.34% / 66.66%	\$0.8 M - \$1.2 M	Assumes PRRD would pursue grants or fundraising for external portion
D	Pouce Coupe - Water Tower to 49 Ave	Village of Pouce Coupe	\$1.1 M - \$1.4 M	0% / 100%	\$0	Includes connections within Village of Pouce Coupe
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M	- Optional connection (not necessary to connect communities) - Assumes PRRD would pursue grants or fundraising for external portion
Total Estimated Capital Cost:			\$5.5 M - \$8.1 M	Total Estimated PRRD Capital Cost:	\$1.0 M - \$1.5 M (excluding acquisition costs)	

* **Estimated Capital Cost Ranges** are shown in 2018 dollars, based on typical projects in northern BC. A range is shown to account for different potential design considerations that are to be determined (e.g., aggregate vs asphalt surfacing). Estimates do not include the cost of property acquisition, utility relocations, road upgrades, or major roadside drainage works unless noted. Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

*** The **Potential PRRD / External Funding Split** is provided as an illustration only. It is based on typical senior government funding program splits. Actual contributions would be determined on a case-by-case basis by the PRRD and partners.

DAWSON CREEK TO POUCE COUPE OPTION C: RAIL ROUTE

The following map outlines a potential preliminary route and records observed issues and opportunities. The lines and notes shown on this map are preliminary only, based on available data and field observation. More detailed survey and investigation would be required to confirm preliminary observations.



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DAWSON CREEK TO POUCE COUPE
OPTION C: RAIL ROUTE OVERVIEW

OVERVIEW

TOTAL LENGTH:

10,150 m

START:

Dawson Trail at 8th Street, Dawson Creek

FINISH:

Pouce Coupe Downtown Core

SUMMARY

The rail route utilizes a portion of the existing CN Rail right-of-way. At the time of this study, this section of CN Rail right-of-way is not currently used for rail activities; however, it has not been discontinued at this time (portions of the CN line south of Pouce Coupe are being considered for discontinuance). Until the line is discontinued would be unavailable for trail development. Should the line or portions of the line be discontinued in the future, there would be a significant opportunity to create very attractive trail route.

This route would start at the existing Dawson Trail at 8th Street, following an upgraded route past the Rotary Seacan bridge to a trailhead at 114th Ave / 4th St. New trail development would continue west through Crown lands along the Dawson Creek before crossing to the north side of the creek. On the north side, the trail could follow the creek or existing roadways to the CN Rail line. From there, the trail would follow the CN Rail line, including crossing the existing trestle. Upgrades to convert the trestle to trail use would be necessary and could have significant cost implications depending on the structural integrity of the trestle. However, the alignment would provide tourism opportunities.

The trail would connect into the northern end of Pouce Coupe, passing McNabb Recreational Park, the elementary school, and the community centre, before continuing south on Hwy 2 / 50th Street. At 49th Avenue the trail would turn into the downtown core, connecting to the museum, village hall, and park.

KEY STRENGTHS / CHALLENGES

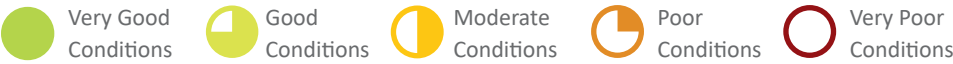
STRENGTHS

- Provides strong connections to destinations in Pouce Coupe and Dawson Creek
- Includes large sections of trail that would be in a natural setting
- Utilizes an existing rail right-of-way which, if available, provides a high-quality base for trail development

CHALLENGES

- Ownership issues around the CN rail right-of-way
- Design effort will be higher, likely requiring environmental, archaeological, and geotechnical study of sections near Dawson Creek
- Limited passive surveillance through some sections

PRELIMINARY EVALUATION



PHYSICAL CONDITIONS		
CRITERIA	EVALUATION	COMMENTS
TOPOGRAPHY		- Challenges in areas around Dawson Creek - Rail sections would be flat
POTENTIAL ARCHAEOLOGICAL CONSIDERATIONS		Higher potential near watercourses (~20% of trail is near Dawson Creek)
ENVIRONMENTAL COMPATIBILITY		Higher potential impacts near watercourses (~20% of trail is near Dawson Creek)
GEOTECHNICAL CONTEXT		Potential for instability near watercourses (~20% of trail is near Dawson Creek)
POTENTIAL FLOODING ISSUES		Potential for flooding near watercourses (~20% of trail is near Dawson Creek)
COMPATIBILITY w/ NEIGHBOURING LAND USE		~18 private properties directly adjacent to the route
PRIVATE LAND REQUIREMENTS		- Existing CN Rail corridor is private — discontinuance would be required - Potentially some property impacts where the trail follows Dawson Creek
ROAD CROSSINGS		1 highway crossing: existing crosswalk on Hwy 2 in Pouce Coupe 1 major road crossing: Rolla Rd 3 minor road crossings: Jabs Rd, Old Tremblay Trail, 50th St in Pouce Coupe
POTENTIAL UTILITY CONFLICTS		Limited
CREEK CROSSINGS		2 existing - Rotary Seacan Bridge, railway trestle (upgrades would be required) 2 new required - previously washed out bridge on Dawson Trail, additional bridge near motocross track

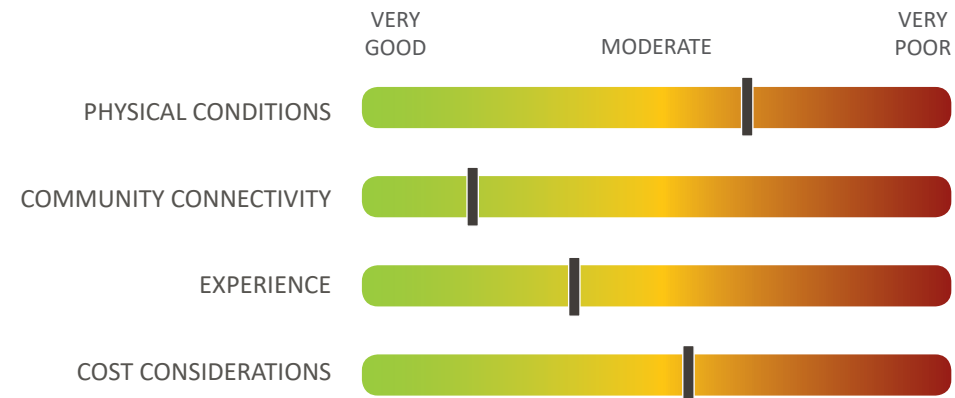
COMMUNITY CONNECTIVITY		
CRITERIA	EVALUATION	COMMENTS
DIRECTNESS		Slightly less direct than other routes
CONNECTION TO EXISTING TRAILS		Connection to Dawson Trail
CONNECTION TO COMMERCIAL DESTINATIONS		- Connection to 8th Street in Dawson Creek - Connection to Pouce Coupe downtown core
CONNECTION TO TOURISM DESTINATIONS		- Dawson Creek, railway trestle, agricultural areas - Connection to Pouce Coupe destinations including museum, community centre

February 12, 2019

EXPERIENCE		
CRITERIA	EVALUATION	COMMENTS
EDUCATIONAL OPPORTUNITIES		Environmental, railway, agriculture
VISUAL EXPERIENCE		Dawson Creek natural areas, railway views, agricultural views
ACCESSIBILITY POTENTIAL		Some potential for grade challenges in natural areas
PASSIVE SURVEILLANCE OPPORTUNITIES		Very limited along rail right-of-way
CONFLICTS WITH OTHER USES		- Potential for conflict with ATV users - Potential conflicts on rail properties

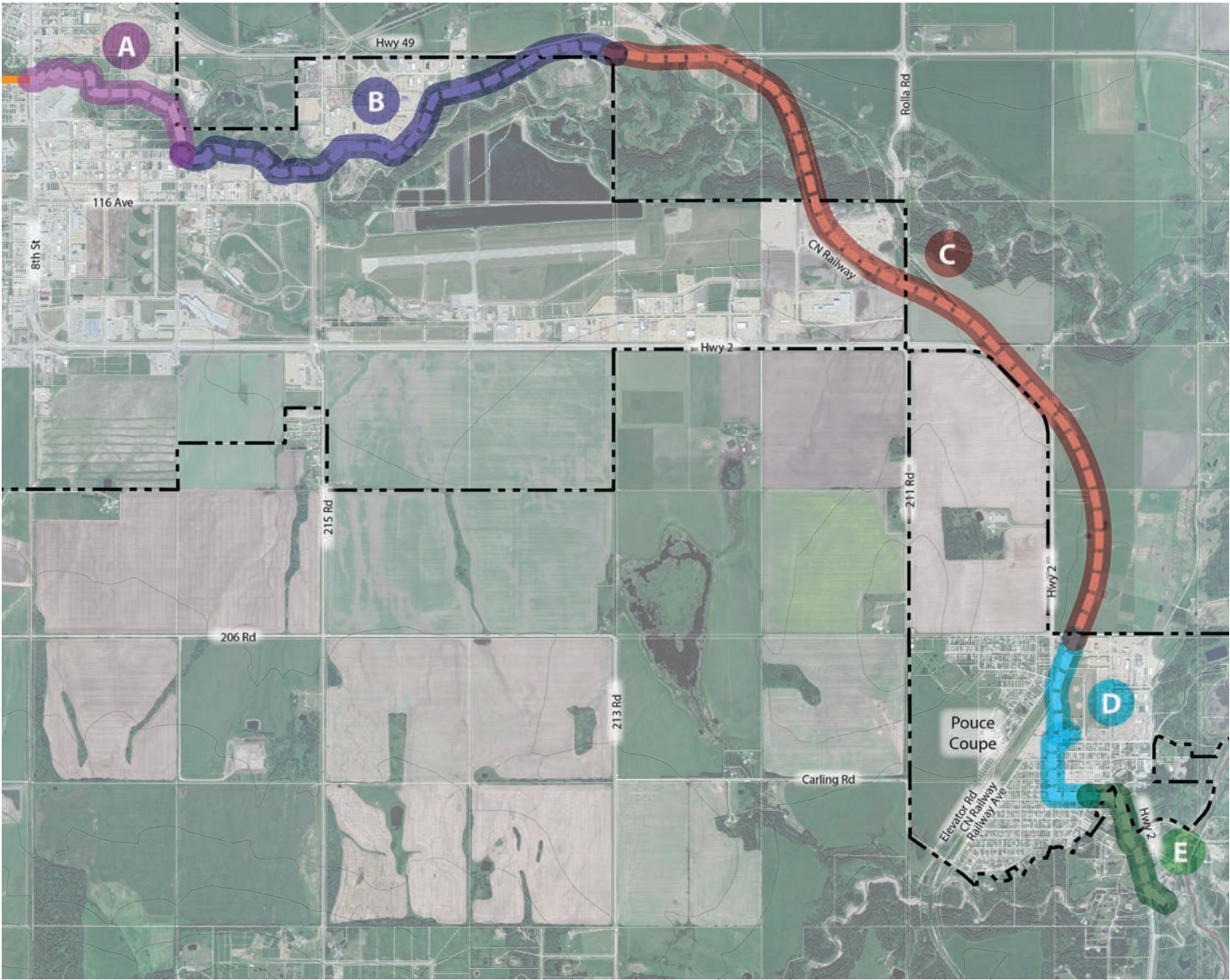
COST CONSIDERATIONS		
CRITERIA	EVALUATION	COMMENTS
EASE OF CONSTRUCTION ACCESS		Access limitations
EASE OF MAINTENANCE ACCESS		Moderate – access points at intersecting roads
SUPPORT FROM EXISTING INFRASTRUCTURE		Existing rail line provides a high quality base for trail development
GENERAL RELATIVE COST		- Higher relative cost - While trail costs are comparable to other options, the cost of potential rail trestle upgrades are a significant unknown
POTENTIAL ACQUISITION COSTS		- Potential for limited acquisition near creek - Costs of rail line acquisition

EVALUATION SUMMARY



DAWSON CREEK TO POUCE COUPE
OPTION C: RAIL ROUTE POTENTIAL PHASING AND COST SUMMARY

Due to the size of the project and the variations in conditions along the route, trail development is shown divided into potential phasing segments. The phasing does not indicate which sections would be built first; rather it shows logical divisions based on land ownership and physical characteristics.



PHASED COST ESTIMATES						
PHASE	DESCRIPTION	ANTICIPATED PARTNERS	ESTIMATED CAPITAL COST RANGE*	POTENTIAL PRRD / EXTERNAL FUNDING SPLIT **	TOTAL PRRD CAPITAL COSTS	NOTES
A	Dawson Creek - 8 St to 4 St	City of Dawson Creek	\$0.7 M - \$1.0 M	0% / 100%	\$0	- Includes bridge replacement over Dawson Creek (high costs) - Need to consider Dawson Creek flood planning
B	Dawson Creek - 4 St to 213 Rd	City of Dawson Creek	\$1.3 M - \$2.1 M	0% / 100%	\$0	- Includes a new bridge over Dawson Creek (high costs) - Need to consider Dawson Creek flood planning
C	CN Rail Line - 213 Rd to Old Tremblay Trail	PRRD	\$2.5 M - \$2.9 M	33.34% / 66.66%	\$0.8 M - \$1.0 M	- Assumes PRRD would pursue grants or fundraising for external portion - Would require CN discontinuance of rail line - Estimate does not include trestle upgrade costs (could be significant)
D	Pouce Coupe - Old Tremblay Trail to 49 Ave	Village of Pouce Coupe	\$0.7 M - \$0.8 M	0% / 100%	\$0	Includes connections within Village of Pouce Coupe
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M	- Optional connection (not necessary to connect communities) - Assumes PRRD would pursue grants or fundraising for external portion
TOTAL ESTIMATED CAPITAL COST:			\$5.8 M - \$7.6 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.0 M - \$1.3 M	(excluding acquisition + trestle upgrades costs)

COST ESTIMATE NOTES:

* **Estimated Capital Cost Ranges** are shown in 2018 dollars, based on typical projects in northern BC. A range is shown to account for different potential design considerations that are to be determined (e.g., aggregate vs asphalt surfacing). Estimates do not include the cost of property acquisition, utility relocations, road upgrades, or major roadside drainage works unless noted. Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

** The **Potential PRRD / External Funding Split** is provided as an illustration only. It is based on typical senior government funding program splits. Actual contributions would be determined on a case-by-case basis by the PRRD and partners.

4.3 OPTIONS COMPARISON SUMMARY

KEY EVALUATION FACTORS						
OPTION	ESTIMATED TOTAL CAPITAL COST RANGE	ESTIMATED PRRD CAPITAL COST RANGE	PRELIMINARY EVALUATION OUTCOMES			
			Physical Conditions	Community Connectivity	Experience	Cost Considerations
A Roadside Route	\$5.7 M - \$8.5 M	\$1.2 M - \$1.8 M	Moderate Some risks for arch, enviro, stability, several bridge crossings, flat terrain	Good Generally direct, good connections to desirable destinations	Good Large sections along rural roads, moderate visual appeal, good passive surveillance	Good Slightly higher capital costs, more certainty around tenure
B Off-Road Route	\$5.5 M - \$8.1 M	\$1.0 M - \$1.5 M	Moderate Some risks for arch / slope issues along creek, environmental considerations at Bissette Marsh, steep area near Pouce Coupe	Very Good Most direct option, very strong connections to desirable destinations	Good Several high quality experiences along creek, some areas with limited passive surveillance	Moderate Lower capital costs, potentially more challenges for construction / maintenance access
C Rail Route	\$5.8 M - \$7.6 M	\$1.0 M - \$1.3 M	Poor Higher risks for arch, enviro, slope issues, some steep terrain challenges, CN and private land tenure issues	Good Generally direct, good connections to desirable destinations	Good Several high quality experiences along creek, rail trestle, some areas with limited passive surveillance	Moderate Lower capital costs, however acquisition and trestle rehabilitation costs are significant unknowns

5 | Next Steps

The preliminary options will continue to be studied and refined during Phase 2 of the Connecting Communities Study. Immediate next steps in the process include the following:

- The Project team will continue analysis on the emerging options.
- The Project team will development preliminary design and use recommendations.
- The District and Project team will initiate a process of inviting input to the options development, evaluation, and refinement process.
- Input from elected officials, stakeholders, and land owners will be gathered.
- Preliminary options will be summarized and shared with community members for review, refinement, and discussions on preference and priorities.
- Updates will continue to be posted to the project webpage:
prrd.bc.ca/engage



Preliminary options development indicate that several routes warrant exploration. Each of these routes come with its own challenges that would need to be addressed prior to trail development. As the options development and evaluation process continues, challenges will continued to be explored with the goal of identifying options that have a high degree of feasibility, while meeting the needs and interests of potential trail users.



APPENDIX A: FORT ST. JOHN TO CHARLIE LAKE DETAILED ROUTE DESCRIPTIONS

FORT ST. JOHN TO CHARLIE LAKE OPTION A: ROADSIDE ROUTE DETAILED DESCRIPTION

A1 START: Northwest Corner of Bypass Trails in Fort St. John

The North Route option would begin at the northwest corner of Fort St. John's Bypass Trail network. An existing rest station on the Bypass Trail could be enhanced into a major trailhead with a small number of parking spaces, a kiosk (with trail maps for both the FSJ-CL regional route and the City's trails network), benches, waste receptacles, and dog-waste bag dispensers.

STRENGTHS

- Connects with the FSJ trails network
- Existing rest station

CHALLENGES



West Bypass Trail looking north towards CN Rail tracks.

A2 West Bypass Road Crossing APPROXIMATE LENGTH: 12 m

From the trailhead, a new crosswalk would provide access over the West Bypass Road. As a major road crossing, enhancements such as overhead signage or user-initiated flashers may warrant consideration. A potential complication for this crossing is its proximity to the existing CN rail line, which may necessitate locating the pedestrian crossing a minimum distance from the rail grade crossing, or specific rail signal upgrades to meet the Federal Grade Crossing Regulations.

STRENGTHS

- Connection to existing FSJ Bypass Trails

CHALLENGES

- Crossing parallels the CN rail line which may trigger Grade Crossing Regulation requirements
- High volume road, including trucks



West Bypass Road crossing location.

A3 Parkwood Development - Fish Creek Corridor APPROXIMATE LENGTH: 1,150m

After crossing the West Bypass Road, the trail would enter the Parkwood Comprehensive Development Site beside Fish Creek. Current plans show a future community of 6,000 residential units complimented by commercial, institutional, and park uses. Master planning is underway for the neighbourhood, and opportunities exist to align the FSJ-CL Regional Trail with community planning. In this option, the trail would follow the Fish Creek Coulee for approximately 1.2 km, including a bridge crossing of Fish Creek. Trail alignment would be in partnership with the Parkwood's landowner to create a route that fits the community and supports a strong regional connection.

STRENGTHS

- Opportunities for integration with the new development
- Opportunities to incorporate natural areas along Fish Creek

CHALLENGES

- Timing of trail development may be influenced by private development timing / phasing



Looking west to where the trail would enter the Parkwood development site beside West Bypass Road.

A4 Parkwood Development - North to Kapchinski Road APPROXIMATE LENGTH: 1,725 m

To connect to 244 Rd, the trail would turn north heading another 1.3 km through the Parkwood Development site to Kapchinski Road. Once the trail reaches Kapchinski Road it would follow the edge of the Parkwood development to the Kapchinski Road/269 Road intersection.

STRENGTHS

- Opportunities for integration with the new development
- Potential for incorporation within existing road right-of-way

CHALLENGES

- Timing of trail development may be influenced by private development timing / phasing
- Possible impacts to existing trees
- Gravel on Kapchinski Road is a hazard; separation may be needed
- Informal trails indicate use by off-road vehicles



Corner of Kapchinski Rd/269 Rd looking south.

A5 Kapchinski Road Crossing APPROXIMATE LENGTH: 10 m

At the Kapchinski Road / 269 Road intersection, the trail would turn north and cross Kapchinski Road, marked with a sign.

STRENGTHS

- Low volume rural road

CHALLENGES

- Ditch/culverts would need to be addressed

A6 269 Road APPROXIMATE LENGTH: 330 m

The trail would follow the east side of 269 Road which has two adjacent private properties. Fencing may be warranted along this section to limit potential trespass to private properties. The road right-of-way through this section appears to have sufficient width to accommodate a trail separated from the roadway. This section would be quite steep (approximately 6% - 7% grade).

STRENGTHS

- Potential for incorporation within existing road right-of-way
- Existing adjacent trees provide shade

CHALLENGES

- Possible impacts to existing trees
- Steep grades (+/- 6% - 7%)
- Adjacent to 2 private properties



Looking north up 269 Rd from Kapchinski Rd.

A7 269 Road Crossing APPROXIMATE LENGTH: 12 m

At 244 Road, the trail would turn west crossing 269 Road. This low-volume road crossing could be indicated with signage.

STRENGTHS

- Low volume rural road

CHALLENGES

A8 244 Road APPROXIMATE LENGTH: 1,610 m

The trail would follow 244 Road west, on the north side of the roadway next to two large active agricultural sections. This segment has potential challenges for fitting the trail within the road right-of-way including limited width, ditches, and overhead utility lines. If the trail is located directly adjacent to the traveled road right-of-way (no ditch separation), it would require modification of MoTI typical standards. Alternately, acquisition of a strip of land along the agricultural properties may be considered. This section would provide views of the agricultural landscape, but mitigation of potential trespass or conflict with agricultural activities would be required. The road slopes to a low point in the middle of this section where a small watercourse would need to be crossed before climbing steeply to 271 Road.



Creek crossing on 244 Rd looking west towards 271 Rd.

STRENGTHS

- Provides views of the rural landscape

CHALLENGES

- Roadway siting and utilities leave limited space for trail development
- Grades at the west end (near 271 Rd) are relatively steep (+/- 8%)
- Bridging may be required at the small creek near the mid-way point
- Adjacent to 2 private agricultural properties

A9 271 Road Crossing APPROXIMATE LENGTH: 18 m

271 Road is a busy rural road that provides access to residential, industrial, and recreational destinations in the Charlie Lake area. The trail is proposed to cross this road at the top of a hill. Higher vehicle volumes at this crossing, including truck traffic, may warrant consideration for overhead signage or user-initiated flashers.

STRENGTHS

CHALLENGES

- Crossing is at the top of an incline with potential for sight-line issues

A10 244 Road Right-of-Way APPROXIMATE LENGTH: 800 m

After crossing 271 Road, the trail would carry on west following an existing road right-of-way. About 150 m of road has been developed for driveway access in the eastern part of the right-of-way with the remaining part is undeveloped. Trail development should be sited to minimize tree removals and provide a natural section of trail.



Western end of 244 Rd right-of-way at Rimrock Dr.

STRENGTHS

- Most of the existing right-of-way is not currently used for road
- Existing trees provide shade and beauty, as well as buffering to adjacent properties

CHALLENGES

- Informal trails indicate potential use by off-road vehicles
- East portion has been developed for property access and utilities
- Adjacent to 3 private properties
- Trail alignment may need to allow for future road development
- Potentially steep sections

AA Spur Trail A: Tse'K'wa Connection APPROXIMATE LENGTH: 320 m

A spur trail could be considered to link to Tse'K'wa (Charlie Lake Caves), an important archaeological site managed by the Treaty 8 Tribal Council. This trail could connect north along Rimrock Drive up to Butte Lane to the cave access.

STRENGTHS

- Connects visitors to an important cultural site

CHALLENGES

- Rimrock Drive through this section is steep, limiting accessibility
- Gravel road
- Adjacent to 1 private property

A11 Rimrock Drive APPROXIMATE LENGTH: 190 m

Where 244 Road ends at Rimrock Drive, the trail would turn north for a short distance up an incline along the east side of the road right-of-way to Sunnyside Drive. The trail would be separated from Rimrock Drive by a ditch to limit potential impacts from the gravel road.

STRENGTHS

- Potential for incorporation within the existing road right-of-way
- No existing property accesses or driveways

CHALLENGES

- Possible impacts to existing trees
- Gravel on Rimrock Dr is a hazard; separation may be needed
- Adjacent to 1 private property
- Steep sections (+/- 8% grade)



Looking south down Rimrock Dr.

A12 Rimrock Drive Crossing APPROXIMATE LENGTH: 12 m

At Sunnyside Drive, the trail would turn west and cross Rimrock Road to align with Sunnyside Drive.

STRENGTHS

- Low volume rural road

CHALLENGES

A13 Sunnyside Drive APPROXIMATE LENGTH: 630 m

The trail would follow the south side of Sunnyside Drive down the hill towards Fish Creek. The trail would be ideally situated adjacent to the roadway to limit potential impacts to existing trees; however, this would require collaboration with MoTI to address maintenance requirements. This section of trail would be among the steepest, potentially limiting trail users.

STRENGTHS

- Trees on adjacent properties provide a pleasant trail experience

CHALLENGES

- Includes a very steep section (+/- 12% grade) which may not be suitable for all levels of trail users
- Adjacent to 5 private properties



Looking south down the steep section of Sunnyside Dr.

A14 Fish Creek Bridge APPROXIMATE LENGTH: 60 m

At the bottom of Sunnyside Drive, the trail would cross Fish Creek at the existing bridge. The existing pedestrian crossing is too narrow for a multi-use trail (currently +/- 1.5 m) and would need to be expanded. This expansion could consider additional components such as benches or a viewing area overlooking Fish Creek.

STRENGTHS

- Opportunities may exist to incorporate views and vistas or potential information about Fish Creek at this location

CHALLENGES

- Existing bridge is too narrow for a multi-use trail so would require upgrades which would have cost implications



Existing narrow pedestrian crossing at Fish Creek Bridge.

AB Spur Trail B: Connection to Charlie Lake Elementary APPROXIMATE LENGTH: 90 m

A potential spur trail from the bridge to the existing Alaska Hwy crosswalk that provides access to Charlie Lake Elementary may warrant consideration to connect the regional trail to a community destination. This would include extension of the crosswalk across the existing Jackfish Frontage Road.

STRENGTHS

- Enhances connectivity for Charlie Lake residents to the school

CHALLENGES

- Additional costs

A15 Sunnyside Road Crossing APPROXIMATE LENGTH: 12 m

After crossing the bridge, the trail would turn northwest and cross Sunnyside Drive near the Jackfish Pub.

STRENGTHS

- Moderate volume road with good sight-lines

CHALLENGES



Crosswalk to Charlie Lake Elementary.

A16 Jackfish Connection APPROXIMATE LENGTH: 140 m

The trail would follow Fish Creek behind the Jackfish Pub providing an attractive off-road connection into Rotary Park. The trail could incorporate a trailhead and bike parking area at the pub to encourage trail users to stop for food and drinks.

STRENGTHS

- Connection to existing business
- Views of Fish Creek

CHALLENGES

- Crosses private property requiring an agreement



Looking west along the Jackfish Pub property.

A17 Rotary Park Connection
APPROXIMATE LENGTH: 540 m

At Rotary Park, the trail would follow existing trails upgraded to the regional trail standard to a trailhead at the parking lot. These existing trails provide views over the South Charlie Lake Wetland Conservation Site and connections to the ballfield, campground, and playground.

STRENGTHS

- Existing trails with potential for upgrading
- Strong connections to existing recreation amenities

CHALLENGES



Existing trail between the ball diamonds and wetlands at Rotary Park.

AC Spur Trail C: Connection to Charlie Lake Memorial
APPROXIMATE LENGTH: 75 m

While the concept suggests a trailhead near the existing Wetland Interpretive Area, a short spur could also be considered to also join with the Charlie Lake Alaska Highway Memorial and the existing lakefront walkway.

STRENGTHS

- Connects existing destinations
- Existing trail with potential for upgrading

CHALLENGES

- Additional costs



Existing trail near the memorial.

FORT ST. JOHN TO CHARLIE LAKE

OPTION B: FISH CREEK ROUTE DETAILED DESCRIPTION

B1 START: Northwest Corner of Bypass Trails in Fort St. John

The Fish Creek Route option would also begin at the northwest corner of Fort St. John's Bypass Trail network. An existing rest station on the Bypass Trail could be enhanced into a major trailhead with a small number of parking spaces, a kiosk (with trail maps for both the FSJ-CL regional route and the City's Trails network), benches, waste receptacles, and dog-waste bag dispensers.

STRENGTHS

- Connects with the FSJ trails network
- Existing rest station

CHALLENGES



West Bypass Trail looking north towards CN Rail tracks.

B2 West Bypass Road Crossing APPROXIMATE LENGTH: 12 m

From the trailhead, a new crosswalk would provide access over the West Bypass Road. As a major road crossing, enhancements such as overhead signage or user-initiated flashers may warrant consideration. A potential complication for this crossing is its proximity to the existing CN rail line, which may necessitate locating the pedestrian crossing a minimum distance from the rail grade crossing, or specific rail signal upgrades to meet the Federal Grade Crossing Regulations.

STRENGTHS

- Connection to existing FSJ Bypass Trails

CHALLENGES

- Crossing parallels the CN rail line which may trigger Grade Crossing Regulation requirements
- High volume road, including trucks



West Bypass Road crossing location.

B3 Parkwood Development - West Bypass Road to 269 Road APPROXIMATE LENGTH: 2,050m

After crossing the West Bypass Road, the trail would enter the Parkwood Comprehensive Development Site beside Fish Creek. Current plans show a future community with 6,000 residential units complimented by commercial, institutional, and park uses. Master planning is underway for the neighbourhood, and opportunities exist to align the FSJ-CL Regional Trail with community planning. In this option, the trail would follow the Fish Creek Coulee for 1.6 km, including a bridge crossing of Fish Creek, before following the edge of the property to 269 Road. Trail alignment would be in partnership with the Parkwood landowner to create a route that fits the community and supports a strong regional connection.

STRENGTHS

- Opportunities for integration with the new development
- Opportunities to incorporate natural areas along Fish Creek

CHALLENGES

- Timing of trail development could be influenced by private development timing / phasing



Looking west where the trail would enter the Parkwood development site.

B4 269 Road Crossing
APPROXIMATE LENGTH: 12 m

On the west side of the Parkwood development after crossing the Fort St. John city boundary, the trail would cross 269 Road. This road crossing would be coordinated with future access to the Parkwood site.

STRENGTHS

- Low volume rural road
- Opportunity to coordinate with road access to Parkwood

CHALLENGES

- Parkwood development may increase traffic on 269 Road

B5 269 Road
APPROXIMATE LENGTH: 200 m

At 269 Road, the trail would turn south to follow the west side of 269 Road. The road right-of-way through this section appears to have sufficient width to accommodate a trail separated from the roadway. The interface with adjacent private property would need to be carefully designed.

STRENGTHS

- Potential for incorporation within the existing road right-of-way
- Existing adjacent trees provide shade

CHALLENGES

- Possible impacts to existing trees
- Adjacent to 1 private property

B6 Fish Creek Alignment – 269 Rd to 271 Rd
APPROXIMATE LENGTH: 1,850 m

At Fish Creek, the trail would turn west and follow the north side of the creek, at top of bank. This section of property is privately owned and would require an agreement with existing landowner(s) for trail development. The trail is recommended to be located above the top of bank of the creek corridor to limit potential impacts to the watercourse, environmental values, or archaeological values, and to adhere to riparian area regulations. The adjacent properties are active agricultural lands and trail design would need to mitigate potential trespass or activities that could adversely affect agricultural uses. While this section has numerous challenges, it also has potential to provide spectacular views of both the natural habitat of Fish Creek and the agricultural landscape of the region.

STRENGTHS

- Exceptional scenic quality
- Direct route
- Peaceful experience

CHALLENGES

- Requires agreement with 2 private properties
- Potential archaeological considerations
- Bank stability considerations (geotechnical review and design)
- Informal trails indicate use by off-road vehicles



Looking west over Fish Creek from 269 Road.

B7 271 Road Crossing APPROXIMATE LENGTH: 18 m

271 Road is a busy rural road that provides access to residential, industrial, and recreational destinations in the Charlie Lake area. Higher vehicle volumes at this crossing, including truck traffic, may warrant consideration for overhead signage or user-initiated flashers.

STRENGTHS

CHALLENGES

- Higher volume road, including trucks

B8 Fish Creek Alignment – 271 Rd to Rimrock Road Right-of-Way APPROXIMATE LENGTH: 1,150 m

After crossing 271 Road, the trail would continue west following the Fish Creek corridor at top of bank on the north side of the creek. At the edge of the property, the trail would turn north to connect with the Rimrock Road right-of-way. This property is privately owned and would require an agreement with existing landowner(s) for trail development. Similar to the previous section, private property impact mitigation and watercourse impacts would require careful consideration.

STRENGTHS

- Exceptional scenic quality
- Direct route
- Peaceful experience

CHALLENGES

- Requires agreement with 1 private property
- Potential archaeological considerations
- Bank stability considerations (geotechnical review and design)



Looking north up 271 Road at the Fish Creek bridge.

B9 Rimrock Drive Undeveloped ROW APPROXIMATE LENGTH: 90 m

The trail would connect to an existing road right-of-way at Rimrock Drive. The existing road right-of-way does appear to currently accommodate private uses, including a private driveway, which would need to be considered during trail design.

STRENGTHS

- Potential for incorporation within an existing road right-of-way

CHALLENGES

- Possible impacts to existing trees
- Undeveloped right-of-way appears to be used by adjacent private properties for access and storage
- Adjacent to 2 private properties

BA Spur Trail A: Tse'K'wa Connection APPROXIMATE LENGTH: 320 m

A spur trail could be considered to link to the Tse'K'wa archaeological site, an important archaeological site managed by the Treaty 8 Tribal Council. This trail could connect north along Rimrock Drive up to Butte Lane to the cave access.

STRENGTHS

- Connects visitors to an important cultural site

CHALLENGES

- Rimrock Drive through this section is steep, limiting accessibility
- Gravel road
- Adjacent to 1 private property

B10 Rimrock Drive APPROXIMATE LENGTH: 600 m

The trail would meet Rimrock Drive, turning to head west along the south side of the road towards Charlie Lake. Rimrock Drive through this section presents several challenges, including a gravel surface and steep side slopes. Road upgrades could be required to incorporate trail access along this segment (which could have significant cost implications). An alternative could be to use Rimrock Drive as a shared roadway.

STRENGTHS

- Low volume road
- Flat horizontal grades

CHALLENGES

- Steep side slopes leaving little space for trail development
- Gravel road
- Adjacent to 8 private properties



Looking southwest down Rimrock Dr with significant grades on adjacent slopes.

B11 Sunnyside Drive Crossing APPROXIMATE LENGTH: 12 m

At Sunnyside Drive, the trail would cross the road to continue on the north side of Sunnyside Drive.

STRENGTHS

- Moderate volume road with good sight-lines
- Road crossing at existing vehicle intersection

CHALLENGES



Looking north towards Rimrock Dr from the existing Fish Creek bridge. The proposed pedestrian crossing could occur at Rimrock Dr with development of a new pedestrian bridge at Fish Creek adjacent to the vehicle bridge.

B12 Sunnyside Drive APPROXIMATE LENGTH: 50 m

At Sunnyside Drive the trail would turn south towards the bridge at Fish Creek, on the northwest side of the road. The trail may need to be located adjacent to the roadway to fit within the existing road right-of-way requiring collaboration with MoTI to address maintenance requirements.

STRENGTHS

CHALLENGES

- Adjacent to 1 private property
- Potential limitations in the existing road right-of-way

B13 Fish Creek Bridge APPROXIMATE LENGTH: 60 m

At the bottom of Sunnyside Drive, the trail would cross Fish Creek at the existing bridge. The existing pedestrian crossing is too narrow for a multi-use trail (currently +/- 1.5 m), so this option recommends developing a new multi-use crossing on the north side of the bridge either adjacent to the vehicle bridge or as part of an upgraded bridge structure. This expansion could consider additional components such as benches or a viewing area overlooking Fish Creek.

STRENGTHS

- Opportunities may exist to incorporate views and vistas or potential information about Fish Creek at this location

CHALLENGES

- Existing bridge is too narrow for a multi-use trail and would require upgrades or a separate multi-use trail bridge which would have cost implications

BB Spur Trail B: Connection to Charlie Lake Elementary APPROXIMATE LENGTH: 120 m

A potential spur trail from the bridge to the existing Alaska Hwy crosswalk that provides access to Charlie Lake Elementary may warrant consideration to connect the regional trail to a community destination. This would include development of a trail on the northwest side of Sunnyside Drive to Jackfish Frontage Road and pedestrian crossings of Sunnyside Drive and Jackfish Frontage Road.

STRENGTHS

- Enhances connectivity for Charlie Lake residents to the school

CHALLENGES

- Additional costs



Crosswalk to Charlie Lake Elementary.

B14 Jackfish Connection APPROXIMATE LENGTH: 140 m

The trail would follow Fish Creek behind the Jackfish Pub providing an attractive off-road connection into Rotary Park. The trail could incorporate a trailhead and bike parking area at the pub to encourage trail users to stop for food and drinks.

STRENGTHS

- Connection to existing business
- Views of Fish Creek

CHALLENGES

- Crosses private property requiring an agreement



Looking west along Jackfish Pub property.

B15 Rotary Park Connection APPROXIMATE LENGTH: 540 m

At Rotary Park, the trail would follow existing trails upgraded to the regional trail standard to a trailhead at the parking lot. These existing trails provide views over the South Charlie Lake Wetland Conservation Site and connections to the ballfield, campground, and playground.

STRENGTHS

- Existing trails with potential for upgrading
- Strong connections to existing recreation amenities

CHALLENGES



Existing trail between the ball diamonds and wetlands at Rotary Park.

BC Spur Trail C: Connection to Charlie Lake Memorial

APPROXIMATE LENGTH: 75 m

While the concept suggests a trailhead near the existing Wetland Interpretive Area, a short spur could also be considered to also join with the Charlie Lake Alaska Highway Memorial and the existing lakefront walkway.

STRENGTHS

- Connect existing destination
- Existing trail with potential for upgrading

CHALLENGES

- Additional costs



Existing trail connect near memorial.

FORT ST. JOHN TO CHARLIE LAKE FUTURE OPTION: CONNECTION TO BEATTON PROVINCIAL PARK DETAILED DESCRIPTION

FO1 START: Completed Connector Trail

The route would connect into the completed FSJ-CL connector trail. Location would depend on which trail option is pursued.

STRENGTHS

- Connects with new FSJ-CL connector trail

CHALLENGES

FO2 Sunnyside Drive APPROXIMATE LENGTH: 630 m

The trail would follow the south side of Sunnyside Drive up the hill. The trail would be ideally situated adjacent to the roadway to limit potential impacts to existing trees; however, this would require collaboration with MoTI to address maintenance requirements. This section of trail would be among the steepest, potentially limiting trail users.

STRENGTHS

- Trees on adjacent properties provide a pleasant trail experience

CHALLENGES

- Includes a very steep section (+/- 12% grade) which is not suitable for all levels of trail users
- Adjacent to 5 private properties



Looking up Sunnyside Drive from Fish Creek.

FO3 Rimrock Drive Crossing APPROXIMATE LENGTH: 12 m

At the top of the hill where Sunnyside Drive and Rimrock Drive meet, the trail would cross the road to continue north on the east side of Sunnyside Drive.

STRENGTHS

- Moderate volume road with good sight-lines
- Road crossing at existing vehicle intersection

CHALLENGES

FO4 Sunnyside Drive - North to Range Ave APPROXIMATE LENGTH: 2,225 m

The trail would continue on Sunnyside Drive north for just over 2 km. The east side of the roadway is recommended to limit direct adjacency to existing residential lots. The east side of the road has agricultural and treed sections adjacent.

STRENGTHS

- Low volume, paved rural road
- Agricultural and treed sections on the east side of the roadway

CHALLENGES

- Road ROW is not clearly defined in available mapping and would need to be confirmed
- Adjacent to 3 private properties
- Mitigation of potential trespass or conflicts with adjacent agricultural uses may be required

FO5 Range Ave Crossing APPROXIMATE LENGTH: 12 m

Where Sunnyside Drive intersects with Range Ave, the trail would cross Range Ave before turning west to continue following Sunnyside Drive toward Charlie Lake.

STRENGTHS

- Moderate volume road with good sight-lines
- Road crossing at existing vehicle intersection

CHALLENGES

FO6 Sunnyside Drive - West from Range Ave APPROXIMATE LENGTH: 790 m

The trail would continue on the north side of Sunnyside Drive towards Charlie Lake. At this stage, the rural road changes from paved to gravel. Options could be considered to utilize the existing roadway as a shared trail or to build a separated trail within the road right-of-way. If a trail is developed, separation from the road by a ditch would be recommended to help limit potential issues with stones. A section of Crown land exists at the corner where Sunnyside Drive turns north again that could provide potential for a small trailhead or rest area.

STRENGTHS

- Potential for incorporation within the existing road right-of-way

CHALLENGES

- Possible impacts to existing trees
- Gravel road
- Existing utilities in the corridor
- Adjacent to 1 private property

FO7 Sunnyside Drive - North to Beaton Park APPROXIMATE LENGTH: 2,300 m

At the corner where Sunnyside Drive turns north, the trail would also turn to follow along the east side of the roadway north towards Beaton Park. This section of roadway is gravel so options for a separated trail or a shared roadway could be considered.

STRENGTHS

- Quiet rural road

CHALLENGES

- Potential grade challenges (+/- 10% in some sections)
- Adjacent to 3 private properties
- Gravel road
- Existing utilities in the corridor

FO8 Sunnyside Drive Road ROW APPROXIMATE LENGTH: 215 m

Sunnyside Drive ends shortly before reaching Beaton Provincial Park. A new off-road trail could be developed within the existing road right-of-way through this remaining section to connect with the south end of Beaton Park.

STRENGTHS

- Existing road ROW
- Quiet, treed off-road trail

CHALLENGES

- Possible impacts to existing trees

FO9 Beaton Provincial Park Trails

APPROXIMATE LENGTH: 990 m

Once reaching the park boundary, the trail could connect with existing trails in the park to the parking lot. Trail development would need to be coordinated with the cross-country ski uses.

STRENGTHS

- Existing trails could support cost effective trail development
- Connects into recreational destination

CHALLENGES

- Coordination would be required to ensure recreational uses align



Existing cross-country ski trail in Beaton Provincial Park.

FO10 Trailhead: Beaton Provincial Park

The existing parking lot at Beaton Provincial Park could include a new trailhead for the route, providing details about the Rotary Park – Beaton Park connector trail as well as trails within the region. Existing amenities including the picnic shelter, washrooms, parking, and signage would support the trail.

STRENGTHS

- Existing amenities

CHALLENGES



Parking lot at Beaton Provincial Park.

ALTERNATE ROUTES

Following Sunnyside Drive would likely be the most cost-effective and readily-developed connection between Rotary Park and Beaton Park. An alternate route that may warrant future exploration is a trail that follows a lakeside alignment for a portion of the journey.

This route would connect to the existing lakeside trail in Rotary Park and utilize portions of boardwalk to travel up Charlie Lake, connecting inland along portions of Paradise Street. This route would be complicated by a need to maintain water access to private docks, as well as cost and environmental considerations of using a boardwalk component. However, the route would also provide opportunity to experience more of Charlie Lake's scenic areas before linking with Sunnyside Drive.

This alternate route would require further exploration if deemed desired by the community.



Looking north along the existing trail in Rotary Park, which could serve as a starting point for a boardwalk section of trail in Charlie Lake.



APPENDIX B: DAWSON CREEK TO POUCE COUPE DETAILED ROUTE DESCRIPTIONS

DAWSON CREEK TO POUCE COUPE OPTION A: ROADSIDE ROUTE DETAILED DESCRIPTION

A1 START: Dawson Trail at 8th Street

All options are recommended to begin at the same location: the existing Dawson Trail at 8th Street in Dawson Creek. The location provides a strong connection to Dawson Creek's existing trails, as well as to shopping, food, and parking. A major trailhead is suggested for this location, including signage for both the regional trail and the city's trails network.

STRENGTHS

- Connects with the Dawson Trail
- Existing open space
- Shopping centre provides parking/ services

CHALLENGES

- Noise impacts from 8th Street



Existing Dawson Trail looking towards 8th Street. Upgrades could be completed to improve the trail and develop a visible, accessible trailhead.

A2 Upgraded Dawson Trail APPROXIMATE LENGTH: 1,300 m

From the trailhead, trail users would follow an upgraded trail east along the south side of Dawson Creek. Realignment of the existing trail may warrant consideration through this section to address issues with bank sloughing. A new bridge would be needed to cross to the north side of the creek, replacing the one that was previously washed out. Geotechnical and structural engineering would be required to mitigate potential future flood impacts. On the north side of the river, the trail could rejoin the existing Dawson Trail that connects through Brookside Cemetery. East of the cemetery, trail upgrades would be needed to convert the existing natural surface hiking trail to a multi-use regional trail. This transition may include relocation of the trail alignment to top of creek bank as the existing trail has been impacted by bank sloughing. The trail would recross Dawson Creek at the existing Rotary Seacan Bridge before following an upgraded multi-use trail along a similar alignment to the existing nature trail.

STRENGTHS

- Portions of existing trail remain and could be upgraded
- Existing Rotary Seacan Bridge
- Crown lands

CHALLENGES

- New bridge would be required to replace washed-out bridge
- Potential archaeological considerations
- Bank stability considerations (geotechnical review and design)



Existing Dawson Trail looking towards 8th Street. Upgrades to address erosion issues and damage would be required.



Location of washed out bridge.



Rotary Seacan Bridge and natural surface trail.

A3 Trailhead - 114th Avenue / 4th Street

A small trailhead could be considered near the 114th Avenue / 4th Street intersection to mark access to the Regional Trail. While access to the existing trail is provided at this location, the start of the trail is poorly defined. Improvements could relocate the trailhead away from existing residences and include a small number of parking spots and signage.

STRENGTHS

- Improves existing access point
- Existing road right-of-way and Crown lands provide flexibility for siting the trailhead away from existing residences

CHALLENGES

- Adjacent to 2 residential properties

A4 4th Street - 114th Avenue to 116th Avenue APPROXIMATE LENGTH: 225 m

At 4th Street, the trail would follow the roadway from 114th Avenue to 116th Avenue. The road through this section is a rural-standard gravel road with ditches on both sides. Land uses include a mix of light industrial and residential. Trail siting would need to be carefully considered and road upgrades may be warranted. In the short-term, there is potential for the existing road to be used as a shared-use path given the relatively low-volume of traffic. A signed crossing at 115th Avenue would be required.

An alternate option for this trail section would be to remain along the Dawson Creek to 116th Avenue, providing a more natural section of trail. However, this alternate alignment would bypass the recreational destinations around the Encana Events Centre, instead following 116th Avenue to Hwy 2.

STRENGTHS

- Low volume road
- Direct connection to existing trail at 116th Avenue

CHALLENGES

- Existing rural road standard (gravel) and ditches complicate trail development



4th St looking south from 114th Ave.

A5 116th Avenue Crossing APPROXIMATE LENGTH: 15 m

The trail would cross 116th Avenue to connect to the existing Trans Canada Trail (TCT) route that runs between Paul Loiselle Soccer Park and the exhibition grounds. 116th Avenue is a busy road with significant amount of industrial truck traffic. Consideration for overhead signage or user-initiated flashers may be warranted.

STRENGTHS

- Connects to existing TCT

CHALLENGES

- High volume road, including trucks



116th Ave crossing, looking north up 4th St from existing TCT route.

A6

Upgraded TCT Trail - 116th Avenue to Event Centre Parking Lot

APPROXIMATE LENGTH: 400 m

After crossing 116th Avenue, the trail would join with the existing TCT route which is a mown grass trail. The trail would be upgraded to a regional multi-use standard. Before reaching the Encana Events Centre, the trail crosses a small creek over an existing bridge.

STRENGTHS

- Public lands
- Existing TCT route with existing trail that could be upgraded
- Adjacent to recreational destinations
- Existing bridge over creek

CHALLENGES



Existing TCT route looking south from 116th Ave.

A7

Events Centre Trailhead

After crossing the creek, a trailhead is proposed to provide an entry / exit to the regional trail. The trailhead could capitalize on existing events centre parking, as well as public facilities and restrooms at the Ken Borek Aquatic Centre. The new trail would connect to a number of destinations in this area including the aquatic centre, sports fields, exhibition grounds, and Lakota riding complex.

STRENGTHS

- Existing recreation destination
- Existing parking
- Existing washrooms (inside aquatic centre)

CHALLENGES



Existing bridge over the creek near the Encana Events Centre.

A8

New Trail - Event Centre Parking lot to 116th Avenue / Hwy 2 Intersection

APPROXIMATE LENGTH: 950 m

From the trailhead, the trail would continue southeast on the south side of the creek to the 116th Avenue / Hwy 2 intersection. There appears to be sufficient space between the existing roadway and the creek to incorporate a new separated multi-use trail.

STRENGTHS

- Public lands
- Adjacent creek corridor
- Existing TCT Route

CHALLENGES



Open space adjacent to entry road at the Encana Events Centre looking northwest.

A9

Highway 2 Crossing

APPROXIMATE LENGTH: 60 m

From the trailhead, trail users would cross Highway 2 at the existing signalized intersection. The existing crosswalk has push-buttons for pedestrian crossing.

STRENGTHS

- Existing pedestrian crosswalk provides safe highway crossing

CHALLENGES

- Pedestrian environment has limited appeal in this location

A10 215 Road Right-of-Way APPROXIMATE LENGTH: 1,625 m

After crossing Hwy 2, the trail would continue south following the 215 road right-of-way. The initial concept suggests the trail would be located on the east side of the right-of-way. The right-of-way through this section is 40 m wide, providing adequate space for a multi-use trail separated from the roadway by a ditch. The adjacent land uses are active agriculture, so design would need to consider mitigation of impacts to agricultural activities and potential trespass.

STRENGTHS

- Views of the rural landscape
- Wide road right-of-way

CHALLENGES

- Adjacent to 2 private properties
- Mitigation of agricultural impacts



215 Road looking north.

A11 206 Road Right-of-Way APPROXIMATE LENGTH: 1,615 m

At 206 Road, the trail would turn east to follow 206 Road. Preliminary routing suggests the trail could be sited on the south side of the road to align within the road right-of-way and to avoid the residential property on the north side. This would require a road crossing at the 215 / 206 Road intersection. Further analysis would be required to determine the best trail siting. The road right-of-way through this section is 20 m, making it more constrained for fitting a fully separated multi-use trail within the road right-of-way; alternatives to locate the trail next to the roadway may need to be explored. A small creek exists near the mid-point of this section and may require culverts or a small bridge. As with 215 Road, 206 Road has adjacent agricultural uses which would require trail impact mitigation.

STRENGTHS

- Views of the rural landscape

CHALLENGES

- Roadway siting and utilities leave limited space for trail development
- Adjacent to 2 private properties
- Mitigation of agricultural impacts



206 Road looking west.

A12 Bissette Marsh Section APPROXIMATE LENGTH: 1,100 m

At 213 Road, the trail would turn southeast to follow Bissette Marsh allowing for educational opportunities and scenic views of the wetland. The property is owned by Ducks Unlimited, protecting valuable habitat around Bissette Marsh. Siting and trail design would need to consider both protection of marsh habitat and minimizing potential impacts to active farming on the property. An alternate route trail could be sited on the east side of 213 Road, adjacent to the Ducks Unlimited property. This could require a road crossing at the 215 / 213 Road intersection.

STRENGTHS

- Views of the rural landscape and environmental features
- Ownership of adjacent lands by Ducks Unlimited

CHALLENGES

- Careful planning would be needed to limit potential environmental and/or agricultural activity impacts



213 Road looking south. The Ducks Unlimited property is on the left.



Bissette Marsh signage (Ducks Unlimited).

A13 Carling Road Right-of-Way APPROXIMATE LENGTH: 1,500 m

At Carling Road, the trail would turn east again, following the Carling Road right-of-way east, then south, then southeast into Pouce Coupe. The property at the west end of this section (north side of the road) is the Ducks Unlimited property which could allow flexibility for trail siting. The trail would pass by two rural residential properties as well as privately-owned agricultural parcels. The road right-of-way through a portion of this section is not clear and would need to be confirmed to identify trail siting. Preliminary routing suggests the trail would be on the north and east sides of Carling Road. Pouce Coupe's OCP land use designations indicate that lands near the west boundary of Pouce Coupe could have future residential development, providing potential for long-term integration of a trail during development. However, in the shorter-term, the trail would remain along the Carling Road right-of-way.

STRENGTHS

- Views of the rural landscape
- Ownership of some adjacent lands by Ducks Unlimited
- Potential for long-term trail development if future residential development occurs

CHALLENGES

- Potential impacts to existing trees
- Adjacent to 4 private properties
- Road siting and utilities may leave limited space for trail development
- Existing watercourse near mid-point may require a bridge



Corner in Carling Road looking west.



Carling Road looking northwest near Pouce Coupe.

AA Spur Trail A: Rail Trestle APPROXIMATE LENGTH: 150 m

After arriving in Pouce Coupe, the trail could incorporate a short spur that would lead visitors to an overlook of the existing train trestle across Bisette Creek. This structure provides a strong landmark and historic point of interest. A small trailhead area could be developed with benches, interpretive signage, and railings with views to the trestle.

STRENGTHS

- Provides a link to an existing historical resource and point of interest

CHALLENGES

- Private land - ownership would need to be confirmed
- Additional cost



Existing railway trestle.

A14 CN Rail / Railway Avenue Area APPROXIMATE LENGTH: 450 m

At the corner of Railway Avenue and Bisette Drive in Pouce Coupe, the trail would turn northeast following the space between Railway Avenue and the CN Rail line from Bisette Drive to 49th Avenue. The land appears to be part of the CN Rail right-of-way which is 100 m wide in this section. Pending permissions, the trail could be developed as an off-road trail along this route; alternately, it could be located within the Railway Avenue road right-of-way. Existing ATV routes are visible through this area.

STRENGTHS

- Unused lands within the existing rail right-of-way could provide opportunities for an attractive off-road trail route
- The road right-of-way provides an alternative

CHALLENGES

- Further consultation with CN would be required to determine the feasibility of a trail
- Informal trails indicate potential use by off-road vehicles



Existing railway corridor looking north (Railway Ave is on the right; CN Rail line on the left).

A15 Railway Avenue Crossing

APPROXIMATE LENGTH: 15 m

At 49th Avenue, the trail would turn east and cross Railway Avenue toward Pouce Coupe's downtown core. Railway Avenue is a relatively low volume village road and could be signed for trail and roadway users.

STRENGTHS

- Low volume village road

CHALLENGES

A16 49th Avenue - Railway Avenue to 50th Street

APPROXIMATE LENGTH: 300 m

After crossing Railway Avenue, the trail would follow 49th Avenue east towards Pouce Coupe's downtown core. The road right-of-way is 30 m through this section providing sufficient width for multi-use trail development; however, mitigation of impacts to adjacent residential properties and existing ditches would be required. The street could potentially to be used as a shared roadway in the short-term.

STRENGTHS

- Large existing road right-of-way
- Low volume village road

CHALLENGES

- Potential impacts to existing trees
- Upgrades would be required to incorporate a multi-use trail
- Adjacent to ~11 private residential properties



49th Ave looking east from Railway Ave.

AB Spur Trail B: School/Community Centre Connection

APPROXIMATE LENGTH: 425 m

To provide a connection to the school and community centre, a trail spur that travels north along 50th Street and Hwy 2 to the pedestrian crosswalk at 52nd Avenue could be considered. The existing sidewalk on the west side of the road could be upgraded from a standard 2 m sidewalk to a multi-use trail. The trail would cross Hwy 2 at the existing crosswalk providing access to Pouce Coupe Elementary and the community centre. A small trailhead with signage could be incorporated at this location.

STRENGTHS

- Connection to community destination
- Existing sidewalks / crosswalks that could be upgraded

CHALLENGES

- Additional cost
- Potential impacts to existing trees

A17 50th Street Crossing

APPROXIMATE LENGTH: 15 m

At 49th Avenue, the trail would cross 50th Street to Pouce Coupe's downtown core. 50th Street is a low volume village road with an existing crosswalk.

STRENGTHS

- Low volume village road
- Existing crosswalk

CHALLENGES



Looking north up 50th St from 49th Ave.

A18 49th Avenue - 50th Street to 51st Street APPROXIMATE LENGTH: 170 m

The trail would run the length of the downtown core, along 49th Avenue between 50th Street and 51st Street providing connections to Pouce Coupe Museum and Village Hall and the adjacent Office Park. The existing road right-of-way is wide enough for a new trail to be incorporated, potentially with some adjustments to parking and existing sidewalks (e.g., reorientation of some angle parking to parallel parking). A major trailhead could be incorporated along the street, including trail signage, benches, and a picnic table.

STRENGTHS

- Connection to Pouce Coupe's downtown core
- Multiple destinations
- Large road right-of-way could be adapted to incorporate the trail

CHALLENGES

- Upgrades to 49th Avenue would be required to incorporate the trail
- Potential reconfiguration of some parking from angle to parallel to provide space for the trail



Looking west along 49th Ave.

AC Spur Trail C: Pouce Park Connection APPROXIMATE LENGTH: 850 m

To continue building connectivity to destinations in the region, a spur trail could be considered to connect from Pouce Coupe's downtown core to Pouce Park on the south side of the village. This connection would continue east from 49th Avenue, crossing 51st Street onto Brookbank Subdivision. The trail could be incorporated into the open space between the highway and Brookbank Subdivision, providing access to the metal sculptures that mark the entry into Pouce Coupe. The trail would continue down the hill to Dalby Road. This section of trail would be steep (+/- 8%). The trail would cross Dalby Road to follow the west side of the Hwy 2 right-of-way to Bisette Creek. At Bisette Creek, an option to connect the trail beneath the Hwy 2 bridge could be investigated, along with a bridge crossing over the creek into Pouce Park.

STRENGTHS

- Provides connection to additional community destinations
- Potentially scenic crossing of Bisette Creek

CHALLENGES

- Steep slopes (+/- 8%) in some locations
- Portions along the Hwy 2 right-of-way
- Potential engineering challenges related to crossing beneath the Hwy 2 bridge
- New bridge over Bisette Creek
- Additional costs



Looking south down Brookbank Subdivision towards Pouce Park.



Pouce Coupe welcome signs and metal sculptures.



Pouce Park.

DAWSON CREEK TO POUCE COUPE

OPTION B: OFF-ROAD ROUTE DETAILED DESCRIPTION

* NOTE: SEGMENTS B1 - B9 ARE THE SAME AS OPTION A.

B1 START: Dawson Trail at 8th Street

All options are recommended to begin at the same location: the existing Dawson Trail at 8th Street in Dawson Creek. The location provides a strong connection to Dawson Creek's existing trails, as well as to shopping, food, and parking. A major trailhead is suggested for this location, including signage for both the regional trail and the city's trails network.

STRENGTHS

- Connects with the Dawson Trail
- Existing open space
- Shopping centre provides parking/ services

CHALLENGES

- Noise impacts from 8th Street



Existing Dawson Trail looking towards 8th Street. Upgrades could be completed to improve the trail and develop a visible, accessible trailhead.

B2 Upgraded Dawson Trail APPROXIMATE LENGTH: 1,300 m

From the trailhead, trail users would follow an upgraded trail east along the south side of Dawson Creek. Realignment of the existing trail may warrant consideration through this section to address issues with bank sloughing. A new bridge would be needed to cross to the north side of the creek, replacing the one that was previously washed out. Geotechnical and structural engineering would be required to mitigate potential future flood impacts. On the north side of the river, the trail could rejoin the existing Dawson Trail that connects through Brookside Cemetery. East of the cemetery, trail upgrades would be needed to convert the existing natural surface hiking trail to a multi-use regional trail. This transition may include relocation of the trail alignment to top of creek bank as the existing trail has been impacted by bank sloughing. The trail would recross Dawson Creek at the existing Rotary Seacan Bridge before following an upgraded multi-use trail along a similar alignment to the existing nature trail.

STRENGTHS

- Portions of existing trail remain and could be upgraded
- Existing Rotary Seacan Bridge
- Crown lands

CHALLENGES

- New bridge would be required to replace washed-out bridge
- Potential archaeological considerations
- Bank stability considerations (geotechnical review and design)



Existing Dawson Trail looking towards 8th Street. Upgrades to address erosion issues and damage would be required.



Location of washed out bridge.



Rotary Seacan Bridge and natural surface trail.

B3 Trailhead - 114th Avenue / 4th Street

A small trailhead could be considered near the 114th Avenue / 4th Street intersection to mark access to the Regional Trail. While access to the existing trail is provided at this location, the start of the trail is poorly defined. Improvements could relocate the trailhead away from existing residences and include a small number of parking spots and signage.

STRENGTHS

- Improves existing access point
- Existing road right-of-way and Crown lands provide flexibility for siting the trailhead away from existing residences

CHALLENGES

- Adjacent to 2 residential properties

B4 4th Street - 114th Avenue to 116th Avenue

APPROXIMATE LENGTH: 225 m

At 4th Street, the trail would follow the roadway from 114th Avenue to 116th Avenue. The road through this section is a rural-standard gravel road with ditches on both sides. Land uses include a mix of light industrial and residential. Trail siting would need to be carefully considered and road upgrades may be warranted. In the short-term, there is potential for the existing road to be used as a shared-use path given the relatively low-volume of traffic. A signed crossing at 115th Avenue would be required.

An alternate option for this trail section would be to remain along the Dawson Creek to 116th Avenue, providing a more natural section of trail. However, this alternate alignment would bypass the recreational destinations around the Encana Events Centre, instead following 116th Avenue to Hwy 2.

STRENGTHS

- Low volume road
- Direct connection to existing trail at 116th Avenue

CHALLENGES

- Existing rural road standard (gravel) and ditches complicate trail development



4th St looking south from 114th Ave.

B5 116th Avenue Crossing

APPROXIMATE LENGTH: 15 m

The trail would cross 116th Avenue to connect to the existing Trans Canada Trail (TCT) route that runs between Paul Loiselle Soccer Park and the exhibition grounds. 116th Avenue is a busy road with significant amount of industrial truck traffic. Consideration for overhead signage or user-initiated flashers may be warranted.

STRENGTHS

- Connects to existing TCT

CHALLENGES

- High volume road, including trucks



116th Ave crossing, looking north up 4th St from existing TCT route.

B6 Upgraded TCT Trail - 116th Avenue to Event Centre Parking Lot

APPROXIMATE LENGTH: 400 m

After crossing 116th Avenue, the trail would join with the existing TCT route which is a mown grass trail. The trail would be upgraded to a regional multi-use standard. Before reaching the Encana Events Centre, the trail crosses a small creek over an existing bridge.

STRENGTHS

- Public lands
- Existing TCT route with existing trail that could be upgraded
- Adjacent to recreational destinations
- Existing bridge over creek

CHALLENGES



Existing TCT route looking south from 116th Ave.

B7 Events Centre Trailhead

After crossing the creek, a trailhead is proposed to provide an entry / exit to the regional trail. The trailhead could capitalize on existing events centre parking, as well as public facilities and restrooms at the Ken Borek Aquatic Centre. The new trail would connect to a number of destinations in this area including the aquatic centre, sports fields, exhibition grounds, and Lakota riding complex.

STRENGTHS

- Existing recreation destination
- Existing parking
- Existing washrooms (inside aquatic centre)

CHALLENGES



Existing bridge over the creek near Encana Events Centre.

B8 New Trail - Event Centre Parking lot to 116th Avenue / Hwy 2 Intersection

APPROXIMATE LENGTH: 950 m

From the trailhead, the trail would continue southeast on the south side of the creek to the 116th Avenue / Hwy 2 intersection. There appears to be sufficient space between the existing roadway and the creek to incorporate a new separated multi-use trail.

STRENGTHS

- Public lands
- Adjacent creek corridor
- Existing TCT Route

CHALLENGES



Open space adjacent to entry road at the Encana Events Centre looking northwest.

B9 Highway 2 Crossing

APPROXIMATE LENGTH: 60 m

From the trailhead, trail users would cross Highway 2 at the existing signalized intersection. The existing crosswalk has push-buttons for pedestrian crossing.

STRENGTHS

- Existing pedestrian crosswalk provides safe highway crossing

CHALLENGES

- Pedestrian environment has limited appeal in this location

B10 Highway 2 Right-of-Way APPROXIMATE LENGTH: 1,660 m

After crossing Hwy 2, the trail would turn east to follow the south side of the Hwy 2 corridor. There appears to be sufficient space between the existing edge of road and the overhead utility lines for a separated multi-use trail. Ideally the trail would be sited as far from the traveled roadway as possible to minimize impacts from highway traffic.

STRENGTHS

- Potential for incorporation within highway right-of-way

CHALLENGES

- Adjacent to busy highway
- Adjacent to 1 private property



Hwy 2 right-of-way looking west near 213 Rd.

B11 213 Road Right-of-Way APPROXIMATE LENGTH: 1,150 m

At 213 Road the trail would turn south to follow the 213 Road right-of-way. This right-of-way is undeveloped, but may be used for access to agricultural properties. The undeveloped right-of-way has potential for new trail development through a peaceful rural setting. The adjacent land uses are active agriculture, so design would need to consider mitigation of impacts on agricultural activities and trespass.

STRENGTHS

- Views of the rural landscape
- Undeveloped road right-of-way provides quiet experience

CHALLENGES

- Potentially used for agricultural access
- Adjacent to 3 private properties
- Isolated, so limited opportunities for eyes on the trail



213 Road right-of-way looking south from Hwy 2.

B12 Bissette Marsh Trail APPROXIMATE LENGTH: 1,200 m

After reaching Bissette Marsh, the trail is proposed to follow its north and east perimeter, providing a high-quality natural experience. This alignment would allow unique opportunities for birdwatching and nature appreciation beside a protected area. Trail development would need to be sensitive to the natural environment and limit people leaving the trail and impacting natural areas. Trail design would be in partnership with Ducks Unlimited, owners of the marsh.

STRENGTHS

- Potential for a significant nature recreation opportunity
- Ownership of lands by Ducks Unlimited

CHALLENGES

- Careful planning would be needed to limit potential environmental impacts, as well as impacts to agricultural uses of the property

B13 206 Road Right-of-Way

APPROXIMATE LENGTH: 1,110 m

After passing Bisette Marsh, the trail would turn east at the 206 Road right-of-way, which is also undeveloped. It would follow the right-of-way up an incline to the Pouce Coupe water reservoir. The trail through this section would have steep slopes, likely in the range of 5% - 7%. While the road right-of-way does not have a formal roadway, it is used as a farm route for accessing adjacent properties. Trail development would need to consider the relationship between farm use and trail activities.

STRENGTHS

- Views of the rural landscape
- Undeveloped road right-of-way provides quiet experience

CHALLENGES

- Used for agricultural access
- Adjacent to 2 private properties
- Isolated, so limited opportunities for eyes on the trail
- Steep slopes (+/- 5% - 7% grade)



206 Road right-of-way looking west from the Pouce Coupe water reservoir (after a rain storm).

B14 Water Reservoir to Harden Park

APPROXIMATE LENGTH: 600 m

At the top of the hill, trail users would be rewarded with spectacular views of the Village of Pouce Coupe and the surrounding area. A small trailhead could be developed here to provide visitors a place to rest after the hill ascent. From here the trail would descend down the hill towards the village through Crown lands to Harden Park. A secondary trailhead could be located in the park. This section follows a future trail alignment identified in the Pouce Coupe OCP. It includes some very steep areas (potentially +10% in some areas). Trail switchbacks or other measures may need to be considered to help manage grades. The OCP also identifies the adjacent area as having potential future residential land uses. If long-term residential development proceeds, an alternate route could be considered, connecting directly to 49th Avenue. This alignment may have slightly gentler grades.

STRENGTHS

- Scenic views
- Connection to Harden Park
- Crown lands

CHALLENGES

- Steep sections (potentially +10% grade in some locations)



Looking east towards Pouce Coupe near the water reservoir (reservoir is on left).

B15 55th Avenue - Harden Park to Hwy 2

APPROXIMATE LENGTH: 400 m

From Harden Park, the trail would continue east down 55th Avenue to Hwy 2 within the road right-of-way. The road right-of-way is 20 m through this section, so it is likely the trail would be sited adjacent to the existing road. Mitigation of impacts to adjacent residential properties and ditches would be required. The street could have potential to be used as a shared roadway in the short-term.

STRENGTHS

- Connection to existing park
- Low volume village road

CHALLENGES

- Steep grades in portions (up to 5%)
- Limited space within existing road right-of-way; upgrades would be required to incorporate a multi-use trail
- Adjacent to ~10 private properties



55th Ave looking east from Harden Park.

B16 Hwy 2 Road Right-of-Way - 55th Avenue to 52nd Avenue APPROXIMATE LENGTH: 350 m

At the corner of 55th Avenue, the trail would turn south to follow the Hwy 2 right-of-way to and the crosswalk at 52nd Avenue. An existing 2 m wide sidewalk traverses most of the route (with the exception of a small section near 55th Avenue). The sidewalk could be upgraded to a multi-use trail.

STRENGTHS

- Existing sidewalk with potential for upgrading to multi-use trail

CHALLENGES

- Adjacent to Hwy 2



Hwy 2 in Pouce Coupe at 48a Street looking south.

BA Spur Trail A: School/Community Centre Connection APPROXIMATE LENGTH: 140 m

A trail spur could utilize the existing Hwy 2 crosswalk to cross to the east side of the Highway. The crosswalk has an overhead sign due to its use by children accessing Pouce Coupe Elementary. Minor updates and signage could formalize a connection to the school.

STRENGTHS

- Existing signalized crosswalk provides safe crossing

CHALLENGES

- Additional cost



Existing Hwy 2 crossing.

B17 Hwy 2 / 50th Street - 52nd Avenue to 49th Avenue APPROXIMATE LENGTH: 300 m

The trail would continue south along the west side of Hwy 2, then 50th Street to 49th Avenue. The existing sidewalk along this route could be upgraded from a standard 2 m sidewalk to a multi-use trail. Existing trees along the route should be protected.

STRENGTHS

- Existing sidewalks with potential for upgrading to multi-use trail

CHALLENGES

- Potential impacts to existing trees
- Adjacent to Hwy 2
- Existing ditches on 50th Street would need to be addressed



Hwy 2 near 51st Avenue looking north.

B18 50th Street Crossing APPROXIMATE LENGTH: 15 m

At 49th Avenue, the trail would turn east and cross 50th Street to Pouce Coupe's downtown core. 50th Street is a low volume village road with an existing crosswalk.

STRENGTHS

- Low volume village road
- Existing crosswalk

CHALLENGES



Looking north up 50th St from 49th Ave.

B19 49th Avenue - 50th Street to 51st Street

APPROXIMATE LENGTH: 170 m

The trail would run the length of the downtown core, along 49th Avenue between 50th Street and 51st Street providing connections to Pouce Coupe Museum and Village Hall and the adjacent Office Park. The existing road right-of-way is wide enough for a new trail to be incorporated, potentially with some adjustments to parking and existing sidewalks (e.g., reorientation of some angle parking to parallel parking). A major trailhead could be incorporated along the street, including trail signage, benches, and a picnic table.

STRENGTHS

- Connection to Pouce Coupe's downtown core
- Multiple destinations
- Large road right-of-way could be adapted to incorporate the trail

CHALLENGES

- Upgrades to 49th Avenue would be required to incorporate the trail
- Potential reconfiguration of some parking from angle to parallel to provide space for the trail



Looking west along 49th Ave.

BB Spur Trail B: Pouce Park Connection

APPROXIMATE LENGTH: 850 m

To continue building connectivity to destinations in the region, a spur trail could be considered to connect from Pouce Coupe's downtown core to Pouce Park on the south side of the village. This connection would continue east from 49th Avenue, crossing 51st Street onto Brookbank Subdivision. The trail could be incorporated into the open space between the highway and Brookbank Subdivision, providing access to the metal sculptures that mark the entry into Pouce Coupe. The trail would continue down the hill to Dalby Road. This section of trail would be steep (+/- 8%). The trail would cross Dalby Road to follow the west side of the Hwy 2 right-of-way to Bissette Creek. At Bissette Creek, an option to connect the trail beneath the Hwy 2 bridge could be investigated, along with a bridge crossing over the creek into Pouce Park.

STRENGTHS

- Provides connection to additional community destinations
- Potentially scenic crossing of Bissette Creek

CHALLENGES

- Steep slopes (+/- 8%) in some locations
- Portions along the Hwy 2 right-of-way
- Potential engineering challenges related to crossing beneath the Hwy 2 bridge
- New bridge over Bissette Creek
- Additional costs



Looking south down Brookbank Subdivision towards Pouce Park.



Pouce Coupe welcome signs and metal sculptures.



Pouce Park.

DAWSON CREEK TO POUCE COUPE OPTION C: RAIL ROUTE DETAILED DESCRIPTION

* NOTES: PORTIONS OF THIS ROUTE FOLLOWS CROWN / CN LANDS WITH RESTRICTED ACCESS. OBSERVATIONS IN THIS REPORT ARE BASED ON EXISTING AVAILABLE DATA AND MAPPING AND MAY NOT HAVE BEEN GROUND-TRUTHED. SEGMENTS C1 - C3 ARE THE SAME AS OPTION A.

C1 START: Dawson Trail at 8th Street

All options are recommended to begin at the same location: the existing Dawson Trail at 8th Street in Dawson Creek. The location provides a strong connection to Dawson Creek's existing trails, as well as to shopping, food, and parking. A major trailhead is suggested for this location, including signage for both the regional trail and the city's trails network.

STRENGTHS

- Connects with the Dawson Trail
- Existing open space
- Shopping centre provides parking/ services

CHALLENGES

- Noise impacts from 8th Street

C2 Upgraded Dawson Trail APPROXIMATE LENGTH: 1,300 m

From the trailhead, trail users would follow an upgraded trail east along the south side of Dawson Creek. Realignment of the existing trail may warrant consideration through this section to address issues with bank sloughing. A new bridge would be needed to cross to the north side of the creek, replacing the one that was previously washed out. Geotechnical and structural engineering would be required to mitigate potential future flood impacts. On the north side of the river, the trail could rejoin the existing Dawson Trail that connects through Brookside Cemetery. East of the cemetery, trail upgrades would be needed to convert the existing natural surface hiking trail to a multi-use regional trail. This transition may include relocation of the trail alignment to top of creek bank as the existing trail has been impacted by bank sloughing. The trail would recross Dawson Creek at the existing Rotary Seacan Bridge before following an upgraded multi-use trail along a similar alignment to the existing nature trail.

STRENGTHS

- Portions of existing trail remain and could be upgraded
- Existing Rotary Seacan Bridge
- Crown lands

CHALLENGES

- New bridge would be required to replace washed-out bridge
- Potential archaeological considerations
- Bank stability considerations (geotechnical review and design)



Existing Dawson Trail looking towards 8th Street. Upgrades could be completed to improve the trail and develop a visible, accessible trailhead.



Existing Dawson Trail looking towards 8th Street. Upgrades to address erosion issues and damage would be required.



Location of washed out bridge.



Rotary Seacan Bridge and natural surface trail

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C3 Trailhead - 114th Avenue / 4th Street

A small trailhead could be considered near the 114th Avenue / 4th Street intersection to mark access to the Regional Trail. While access to the existing trail is provided at this location, the start of the trail is poorly defined. Improvements could relocate the trailhead away from existing residences and include a small number of parking spots and signage.

STRENGTHS

- Improves existing access point
- Existing road right-of-way and Crown lands provide flexibility for siting the trailhead away from existing residences

CHALLENGES

- Adjacent to 2 residential properties

C4 Dawson Creek Alignment - 4th Street to Crossing near Motocross Track APPROXIMATE LENGTH: 1,125 m

This option remains along the Dawson Creek, providing a more natural setting for the trail. The Dawson Creek has had issues with flooding and bank erosion, so trail routing would likely need to be focused along the top of bank, outside potential flooding or slide areas. Geotechnical investigation would be required. An alternative route could be explored that maintains the trail on the north side of the creek, bypassing the Rotary Seacan bridge and routing along Hwy 49, which could have fewer challenges with flooding from Dawson Creek, but would also have a lower experiential value.

STRENGTHS

- Natural setting
- Existing Crown lands

CHALLENGES

- A section of private land may require agreements and/or re-routing for trail development



Existing natural surface trail near the 114 Ave / 4 Street trailhead.

C5 Dawson Creek Crossing - Near the Motocross Track APPROXIMATE LENGTH: 160 m

A bridge crossing would be required to cross back to the north side the Dawson Creek. One potential location could be near the existing motocross track on Crown land.

STRENGTHS

CHALLENGES

- Would require new bridge crossing
- Additional costs



View looking over the Dawson Creek toward the Motocross Track.

C6 Motocross Track to 213 Rd APPROXIMATE LENGTH: 2,060 m

After crossing Dawson Creek, a route would need to be identified from the crossing to the CN Rail right-of-way. The route could follow the upper ridge of Dawson Creek if space permits, or follow roadways to the rail right-of-way. A trailhead could be developed off Hwy 49 to allow access on and off the trail.

STRENGTHS

- Road right-of-way or Crown lands provide potential for trailhead development

CHALLENGES

- Terrain and instability challenges along Dawson Creek
- Adjacency to Hwy 49



Looking east along Hwy 49 from Collins Rd.

C7 213 Rd / CN Rail Corridor - Hwy 49 to Rail Trestle APPROXIMATE LENGTH: 1,250 m

The trail would follow the existing rail corridor to the train trestle. The rail corridor in this section is inactive; however, the corridor remains a CN asset and trail development would not likely be supported until the line is discontinued.

STRENGTHS

- Natural setting
- Existing rail bed provides good base for trail development

CHALLENGES

- Alignment would be unavailable until rail use on the line is discontinued

C8 CN Trail Trestle APPROXIMATE LENGTH: 360 m

The trail route would cross the Dawson Creek along the CN Rail trestle. The trestle would require upgrades to be converted to trail use, including trail surfacing and railings. The upgraded trestle would provide a substantive destination for tourism and a viewpoint over the Dawson Creek.

STRENGTHS

- Existing rail trestle
- Views over Dawson Creek
- Tourism attraction

CHALLENGES

- Upgrades would be needed to convert the trestle for trail use
- Alignment would be unavailable until rail use on the line is discontinued



View toward CN trestle looking west from Rolla Rd.

C9 CN Rail Corridor - Rail Trestle to Rolla Road APPROXIMATE LENGTH: 725 m

Past the trestle, the trail would continue on the CN Rail line to Rolla Road.

STRENGTHS

- Natural setting
- Existing rail bed provides good base for trail development

CHALLENGES

- Alignment would be unavailable until rail use on the line is discontinued

C10 Rolla Road Crossing APPROXIMATE LENGTH: 15 m

The trail would cross Rolla Road at the existing rail crossing. This section of Rolla Road that connects Hwy 2 and Hwy 49 sees a high amount of traffic and is complicated by hillside conditions. Higher vehicle volumes at this crossing, including truck traffic, may warrant consideration for overhead signage or user-initiated flashers.

STRENGTHS

CHALLENGES

- Higher volume road, including trucks



Rolla Road looking south towards the "Snake Pit."

C11 CN Rail Corridor – Rolla Road to Jabs Road APPROXIMATE LENGTH: 1,050 m

After crossing Rolla Road, the trail would follow the south side of the existing rail corridor to Jabs Road. The rail corridor in this section is inactive; however, the corridor remains a CN asset and previous requests for conversion of the rail line to trail have not been supported. Further consultation with CN Rail would be required to determine if trail development could be considered in the future.

STRENGTHS

- Following the rail line would provide a high-quality experience away from the highway

CHALLENGES

- Alignment would be unavailable until rail use on the line is discontinued



CN Rail corridor looking northwest from Jabs Rd.

C12 Jabs Road Crossing APPROXIMATE LENGTH: 15 m

The trail would cross Jabs Road which is a very low volume, dead-end rural road. Signage would be required for trail and roadway users.

STRENGTHS

- Low volume rural road

CHALLENGES

C13 CN Rail Corridor – Jabs Road to Old Tremblay Trail APPROXIMATE LENGTH: 1,310 m

After crossing Jabs Road, the trail would continue along the rail corridor to Old Tremblay Trail. As with the previous section, consultation with CN Rail would be required to determine the potential for trail development within the rail right-of-way.

STRENGTHS

- Following the rail line would provide a high-quality experience away from the highway

CHALLENGES

- Alignment would be unavailable until rail use on the line is discontinued



CN Rail corridor looking north from Old Tremblay Trail.

C14 Old Tremblay Trail Crossing APPROXIMATE LENGTH: 15 m

The trail would cross Old Tremblay Trail which is a moderate volume, dead-end road that provides access to Pouce Coupe's industrial area. Signage would be required for trail and roadway users.

STRENGTHS

- Low volume rural road

CHALLENGES

- Truck traffic to industrial area

C15 CN Rail Corridor - Old Tremblay Trail to Pouce Coupe Elementary APPROXIMATE LENGTH: 630 m

After crossing Old Tremblay Trail the trail would continue on the rail corridor for a short distance to Hwy 2. At Hwy 2, the trail would turn south, crossing the CN Rail line to enter McNabb Recreational Park. The trail would continue south along the perimeter of McNabb Recreational Park and Pouce Coupe Elementary. There appears to be space on the west side of the existing fields for a multi-use trail, separated from Hwy 2. A small trailhead with signage could be incorporated near the school, along with a pathway that links to the school and community centre.

STRENGTHS

- Following the rail line would provide a high-quality experience away from the highway
- The Hwy 2 corridor is a reasonable alternative for this route
- Strong connection to the elementary school and existing recreation amenities

CHALLENGES

- Alignment would be unavailable until rail use on the line is discontinued



CN Rail corridor looking north from Hwy 2 near McNabb Recreational Park.

C16 Hwy 2 Crossing at 52nd Ave APPROXIMATE LENGTH: 20 m

The trail would utilize the existing Hwy 2 crosswalk to cross to the west side of Hwy 2. The crosswalk has an existing overhead sign due to its use by children accessing Pouce Coupe Elementary.

STRENGTHS

- Existing signalized crosswalk provides safe crossing

CHALLENGES

- If trail use is high, frequency of traffic being stopped on Hwy 2 could increase



East side of Charlie Lake Elementary school grounds and McNabb Recreational Park looking north.

C17 Hwy 2 / 50th Street - 52nd Avenue to 49th Avenue APPROXIMATE LENGTH: 300 m

After crossing to the west side of the highway, the trail would turn south, following Hwy 2. The existing sidewalk along this route could be upgraded from a standard 2 m sidewalk to a multi-use trail. Existing trees along the route should be protected.

STRENGTHS

- Existing sidewalks with potential for upgrading to multi-use trail

CHALLENGES

- Potential impacts to existing trees
- Adjacent to Hwy 2
- Existing ditches on 50th Street would need to be addressed



Hwy 2 near 51st Avenue looking north.

C18 50th Street Crossing

APPROXIMATE LENGTH: 15 m

At 49th Avenue, the trail would turn east and cross 50th Street to Pouce Coupe's downtown core. 50th Street is a low volume village road with an existing crosswalk.

STRENGTHS

- Low volume village road
- Existing crosswalk

CHALLENGES



Looking north up 50th St from 49th Ave.

C19 49th Avenue - 50th Street to 51st Street

APPROXIMATE LENGTH: 170 m

The trail would run the length of the downtown core, along 49th Avenue between 50th Street and 51st Street providing connections to Pouce Coupe Museum and Village Hall and the adjacent Office Park. The existing road right-of-way is wide enough for a new trail to be incorporated, potentially with some adjustments to parking and existing sidewalks (e.g., reorientation of some angle parking to parallel parking). A major trailhead could be incorporated along the street, including trail signage, benches, and a picnic table.

STRENGTHS

- Connection to Pouce Coupe's downtown core
- Multiple destinations
- Large road right-of-way could be adapted to incorporate the trail

CHALLENGES

- Upgrades to 49th Avenue would be required to incorporate the trail
- Potential reconfiguration of some parking from angle to parallel to provide space for the trail



Looking west along 49th Ave.

CA Spur Trail B: Pouce Park Connection

APPROXIMATE LENGTH: 850 m

To continue building connectivity to destinations in the region, a spur trail could be considered to connect from Pouce Coupe's downtown core to Pouce Park on the south side of the village. This connection would continue east from 49th Avenue, crossing 51st Street onto Brookbank Subdivision. The trail could be incorporated into the open space between the highway and Brookbank Subdivision, providing access to the metal sculptures that mark the entry into Pouce Coupe. The trail would continue down the hill to Dalby Road. This section of trail would be steep (+/- 8%). The trail would cross Dalby Road to follow the west side of the Hwy 2 right-of-way to Bisette Creek. At Bisette Creek, an option to connect the trail beneath the Hwy 2 bridge could be investigated, along with a bridge crossing over the creek into Pouce Park.

STRENGTHS

- Provides connection to additional community destinations
- Potentially scenic crossing of Bisette Creek

CHALLENGES

- Steep slopes (+/- 8%) in some locations
- Portions along the Hwy 2 right-of-way
- Potential engineering challenges related to crossing beneath the Hwy 2 bridge
- New bridge over Bisette Creek
- Additional costs



Looking south down Brookbank Subdivision towards Pouce Park.



Pouce Coupe welcome signs and metal sculptures.



www.prrd.bc.ca/engage/connecting-communities



February 12, 2019



D-1

COMPARATOR STUDY

Learning From Other Organizations



CONNECTING COMMUNITIES

REGIONAL TRAILS STUDY

FORT ST. JOHN to CHARLIE LAKE • DAWSON CREEK to POUCE COUPE
February 12, 2019

KEY THEMES AND FINDINGS... D-1

This page provides a quick summary of key lessons learned by other organizations.



Building support for trails is a key first step...

- Gain support of decision-makers early in the process. They may be more supportive if you have: built a business case, made a plan for funding, and identified partnerships with municipal governments, provincial governments, NGOs, and advocacy groups.
- Having a mandate is important. Talk to funders about the benefits of what you are doing and understand their concerns. Adapt plans to match what is realistic.
- Complete an inventory of trail advocacy groups, first nation groups, tourism associations, and other potential partners. Work together to advance trail initiatives, potentially through a committee.
- Local trails alliances and community organizations can be effective at gaining support from private landowners. Supportive land owners can help convince unsupportive ones.
- Use a participatory, relationship-based, community engagement model.



Gaining access to land for trails is a key challenge to overcome...

- Use the regional parks mandate to help create linear trail corridors that cross multiple jurisdictions and land tenures.
- Consult adjacent landowners before any formal applications are submitted. Listen to concerns and find ways to alleviate them before proposing projects. Have one-on-one consultation with unsupportive landowners to understand their concerns and find ways to address them.
- Develop a tenure plan of how land access and acquisition will be implemented over the next 10 years. Avoiding private land can result in a much faster trail development process. Forming legal agreements with private landowners can be time-consuming and expensive but may be unavoidable in some locations.



Finding funds to develop and maintain trails can involve several approaches...

- There are many grants available for the design and construction of trails, particularly trails meeting accessibility standards.
- There are not many grants available for trail maintenance: allocating tax revenue and forming partnerships with local community organizations are important tools to achieving well-maintained trails. The regional parks mandate will likely need to provide tax revenue for trail maintenance.
- The various jurisdictions involved should come to an agreement on who will pay for what (including maintenance) before going too far into the trail development process.
- Amendment of bylaws can be considered to get regional district electoral areas and municipalities closer to trails to contribute more tax revenue than areas further away.
- Winter maintenance is an issue in many communities—several are leaning towards not clearing snow due to freeze-thaw icing issues.



Trails must function well to truly benefit the community...

- Design conflict management right from the start: build wide enough trails, define permitted uses, implement speed limits, and implement consistent signage at intersections.
- Ensure a selected trail route is desirable to users: comfort, destination connections, and overall experience strongly influence whether or not people use a trail.

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Executive Summary

INTRODUCTION

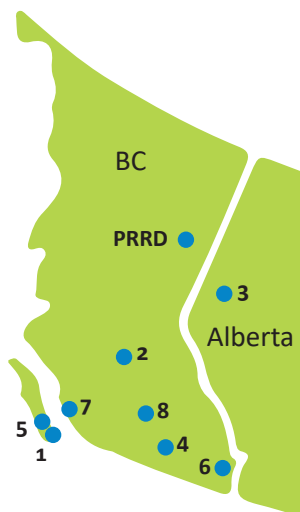
The comparator study was conducted to analyze approaches to trail development in other regions that are potentially applicable to the PRRD's *Connecting Communities Trails Feasibility Study*. The study investigated practices and approaches to regional trail development in six regional districts and one trail alliance in BC, and one county in Alberta. This report consists of single page summaries of the eight organizations studied.

STUDY METHODS

To understand the range of approaches to trail development used by regional organizations, a brief review of all regional districts in BC was conducted. A short-list of regional districts was identified with varying degrees of trail and park mandates with consideration for geographic and climatic conditions comparing and contrasting with the PRRD. The PRRD selected eight organizations to be interviewed and reviewed in greater detail. Representatives from each organization were interviewed by phone or email to identify unique approaches and best practices in trail planning.

The selected organizations include:

1. Capital Regional District (CRD)
2. Cariboo Regional District (CRD)
3. County of Grande Prairie No. 1 (County)
4. Central Okanagan Regional District (CORD)
5. Cowichan Valley Regional District (CVRD)
6. Regional District of East Kootenay (RDEK)
7. Sunshine Coast Regional District (SCRD)
8. Shuswap Trail Alliance (STA)



CONCLUSIONS

Planning, funding, developing, and maintaining trails can be achieved in a variety of ways. The examples included in the comparator study demonstrate how regional governments and partners have worked together to achieve a common goal of connecting their communities through trails. While each organization uses a different approach, common threads can provide important advice and direction as the PRRD and their partners begin their journey to connect communities.

In undertaking research for the Comparator Study, we found a valuable resource base of experience from Regional District staff who have worked to deliver regional trails in their communities. Our experience was one of overwhelming support and willingness to share knowledge, experiences, and learnings. These organizations can continue to be important resources to the PRRD throughout their trails development process and it is recommended these points of contact continue to be utilized in further stages of trails planning, implementation, and management.

D-1



Cowichan Valley Trail, Kinsol Trestle



Galloping Goose Trail. Photo by Robert Ashworth, CC BY 2.0 Attribution.



Galloping Goose Trail. Photo by John Luton, CC BY 2.0 Attribution.



Mission Creek Greenway. Photo by Sancho McCann, CC BY 2.0 Attribution.

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Key Takeaways for PRRD

- Utilize grants and funding from other levels of government for design and construction of trails, use tax revenue to fund maintenance
- Design user group conflict management right from the start: wide enough trails, speed limits, consistent signage at intersections

Key Trail Precedents for PRRD

- Galloping Goose Trail (60 km)
- Lochside Regional Trail (29 km)
- E&N Trail (17 km)

Regional District's Role in Trail Development

- **Responsibilities:** CRD facilitates public consultation, manages design and development of trails.
- **Partnerships:** CRD has land use agreements with the Province, and consults with First Nations and Cycling Coalition annually. The Lochside Trail was built by various municipalities.
- **Funding:** CRD applies for grants, uses tax revenue, and accesses federal partnership funds for construction. The E&N trail received funding from UBCM and gas tax (17 km E&N trail cost \$13-15 million to build).

Regional District's Role in Trail Maintenance

- **Responsibilities:** CRD operations crews maintain regional trails.
- **Partnerships:** Have operations and maintenance agreements with municipalities to define roles and responsibilities of CRD and municipality.
- **Funding:** Use CRD tax revenue from Regional Parks Service.

Approach to Land Ownership

- Galloping Goose Trail is within fee simple provincial corridor, a 1.6km section is owned by City of Victoria.
- Lochside Trail is on an MOTI rail line: land is leased to CRD to operate and maintain a regional trail.
- Regional Trails Management Plan has policies for new developments adjacent to trails, and guides municipal decisions in rezoning and development applications.

Managing User Groups

- **Permitted Uses:** Equestrian use is permitted in rural areas; motor-assist bicycles are permitted along trail.
- **Conflicting Uses:** Consider a speed limit to reduce conflicts between cyclists and pedestrians.
- **Managing Intersections:** Use consistent signage instructing trail users to yield to cars. Use stop signs in higher risk areas. Public education campaigns are needed to instruct trail users that they do not have the right-of-way at intersections. Use bollards to prevent motorized vehicles from entering trail and to visually warn trail users of upcoming intersection.

Benefits of Trails

- Farm stands, small inns, and B&Bs have developed along the trails.
- Visitors come from around Vancouver Island, Lower Mainland of BC, Pacific Northwest, and beyond.
- Satisfy long-time community demand for long-distance recreational corridors.
- Trails along rail corridors appears to increase property values and natural surveillance which has decreased vandalism and criminal activity.

Trail Routing and Design

- Trails in urban areas are asphalt surfacing and in rural areas are gravel surfacing.
- Trails are minimum 3m width, 4m width in higher use areas.
- Lochside Trail has some on-road sections.
- Seasonal Maintenance: CRD operations staff do not work overtime to clear snow in winter, they do some pre-snow maintenance applying sand.

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Key Takeaways for PRRD

- There are many grants for the design and construction of accessible trails—the bigger challenge is finding partnerships and funding for maintenance
- Small independent trail loops on land owned and managed by the province or community groups are achievable without a parks or trails mandate, but there are limitations to longer routes that cross boundaries

Key Trail Precedents for PRRD

- Low Mobility Trails Network (22 accessible trails throughout the region, varying from 350 m to 7 km in length)

Regional District's Role in Trail Development

- **Responsibilities:** CRD has no region-wide parks and recreation function, CRD provides trail mapping and signage, manages consultants, facilitates partnerships and funding (see below).
- **Partnerships:** CRD locates community partners to develop trails, and Crown land already managed by Recreation Sites and Trails BC.
- **Funding:** Trail design is nearly 100% funded by grants (e.g. Towns for Tomorrow grant program). CRD applies for grants and distributes successful grant funding.

Regional District's Role in Trail Maintenance

- **Responsibilities:** Find and enter into agreements with community partners to maintain trails.
- **Partnerships:** Only pursue projects where there are already established community partners willing to commit to maintenance.

Approach to Land Ownership

- Only pursue trail opportunities on land owned by community partners or Crown land already managed by Recreation Sites and Trails BC (due to lack of CRD regional parks and trails function).
- Trail opportunities on undesignated or untenured Crown land are not pursued.
- Adjacent private land owners are typically accustomed to these lands being used for recreation already, so formalizing trail loops is an expected evolution of the recreational infrastructure.

Managing User Groups

- Motorized use is not explicitly prohibited.
- Conflicts have been avoided because motorized recreation users and equestrian users prefer longer trails, and so avoid the accessible trail loops (most accessible trail loops in CRD are shorter, between 0.3 to 3 km long).

Benefits of Trails

- Relates to local culture by connecting accessible trails to the legacy of Rick Hansen (former resident of Williams Lake, paralympic athlete, accessibility activist).
- Users express they enjoy using the trails.
- CRD is becoming known as a destination for accessible outdoor recreation.

Trail Routing and Design

- Focus on accessible trail loops: accessible trail users generally want short loops starting and finishing at a parking lot.
- Plan routes within lands owned by the province or community partners: avoid routes through multiple jurisdictions and land owners.
- 2 m typical trail width, crushed gravel surface with high fines content. Some wood boardwalks with pullouts for resting and passing.
- Trail difficulty ratings based on width and grade: Green (most accessible, min 1.2-1.5 m width, max 6% grade), blue (1-1.2 m width, up to 10% grade, black diamond (1 m or less width, 12% grade).
- **Seasonal Maintenance:** Generally not maintained in winter, but some community partners pack down snow with snowmobiles to improve usability in winter.

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Key Takeaways for PRRD

- Ensure different jurisdictions agree on who will pay for what before going too far into the trail development process
- Have one-on-one consultation with unsupportive landowners to understand and find ways to address their concerns



Key Trail Precedents for PRRD

- Wapiti Dunes Trail (5.6 km)

County's Role in Trail Development

- **Responsibilities:** County secures land use agreements and manages consultants.
- **Funding:** County uses county tax revenue and levies from land development.

County's Role in Trail Maintenance

- **Responsibilities:** County staff maintain trails.
- **Funding:** County tax revenue (approx. \$100,000/year) funds trail maintenance.



Approach to Land Ownership

- The Wapiti Dunes trail crosses multiple land tenures: utility right-of-way, private logging road right-of-way, County Municipal Reserve, and unoccupied public land.
- **Multi-jurisdiction Trails:** Challenges agreeing on how to share costs of future trails to connect County trails to City trails.
- **Provincial Highway Crossings:** Challenges with provincial participation for funding trail crossings in the provincial highway right-of-way.
- **Adjacent Private Landowners:** Some initial lack of support, but county was able to address landowners' concerns.



Managing User Groups

- **Permitted Uses:** Pedestrians, cyclists (in accordance with Traffic Safety Act), and on-leash dogs.
- **Prohibited Uses:** Regulatory signs prohibit all off-highway vehicles (\$172 violation ticket and two demerit points for failing to obey posted signs).
- **Conflicting Uses:** Snowmobiles and ATVs have respected the trail, cross country skiers have trails elsewhere so they do not use Wapiti Dunes. Equestrian users dislike asphalt trails and have trails elsewhere. About half of dog walkers do not keep dogs on leash, and about one third of dog walkers do not clean up dog waste.
- **Managing Intersections:** Have full-sized stop signs for trail users (initial small-scale stop signs were vandalized).



Benefits of Trails

- An amenity for visitors of nearby campground along the highway route to Alaska.
- Recreation amenity for County residents.
- Increased natural surveillance from trail users has reduced dumping in the area.



Trail Routing and Design

- Mostly 3 m width asphalt trail, some 2 m width sections where there were right of way constraints.
- **Seasonal Maintenance:** Trail is usable eight months of the year (run a sweeper over it in winter, but freeze-thaw cycles can cause icing)



Key Takeaways for PRRD

- Get decision-makers involved early by: building a business case, making a plan for funding, finding partnerships with municipal and provincial governments, NGOs, and advocacy groups.
- Develop a tenure plan of how land access and acquisition will be implemented over the next 10 years.

Key Trail Precedents for PRRD

- Mission Creek Greenway Trail (16.5 km)

Regional District's Role in Trail Development

- **Responsibilities:** CORD regional parks function planned the trail, organized various partner groups.
- **Partnerships:** Friends of Mission Creek Society are an advocacy group for the trail who raised funds for design and construction; the Central Okanagan Trails Alliance organizes all trail groups in the Central Okanagan.
- **Funding:** Friends of Mission Creek Society fundraised 75% of Mission Creek Trail development; remaining 25% came from CORD.

Regional District's Role in Trail Maintenance

- **Responsibilities:** CORD staff maintain trails.
- **Partnerships:** CORD has an operational agreement with the City of Kelowna (1562 hours/year; 1 full-time staff) for maintenance including garbage removal, washroom cleaning, snow removal, and inspections.
- **Funding:** Regional Parks Program is funded by taxation. Two electoral area parks programs fund themselves through their own taxation.

Approach to Land Ownership

- **Multiple land tenures** including City road right-of-way, CORD land, crown tenure, City tenure, First Nations reserve land, and Central Okanagan Land Trust lease.
- **Current land access strategy** includes fee simple tenures, crown tenures, or right-of-ways.
- **Adjacent Landowners:** Natural topography and vegetation provides buffer between adjacent agricultural lands.

Managing User Groups

- **Permitted Uses:** Non-motorized uses. Equestrian use is permitted on the entire trail; bicycles have 10km/h speed limit.
- **Conflicting Uses:** Signage indicates hierarchy of right-of-way between user groups. Occasional conflicts between pedestrians and bikes, horses, and dogs and complaints about horse manure on the trail. Bylaw officers discuss concerns with various user groups.
- **Managing Intersections:** Use underpasses under bridges and pedestrian activated lights at key intersections. Single-arm gates prevent motorized vehicle use.

Benefits of Trails

- Active outdoor lifestyles are at the core of tourism branding by the Central Okanagan Economic Development Commission. Trails have a significant role in active outdoor activities.

Trail Routing and Design

- Regional Trail design guidelines include various trail classes. The Major Multi-use Trail class is 3-4.5 m width, compacted granular or asphalt surfacing, max. 8% grade.
- **Seasonal Maintenance:** The trail is open all year. Snow removal occurs on one section, but this may be discontinued due to freeze-thaw cycles causing pooling and icing in cleared areas.

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Key Takeaways for PRRD

- Having a mandate is important. Talk to funders about the benefits of the trail initiative and understand their concerns. Adapt plans to match what is realistic.
- Consult adjacent landowners before any formal applications are submitted. Alleviate their concerns before proposing any trail alignments.

Key Trail Precedents for PRRD

- Cowichan Valley Trail (Primary 140 km trail, 75 km trail connections)

Regional District's Role in Trail Development

- **Responsibilities:** CVRD Regional Parks and Trails function manages the design and development of trails and public engagement for trail development.
- **Partnerships:** CVRD has partnered with the Rotary Club, neighbouring regional districts, the Island Corridor Foundation to develop trails, and the province to rehabilitate the Kinsol Trestle.
- **Funding:** CVRD uses tax revenue and partnerships.

Regional District's Role in Trail Maintenance

- **Responsibilities:** CVRD hires a parks maintenance contractor to maintain the trail.
- **Partnerships:** Province maintains trails within Cowichan River Provincial Park; municipalities manage trails linking to CVRD trails.
- **Funding:** Use CVRD tax revenue (in 2018, budgeted \$145,000 to maintain 88 km of the Cowichan Valley Trail).

Approach to Land Ownership

- CVRD has access agreements with private landowners.
- CVRD has a five-year renewable license of use agreement with private forestry landowners.
- CVRD applied to Agricultural Land Commission to get trail alignment approved, which required fencing and vegetative buffers between the trail and some agricultural areas.

Managing User Groups

- **Permitted Uses:** Allow cycling, equestrian, pedestrian, and on-leash dogs.
- **Conflicting Uses:** Motorized vehicle use has decreased as the trail becomes more popular with legitimate users. Off-leash dogs are the main complaint.
- **Managing Intersections:** Use traffic lights and/or crosswalks with signage.

Benefits of Trails

- Recreation and tourism studies are currently in progress.
- CVRD is looking to capture the multi-day cycling market.
- The Cowichan Valley Trail is well promoted by the CVRD, tourism organizations, businesses, and many others.

Trail Routing and Design

- Cowichan Valley Trail standard is a 2.5-3 m width crushed gravel multi-use trail.
- CVRD is currently working with MOTI to create roadside pathway guidelines.

Key Takeaways for PRRD

- Local trails alliance played a large role in getting adjacent landowners on board and establishing a 5 m wide statutory right-of-way for the trail. Supportive landowners helped convince unsupportive ones.
- Fit regional trails within the regional parks function. Amend regional park bylaw so jurisdictions closer to trail contribute more taxes for operations and maintenance than areas further away.

Key Trail Precedents for PRRD

- Westside Legacy Trail (WLT)
(25 km – currently under construction)

Regional District's Role in Trail Development

- **Responsibilities:** RDEK does not manage the design or construction of trails. Most trails in RDEK are developed by municipalities. RDEK provided policy support to Columbia Valley Greenways Trail Alliance (CVGTA).
- **Partnerships:** CVGTA fundraised, liaised with private landowners, managed design and construction of WLT trail.
- **Funding:** RDEK does not fund trail development.

Regional District's Role in Trail Maintenance

- **Responsibilities:** RDEK park staff will operate the WLT as a regional park (annual inspections and cleanup).
- **Funding:** RDEK budgets approximately \$40,000/year from tax revenue for WLT maintenance (including contribution to reserve for future repaving when necessary).

Approach to Land Ownership

- Private landowners granted the RDEK a 5 m statutory right-of-way on their land. CVGTA liaised with large private landowners (>10,000 acre properties). Supportive landowners convinced reluctant neighbours to become supportive.
- MOTI gave permit to use 5 m width of MOTI right-of-way land for WLT trail development.

Managing User Groups

- **Permitted Uses:** Allow pedestrians and cyclists. Equestrian uses are forbidden as part of the statutory right-of-way agreement with private landowners.
- **Managing Intersections:** WLT only crosses one low-traffic road, which is managed by signage and demarcation for vehicles, and stop signs for trail users.

Benefits of Trails

- WLT has inspired an active volunteer base and local sense of stewardship for the trail.
- The trail is still under construction, but the anticipated benefits include establishing a healthy and safe active transportation link connecting residents, businesses, and tourists in Invermere and Fairmont Hot Springs.

Trail Routing and Design

- The WLT standard is a 2 m width asphalt surface with root barriers in specific areas, fencing where crossing private land, and retaining walls for steep cuts.
- **Seasonal Maintenance:** Maintenance will only occur during the snow-free seasons.

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Key Takeaways for PRRD

- Avoid private land where possible: getting legal agreements with private landowners is a time-consuming, expensive process

Key Trail Precedents for PRRD

- Suncoaster Trail: Phase 1 (37 km) and Phase 2 (60 km – in planning phase)

Regional District's Role in Trail Development

- **Responsibilities:** SCRD planned trail routing and coordinated with the province and other landowners.
- **Partnerships:** The Suncoaster Trail Phase 1 uses provincial Crown land.
- **Funding:** The Suncoaster Phase 2 has an Active Communities Grant for planning.

Regional District's Role in Trail Maintenance

- **Responsibilities:** SCRD does not have resources to maintain 35 km of backcountry trail.
- **Partnerships:** SCRD cannot participate in volunteer maintenance programs under the Forest and Range Practices Act Section 57. Some trail users perform minimal maintenance, although there is no formal agreement in place.
- **Funding:** Minimal maintenance funding comes from SCRD's regional trails budget.

Approach to Land Ownership

- 90%+ of Suncoaster Trail Phase 1 is on Provincial land: have a Forest and Range Practices Act Section 57 on the land.
- Province wants to establish Forest and Range Practices Act Section 56 to take responsibility for maintenance and liability of the trail.
- One piece of land has tenure held by a logging company (forest tenure to use an existing trail).

Managing User Groups

- **Permitted Uses:** previously established uses are grandfathered into existing sections of trail (e.g. AVT use is allowed on sections of the Suncoaster Trail where ATV use had occurred prior to the formalization of the Suncoaster Trail).
- **Conflicting Uses:** Have not identified many notable conflicts along the Suncoaster Trail Phase 1.

Benefits of Trails

- Attracts tourism for major events: BC Bike Race, and the Annual Mountain Grind obstacle course race.
- Trail counters indicate 20-30 people per day on backcountry trails in the summer.

Trail Routing and Design

- Follow BC Parks design standards on Provincial and SCRD lands.
- Follow MOTI design standards on MOTI lands.

The STA has an operational partnership agreement with the Columbia Shuswap Regional District (SCRD) Areas C, D, E, and F, with the Regional District of North Okanagan (RDNO) Area F, and with other municipalities. These partnership agreements allow the STA provide services to the regional districts and to act as a vehicle for allocating base operational funds for trails.

Key Takeaways for PRRD

- Use a participatory, relationship-based, community engagement model.
- Facilitate collaboration between provincial, regional, and municipal government agencies, trail advocacy groups, First Nations, tourism associations, and other groups interested in trails. Support them in advancing trail initiatives.

Key Trail Precedents for PRRD

- South Shuswap Destination Trail
- Sicamous to Armstrong Rail Trail
- Larch Hills Traverse (38km)
- West Bay Trail Corridor (planning in progress)

STA's Role in Trail Development

- **Responsibilities:** Support, facilitate, and mobilize trail development initiatives.
- **Partnerships:** The STA assisted in creating the Shuswap Regional Trail Roundtable. CSRD Parks and GIS teams provide standardized trail mapping. Shuswap Tourism promotes the trail system.
- **Funding:** Comes from collaborative partners (CSRD Areas C, D, E, F, RDNO Area F, City of Salmon Arm, City of Enderby, District of Sicamous, STA annual membership fees, support from over 250 local businesses, residents, service organizations, regional government, the Province of BC, Western Economic Diversification Canada, Services Canada's Job Creation Partnership Program, and milestone grants and corporate sponsorship.

STA's Role in Trail Maintenance

- **Responsibilities:** The STA organizes and builds tools and resources to assist STA Stewards (volunteers in the community who build, monitor or maintain trails throughout the region). The STA partners with local governments and organizations to support maintenance with an annual locally employed trail crew.
- **Funding:** comes from collaborative partners (same as funders for trail development).

Approach to Land Ownership

- The STA forms collaborative partnerships with governments and landowners.

Managing User Groups

- **Management planning:** A collaborative structured adaptive planning process is used to assist user groups in developing management plans.
- **Permitted uses:** Trail signage indicates intended users, caution signs are posted on trails where motorized uses are allowed.

Benefits of Trails

- Outdoor adventure is a key pillar of the Shuswap tourism strategy: trails create opportunities for hiking, mountain biking, cycle touring, birdwatching, geocaching, horseback riding, snowshoeing, and snowmobiling.
- Trails are an economic lifestyle amenity driver that attracts entrepreneurs and businesses to relocate or expand into the Shuswap region.
- Trails are recognized as an essential amenity for healthy communities.

Trail Routing and Design

- The Shuswap Trail Design Standards document was developed by the STA and is based on provincial standards and international best practices.
- There are five trail types of varying widths, surface treatments, and grades.

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www.prrd.bc.ca/engage/connecting-communities





REPORT

To: Regional Parks Committee

Date: January 28, 2019

From: Trish Morgan, General Manager of Community Services

Subject: Cost Benefit Analysis – In House v. Contracted Seasonal Parks Maintenance

RECOMMENDATION #1:

That the Regional Parks Committee recommend to the Regional Board that report titled “Cost Benefit Analysis – In House v. Contracted Seasonal Parks Maintenance be received; further, that a two year pilot project commencing in 2019 to employ two seasonal staff to conduct park maintenance at regional parks from April to October (7 months) in each year of the pilot project be referred to the 2019 Budget Process for consideration.

RECOMMENDATION #2:

That the motion from the November 8, 2018 Board meeting that states:

That a park caretaker for Blackfoot Park be contracted in 2019 to oversee free camping services, to provide park maintenance and to assist with the development of a plan to transition to a fee-for-service camping model at Blackfoot Park for the 2020 season.

be postponed until such time that a care taker site has been constructed and is fully operational.

BACKGROUND/RATIONALE:

At the September 27, 2018 meeting of the Regional Board the following motion was passed:

That an investigation of a seasonal staffing cost/benefit model for regional park maintenance be brought back to the Regional Parks Committee for discussion in time for 2019 budget discussions.

Currently park maintenance work is divided between contractors (under maintenance contracts) and PRRD staff. PRRD staff are responsible for maintaining outbuildings and park equipment on site; park development projects; coordinating with contractors (e.g. danger tree removal); and general maintenance outside of the scope of work for the contractors.

Contractors have been utilized to provide basic parks maintenance for the Regional District for a number of years. In doing so they have been responsible for ensuring that parks are free from litter and waste; for maintaining all toilets and the provision of necessary supplies; cutting grass; reporting emergency situations; completing and sending a “Weekly Park Status Report” and pictures on a weekly or bi-weekly schedule (per contract, frequency of minimum visitation specific to each park).

The cost of this basic park maintenance has risen dramatically in the last 5-6 years and even with the use of contractors to provide basic park maintenance, Field Services staff have been challenged to keep up with other aspects of park maintenance due to their increasing workloads. It now appears that it may be both more cost effective and efficient to hire two seasonal parks maintenance staff than to use a maintenance

Staff Initials:

Dept. Head:

CAO:

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model whereby the work is split between contractors and PRRD staff utilized on an as needed and available basis.

If the PRRD were to employ two seasonal parks maintenance staff for up to 7 months each (40 hours/week), they would be able to do all the work that the contractors have performed in the past plus maintenance and development work such as:

- Spring clean-up of parks in anticipation of opening for the season
- Fall clean-up in anticipation of closing for the season
- Installation, painting and repairs to equipment
- Brushing, bucking and removal of fallen trees, and trimming low hanging tree limbs
- Pest removal (e.g., wasps)
- Installation of signage
- Road maintenance work
- Park development projects

The seasonal staff would work under the supervision of the Field Services Foreman and would work closely with the other field services staff, particularly on projects that require specialized skills/experience or more than two staff. These staff may also be utilized from time to time to assist with other Field Services tasks as it coordinates with their regular park maintenance schedules (e.g., conduct a minor repair at the Chetwynd Landfill on their way to Spencer Tuck Park on Moberly Lake). Their time spent on all of their tasks will be tracked to determine how much time is spent at each park and on other duties (like all Field Services staff). At the end of the year their time will be examined to determine if any portion of the wages and benefits should be allocated out to different functions for the 2020 budget year. An assessment will also be completed at the end of year 1 and 2 to determine if the level of maintenance has increased and if the model is more efficient to administer.

It is important to note that a challenge with the current contract model is that the Community Services Department does not have adequate resources to tender contracts and manage those contracts throughout the season. It is anticipated that by utilizing in-house staff that appropriate supervision will be provided and there will be an increased level of maintenance performed.

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee recommend to the Regional Board that report titled “Cost Benefit Analysis – In House v. Contracted Seasonal Parks Maintenance be received; further, that a two year pilot project commencing in 2019 to employ two seasonal staff to conduct park maintenance at regional parks from April to October (7 months) in each year of the pilot project be approved and pre 2019 budget approval be given for same.
2. That the Regional Parks Committee recommend to the Regional Board that a two year pilot project, starting in 2019, be conducted that employs two seasonal parks maintenance staff to conduct park maintenance from April to September (6 months) in each year of the pilot project.
3. That the Regional Parks Committee recommend to the Regional Board that park maintenance continue to be provided via contracted services.
4. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

- ☒ Ensure that the Solid Waste Management Plan is operating on a fiscally defensible basis.
- ☐ Ensure effective execution of Public Safety and Emergency Services initiatives.
- ☐ Foster Collaboration on services with municipalities and electoral areas.
- ☐ Establish a strategy for coordinated advocacy on identified issues.
- ☒ Manage parks and trails in the region.
- ☐ Support the agricultural industry within the regional district.
- ☐ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

Park maintenance contractors were budgeted at \$91,287.90 for the season (regular and shoulder seasons) in 2018, although due to the shorter than normal season the actual cost was \$68,360.40.

It is important to note that in 2019 wage allocations are proposed to be adjusted across all services to more accurately represent the time spent by staff on these functions. Should the Committee and Board provide approval for 2 seasonal parks staff, the cost for their wages and benefits plus a portion of wages/benefits for Community Services and 8% of regular Field Services staff would be \$141,657 in 2019 with 90% allocated to Regional Parks and 10% allocated to Community Parks. Field Services staff track their work on a daily basis to determine how their time is being spent on the different functions they support. As such, after the first year of the pilot project we will be able to determine whether the current wage allocation for both regular and seasonal staff is appropriate for 2020 budgeting.

In addition to the adjustment of wages in 2019, there will be one-time start-up costs which includes the cost of a new vehicle plus fuel and maintenance, the purchase of tools, a ride-on lawn mower and a trailer to haul equipment and materials. New staff may also require chainsaw and First Aid training. The vehicle will be added to the general fleet for all staff to use in the winter and as such, some of the operational costs of the vehicle will be recovered from other functions.

As a result of the cost to hire two additional seasonal parks staff, purchase the necessary equipment, conduct the mandatory training and with the reallocation of staff wages within the function, the cost for 2019 is estimated at \$194,154. Note that if the parks had been open for the shoulder seasons in 2018, the cost for Community Services wages/benefits and contractors would have been \$177,073 which is only \$17,080 less than the proposed model in the first year. In the second year, the cost will be reduced to approximately \$147,000.

Note that the costs for seasonal laborers have been included in the proposed “Option A” Regional Parks budget for 2019, along with some park development projects. Due to the large surplus in 2018, the tax rate is estimated to remain the same in 2019 at \$0.016 per \$1,000 on improvements only. The following table shows the effect on residential taxes.

Estimated tax rate	\$ 0.016
Value of Improvements	Estimated Cost
\$ 150,000	\$ 2.40
\$ 300,000	\$ 4.80
\$ 450,000	\$ 7.20
\$ 600,000	\$ 9.60

Parks Maintenance Contracts 2018

	Base	Shoulder	Total	2018 Actual
Blackfoot	\$ 18,050.00	\$ 7,402.50	\$ 25,452.50	\$ 18,050.00
Montney	\$ 13,143.65	\$ 5,445.00	\$ 18,588.65	\$ 13,800.00
Minaker	\$ 13,800.00	\$ 6,210.00	\$ 20,010.00	\$ 13,143.65
Sundance	\$ 14,025.00	\$ -	\$ 14,025.00	\$ 14,025.00
Spencer Tuck	\$ 9,341.75	\$ 3,870.00	\$ 13,211.75	\$ 9,341.75
TOTAL	\$ 68,360.40	\$ 22,927.50	\$ 91,287.90	\$ 68,360.40

Seasonal Staffing Model

	2018			2018
Wages & Benefits			Wages & Benefits	
Community Services	\$ 85,786.00		Community Services	\$ 85,786.00
Contractors (actuals)	\$ 68,360.40		Contractors (budgeted)	\$ 91,287.90
TOTAL	\$ 154,146.40		TOTAL	\$ 177,073.90

Est 2019 Total**Wages & Benefits**

Community Services	\$	36,809.24
Field Services (regular) 8%	\$	29,140.35
Field Services (seasonal) 100%	\$	81,077.74
TOTAL	\$	147,027.33

Capital Costs

Truck	\$	36,200.00
Equipment trailer	\$	2,500.00
Lawnmower	\$	3,500.00
Tools	\$	10,000.00
	\$	52,200.00

Training & Ongoing Costs

Training	\$	3,600.00
Insurance	\$	2,000.00
Fuel	\$	8,400.00
vehicle maintenance	\$	2,500.00
	\$	16,500.00

	TOTAL	90% Regional Parks	10% Community Parks
Est. First Year Costs	\$ 215,727.33	\$ 194,154.60	\$ 21,572.73
Est. Second Year Costs	\$ 163,527.33	\$ 147,174.60	\$ 16,352.73

Notes:

- 1) the vehicle and associated costs will be allocated for 7 months of the year to parks directly. The remainder of the year the vehicle will be added to the general fleet for all staff to utilize for PRRD business. It is estimated that approximately 40% of the operational costs will be recovered from other functions.
- 2) 90% of these costs will be allocated to the Regional Parks function, while the remaining 10% will be allocated to the Community Parks function in 2019
- 3) Wage Allocation for regular full-time staff to Regional Parks =
 - 20% of Parks & Recreation Coordinator
 - 8% of GM of Community Services
 - 8% of Administrative Secretary
 - 6% Field Services (regular full time)

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

At the November 8, 2018 Board meeting the following motion was passed:

That a park caretaker for Blackfoot Park be contracted in 2019 to oversee free camping services, to provide park maintenance and to assist with the development of a plan to transition to a fee-for-service camping model at Blackfoot Park for the 2020 season.

Due to staff time being allocated to the Old Fort landslide in the fall of 2018 the tender for the construction of the caretaker site has not yet been issued. It is anticipated to be issued in March 2019 with construction of the site in the fall of 2019 depending on contractor availability. Given that the site will not be operational for the 2019 park season, it is recommended that this motion not be acted on in 2019. If approved, seasonal parks maintenance staff would care for the park and would give the PRRD more information and data on what should be included in the caretaker's contract and what duties seasonal or regular Field Services staff would continue to perform.

Attachments:

1. September 18, 2018 Report: Park Maintenance Seasonal Staffing Model

REPORT

To: Regional Parks Committee

Date: September 18, 2018

From: Trish Morgan, General Manager of Community Services

Subject: **Park Maintenance Seasonal Staffing Model**

RECOMMENDATION #1:

That the Regional Parks Committee recommend to the Regional Board that the seasonal maintenance contracts be terminated by September 30, 2018, for the following regional parks:

1. Blackfoot Regional Park
2. Montney Centennial Regional Park
3. Spencer Tuck Regional Park
4. Minaker River Regional Park

RECOMMENDATION #2:

That the Regional Parks Committee recommend to the Regional Board that an investigation of a seasonal staffing cost/benefit model for regional park maintenance be brought back to the Regional Parks Committee for discussion in time for 2019 budget discussions.

BACKGROUND/RATIONALE:

Currently park maintenance work is divided between contractors (under maintenance contracts) and PRRD staff. PRRD staff are responsible for maintaining outbuildings and park equipment on site; park development projects; coordinating with contractors (e.g. danger tree removal); and general maintenance outside of the scope of work for the contractors.

Contractors are responsible for ensuring that the park is free from litter and waste; for maintaining all toilets and the provision of necessary supplies; cutting grass; reporting emergency situations; completing and sending a "Weekly Park Status Report" and pictures on a weekly or bi-weekly schedule (per contract, frequency of minimum visitation specific to each park).

In early 2018 the PRRD tendered the maintenance contracts for Blackfoot, Montney, Spencer Tuck and Minaker regional parks. The contracts are tendered such that the term of contract is on a season to season basis but may be renewed for up to a maximum of two additional years based on satisfactory performance. Seasons for Blackfoot, Montney, Spencer Tuck and Minaker regional parks are considered to be March 1 to October 31 (maximum), while Sundance Lake is year round.

Season	Months
Shoulder season (weekly maintenance as needed)	March 1- April 30
Summer season (weekly maintenance guaranteed)	May 1 – September 30
Shoulder season (weekly maintenance as needed)	October 1-October 30

Staff Initials:

Dept. Head:

CAO:



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Note: the Sundance Lake Regional park contract expires December 31, 2018 with no further opportunities for renewals.

The park maintenance contracts state that extensions for contracts will be determined on an annual basis 30 days before the completion of the contract term. The contract term ends on October 31, 2018. Should the Regional Parks Committee recommend to investigate a seasonal staffing and cost/benefit model, the current contracts would not be extended and would need to be terminated by September 30, 2018. Should the Board decide to continue park maintenance via external contractors, the contracts could be re-tendered in early 2019.

Considerations:

- Minaker River Regional Park would be a challenging park for seasonal staff to maintain, given its remote location, although the maintenance schedule could be adjusted.
- Sundance Lake requires year-round service and maintenance.
- The Regional Parks Committee has directed that a caretaker site be developed at Blackfoot Regional Park. Staff envision the Caretaker would assume more responsibility for upkeep and maintenance at that park, thereby needing less Regional District staff support for maintenance.
- Future park developments include: Iver Johnson Memorial Community Park; the Peace Lookout Park; and Old Fort Community Park

ALTERNATIVE OPTIONS:

- 1) That the Regional Parks Committee renew the regional parks contracts for Blackfoot Regional Park, Montney Centennial Park, Spencer Tuck and Minaker River regional parks; tendered the Spencer Tuck Regional Park contract; and that there is an investigation into a seasonal staffing cost/benefit model for regional park maintenance and to bring back such information to the Regional Parks Committee for discussion before the end of June 2019.
- 2) That the Regional Parks Committee receive this report for discussion and provide further direction to staff.

STRATEGIC PLAN RELEVANCE:

- ☐ Ensure that the Solid Waste Management Plan is operating on a fiscally defensible basis.
- ☐ Ensure effective execution of Public Safety and Emergency Services initiatives.
- ☐ Foster Collaboration on services with municipalities and electoral areas.
- ☐ Establish a strategy for coordinated advocacy on identified issues.
- ☒ Manage parks and trails in the region.
- ☐ Support the agricultural industry within the regional district.
- ☐ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

Currently park maintenance contractors are budgeted based on the parks being open throughout the shoulder season and the summer season, as this is the maximum expense that could be incurred. The total budgeted value of these contracts for 2018 was \$104,950.

COMMUNICATIONS CONSIDERATION(S):

none

OTHER CONSIDERATION(S):

none



REPORT

To: Regional Parks Committee

Date: January 16, 2019

From: Trish Morgan, General Manager of Community Services

Subject: 2019 Recreational Trails Grants-in-Aid Allocations

RECOMMENDATION #1:

1. That the Regional Parks Committee recommend to the Regional Board that a grant be provided to the Whiskey Jack Nordic Ski Club from the 2019 Recreational Trails Grants-in-Aid to construct a day lodge and an accessible pit toilet within Beaton Provincial Park.

RECOMMENDATION #2:

1. That the Regional Parks Committee recommend to the Regional Board that a grant be provided to the Prespatou Planning Committee Society from the 2019 Recreational Trails Grants-in-Aid to develop and construct a gravel walking path in Ministry of Transportation Right-of-Way that runs through the Prespatou community pending receipt of permit from the Ministry of Transportation and Infrastructure.

RECOMMENDATION #3:

1. That the Regional Parks Committee recommend to the Regional Board that a grant be provided to the Bear Mountain Nordic Ski Association from the 2019 Recreational Trails Grants-in-Aid to complete a geotechnical study for the proposed ski playground, and to improve drainage on the Wolf and Lynx trails.

BACKGROUND/RATIONALE:

Applications for Recreational Trails Grants-in-Aid must be received by the Regional District by November 15 of each year. Applications are adjudicated based on need, availability of funds, and the selection criteria as set out in Section 10 of the Recreational Trails Grants-in-Aid Policy Statement. Successful applicants are able to access funding by April 15 of each year. This year, the Regional District received 3 applications. The total request for funding is \$115,348.

- 1) Whiskey Jack Nordic Ski Club (WJNSC): The WJNSC is planning to construct a day lodge, and an accessible pit toilet at Beaton Provincial Park. The day lodge is a 30x50 foot building with a large deck, skylight and was designed to require low-maintenance. As these trails are located within Beaton Provincial Park, any work requires a Park Use Permit from BC Parks, which has been completed and provided. This trails group maintains the accessible trails year-round, and offers children's programs, hiking, biking, horseback riding, Nordic skiing, and snowshoeing.

The Society has not submitted 3 quotes for all items over \$3,000 as required by the Recreational Trails Grants-in-Aid policy due to the following;

- BC Parks has an agreement with only one Archaeologist who they allow to do work on Provincial Parks in the North.
- They could find only one local company to do outhouse installation.
- The architect and engineer have been working on the project for a number of years.
- Though three construction quotes were requested, only two were submitted.

This application meets all eligibility criteria to be funded under the Recreational Trails Grants-in-Aid Policy.

Total Project Cost:	\$574,342.16
Total Grants-in-Aid Eligible Expenses:	\$570,074.16
Applicant Contribution:	\$26,767.78
75% PRRD Maximum of Eligible Expenses:	\$427,555.62
Applicant Request:	\$20,000

- 2) Prespatou Planning Committee Society (PPCS): The PPCS is applying for a grant to develop a walking trail to connect the Prespatou Elementary School, restaurant, churches, store and senior's complex. Currently, Prespatou residents (specifically seniors and school aged children) walk on a paved road that doesn't have a shoulder and poses the risk of harm to pedestrians and drivers. The proposed project would see the creation of a 1.5km sandstone and gravel trail with pedestrian bridges over waterways. The Society has submitted two budgets, one that would see the 'north' portion of the route completed and paved and the other that would see the entire trail completed without paving, but have stated that the most favourable option is to develop the whole trail with gravel and fundraise and apply for grants for the future paving project. The Society is new and has not yet purchased the equipment to maintain the year-round trail or demonstrated the ability to pay wages for maintenance.

Staff note that this application does not meet all eligibility criteria to be funded under the Recreational Trails Grants-in-Aid Policy due to;

- Three quotes for the construction of the trail have not been submitted due to there being limited number of companies who could provide services.
- This walking trail would be developed in the Ministry of Transportation and Infrastructure (MoTI) right of way, and a permit has been submitted to MoTI, but has yet to be received.
- As this Society is new, there are no current or year-end financial statements to submit with the application, as is required by the Recreational Trails Grants-in-Aid policy. However it is up to the committee to determine whether they would like to waive this criteria under the Recreational Trails Grants in Aid Policy.

Total Project Cost:	\$79,101
Total Grants-in-Aid Eligible Expenses:	\$79,101
Applicant Contribution:	\$11,057
75% PRRD Maximum of Eligible Expenses:	\$59,325
Applicant Request:	\$59,325

- 3) Bear Mountain Nordic Ski Association (BMNSA): The Bear Mountain Nordic Ski Association is working on two distinct projects in 2019. In 2018, BMNSA conducted a design study for a ski playground concept (including a terrain park, adventure trail and some steep slopes) which will be used for coaching and athlete development. While the design is complete, the Society thinks it prudent to conduct a geotechnical study to ensure that future development is safe and durable and is requesting funding to complete. The second project will continue the work that the Society has been doing to improve drainage of the Wolf and Lynx trails, including ditching, culvert installation, and grass seeding. This area promotes healthy activities and an appreciation of the natural environment year round to many users and groups, such as Nordic skiing and snowshoeing, running, hiking, mountain biking, bird watching, horseback riding, orienteering, and outdoor studies.

This application meets all eligibility criteria to be funded under the Recreational Trails Grants-in-Aid Policy.

Total Project Cost:	\$83,395
Total Grants-in-Aid Eligible Expenses:	\$83,395
Applicant Contribution:	\$14,350
75% PRRD Maximum of Eligible Expenses:	\$59,325
Applicant Request:	\$36,023

ALTERNATIVE OPTIONS:

1. The Regional Parks Committee recommend to the Regional Board that alternate amounts could be funded.
2. That the Regional Parks Committee not recommend to the Regional Board that a grant be provided to the Whiskey Jack Nordic Ski Club from the 2019 Recreational Trails Grants-in-Aid to construct a day lodge and an accessible pit toilet within Beaton Provincial Park.
3. That the Regional Parks Committee not recommend to the Regional Board that a grant be provided to the Prespatou Planning Committee Society from the 2019 Recreational Trails Grants-in-Aid to develop and construct a gravel walking path in Ministry of Transportation Right-of-Way pending receipt of permit from the Ministry of Transportation and Infrastructure.
4. That the Regional Parks Committee not recommend to the Regional Board that a grant be provided to the Bear Mountain Nordic Ski Association from the 2019 Recreational Trails Grants-in-Aid to complete a geotechnical study for the proposed ski playground, and to improve drainage on the Wolf and Lynx trails.
5. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

- ☐ Ensure that the Solid Waste Management Plan is operating on a fiscally defensible basis.
- ☐ Ensure effective execution of Public Safety and Emergency Services initiatives.
- ☐ Foster Collaboration on services with municipalities and electoral areas.
- ☐ Establish a strategy for coordinated advocacy on identified issues.

- ☒ Manage parks and trails in the region.
- ☐ Support the agricultural industry within the regional district.
- ☐ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

The total amount of funding requested in the three applications is \$115,348, however the Recreational Trails Grants-in-Aid policy states that annual recreational trail grant funding will not exceed \$75,000 per year unless determined by resolution of the Board of Directors. The Regional Parks Committee could recommend that the funding limit be raised to \$115,348 to provide all groups with their requested budget amount. Alternatively, staff note that 65% of the applicant request could be funded for each group at the below amounts and the \$75,000 threshold could be maintained.

	Project Cost	Applicant Request	65% Of Request
Whiskey Jack Nordic Ski Club	\$ 574,342.16	\$ 20,000.00	\$ 13,000.00
Prespatou Planning Committee Society	\$ 79,101.00	\$ 59,325.00	\$ 38,561.25
Bear Mountain Nordic Ski Association	\$ 83,395.00	\$ 36,023.00	\$ 23,414.95
Total	\$ 736,838.16	\$ 115,348.00	\$ 74,976.20

Staff note that the shortfall in funding could also be sourced from alternate sources of funding and applications could be forwarded to the Rural Budgets Administration Committee for consideration.

COMMUNICATIONS CONSIDERATION(S):

Information on how to apply for funding was advertised via social media, radio, by using the Energeticcity.ca banner ad, and posted to the Peace River Regional District website. All recipients of the grant, once determined will receive a letter confirming the status of their funding and will receive instruction on how to recognize the contribution of the Peace River Regional District.

OTHER CONSIDERATION(S):

Please see the attached applications and spreadsheet detailing the grant requests.

Attachments:

1. Whiskey Jack Nordic Ski Association Recreational Trails Grants-in-Aid Application
2. Prespatou Planning Committee Society Recreational Trails Grants-in-Aid Application
3. Bear Mountain Nordic Ski Association Recreational Trails Grants-in-Aid Application
4. Trails Grants-in-Aid Allocations Spreadsheet

R-2

PEACE RIVER REGIONAL DISTRICT

Recreation Trails Grants-in-Aid Schedule "D" - Application Checklist

Applicant Name: Whiskey Jack Nordic Ski Club
Date: November 1, 2018



All application packages must include the following items.

- ☒ Completed Recreational Trails Grants-in-Aid application form.
- ☒ Resolution from the society(s) board of directors authorizing the project and application to the Regional District for funding.
- ☒ Project budget including sources of revenue (confirmed and pending), donations and expenses.
- ☒ Three (3) quotes for any items valued at over \$3,000.
- ☒ Current and year-end financial statements.
- ☒ Map of the proposed project and route.
- ☒ Pictures of the proposed project and route.
- ☒ Confirmation of a Recreation and Trail Sites BC or BC Parks Agreement OR Council/Board resolution providing authorization for the project to proceed on local government lands.
- ☒ Two (2) letters of support from other organizations or groups supporting the project

FOR REGIONAL DISTRICT USE ONLY:

Follow up:

Comments/

Considerations:

CSC Use Only

☐ Update Access Database
electronically in groups file

☐ BC Online check

February 12, 2019

☐ File a copy



PEACE RIVER REGIONAL DISTRICT **R-2**

Recreation Trails Grants-in-Aid Schedule "A" - Application

Date: October 31, 2018 Society Number: 46479

APPLICANT INFORMATION

1) Name of Organization: Whiskey Jack Nordic Ski Club

2) Contact Person: Eliza Stanford

Position: President

Mailing Address: 9508 113 Avenue, Fort St. John V1J 2W9

Phone: 250 785 0973

Fax: _____

Email: eliza.s@telus.net

<https://whiskeyjacknordic.ca/>

Website: _____

Please list our organization on the PRRD website as a "Local Community Group" x Yes No

(please check one)

3) Purpose of your organization & description of the types of activities your organization is involved in.

The WJNSC is an all volunteer cross country ski club that maintains cross country ski trails (grooms in winter and keeps clear of downed trees at Beatton Provincial Park). The trails are open to the public. We offer lessons, programs for children and events such as loppets, waxing clinics, ski swaps and work bees throughout the winter months. We also host coaching clinics and official's clinics.

4) If applicable, does your organization own any facilities or properties? Yes x

No (please check one)

Please give the 9-1-1 address and legal description of the property that your organization either leases or owns.

5) Executives of Your Organization:

President/Chair



Name: Eliza Stanford Phone: 250 785 0973 Email: eliza.s@telus.net

Vice President/Vice Chair

Name: Ken Johnson 250 785 0628
Phone: Email: kjohnson@progressenergy.com

Treasurer

Name: Sara Richardson Phone: 250 787 9695 Email: northsara1@gmail.com

Secretary

Name: Bruce Kosugi Phone: 250 785 8948 Email: bkosugi@gmail.com

6) Please provide a 5 year action plan for your organization.

Year 1:	Construct stadium area (Fall 2018); planning and fundraising for day lodge; continue preparations for 2020 BC Winter Games
Year 2:	Construct Day Lodge beginning summer 2019; finish course preparations for Games (re-grading of trails, mowing of side brush); host nordic events 2020 BC Winter Games
Year 3:	Complete Day Lodge if required; begin fundraising for new grooming equipment and accessible path; expand programming with day lodge, stadium and lessons, programming.
Year 4:	Continue to market cross country skiing to community, continue fundraising for grooming equipment if necessary, construct accessible path; purchase groomer if funding goal reached.
Year 5:	Continue to work with volunteers to ensure continuity of programming, set aside any revenues for maintenance of equipment or day lodge

PROPOSED PROJECT INFORMATION (please complete the questions below or attach a separate sheet)**7) Describe the project for which your organization is requesting funding.**

The WJNSC is planning to construct a day lodge at Beaton Provincial Park. The day lodge design is a 30x50 building with a large deck, skylight and without indoor plumbing; it is designed to be low maintenance. Coinciding with the day lodge is a new accessible pit toilet in the vicinity of the day lodge, trailhead and storage building. Planning for an accessible pathway is a component of our budget to improve the connection from the parking lot to toilet to day lodge at which point that area of Beaton Park will be fully accessible to persons with disabilities.



- 8) Describe how your project will provide opportunities for healthy lifestyles - physical, mental and spiritual.

The day lodge will meet the needs of all winter users in the park including snowshoers. Our goal is to get more people outside in winter to enjoy the boreal forest, get exercise and have opportunities to socialize with others. Sometimes this means having a meeting place, or a warm place to go after an outing. The current warming hut, approximately 12'x18' in size, is very inadequate for our needs. With 39 children enrolled in the program this year, we do not have space for more than 15-20 in the warming hut. Off season, during spring, summer and fall, the day lodge will be available to community groups which will also bring people out to Beatton Park. The long term impact of offering a facility where people can socialize is immeasurable; when people are a part of an active and social group they will want to stay in the community. This sustains not only the club but worker stability contributes to the greater community.

We are seeing this first hand where new residents who are purposefully seeking out organizations that meet their needs and desires and they are getting actively involved. One reason they come to the WJNSC is that we are a progressive, forward planning and well organized club. We welcome everyone of all ski abilities and all ages. We have a testimonial from a local doctor who has told us: "the ski trails are a main reason that I choose to stay in the community." It is well known that getting out in nature is being prescribed by many in the greater medical community; in addition, the physical benefits of cross country skiing are the ultimate contribution to a person's health and wellness. A day lodge will bring more people to the ski trails and people will stay longer.



- 9) Describe how the project will foster "regional pride" in the natural environment of the Regional District.

The Day Lodge will be a focal point and as it will be immediately visible when entering the park. Beatton Park will be more of a destination ski area than before when there is an option to warm up and stay a little longer. With a skylight, ample windows, there will be good visibility to the outdoors. People mainly come to Beatton Park to ski, snowshoe, hike, bike ride and with the addition of a day lodge comes the ability for all the groups to come together. Events will be more easily and readily hosted when there is a lodge that is large enough for a small crowd. The WJNSC has recorded more skier visits in the past two seasons than ever before and this is almost certain to increase with the presence of a day lodge as more people will come to the park and enjoy the natural winter environment when the experience is complemented by a warm refuge. Beatton Park is becoming a more popular destination for anyone wanting an outdoor experience, and as there are defined, well mapped and maintained recreational assets in the park, it has a great reputation as an all season destination. A day lodge will build on that outdoor experience.

- 10) Describe how the project will make trails more accessible for multiple different user groups and those with mobility challenges.

It is the goal of the WJNSC to achieve complete accessibility within the immediate area of the parking lot, new outhouse and day lodge. Currently Beatton Park does not have any accessible pit toilets but with this day lodge project comes such a toilet. The lodge will be fully accessible with a ramp or graded ground with a path suitable for a wheelchair, and a new trailhead gate to allow for sit skis, wheelchairs, and parents with strollers or pulkes (chariot type carrier on skis for babies and toddlers). A Day Lodge will encourage more parents with small children to come out as young children do not want to be in cold weather for long periods and need more breaks.

- 11) Describe how the project will utilize Crown or local government lands and measures that will be taken to avoid conflict with private lands (where applicable).
The project will take place on Provincial Park land and a permit to construct the day lodge has been received.



- 12) Describe how the project will build on the Provincial Trails Strategy (http://www.sitesandtrailsbc.ca/documents/Trail_Strategy%20for_BC.pdf)

The day lodge, together with the expanded ski trails and expanding snow shoe trail network, will attract more people to Beatton Park to enjoy the environment. Specifically action #2 "enhance environmental awareness and appreciation through education and interpretation" will be addressed through the establishment of a home base for all recreational activities in Beatton Park. Community rentals, such as through SD60, will bring groups of children out to have a day in the woods to learn about flora and fauna of the region. Action item #3 "collaboratively develop local, regional and provincial trails system plans that secure opportunities for all trail users in balance with environmental, cultural and social values"; by developing a facility that meets the needs of all users regardless of physical ability Beatton Park will be further enhanced as an inclusive destination, for all users in all seasons. The key benefits of recreation trails all apply to the full experience of the Beatton trails no matter the means of recreation: "community and social" - the day lodge will be a social hub for all winter activities in the Park; "economic" - more potential for tourism revenues, rental revenues, ski equipment purchase; "educational" - the day lodge will serve as a classroom for students of SD60 and community groups; "environment" - enticing more to the Park through the establishment of high quality facilities; "health and fitness" - cross country skiing and snowshoeing are two of the most accessible, low cost and healthy winter activities available; "heritage and cultural" - we are already partnering with Treaty 8 First Nations with the placing of interpretive signage in the park, two of which will be in the immediate vicinity of the day lodge; "transportation" - cross country skiing is a self propelled sport and no motorized vehicles are allowed in Beatton Park.

- 13) How many volunteers does your organization have and approximately how many hours does your membership contribute each year?

We have approximately 30 active volunteers who contribute approximately 1600 hours each year. Our membership consists of approximately 120-130 members.

- 14) If there are continuing costs to operate or maintain your project, how do you plan to meet these costs in the future?

We anticipate new expenses with the day lodge such as: insurance, hydro, pit toilet pump out but we anticipate revenues from rental revenue including not only community groups, private renters but also corporate renters that will result in a net profit for the WJNSC.



15) Please provide on a separate sheet information on how your project addresses one or more of the secondary selection criteria:

Geographic Coverage	Ideally the regional trail system should be effectively distributed throughout the Regional District. Potential sites should be of interest to the whole region in the interest of servicing all residents.
Environmental, education or heritage representation	Representative or regionally significant landscapes should be considered when developing a new trail or preserving an existing one. Potential sites should be chosen to represent the diverse landscapes that the area encompasses. Balancing wildlife values against the proposed benefits of trail development should also be considered along with the unique historic, cultural, ecological, and educational aspects of the area.
Partnerships	Fostering partnerships with interest groups or other government agencies should be considered as it will aid in offsetting costs to develop and maintain existing or future regional trails.
Proximity	Trails that are located in close proximity to existing trails and parks or similar amenities should be considered.
Already established as an unofficial trailhead	Trails that are already established or maintained in a positive manner and demonstrate a high utilization rate should be considered.
User and site safety and the capacity to maintain	User and site must be considered to ensure the non-profit groups are able to maintain them to a reasonable and safe standard expected of a natural trail for the safe enjoyment of the public.

18) TOTAL funds requested from the Regional District: \$20,000

INCLUDED THE FOLLOWING ATTACHMENTS WITH YOUR APPLICATION



- a) Application Checklist
- b) Resolution from the society(s) board of directors authorizing the project and application to the Regional District for funding
- c) Project budget including:
 - i. Detailed cost estimates
 - ii. Sources of confirmed revenue
 - iii. Sources of revenue yet to be confirmed (i.e., pending grant applications)
 - iv. Sources of donations for labour and/or materials
- d) Three (3) quotes for any items valued at over \$3,000
- e) Current and year-end financial statements (balance sheet and income statement)
- f) Map and pictures showing the location of the project and planned route
- g) Confirmation of an agreement with Recreation and Trail Sites BC or BC Parks or a Council/ Board resolution providing authorization to develop or re-establish a trail on local government property
- h) Two (2) letter of support from other organizations or groups supporting the project.

Signature of Applicant

250 785 0973

Phone

Secondary Selection Criteria

Geographic Coverage

The Beaton Park trails are a comprehensive trail network within Beaton Provincial Park. Access is by car along 271 Road to 248 Road or by boat from Charlie Lake. The trails are currently used by a broad range of people using many modes of transportation such as biking, hiking, horse back riding, snow shoeing and skiing. The amenity attracts people from across the region as more residents are seeking high quality outdoor recreation experiences. We have members from Upper Cache, Montney, Baldonnel and many from Fort St. John and Charlie Lake area. The trails have become a significant recreation destination in all seasons.

Environmental, education or heritage representation

Beaton Park was originally land set aside by the government in 1934. It was not until 1982 that it became a "provincial park", spurred on by the impending 1984 BC Winter Games. At that time the initial trails were developed and the campground was established. The proximity of Beaton Park to a large population base caused the park to be zoned "intensive recreation" as its primary focus. This management plan has not changed since 2003.

What this means for the Whiskey Jack Nordic Ski Club, as the primary permit holder in Beaton Park, is that we have an opportunity to further enhance environmental education and cultural partnerships by offering a day lodge facility, within an active trail network, to community groups who may wish to participate in activities in the park, no matter the weather.

Proximity

Beaton Park is approximately 15 kilometres from Fort St. John. With a proposed trail from Fort St. John to Charlie Lake, it is possible that one day a trail might extend from Charlie Lake to Beaton Park.

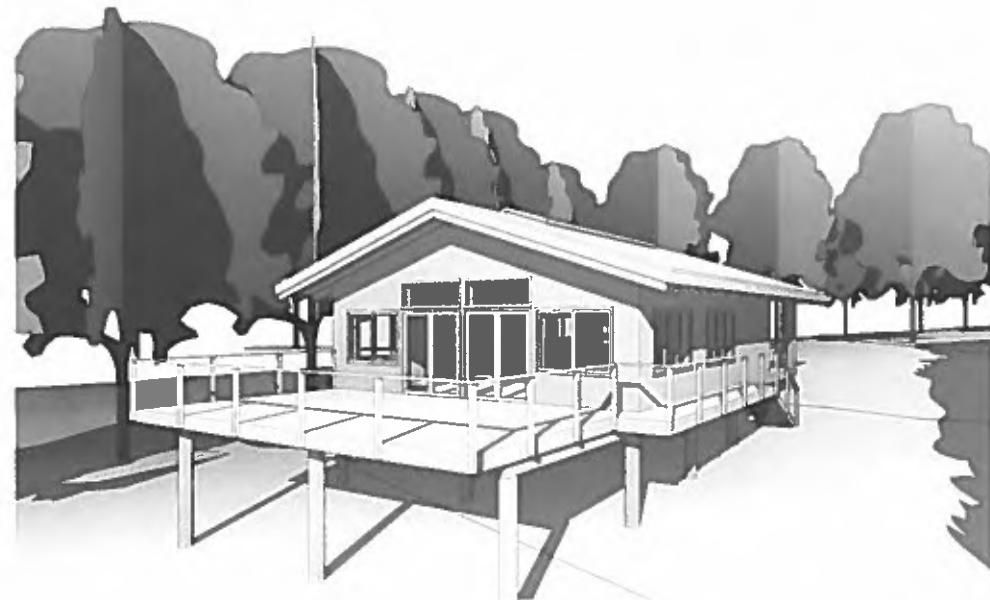
Already established as an unofficial trailhead

The trailhead at Beaton Park is an official BC Parks trailhead.

User and site safety and the capacity to maintain

The WJNSC maintains all the ski trails and snow shoe trails in Beaton Provincial Park. This involves mowing in the fall, clearing of all downed trees and assessing trees that may fall, clearing trees in winter off ski trails, remediation of stream crossings and culvert repair. This attention to maintenance and trail safety will extend to any built infrastructure such as a day lodge and we full expect to maintain it to a standard that is safe. It is designed with low maintenance in mind so it will be easy and not expensive to look after. For future volunteers with the WJNSC, it will not be an onerous task to manage the day lodge.

Design assumes the design is complete. The design is not to be used for construction without the approval of the design professional. The design is not to be used for construction without the approval of the design professional. The design is not to be used for construction without the approval of the design professional.



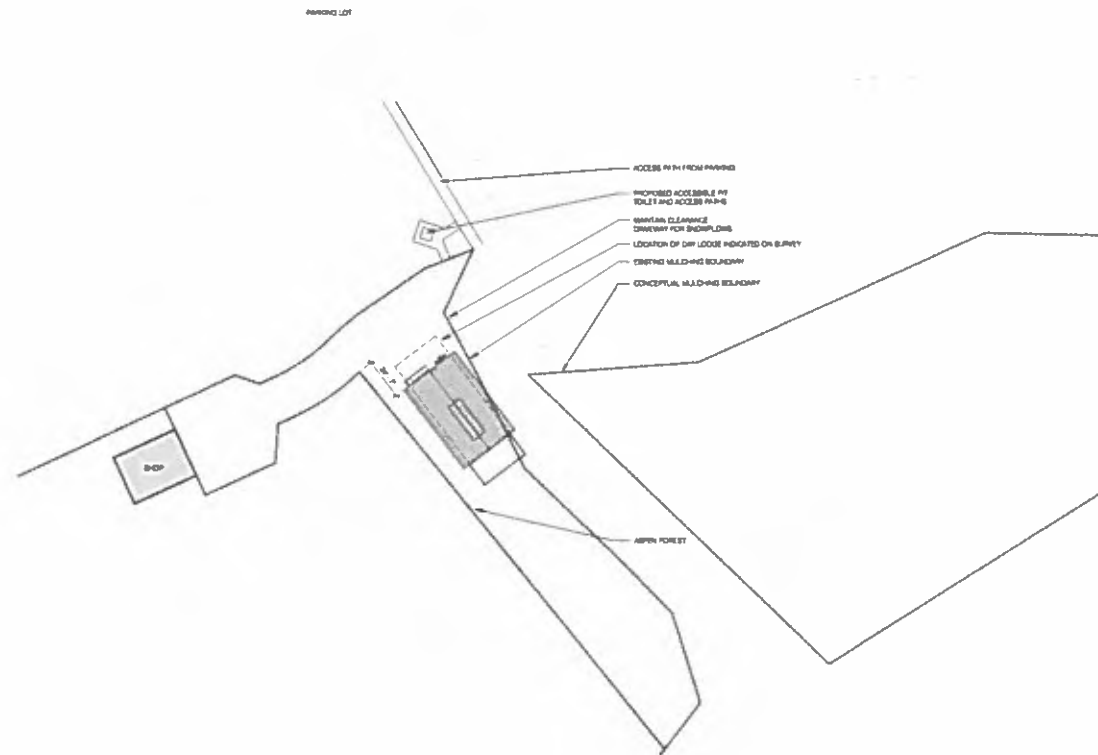
Whiskey Jack Nordic Ski Club Lodge
1000 Whiskey Jack Road
Whiskey Jack, BC V0N 1A0

**WHISKEY JACK
NORDIC SKI CLUB
LODGE**
SEAFORD PARK, BC

PROJECT NO. 1788
DATE 03 MAR 2015

COVER SHEET
A000

Whiskey Jack Nordic Ski Club Lodge
 1750
 1/2" = 1' 0"



1750
 1/2" = 1' 0"

**WHISKEY JACK
 NORDIC SKI CLUB
 LODGE**

SEAFORTH PARK, NC

1750
 1/2" = 1' 0"

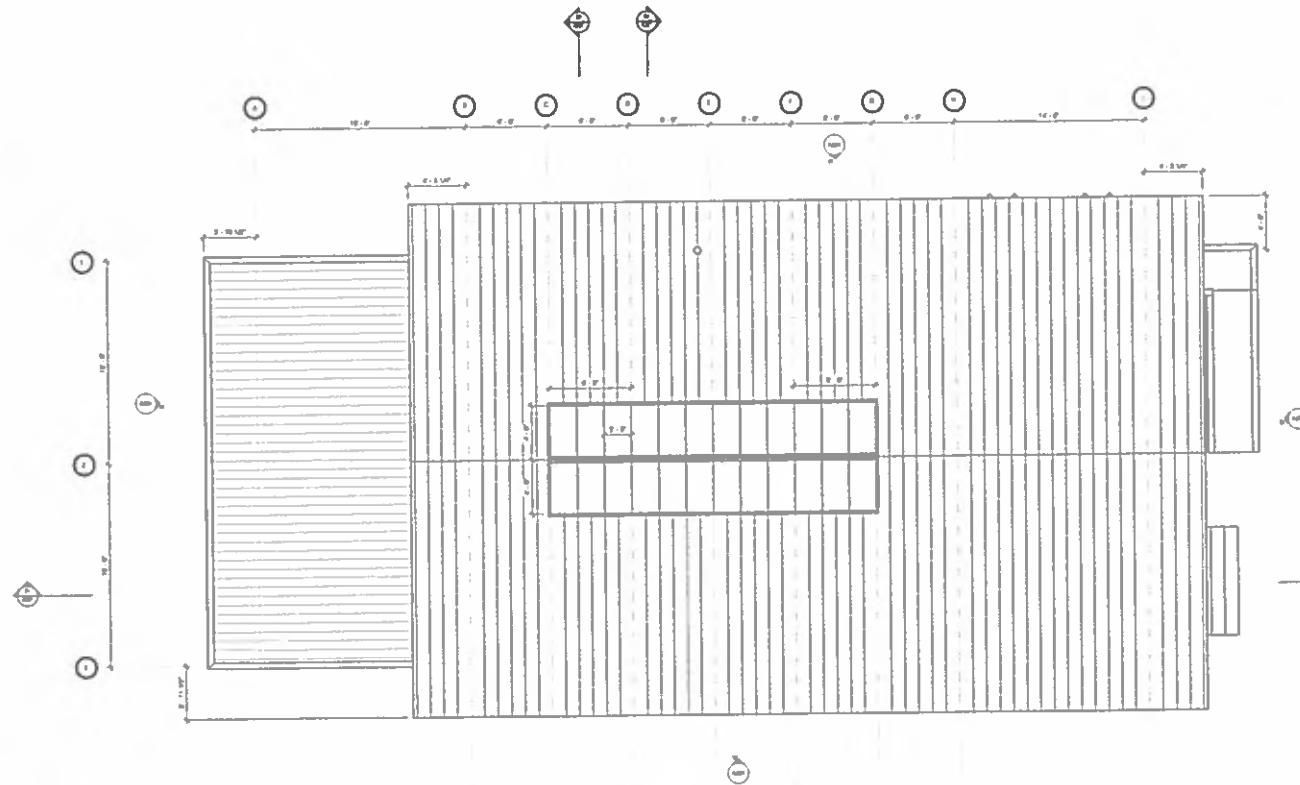
1750
 1/2" = 1' 0"

1750
 1/2" = 1' 0"

1750
 1/2" = 1' 0"

SITE PLAN

A001

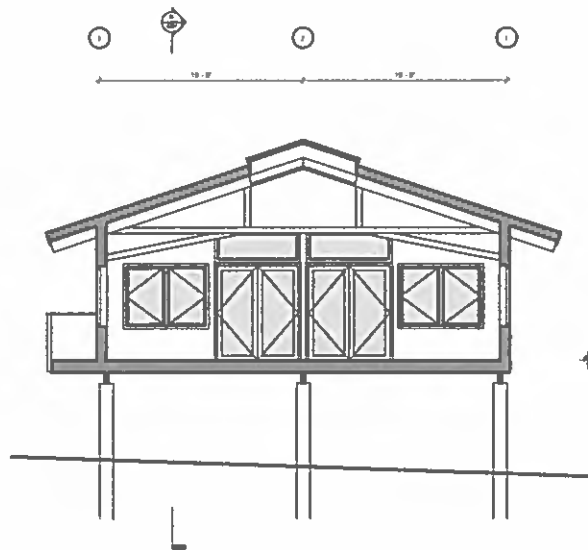


WHISKEY JACK
NORDIC SKI CLUB
LODGE
 18420 PARK RD. N.
 SUITE 100
 EDINBURGH, VA 22101
 703-751-1111

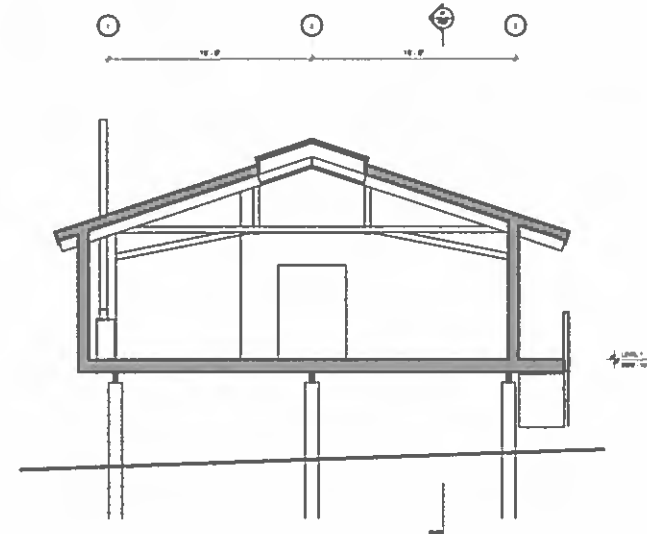
ROOF PLAN

A102

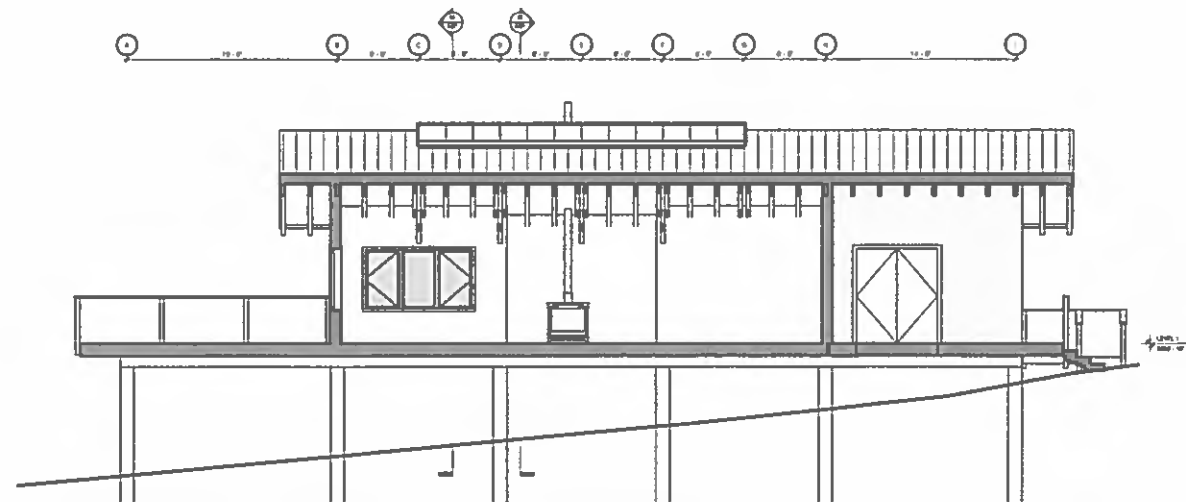
February 12, 2019



03 CROSS SECTION
01 / A-10



02 CROSS SECTION
01 / A-11



01 LONG SECTION
01 / A-12

Architectural drawings are prepared in accordance with the standards of the American Institute of Architects (AIA) and the International Building Code (IBC). The drawings are prepared for the purpose of construction and are not to be used for any other purpose without the written consent of the architect.

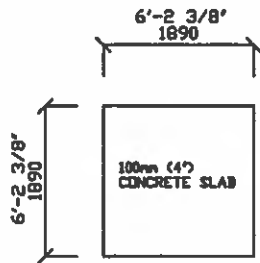
Architectural drawings are prepared in accordance with the standards of the American Institute of Architects (AIA) and the International Building Code (IBC). The drawings are prepared for the purpose of construction and are not to be used for any other purpose without the written consent of the architect.

**WHISKEY JACK
NORDIC SKI CLUB
LODGE**
SEASIDE PARK, BC

Architectural drawings are prepared in accordance with the standards of the American Institute of Architects (AIA) and the International Building Code (IBC). The drawings are prepared for the purpose of construction and are not to be used for any other purpose without the written consent of the architect.

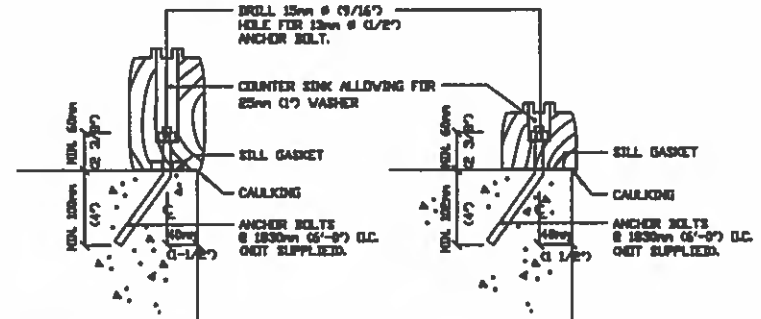
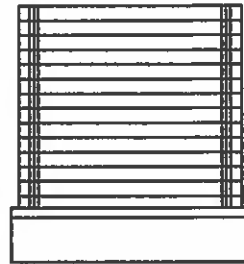
**BUILDING
SECTIONS**

A301



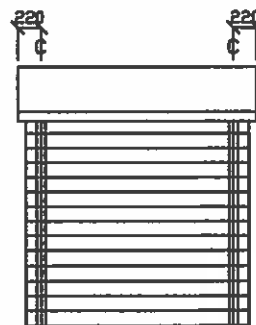
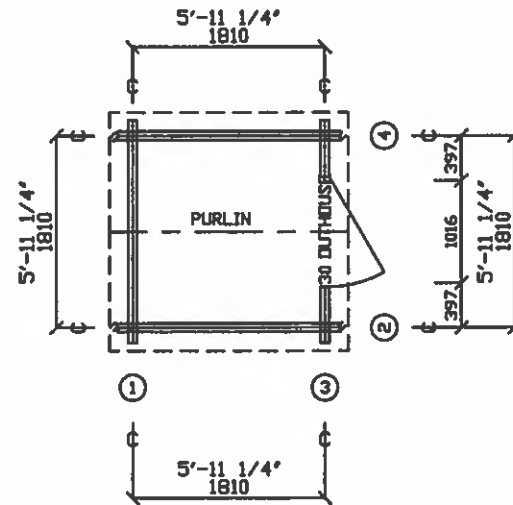
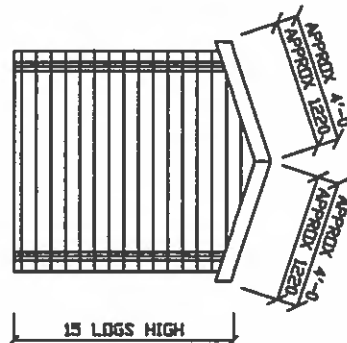
NOTE:
IF CONCRETE FOUNDATION HAS ALREADY SET PRIOR TO THE INSTALLATION OF THE ANCHOR BOLTS SHOWN, USE THE BOLT & EXPANSION SHEILD SHOWN ON DETAIL SLAB-3.

NOTE:
LOCATION OF PIT HOLE IN CONC. SLAB & UTILITIES TO BE DETERMINED ON SITE.



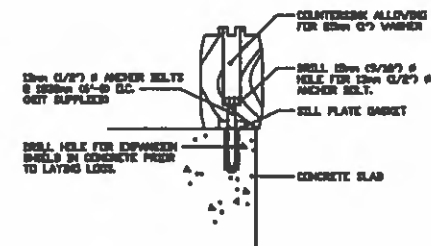
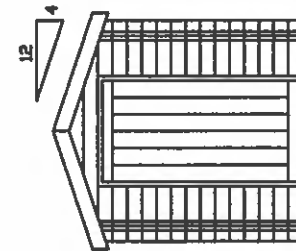
SLAB FOUNDATION

(N.T.S.) min. requirements



EXTERIOR WALLS

(N.T.S.)



SLAB-3

(N.T.S.)

#76 - OUTHOUSE
39 Sq. Ft.



Day Lodge, Pit Toilet and Accessible Connecting Path WHISKEY JACK NORDIC SKI CLUB

Item	Amount	Unit Cost	Cost	GST	PST	Notes
Pit toilet	1	5,200.00	5,200.00	260.00	364.00	Ennadai - preferred quote
Shipping, unloading and install of pit toilet kit			3,280.00	164.00		
Installation of pit toilet: Labour			4,800.00	240.00		Northern Waste Water Systems
Materials			3,200.00	160.00	224.00	
Site prep			500.00	25.00		
Archeological supervision of excavation - pit toilet	1 x day		272.00	13.60		Sites N Sounds
Archeologist travel to site	10h		1,000.00	50.00		Prince George to FSJ return
stain, paint - pit toilet			240.00	12.00	16.80	
Signage for pit toilet	3	50	150.00	7.50	10.50	Edley Signs
Design and planning fees for accessible path			4,000	200.00		Urban Systems
Day Lodge:						
Geo Tech report			3,000	150.00		Northern Geo
Sub contractor for Geo Tech			2,415	120.75		
Architect's fees Phase 2			21,156.00	1,057.80		Laura Killam Architecture
Architect Travel to Site	6	500.00	3,000.00			Average airfare YVR to YXJ
Engineer's fees Phase 2			4,750.00	237.50		Aspect Engineers
Engineer field reviews			2,500.00			
Engineer site visit	1	500.00	500.00			
Engineer travel rate		1,300.00	1,300.00	65.00		
Permit fee (PRRD)			2,099.17			
Project Management - WJNSC	17w	25.00	4,250.00			In kind/est. 6 month construction sched. 2hrs/day
Construction quote - Haab Homes			379,407.00	18,970.35		Haab Homes
Signage: Lodge Sign (Donor sign)	1	2,000.00	2,000.00	100.00		Est. only
New info sign inside trailhead	1	500.00	500.00	25.00		Est. only
Posts for info sign	2	30.00	60	3.00		Est. only
Misc. signs for inside lodge	10	25.00	250.00	12.50		Est. only
Sponsor sign - inside lodge	1	500.00	500.00	25.00		Est. only
Metal plaque for major donors for rock	1	500.00	500.00	25.00		Est. only
Electrical connection from shop to day lodge	40 meters		5,000	250.00		Est. only (Epscan/Peace North Excavating)
SUB TOTAL			455,829.17	22,174.00	615.30	
GST/PST total - add			22,789.30			
Subtotal			478,618.47			
Contingency 20%			95,723.69			
TOTAL			\$574,342.16			
SUB TOTAL without GST/PST			455,829.17			
Contingency 20%			91,165.83			
TOTAL without GST/PST			\$546,995.00			

REVENUE - DAY LODGE

[illegible]

Minutes of WJNSC Board Meeting
October 17, 2018
Northern Lights College

Present: Eliza Stanford, Bruce Kosugi, Ken Johnson, Becky Grimsrud

Regrets: Matt Jarnagin, Sara Richardson

Guests: Brady Irving, Andrea Morison

Call to order: 5:05 p.m.

Review September 19, 2018 minutes

- Eliza approved. Bruce seconded. Carried.

Financials

- No update

Current Business

Ski Program

- 39 kids signed up for programs

Courses

- Officials course (Oct 20) – 11 people signed up
- Coaching course (Dec 15/16) – 2 people signed up

Communications

- Sarah Hunter doing good job with Instagram/FB page

Membership

- 110 members have registered (record early season sign up!)

Logo

- Eliza and Sara will meet with Sonia Wilson to advance design in November

Maintenance Shop

- Charlie Lake Conservation Society's bat box project tools now stored in maintenance building
- Maintenance shop electrical work complete
- Gate to be installed next to building to limit access by motorized vehicles

Action (Ken) – to coordinate gate installation

- Recognition for electrical work on maintenance building needed for Rob M, D-Tech and Epscan

Action (Andrea) - to post "thank you" on Facebook

- Sara sought insurance quotes for shop through Hub and Western Financial

Action (Sara): to complete insurance questionnaire following discussion with Eliza

Stadium status

- BC Parks has approved permit allowing grading. We should receive signed permit this week.
- Schedule:
 - Oct 20-21 – Mowing: Ken will meet contractor, Darren, on Oct 20th
 - Oct 22-26 – Grading: Contractor, Irving will likely move equipment in on Oct 21 (Archeologist on site). Eliza should be available to meet Irving.
- Eliza is prime contact but will be out of town next week. Kevin, Dennis, Ken and Bruce are alternate site contacts

Trail maintenance

- Mowing completed
- High winds this week may have blown down trees on the trails
- Trail sign at Raven/Spruce repaired

Action (Ken, Eliza) – scout trails for fallen trees

- Eliza recommended that the 2019 mowing budget be increased (doubled) to allow for brushing work along edges of the ski trails

Snowshoe trails

- Clearing of new snowshoe trail loop complete
- Snowshoe trail has been re-routed and cleared below Raven ski trail.
- Some T-bar installed for snowshoe trail marking

Smaller construction projects

- In preparation for future events, the Club will need to prepare:
 - ski racks,
 - v boards,
 - bulletin board
 - timing hut
- potential for involving NPSS and Cadets (Ken Lane)

Action: Eliza will send an email to membership to solicit volunteers to undertake projects

Draft budget for March race

- Draft budget has been scoped with items related to competition but without values at this time
- Additional items relating to the event will be added (e.g. sound system, port-a-potties, course markers)
- Rental for grooming unit with hydraulics (e.g. Ginzu) required for setting tracks in stadium

Action (Bruce) – to draft race budget and circulate to Eliza and Becky

Day Lodge Status

- Eliza is busy with fund raising applications including:
 - Submission made to Northern Development for \$50k
 - Next application to PRRD requires the following resolution:
- **Motion by Eliza, seconded by Bruce, carried that WJNSC Board supports the application to the PRRD for recreational trails grants-in-aid funding for the day lodge project**

Snow fence work bee

- Snow fence installed

Discussion of equipment needs

- Ken will summarize equipment needs and circulate
- Brady can get information on equipment recently purchased by a club in Manitoba

Action:

(Brady) – send information on equipment to Ken

(Ken/Eliza) – set up meeting to discuss equipment needs.

Sponsorship

- Wish list should be developed for sponsorship and donations with pictures of desired items

5. New Business

Policy development

- Policy needs to be formalized to allow for a free membership for non-skiers who want to groom

Motion by Becky, seconded by Bruce, carried - that ***WJNSC will cover membership costs for groomers who are non-skiers***

Board member nomination

Motion by Eliza, seconded Becky, carried – that ***Andrea Morison be nominated to Board***

Signatory changes

Motion by Becky, seconded Eliza, carried – that ***Bruce Kosugi replace Danielle Layman as signatory on Credit Union***

Waxing Clinic

- Brady has volunteered to run clinic
 - Saturday, November 10th, 1 – 3 pm
 - Beaton maintenance shop
 - By donation

Action:

(Bruce) – set up event on FB/web

(Eliza) – check wax supplies

(Ken) - to circulate a photo of ski waxing stand that could be used as a model

6. Next Meeting: November 21, 5 pm, Northern Lights College

7. Adjournment: 6:10 p.m.



Ministry of
Environment and
Climate Change Strategy

PARK USE PERMIT

LAND USE / OCCUPANCY

This Park Use Permit No. **105475** (the "Permit") is issued under the authority of the *Park Act*

(the "Park")

See "Management Plan Schedule, Permit Area Description" for a complete list of Parks and Protected Areas

FROM:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, represented by the Minister responsible for the *Park Act* (the "Province") at the following address:

Ministry of Environment and Climate Change Strategy
BC Parks
Northern Region - Peace
400, 10003 - 110th Avenue
Fort St. John BC V1J 6M7

TO:

Whiskey Jack Nordic Ski Club Society

(the "Permittee") at the following address:

9508 113 Ave
Fort St John BC V1J 2W9

THE PROVINCE AND THE PERMITTEE AGREE AS FOLLOWS:

ARTICLE I - GRANT OF PERMIT

- 1.01 The Province, on the terms and conditions of this Permit, grants to the Permittee permission to enter upon and use that part of the Park (the "Permit Area") described, and for the purposes described, in the Management Plan Schedule.

ARTICLE II - TERM

- 2.01 The duration of this Permit is for a term of **10 years** commencing on **September 30, 2011** (the "Commencement Date") and ending on **September 29, 2021** (the "Expiration Date"), unless cancelled, terminated or renewed in accordance with the terms and conditions of this Permit.

ARTICLE III - FEES

- 3.01 The Permittee must pay to the Province a minimum fee (the "Permit Fee") of **\$0.00 (plus applicable taxes)** prior to Commencement date and on each anniversary of the commencement date during the term of this Permit.
- 3.02 The Province may, by notice to the Permittee not less than 30 days prior to each anniversary of the Commencement Date, increase the Permit Fee to an amount solely determined by the Province at its discretion, and the Permittee must pay the increased amount.

SPECIAL PROVISIONS

1. Purpose

This Permit is issued to the Permittee for the purpose of maintenance of culverts, signs and facilities as well as approved events associated with the Beaton Park cross-country ski trails.

2. Permittee Designated Representative

The contact named by the Permittee will be their Designated Representative for the permit. The Designated Representative is responsible for acting as a liaison between BC Parks and the Permittee. The Permittee must notify BC Parks within 30 days of any change in the appointed Designated Representative, including any changes of name, address, telephone number or email address. Notifications for changes to the contact information for the Designated Representative are to be submitted through the Virtual FrontCounter BC application system, or at such other address or form as directed in writing by BC Parks.

The Permittee appoints the following representative to be responsible for liaison between BC Parks and the Permittee:

Name: Eliza Stanford
 Address: 9508 113 Avenue, Fort St. John BC V1J 2W9
 Telephone: 250-785-0973
 Email: Eliza.S@telus.net

3. BC Parks Contact Information

The Designated Representative must contact the Area Supervisor with any requirements or questions regarding this Park Use Permit. To determine the Area Supervisor responsible for the protected land(s) listed below, contact the associated regional office for this information.

Park, Protected Area or Conservancy Name	Contact Information
Beaton Park	Ministry of Environment and Climate Change Strategy, BC Parks Northern Region - Peace 400, 10003 - 110th Avenue Fort St. John BC V1J 6M7 Regional Office: (250) 787-3411 Fax: (250) 787-3490

4. Contact Requirements

- (a) The Whiskey Jack Nordic Ski Club shall provide **two months' notice and a complete schedule of associated activities** to BC Parks Peace Area Supervisor prior to the beginning and/or continuation of all activities associated with the new improvements to be constructed. The Permittee shall also provide bi-weekly updates to the Area Supervisor during these active operations (new construction activities) in the form of written communication supported by photographs of the sites and conditions.

- (b) The Permittee shall inform the Peace Area Supervisor, prior to initiating fieldwork and upon completion of the work. A field contact and method of contacting them shall be provided.

5. Reports

All reports including mapping, publications that result from work conducted under this permit are to be submitted submitted to FrontCounter BC, at the following address, or visit the FrontCounter BC website to determine a location nearest to you:

The Permittee shall provide to the Province:

- (a) An **Annual Operating Plan** will be required by October 31 of each year, outlining the proposed scheduled activities for the following year. The Annual Operating Plan will include a description of each project, schedule of activities, names of contractors, designated contact for the Permittee, and safety procedures for all aspects of each project.
- (b) **Summary of Activities** outlining instructional programs and others activities related to the cross country trails and user stats at on or before May 1st each year.
- (c) **Report of Facilities** outlining, inspections, minor upkeep, substantial maintenance required, during the operating season of the ski club and the non-operating season of the ski club on or before May 1st. Notify BC Parks of any safety concerns.

Ministry of Forests, Lands, Natural Resource Operations
and Rural Development
FrontCounter BC - Prince George
5th Floor - 499 George Street
Prince George BC V2L 1R5

Toll Free: 1-877-855-3222

Email: FrontCounterBC@gov.bc.ca

Website: <http://www.frontcounterbc.gov.bc.ca/locations/index.html>

6. Archaeological Impact Assessment (AIA)

The process for medium risk impactation of possible archaeological site involves hiring an eligible consulting Archaeologist and potentially conducting an AIA. The Permittee shall provide BC Parks a copy of this AIA (if required) as soon as it is submitted to the Permittee from the consultant.

7. Significant Discovery

Should the Permittee discover any significant, previously unknown or unrecorded artifact, site, natural or cultural feature in the course of activities issued under this permit, the find will be left undisturbed and reported immediately to the Area Supervisor. Fieldwork will not continue at the site until authorization to proceed has been provided by the Area Supervisor.

8. Sampling and Site Marking

The Permit Area contains sensitive environments. The methods of construction activities shall be in keeping with low impact principles. Specific methods on the list below may not be applicable:

(a) Sampling

- (i) Any surface disturbance or destructive sampling is not permitted unless approved by the Area Supervisor;

(b) Site Marking

- (i) All site marking shall be inconspicuous and approved by the Area Supervisor prior to fieldwork. Permanent markers shall not be placed within the boundary of the Park;
- (ii) The use of vegetation, (e.g., blazing trees), to mark plots or transects is not permitted;
- (iii) Any paint marking of trees, rocks, or other Provincial Park property to locate survey transects or soil test pits is not permitted;
- (iv) Flagging tape shall be biodegradable or removed completely upon completion of the sampling program. Hip chain string shall be removed;

(c) Trail Impacts

- (i) No trails other than approved, existing trails shall be permanently marked or created. Extra caution must be taken to not create trails in environments from repeated trampling;
- (ii) Any disturbed areas must be rehabilitated to the satisfaction of the Area Supervisor. Rehabilitation may be requested if there is significant damage.

(d) Miscellaneous

- (i) The use of chainsaws is prohibited unless pre-approved by the Area Supervisor;
- (ii) Any approved collecting activities shall be minimally disruptive to the natural environment, wildlife of the area, and ecological values of BC Parks;

(e) Equipment

- (i) Upon termination of this permit, the Permittee shall remove, or be responsible for all costs associated with the removal of all temporary structures, facilities, and improvements that have been authorized under this permit.

9. Management Direction

The Whiskey Jack Nordic Ski Club shall:

a) Maintain the Equipment Storage Facility, namely a structure for the Groomer and storage of equipment on site and:

- (i) If requested, a key to be provided to BC Parks
- (ii) Keep limited amount of fuel on site
- (iii) Inspect structure at beginning and end of seasons
- (iv) Ensure structure is safe for public
- (v) Ensure structure is locked and secure when not in use
- (vi) Ensure structure maintenance won't interfere with the Park Operator Operations
- (vii) Provide power to the Equipment Storage.
- (viii) Ensure structure is maintained to the BC Parks standard for all facilities and remains current with safety requirements

b) Construct a **Day Lodge Shelter** to be maintained at all times throughout the calendar year and:

- (i) Inspect structure at beginning and end of seasons
- (ii) Ensure structure is safe for public
- (iii) Ensure structure is locked and secure when not in use
- (iv) Ensure structure construction and maintenance won't interfere with the Park Operator Operations
- (v) Provide power to the Day Lodge
- (vi) Ensure structure is maintained to the BC Parks standard and remains current with safety requirements

c) Construct a **Mobility Accessible Pit Toilet** outhouse structure to be maintained at all times throughout the calendar year and:

- (i) Inspect structure at beginning and end of summer and winter seasons
- (ii) Ensure structure is safe for public
- (iii) Ensure structure is fully stocked with toilet paper
- (iv) Ensure structure is maintained and built to the BC Parks standard and remains current with safety requirements
- (v) Any or all archeological cost for the proposed, and outhouse see provision 6.

d) Maintenance and Upkeep of Current Outhouse

Maintenance of the current outhouse, near the upper parking lot shall be to BC Park standard and at no cost to BC Parks. The Whiskey Jack Nordic Ski Club Society is solely responsible to continue the maintenance and upkeep through the winter months. Failing to maintain the outhouse to BC Park standards the Park Use Permit may be cancelled.

e) Construct **Staging Area** with dimensions no more than 40 meters wide and 100 meters long.

- (i) The Whiskey Jack Nordic Ski Club will utilize the area for lessons, and only approved events such as smaller club hosted events and possibly future BC Winter Games.
- (ii) Mulch and level forested area within the dimensions listed above.
- (iii) Level and spread mulch over the staging area.
- (iv) An archaeologist must be on site at all times during staging area construction.
- (v) Work will occur outside nesting and migratory bird windows
- (vi) Whiskey Jack Nordic Ski Club must keep a copy of the Permit and AIA for review by a peace officer if requested at any time.
- (vii) Certified grass seed and spruce seedlings will be planted with specifications determined by the BC Parks Conservation Specialist.

f) Conduct **Invasive Species Control** of Staging Area and Planned Worksites.

- (i) Before machinery is used in the park it will be inspected thoroughly inside and out where dirt, plant material and seeds may be lodged or adhering to interior or exterior surfaces. This inspection will take place outside the park in an appropriate area. See guidelines for cleaning machinery at the Invasive Council of BC website. <https://bcinvasives.ca/>

- (ii) Monitor invasive species over short and long-term until fully re-vegetated to the satisfaction of the BC Parks Conservation Specialist and Area Supervisor. Monitoring techniques will include a map of the area, time spent observing area, invasive species noted on map and removal. Refer to Invasive Council of BC website for proper monitoring <https://bcinvasives.ca/>
 - (iii) If invasive species are identified you must report to BC Parks and Invasive Council of BC and become familiar with mechanical removal techniques. (cutting, pulling or mowing)
 - (iv) Eradicate new invasive species occurrences without herbicidal treatment – The early detection and rapid response to new invasions is needed. Refer to Invasive Council of BC website <https://bcinvasives.ca/>
- g) The Permittee shall clearly tag all equipment left in the field unattended, with the permit number and contact name and number for the Permittee and Park project contact. All equipment and supplies must be removed from the Permit Area following the completion of each stage of construction, maintenance and activities.
- h) Use of a **grooming machine** and/or snowmobile (if required) on trails to:
- (i) Set tracks; using park standards
 - (ii) Maintain signs using park standards;
 - (iii) Complete trail maintenance using park standards;
 - (iv) Maintain emergency access for Ambulance, RCMP or BC Parks;
 - (v) Maintain signs to **BC Parks standards**. Sign standards can be provided upon request.
- i) **Access** the Park in the Fall to cut windfall off trails and brushing of trails:
- (i) Is limited to after September long weekend
 - (ii) ATV use for access to trails

10. Trail Work

- (a) Any work must start after September long weekend each year unless prior written approval is given.
- (b) After any work the Peace Area Supervisor will be informed and an inspection of the works may be conducted to confirm the progress as per the agreed upon schedule.
- (c) All construction of facilities will meet BC Parks standards and the Peace Area Supervisor will be informed of any possible design modifications are needed. This will be agreed to in writing.
- (d) BC Parks facilities damaged must be repaired before summer operating season and the Peace Area Supervisor will be informed.
- (e) The issuing of this permit agrees that BC Parks support the plan as laid out in the application for amendment and attached map. This includes the installing of culverts, new trail design and new signage. Any further modifications or installation must be submitted in writing and written approval from the Area Supervisor.
- (f) The maintenance such as from leveling trails needs to be approved by the Area Supervisor

11. The Park Environment

The Permittee shall observe record and report any hazardous situations or violations as soon as practical but not to exceed 48 hours.



School District No. 60

PEACE RIVER NORTH

10112 - 105 Avenue, Fort St. John, British Columbia V1J 4S4 Phone: (250) 262-6000 Fax: (250) 262-6046
OFFICE OF THE SUPERINTENDENT OF SCHOOLS

DISTRICT ADMINISTRATION OFFICE

June 7th, 2018

RE: Letter of Support for Whiskey Jack Nordic Ski Club

To whom it may concern:

I would like to express our School District's support for the Day Lodge plans of the Whiskey Jack Nordic Ski Club.

With our extended winter season, many of our schools have purchased sets of cross-country skis and participate in this activity through Physical Education classes as well as for school outings. Thanks to the ongoing commitment of the Ski Club, the Beaton Park trails are a logical and popular destination within 20 minutes by bus for 14 of our schools.

The addition of the Day Lodge would be a significant improvement and improve both the quantity and quality of the experiences our students would have. First of all, the ability to have a learning space for school groups would greatly enhance the educational experience. Teachers could plan for a more robust field trip that would include learning time as well as physical activity. Furthermore, the addition of a Day Lodge would allow for extended ski time as the students would have a place to warm up during one of our many extreme weather days.

Our schools would also be able to utilize this facility in the Fall and Spring during hiking excursions, indigenous events and science-based field trips.

Any financial support for this long-term infrastructure would be of great benefit to our students and to the community at large. Please do not hesitate to contact me with any questions.

Sincerely,

Stephen Petrucci
Assistant Superintendent

SP/ss

February 12, 2019



Dan Davies, MLA
Peace River North

To whom it may concern,

Re: Whiskey Jack Nordic Ski Club

The Whiskey Jack Nordic Ski Club is local group in Fort St John, BC. Over 130 members enjoy the club's activities and many contribute volunteer support in enhancing the ski experience.

Whiskey Jack Nordic Ski Club has an extensive, groomed trail system at Beatton Provincial Park on Charlie Lake, a 15 minute drive from the city of Fort St. John. Trails are groomed for both classic and skate skiing. Additional trails are available for skijoring, snowshoeing and hiking.

This important community group is looking for funding to complete a day lodge. Putting the day lodge in would help create a focal point for all their activities, they would be able to expand their programs to be able to host a summer camp, make the Beatton trail a destination, help retain workers, be able to warm up during long ski excursions (temperatures in the area can become very bitter very quickly) as well as a centre to facilitate ski programs. As Fort St. John is excited to have been awarded the 2020 BC Winter Games, this would become the hub for the Nordic events. The lodge would be integral in making these events more enjoyable and memorable!

Please consider showing your support for the Whiskey Jack Nordic Ski Club. They are a vital part of our outdoor recreation here in Fort St John now and for years to come.

Thank you for your time and consideration.

Sincerely,

Dan Davies, MLA
Peace River North



May 30, 2018

Whiskeyjack Nordic Ski Club
Fort St John, BC
Attention: Eliza Stanford
eliza.s@telus.net

Blizzard Bicycle Club - Letter of Support – Day Lodge

Dear Eliza,

The Blizzard Bicycle Club wishes to provide this letter of support to your Day Lodge Project. The Blizzard Bicycle Club fully supports the application for this Day Lodge and can see the substantial value it will bring not just to the cross-country ski trails but to the mountain bike trails we are developing in this area. The Blizzard Bicycle Club has a Partnership Agreement with BC Parks to develop mountain bike trails within the park and the addition of this Day Lodge will add value to our activities in Beatton Park.

The addition of the Day Lodge will create a focal point for activities in the park and add to the already huge appeal of this area. The mountain bike trails we are building will create summer time recreational opportunities and the Day Lodge will be a great facility to start events, conduct training for young riders and promote both cross-country skiing and mountain biking in the community.

The Blizzard Bike Club was started in 1982 and we are affiliated with the Alberta Bicycle Association and the Canadian Cycling Association. We have anywhere from 60 to 100 riders listed annually as members. We have a tremendous amount of expertise available for new riders. There are club coaches for mountain biking and bike maintenance, and we are actively training junior cyclists for competitions across BC and Alberta. The club has been developing and maintaining mountain bike trails for years but have only recently found a new home at Beatton Provincial Park.

Currently mountain bike events draw an average crowd of 10 riders, with larger events drawing closer to 20. With the new trails and the potential use of this day lodge we could double or even triple our attendance. The club has struggled with a home for our mountain bike trails, so has found it encouraging to be welcomed to the park, where we can enhance, create and develop mountain bike trails within Beatton Provincial Park with wonderful partners like the Whiskeyjack Nordic Ski Club.

The Blizzard Bicycle Club looks forward to the Day Lodge development coming to fruition and will support the Whiskeyjack Nordic Ski Club in whatever capacity we are able.

Thank you

Dan Webster
President
Blizzard Bicycle Club



City of Fort St. John
10631 100 Street | Fort St. John, BC | V1J 3Z5
(250) 787 8150 City Hall
(250) 787 8181 Facsimile

June 12, 2018
File # 0220-20
Via email: eliza.s@telus.net

Whiskey Jack Nordic Ski club
10051 100 Street
Fort St. John BC, V1J 1Y7

Attention: Eliza Stanford, President

Dear Ms. Stanford:

Re: Letter of Support for Grant Funding Application

City Council is pleased to provide this letter of support for the Whiskey Jack Nordic Ski Club's application for a grant to assist with the Day Lodge at Beatton Provincial Park.

The City of Fort St John will be hosting the BC Winter Games in February 2020. The Day Lodge will be essential for the success of the Nordic Ski events but will also have a lasting legacy beyond the BC Winter Games. It is anticipated that the Day Lodge will allow the Whiskey Jack Nordic Ski club to expand its programming to host other activities such as summer camp for skiers. It will make the Beatton trails a destination not only in the winter but in the summer when partners like the Blizzard Bicycle Club hosts mountain bike events.

Varied recreational and sport activities like Nordic skiing help enhance the community, make it a great place to live and visit, provide opportunities to be active and stay healthy and provide economic benefits to the community.

Sincerely,

Lori Ackerman
Mayor



May 29th, 2018

To Whom it May Concern:

RE: Whiskey Jack Nordic Ski Club – Letter of Support – Day Lodge

The Fort St John & District Sports Council supports Whiskey Jack Nordic Ski Club in its initiative to construct a Day Lodge. This would be a multi-use facility which would house their indoor programming needs and also to be used as a place that is warm for breaks, resting, or eating during their skiing outings and an administration building to be use during races or other competitions.

This building could be used year round as it will create a focal point for activities in the park and would add to the appeal and usefulness of this area.

Fort St John has been awarded the 2020 BC Winter Games. The above mentioned Day Lodge is necessary to effectively host the cross country ski events for this Provincial event.

Promoting a healthy life style is one of the objectives of the Fort St John & District Sports Council. We feel that construction of the Day Lodge will help us reach our goal and will provide our citizens with the opportunity to participate in activities year round in a clean and positive environment.

Yours truly,

Chair

Notes to Quotes

It was not possible to obtain 3 quotes for all tasks as some of the project items are specialized and there was only one supplier for that work.

In the case of the archeological work, BC Parks has an agreement with only one archeologist to do work in provincial parks in the north.

We were able to find only one local outhouse installer. The outhouses themselves, as they are designed to BC Parks standards, appear to have only two suppliers provincially that we could locate.

The architect and engineer were specifically chosen for this job; as there are no architects in this region we had to go further afield to Vancouver. The original sketch of the day lodge was drawn by Geoffrey Massey, now elderly, and the architect was chosen as she could work with Geoffrey and his original design.

In the case of the day lodge construction itself we made efforts to secure quotes from whom we felt were the most qualified construction companies with a high standard of work.

Despite requesting a third quote from a local company, they did not respond.

So, please find below an itemization of the costs for the requested #76 privy with 1"x6" door.

Regarding the grab bars:

- BC Parks normally orders two (2)
- Right now, we have a large order with BC Parks and they have ordered 2 x 36" grab bars for each #76 privy
- However, the amount and type of grab bar is up to you

BC Parks - #76 Single H/C Pit Toilet – 39 Sq.Ft. – With 1"x 6" Cedar Slab Door:

- With SUNTUF Fibreglass roofing: \$ 4,755.00
- 2 – 4"x 6" cedar log beams @ \$60.00 each = \$ 120.00

Optional Grab Bars:

- 30" - \$ 100.00
- 36" - \$ 105.00
- 120 Degree - \$ 150.00

Shipping 1 x #76 Pit Toilet::

- To Fort St. John: \$ 1,050.00

All prices quoted Tax-Out.

Protocol For Placing an Order:

- I will draw up a Purchase Agreement based on the items you approve
- If all looks good, please sign and date the Purchase Agreement first - and then send it back to me for my signature
- Just let me know if there is a title to be stated on the Purchase Agreement on behalf of your organization
- Once I have signed and dated the Purchase Agreement on behalf of Pan-Abode, I will e-mail you a fully executed copy of the contract for your records

25% Order Deposit:

- On the Purchase Agreement, please note the 25% Order Deposit amount
- You can pay this amount by either cheque or credit card
- Note that payment by cheque will entail 5 business days to clear Pan-Abode's account from the day it is deposited
- Outstanding balance is to be paid about a week before shipping

And that's it!

Please let me know if you have any questions, Eliza.

Thanks, again!



Sheila
Pan-Abode International
10880 Dyke Road
Surrey, BC V3V 7P4

Tel: 604-582-8295
Fax: 604-582-9053
Toll Free: 1-800-665-0660



QUOTE

Date 2018-03-21

1464 Adolph Johnson Road, Golden, BC V0A 1H1
 778.214.1635 | info@ennadaiwoodworks.ca
 www.ennadaiwoodworks.ca

Customer

Eliza Stanford
 Whiskey Jack Nordic Ski Club
 eliza.s@telus.net

Item	Description	Quantity	Rate	Amount
Pit Toilet Structure	Pit Toilet building kit, 5'11 square inside dims - 39 sq ft total - shipped semi-assembled for install on site - Option 1: 3x6 interlocked cedar construction - Option 2: 2x4 framing w siding construction		5,200.00 3,200.00	- -
Pit Toilet Accessories	Grab bars, toilet stems, vent pipe		820.00	-
Delivery	Delivery and unload to Whiskey Jack Ski Club		2,680.00	-
Install	Complete installation on site		600.00	-
Terms	Quotation valid for 30 days. 50% deposit required with order.			
			Subtotal	
			GST	-
			PST	-
			Total	TBD

ACCEPTED BY: _____

DATE REQUIRED: _____

If you have any questions about this quotation, please contact us at the above address.

Whiskey Jack Nordic Ski Club

July 7, 2018

9508 – 113 Avenue

Fort St. John, BC.

V1J 2W9

Attn: Eliza Stanford <eliza.s@telus.net>

Estimate for archaeological services regarding various expansion scenarios within Beatton Provincial Park.

You have laid out a few different scenarios so the estimates are for stand-alone monitor only projects with a letter report only. As you are aware there are savings to be realized if projects are lumped together which reduces travel costs. I also try to time your projects to other work I have in the area where possible. In the event that Cultural Materials are located all work will stop and we will discuss options.

1. On site monitoring (Supervising) \$ 92.00/hr.
2. In-office reports \$ 80.00/hr.
3. Monitoring Pit toilet excavation est 3 hrs. letter report est 1 hr. plus travel 10 hrs. (PG return)
\$ 1272.00
4. Electrical install to shop by trenching if done in now disturbed areas i.e. under new parks compound expansion to your new building est \$ 00.00
5. If trench needs to be located in area that has not been assessed previously est 4 hrs. letter report est 1 hr. plus travel \$ 1368.00
6. Electrical install to Day Lodge by trenching if done under existing foot trail est \$ 00.00
7. If trench needs to be located in area that has not been assessed previously est 4 hrs. letter report est 1 hr. plus travel \$ 1368.00
8. If all projects were done simultaneously est 11 hrs. letter report est 3 hr. plus travel \$ 2172.00

Note: All estimate totals are subject to 5% GST. This estimate does not include any First Nations participation, should there be a request by First Nation(s) to be involved and you give approval. We are happy to work with experienced First Nations field personnel.

Thank you for contacting Sites N Sounds Consulting.



Richard M Gilbert



W.L. Construction Ltd.
P.O Box 6357
Fort St. John, BC
V1J 4H8

Telephone (250) 787- 7707
Fax (250) 787-2350

May 30, 2018

To: Eliza Stanford

Re: Whiskey Jack Nordic Ski Club Day Lodge

W.L. Construction is pleased to provide you with estimated budget price of **\$369,834 (Three Hundred Sixty Nine Thousand Eighty Hundred Thirty Four Dollars)+GST**. This price is based on preliminary drawings dated May 10, 2018 and includes the following costs:

- Cash allowance for Steel screw piles including engineering, cutting and capping
- Steel beam structure for raised floor including installation (not primed, or painted)
- 2x12 Wood joists to sit on steel structure for floor system with ½" plywood sheathing on underside, two layers of R20 bat insulation to fill floor cavity with 6 mil poly vapour barrier and ¾" Plywood subfloor on top
- 172'-0" of 2x6 wood frame exterior wall with R24 mineral wool insulation, 6 mil poly vapour barrier, 7/16" OSB exterior sheathing with 1.5" rigid mineral wool insulation, Tyvek house wrap and Westform tin cladding in standard profile and standard color
- Rough Sawn lumber roof joists with 2x8 rafters, ½" plywood sheathing, spray foam insulation, 6 mil poly vapour barrier, roof underseal and Westlock metal roofing
- Vented metal soffit, metal fascia and eavestroughs
- Supply and install vinyl windows with wood jamb extensions inside including flashings
- Supply and install pentagon security shutters
- Supply and install metal clad doors
- Interior to be shiplap wood finish to walls and ceiling
- Wood stove supplied and installed by the chimney experts
- Millwork allowance for cubbies and kitchen area
- \$15,000 Cash Allowance for the Electrical work including a new panel, lights and outlets
- Pressure treated deck joists and radius edge deck boards
- Pressure treated deck railing frame with 2"x2" metal panel inserts
- All labour, materials, tools and equipment for complete project

Not included:

- Permits, geotechnical testing, or drawings
- Aluminex rafter skylight - \$50,000 for the cost of this and the fact that it may largely be covered in snow during the use of the day lodge it may not be worth the cost
- BC Hydro fees if power is needed to be brought to the building directly from Hydro's lines
- Natural gas, or electric heating and ventilation

If you have any questions please contact the undersigned. We look forward to working with you on this project.

Regards,
Carina Milan
Estimator/Project Manager
250-787-7707
cmilan@wlconstruction.com

February 12, 2019

Estimate



Haab Homes Construction
 Site 6 Comp 5 RR1 STN Main
 Fort St John, BC V1J 4M6
 Phone 250-793-1031
 Fax 250-785-0400
 haabhomes@haabhomes.ca

Date: 6/14/2018
 Estimate # 7002
 Expiration Date: 7/14/2018

to

Whiskey Jack Nordic Ski
 Club Lodge
 Beatton Park, BC

Division	Type of Job	Payment Terms	Due Date
Commercial	New Build		

Description	Qty	Unit Price	Line Total
Estimated cost to build new ski lodge			
Includes:			
- Foundation Piles			
- Patios			
- Floor System			
- Walls Roof Etc.			
- Electrical			
- Interior Trim, Windows			
- Mill Work			
- Fire Place			
- Sky Light			
- Flooring			
- Finishing			
			\$379,407.00 Plus GST
Subtotal			\$379,407.00
GST			\$18,970.35
Total			\$398,377.35

Estimation prepared by Matt Smeaton

This is an estimate on the goods named, subject to the conditions noted below:

To accept this estimate, sign here and return: _____

Aspect Engineers

Assuming the design intent remains as is, our proposal for the remainder of the work is as follows:

Detailed Design, Working Drawings and Construction Docs.: \$4750 +GST
Construction Services: \$ Hourly Rates with 20% discount

The same Terms of Engagement as the original proposal are applicable to the new scopes of work (attached for reference). Acceptance of this email proposal indicates acceptance of the old Terms.

Our involvement during construction and the extent of construction services can vary widely with the contractor's phasing, methodology, site conditions and sub-trades chosen. For budgeting purposes I would recommend carrying \$1500 -to- \$2500 for this phase. The majority of field reviews will be able to be performed remotely via site photo, however recommend an additional allowance be made for one (1) in-person review by our forces or a suitably trained local engineer to review the final framing and report to Aspect. If performed by our own forces, we assume one full day of travel will be required, travel expenses are estimated at \$500, engineering to be at hourly rates est. at \$1300.

The following items are excluded from our scope unless negotiated separately:

- Design of any aluminium or glass guard rails.
- Detailed design of piles. We will provide vertical and horizontal loads to the pile designer. Pile load testing (if necc'y) is by others.
- Geotechnical engineering NIC.
- Steel connection engineering NIC. This remains the responsibility of the steel subtrade.

If the proposal above is amenable, please confirm acceptance in writing.

Many thanks,

Andrew Chad

Partner | M.Eng., P.Eng.

ASPECT Structural Engineers

D: 604-787-8495

O: 604-762-7844

101-190 3rd Ave West, Vancouver, BC, V5Y 1E9

aspectengineers.com

February 12, 2019

Northern Waste Water Systems
A Division of 682784 BC Ltd.
PO Box 292, Downtown PO, Fort St John, BC V1J 6W7
Cell: (250) 261-4579, Office: (250) 262-4985, Fax: (250) 261-6953
nwws@telus.net

Quote

Attention: Eliza Stanford

June 14,2018

RE: Whiskey Jack Nordic Ski Club Outhouse

Supply materials and installation for single Pit Toilet	\$8,000.00 (plus taxes)
Materials	\$3,200.00
Labor	\$4,800.00

The Materials would include:

- 500IG direct burial tank
- Supply of concrete, forming material, piping and fittings for slab as per drawing B-1-7-1

Installation would include:

- Supply of excavator to install tank
- Forming and placing concrete for slab
- Supply & installation of vent and pump out fittings

Exclusions/conditions:

- Does not include any material or labor required for landscaping
- Does not include GST
- Pattern for toilet stem supplied by others

Bruce McColm, ROWP
Northern Waste Water Systems



Table 1: Estimated Cost of Northern Geo for Geotechnical Assessment

Task Description	Cost
Project Management	
Project initiation and coordination with the drilling and liaison with underground utility owners.	\$500
Field Investigation	
Northern Geo personnel and equipment for drilling investigation and subsequent water level monitoring.	\$1,000
Laboratory Testing	
Moisture content, grain-size distribution, Atterberg limits, UCS, detailed salinity.	\$1,500
Analysis & Reporting	
Preparation of a geotechnical engineering report including a summary of the field and lab findings, our comments and recommendations as outlined in preceding sections.	\$2,200
Total Estimated Cost (excluding GST)	\$5,200
Discounted to \$3,000	<\$2,200>
Total Estimated Cost for Northern Geo	\$3,000

Table 2: Estimated Cost of Sub-contractors for Geotechnical Assessment

Sub-contractors	Cost
Drilling of 2 holes (6 m and 9 m depth), SPT, installation of 1 monitoring well, and mobilization and demobilization.	\$1,400
Line locating around 2 holes (if required).	\$700
15% surcharge for sub-contractors	\$315
Total Estimated Cost for Sub-contractor	\$2,415

Additional cost may be incurred if scheduling logistics do not allow for the assumptions on which this cost estimate was based. If work is required on the weekend or on statutory holidays there will be a 50% surcharge for field investigation on these days.

If additional work is provided above and beyond the Work Plan (Section 5.0) defined above and the assumptions stated above in Estimate of Fees (Section 7.0), this will be billed according to our current rate schedule. Additional work will not be carried out without prior approval and a change in scope of services form being approved.



8.0 CLOSURE

Northern Geo would like to thank you for the opportunity to submit this proposal and cost estimate for the proposed project. The preceding information has been provided by Northern Geo for the exclusive use of the Whiskey Jack Nordic Club for the geotechnical engineering services related to the proposed project described above. The information provided in this estimate is confidential. We do not permit the interpretation of this proposal other than bid preparation and submission for this project.

Northern Geo maintains Professional Liability Insurance and Comprehensive General Liability Insurance coverage to a limit of \$2 million and \$10 million, respectively. Upon request, we can increase this coverage for this project for a fee.

If you have any questions regarding this proposal, or if we can provide any more additional information, please contact our Fort St. John office at (250) 261-6615.

Respectfully submitted,
Northern Geo Testing & Engineering
A subsidiary of the CCMET Inc.

Prepared by

Reviewed by

Beverly Rodowski, EIT
Project Engineer

Masoud Mohajeri, Ph.D., P.Eng., PMP
Senior Geotechnical Manager



MEMORANDUM

Date: June 14, 2018
 To: Eliza Stanford, President, Whiskey Jack Nordic Ski Club Society
 cc: Whiskey Jack Nordic Ski Club Board of Directors
 From: Edward Stanford, Urban Matters CCC & Urban Systems Ltd.
 Subject: Cross Country Ski Day Lodge Accessible Walkway Design Concept

Urban Matters CCC (www.urbanmatters.ca) is a subsidiary of Urban Systems Ltd. (www.urbansystems.ca), which has been conducting design and development work with communities in the Peace Region for over 35 years. Urban Systems is a multi-disciplinary professional services firm that provides a wide range of strategic and technical advisory services to non-profits and municipal, provincial and indigenous governments. In 2014, Urban Systems incorporated Urban Matters Community Contribution Company (CCC) as a social enterprise to provide advisory services to community organizations to help build capacity to achieve health, environmental, cultural and educational goals and visions. Urban Matters work is rooted in social innovation and creative strategic planning. Universal design is a pillar of this consulting work.

We understand that the Whiskey Jack Nordic Ski Club is interested in accessing grant funding to go towards the development of a future Day Lodge. An important aspect of the programming opportunities associated with this Day Lodge are that the site is fully wheelchair accessible from an adjacent parking lot in order to have a year-round access for users of all abilities. Any grants directly associated with accessibility would greatly enhance design aspects.

Urban Matters/ Systems has expertise and experience in this space, having conducted concept planning, design and construction inspection with various municipalities, First Nations, and not-for-profit agencies for universal design, wayfinding and accessibility. For concept planning design associated with grant application purposes then a lump sum figure of \$ 4,000:00 can be assigned. This figure would be inclusive of any disbursements but excludes applicable taxes.

We are very excited at the prospect of assisting the Whiskey Jack Nordic Ski Club advance this project and its aspirations to expand and evolve to align with the desires and visions of the community of the North Peace. Thank you for considering us for this work and please reach out if you have any questions.

Warm Regards,

A handwritten signature in blue ink, appearing to be 'ES' or similar initials, followed by a horizontal line.

Edward OL Stanford,
Community Consultant

URBAN MATTERS CCC. & URBAN SYSTEMS LTD.

10808 - 100th Street, Fort St. John, BC V1J 3Z6 | T: 250.785.9697

February 12, 2019

May 10, 2018

Eliza Stanford
9508 113 Avenue
Fort St. John, BC V1J 2W9
T: 250-785-0973

RE: Whiskey Jack Nordic Ski Club Day Lodge design phase 2: work plan and fee proposal

Dear Eliza:

Thank you for the opportunity to continue to develop the design of the Whiskey Jack Nordic Ski Club day lodge through to construction. Please see below for my proposal for scope of services and fees. It is my understanding that we are still targeting to begin construction in the Spring of 2019.

Scope of Services:

1. Design Development
 - a. Prepare documents which further refine and develop the character of the project;
 - b. Modify design if required based on initial cost estimates;
 - c. Further incorporate applicable zoning and code requirements into design;
 - d. Create material palette board for exterior and interior materials and finishes;
 - e. 1:1 mock up of truss if required;
 - f. Coordinate Design Development drawings with Structural Engineer.
2. Permit/ Bid/ Construction Documents
 - a. Produce Permit/ Bid/ Documents:
 - i. Site plan,
 - ii. Floor plan, roof plan, foundation plan,
 - iii. RCP,
 - iv. Electrical plan,
 - v. Exterior elevations,
 - vi. Building Sections,
 - vii. Wall, floor and roof assemblies,
 - viii. Typical wall sections,
 - ix. Exterior details,
 - x. Interior details,
 - xi. Interior elevations,
 - xii. Millwork drawings,
 - xiii. Window, door and hardware schedules,
 - xiv. Finish and fixture schedules,
 - xv. Specifications.
 - b. Coordinate documents with Structural Engineer;
 - c. Coordinate documents with Electrical Engineer, as required;
 - d. Coordinate documents with Peace River Regional District permit requirements, British Columbia Building Code, and BC Parks, as required.
 - e. Prepare Building Permit documents and submit for Building Permit.

February 12, 2019

3. Project Procurement

- a. Prepare Outline Scope/Bid form for bidding contractors or trades;
- b. Prepare Tender documents and Issue for Tender;
- c. Administer project tender;
 - i. Address any questions received during the bid period
 - ii. Review bids for consistency with scope of work
 - iii. Create a document that compares the bids.

4. Contract Administration

- a. Prepare IFC Set and issue for construction;
- b. Correspond with contractor and visit site to observe work and photograph progress;
- c. Review all shop drawings;
- d. Issue Site Instructions and prepare construction sketches as required;
- e. Administer all change orders;
- f. Prepare final deficiency list, if required.

Fee Estimate:

The fee proposal is based on a 6.15% of estimated construction costs. The preliminary estimated cost of construction is \$400,000. The fee breakdown is as follows:

1. Design Development	15%	\$3690
2. Permit/ Bid/ Construction Documents	45%	\$11,070
3. Bid Procurement	6%	\$1476
4. Contract Administration	20%	\$4920
TOTAL		\$21,156

Invoices to be billed based on an hourly rate of \$125/ hour. 5% GST will be added to invoices. Invoices will be issued monthly based on the fee estimated above and paid by owner within three weeks of receipt.

Excluded Services:

1. Structural and any other required professional engineering services,
2. Surveyor services,
3. Geotechnical engineer services,
4. Permit fees,
5. Client-initiated changes to the client-approved plan. You will be notified if a requested change is considered to be an extra service, and if approved will be billed at an hourly rate of \$125/ hour.

Reimbursable Expenses:

1. Disbursements such as large format scanning and plotting, and samples charged at cost.
2. Travel expenses to and from Fort St John paid directly by Owner.

Please let me know if you find these conditions acceptable.

Sincerely,

Laura Killam, Architect AIBC

Laura Killam Architecture + Design
2110 Semlin Drive
Vancouver BC V5N 4R3
T: 604-729-8868
E: laura.killam@gmail.com

February 12, 2019



Ministry of
Environment and
Climate Change Strategy

PARK USE PERMIT

LAND USE / OCCUPANCY

This Park Use Permit No. **105475** (the "Permit") is issued under the authority of the *Park Act*

(the "Park")

See "Management Plan Schedule, Permit Area Description" for a complete list of Parks and Protected Areas

FROM:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, represented by the Minister responsible for the *Park Act* (the "Province") at the following address:

Ministry of Environment and Climate Change Strategy
BC Parks
Northern Region - Peace
400, 10003 - 110th Avenue
Fort St. John BC V1J 6M7

TO:

Whiskey Jack Nordic Ski Club Society

(the "Permittee") at the following address:

9508 113 Ave
Fort St John BC V1J 2W9

THE PROVINCE AND THE PERMITTEE AGREE AS FOLLOWS:

ARTICLE I - GRANT OF PERMIT

- 1.01 The Province, on the terms and conditions of this Permit, grants to the Permittee permission to enter upon and use that part of the Park (the "Permit Area") described, and for the purposes described, in the Management Plan Schedule.

ARTICLE II - TERM

- 2.01 The duration of this Permit is for a term of **10 years** commencing on **September 30, 2011** (the "Commencement Date") and ending on **September 29, 2021** (the "Expiration Date"), unless cancelled, terminated or renewed in accordance with the terms and conditions of this Permit.

ARTICLE III - FEES

- 3.01 The Permittee must pay to the Province a minimum fee (the "Permit Fee") of **\$0.00 (plus applicable taxes)** prior to Commencement date and on each anniversary of the commencement date during the term of this Permit.
- 3.02 The Province may, by notice to the Permittee not less than 30 days prior to each anniversary of the Commencement Date, increase the Permit Fee to an amount solely determined by the Province at its discretion, and the Permittee must pay the increased amount.

SPECIAL PROVISIONS

1. Purpose

This Permit is issued to the Permittee for the purpose of maintenance of culverts, signs and facilities as well as approved events associated with the Beaton Park cross-country ski trails.

2. Permittee Designated Representative

The contact named by the Permittee will be their Designated Representative for the permit. The Designated Representative is responsible for acting as a liaison between BC Parks and the Permittee. The Permittee must notify BC Parks within 30 days of any change in the appointed Designated Representative, including any changes of name, address, telephone number or email address. Notifications for changes to the contact information for the Designated Representative are to be submitted through the Virtual FrontCounter BC application system, or at such other address or form as directed in writing by BC Parks.

The Permittee appoints the following representative to be responsible for liaison between BC Parks and the Permittee:

Name: Eliza Stanford
 Address: 9508 113 Avenue, Fort St. John BC V1J 2W9
 Telephone: 250-785-0973
 Email: Eliza.S@telus.net

3. BC Parks Contact Information

The Designated Representative must contact the Area Supervisor with any requirements or questions regarding this Park Use Permit. To determine the Area Supervisor responsible for the protected land(s) listed below, contact the associated regional office for this information.

Park, Protected Area or Conservancy Name	Contact Information
Beaton Park	Ministry of Environment and Climate Change Strategy, BC Parks Northern Region - Peace 400, 10003 - 110th Avenue Fort St. John BC V1J 6M7 Regional Office: (250) 787-3411 Fax: (250) 787-3490

4. Contact Requirements

- (a) The Whiskey Jack Nordic Ski Club shall provide **two months' notice and a complete schedule of associated activities** to BC Parks Peace Area Supervisor prior to the beginning and/or continuation of all activities associated with the new improvements to be constructed. The Permittee shall also provide bi-weekly updates to the Area Supervisor during these active operations (new construction activities) in the form of written communication supported by photographs of the sites and conditions.

- (b) The Permittee shall inform the Peace Area Supervisor, prior to initiating fieldwork and upon completion of the work. A field contact and method of contacting them shall be provided.

5. Reports

All reports including mapping, publications that result from work conducted under this permit are to be submitted submitted to FrontCounter BC, at the following address, or visit the FrontCounter BC website to determine a location nearest to you:

The Permittee shall provide to the Province:

- (a) An **Annual Operating Plan** will be required by October 31 of each year, outlining the proposed scheduled activities for the following year. The Annual Operating Plan will include a description of each project, schedule of activities, names of contractors, designated contact for the Permittee, and safety procedures for all aspects of each project.
- (b) **Summary of Activities** outlining instructional programs and others activities related to the cross country trails and user stats at on or before May 1st each year.
- (c) **Report of Facilities** outlining, inspections, minor upkeep, substantial maintenance required, during the operating season of the ski club and the non-operating season of the ski club on or before May 1st. Notify BC Parks of any safety concerns.

Ministry of Forests, Lands, Natural Resource Operations
and Rural Development
FrontCounter BC - Prince George
5th Floor - 499 George Street
Prince George BC V2L 1R5

Toll Free: 1-877-855-3222

Email: FrontCounterBC@gov.bc.ca

Website: <http://www.frontcounterbc.gov.bc.ca/locations/index.html>

6. Archaeological Impact Assessment (AIA)

The process for medium risk impactation of possible archaeological site involves hiring an eligible consulting Archaeologist and potentially conducting an AIA. The Permittee shall provide BC Parks a copy of this AIA (if required) as soon as it is submitted to the Permittee from the consultant.

7. Significant Discovery

Should the Permittee discover any significant, previously unknown or unrecorded artifact, site, natural or cultural feature in the course of activities issued under this permit, the find will be left undisturbed and reported immediately to the Area Supervisor. Fieldwork will not continue at the site until authorization to proceed has been provided by the Area Supervisor.

8. Sampling and Site Marking

The Permit Area contains sensitive environments. The methods of construction activities shall be in keeping with low impact principles. Specific methods on the list below may not be applicable:

(a) Sampling

- (i) Any surface disturbance or destructive sampling is not permitted unless approved by the Area Supervisor;

(b) Site Marking

- (i) All site marking shall be inconspicuous and approved by the Area Supervisor prior to fieldwork. Permanent markers shall not be placed within the boundary of the Park;
- (ii) The use of vegetation, (e.g., blazing trees), to mark plots or transects is not permitted;
- (iii) Any paint marking of trees, rocks, or other Provincial Park property to locate survey transects or soil test pits is not permitted;
- (iv) Flagging tape shall be biodegradable or removed completely upon completion of the sampling program. Hip chain string shall be removed;

(c) Trail Impacts

- (i) No trails other than approved, existing trails shall be permanently marked or created. Extra caution must be taken to not create trails in environments from repeated trampling;
- (ii) Any disturbed areas must be rehabilitated to the satisfaction of the Area Supervisor. Rehabilitation may be requested if there is significant damage.

(d) Miscellaneous

- (i) The use of chainsaws is prohibited unless pre-approved by the Area Supervisor;
- (ii) Any approved collecting activities shall be minimally disruptive to the natural environment, wildlife of the area, and ecological values of BC Parks;

(e) Equipment

- (i) Upon termination of this permit, the Permittee shall remove, or be responsible for all costs associated with the removal of all temporary structures, facilities, and improvements that have been authorized under this permit.

9. Management Direction

The Whiskey Jack Nordic Ski Club shall:

a) Maintain the Equipment Storage Facility, namely a structure for the Groomer and storage of equipment on site and:

- (i) If requested, a key to be provided to BC Parks
- (ii) Keep limited amount of fuel on site
- (iii) Inspect structure at beginning and end of seasons
- (iv) Ensure structure is safe for public
- (v) Ensure structure is locked and secure when not in use
- (vi) Ensure structure maintenance won't interfere with the Park Operator Operations
- (vii) Provide power to the Equipment Storage.
- (viii) Ensure structure is maintained to the BC Parks standard for all facilities and remains current with safety requirements

b) Construct a Day Lodge Shelter to be maintained at all times throughout the calendar year and:

- (i) Inspect structure at beginning and end of seasons
- (ii) Ensure structure is safe for public
- (iii) Ensure structure is locked and secure when not in use
- (iv) Ensure structure construction and maintenance won't interfere with the Park Operator Operations
- (v) Provide power to the Day Lodge
- (vi) Ensure structure is maintained to the BC Parks standard and remains current with safety requirements

c) Construct a Mobility Accessible Pit Toilet outhouse structure to be maintained at all times throughout the calendar year and:

- (i) Inspect structure at beginning and end of summer and winter seasons
- (ii) Ensure structure is safe for public
- (iii) Ensure structure is fully stocked with toilet paper
- (iv) Ensure structure is maintained and built to the BC Parks standard and remains current with safety requirements
- (v) Any or all archeological cost for the proposed, and outhouse see provision 6.

d) Maintenance and Upkeep of Current Outhouse

Maintenance of the current outhouse, near the upper parking lot shall be to BC Park standard and at no cost to BC Parks. The Whiskey Jack Nordic Ski Club Society is solely responsible to continue the maintenance and upkeep through the winter months. Failing to maintain the outhouse to BC Park standards the Park Use Permit may be cancelled.

e) Construct Staging Area with dimensions no more than 40 meters wide and 100 meters long.

- (i) The Whiskey Jack Nordic Ski Club will utilize the area for lessons, and only approved events such as smaller club hosted events and possibly future BC Winter Games.
- (ii) Mulch and level forested area within the dimensions listed above.
- (iii) Level and spread mulch over the staging area.
- (iv) An archaeologist must be on site at all times during staging area construction.
- (v) Work will occur outside nesting and migratory bird windows
- (vi) Whiskey Jack Nordic Ski Club must keep a copy of the Permit and AIA for review by a peace officer if requested at any time.
- (vii) Certified grass seed and spruce seedlings will be planted with specifications determined by the BC Parks Conservation Specialist.

f) Conduct Invasive Species Control of Staging Area and Planned Worksites.

- (i) Before machinery is used in the park it will be inspected thoroughly inside and out where dirt, plant material and seeds may be lodged or adhering to interior or exterior surfaces. This inspection will take place outside the park in an appropriate area. See guidelines for cleaning machinery at the Invasive Council of BC website. <https://bcinvasives.ca/>

- (ii) Monitor invasive species over short and long-term until fully re-vegetated to the satisfaction of the BC Parks Conservation Specialist and Area Supervisor. Monitoring techniques will include a map of the area, time spent observing area, invasive species noted on map and removal. Refer to Invasive Council of BC website for proper monitoring <https://bcinvasives.ca/>
 - (iii) If invasive species are identified you must report to BC Parks and Invasive Council of BC and become familiar with mechanical removal techniques. (cutting, pulling or mowing)
 - (iv) Eradicate new invasive species occurrences without herbicidal treatment – The early detection and rapid response to new invasions is needed. Refer to Invasive Council of BC website <https://bcinvasives.ca/>
- g) The Permittee shall clearly tag all equipment left in the field unattended, with the permit number and contact name and number for the Permittee and Park project contact. All equipment and supplies must be removed from the Permit Area following the completion of each stage of construction, maintenance and activities.
- h) Use of a **grooming machine** and/or snowmobile (if required) on trails to:
- (i) Set tracks; using park standards
 - (ii) Maintain signs using park standards;
 - (iii) Complete trail maintenance using park standards;
 - (iv) Maintain emergency access for Ambulance, RCMP or BC Parks;
 - (v) Maintain signs to **BC Parks standards**. Sign standards can be provided upon request.
- i) **Access** the Park in the Fall to cut windfall off trails and brushing of trails:
- (i) Is limited to after September long weekend
 - (ii) ATV use for access to trails

10. Trail Work

- (a) Any work must start after September long weekend each year unless prior written approval is given.
- (b) After any work the Peace Area Supervisor will be informed and an inspection of the works may be conducted to confirm the progress as per the agreed upon schedule.
- (c) All construction of facilities will meet BC Parks standards and the Peace Area Supervisor will be informed of any possible design modifications are needed. This will be agreed to in writing.
- (d) BC Parks facilities damaged must be repaired before summer operating season and the Peace Area Supervisor will be informed.
- (e) The issuing of this permit agrees that BC Parks support the plan as laid out in the application for amendment and attached map. This includes the installing of culverts, new trail design and new signage. Any further modifications or installation must be submitted in writing and written approval from the Area Supervisor.
- (f) The maintenance such as from leveling trails needs to be approved by the Area Supervisor

11. The Park Environment

The Permittee shall observe record and report any hazardous situations or violations as soon as practical but not to exceed 48 hours.



School District No. 60

PEACE RIVER NORTH

10112 - 105 Avenue, Fort St. John, British Columbia V1J 4S4 Phone: (250) 262-6000 Fax: (250) 262-6046
OFFICE OF THE SUPERINTENDENT OF SCHOOLS

DISTRICT ADMINISTRATION OFFICE

June 7th, 2018

RE: Letter of Support for Whiskey Jack Nordic Ski Club

To whom it may concern:

I would like to express our School District's support for the Day Lodge plans of the Whiskey Jack Nordic Ski Club.

With our extended winter season, many of our schools have purchased sets of cross-country skis and participate in this activity through Physical Education classes as well as for school outings. Thanks to the ongoing commitment of the Ski Club, the Beaton Park trails are a logical and popular destination within 20 minutes by bus for 14 of our schools.

The addition of the Day Lodge would be a significant improvement and improve both the quantity and quality of the experiences our students would have. First of all, the ability to have a learning space for school groups would greatly enhance the educational experience. Teachers could plan for a more robust field trip that would include learning time as well as physical activity. Furthermore, the addition of a Day Lodge would allow for extended ski time as the students would have a place to warm up during one of our many extreme weather days.

Our schools would also be able to utilize this facility in the Fall and Spring during hiking excursions, indigenous events and science-based field trips.

Any financial support for this long-term infrastructure would be of great benefit to our students and to the community at large. Please do not hesitate to contact me with any questions.

Sincerely,

Stephen Petrucci
Assistant Superintendent

SP/ss

February 12, 2019



Dan Davies, MLA
Peace River North

To whom it may concern,

Re: Whiskey Jack Nordic Ski Club

The Whiskey Jack Nordic Ski Club is local group in Fort St John, BC. Over 130 members enjoy the club's activities and many contribute volunteer support in enhancing the ski experience.

Whiskey Jack Nordic Ski Club has an extensive, groomed trail system at Beatton Provincial Park on Charlie Lake, a 15 minute drive from the city of Fort St. John. Trails are groomed for both classic and skate skiing. Additional trails are available for skijoring, snowshoeing and hiking.

This important community group is looking for funding to complete a day lodge. Putting the day lodge in would help create a focal point for all their activities, they would be able to expand their programs to be able to host a summer camp, make the Beatton trail a destination, help retain workers, be able to warm up during long ski excursions (temperatures in the area can become very bitter very quickly) as well as a centre to facilitate ski programs. As Fort St. John is excited to have been awarded the 2020 BC Winter Games, this would become the hub for the Nordic events. The lodge would be integral in making these events more enjoyable and memorable!

Please consider showing your support for the Whiskey Jack Nordic Ski Club. They are a vital part of our outdoor recreation here in Fort St John now and for years to come.

Thank you for your time and consideration.

Sincerely,

Dan Davies, MLA
Peace River North



May 30, 2018

Whiskeyjack Nordic Ski Club
Fort St John, BC
Attention: Eliza Stanford
eliza.s@telus.net

Blizzard Bicycle Club - Letter of Support – Day Lodge

Dear Eliza,

The Blizzard Bicycle Club wishes to provide this letter of support to your Day Lodge Project. The Blizzard Bicycle Club fully supports the application for this Day Lodge and can see the substantial value it will bring not just to the cross-country ski trails but to the mountain bike trails we are developing in this area. The Blizzard Bicycle Club has a Partnership Agreement with BC Parks to develop mountain bike trails within the park and the addition of this Day Lodge will add value to our activities in Beatton Park.

The addition of the Day Lodge will create a focal point for activities in the park and add to the already huge appeal of this area. The mountain bike trails we are building will create summer time recreational opportunities and the Day Lodge will be a great facility to start events, conduct training for young riders and promote both cross-country skiing and mountain biking in the community.

The Blizzard Bike Club was started in 1982 and we are affiliated with the Alberta Bicycle Association and the Canadian Cycling Association. We have anywhere from 60 to 100 riders listed annually as members. We have a tremendous amount of expertise available for new riders. There are club coaches for mountain biking and bike maintenance, and we are actively training junior cyclists for competitions across BC and Alberta. The club has been developing and maintaining mountain bike trails for years but have only recently found a new home at Beatton Provincial Park.

Currently mountain bike events draw an average crowd of 10 riders, with larger events drawing closer to 20. With the new trails and the potential use of this day lodge we could double or even triple our attendance. The club has struggled with a home for our mountain bike trails, so has found it encouraging to be welcomed to the park, where we can enhance, create and develop mountain bike trails within Beatton Provincial Park with wonderful partners like the Whiskeyjack Nordic Ski Club.

The Blizzard Bicycle Club looks forward to the Day Lodge development coming to fruition and will support the Whiskeyjack Nordic Ski Club in whatever capacity we are able.

Thank you

Dan Webster
President
Blizzard Bicycle Club



City of Fort St. John
10631 100 Street | Fort St. John, BC | V1J 3Z5
(250) 787 8150 City Hall
(250) 787 8181 Facsimile

June 12, 2018
File # 0220-20
Via email: eliza.s@telus.net

Whiskey Jack Nordic Ski club
10051 100 Street
Fort St. John BC, V1J 1Y7

Attention: Eliza Stanford, President

Dear Ms. Stanford:

Re: Letter of Support for Grant Funding Application

City Council is pleased to provide this letter of support for the Whiskey Jack Nordic Ski Club's application for a grant to assist with the Day Lodge at Beatton Provincial Park.

The City of Fort St John will be hosting the BC Winter Games in February 2020. The Day Lodge will be essential for the success of the Nordic Ski events but will also have a lasting legacy beyond the BC Winter Games. It is anticipated that the Day Lodge will allow the Whiskey Jack Nordic Ski club to expand its programming to host other activities such as summer camp for skiers. It will make the Beatton trails a destination not only in the winter but in the summer when partners like the Blizzard Bicycle Club hosts mountain bike events.

Varied recreational and sport activities like Nordic skiing help enhance the community, make it a great place to live and visit, provide opportunities to be active and stay healthy and provide economic benefits to the community.

Sincerely,

Lori Ackerman
Mayor



May 29th, 2018

To Whom it May Concern:

RE: Whiskey Jack Nordic Ski Club – Letter of Support – Day Lodge

The Fort St John & District Sports Council supports Whiskey Jack Nordic Ski Club in its initiative to construct a Day Lodge. This would be a multi-use facility which would house their indoor programming needs and also to be used as a place that is warm for breaks, resting, or eating during their skiing outings and an administration building to be use during races or other competitions.

This building could be used year round as it will create a focal point for activities in the park and would add to the appeal and usefulness of this area.

Fort St John has been awarded the 2020 BC Winter Games. The above mentioned Day Lodge is necessary to effectively host the cross country ski events for this Provincial event.

Promoting a healthy life style is one of the objectives of the Fort St John & District Sports Council. We feel that construction of the Day Lodge will help us reach our goal and will provide our citizens with the opportunity to participate in activities year round in a clean and positive environment.

Yours truly,

Chair

WHISKEY JACK NORDIC SKI CLUB SOCIETY ^{R-2}

WHISKEY JACK NORDIC SKI CLUB SOCIETY

FINANCIAL STATEMENTS

APRIL 1, 2017 - MARCH 31, 2018

(UNAUDITED - SEE NOTICE TO READER)

WHISKEY JACK NORDIC SKI CLUB SOCIETY**FINANCIAL STATEMENTS
YEAR ENDING MARCH 31, 2018**

The financial statements of the Whiskey Jack Nordic Ski Club (WJNSC) have been prepared by Directors in accordance with generally accepted principles, consistently applied and appropriate in the circumstances. The financial statements have, in the Board of Director's opinion, been properly prepared with reasonable limits of materiality and within the framework of the accounting policies summarized in the notes to the financial statements.

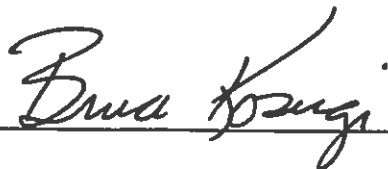
The Board of Directors depends on a system of internal controls that provide reasonable assurance, on a cost-effective basis, that the financial information is reliable and accurate. The system of internal controls is monitored by the Board of Directors. No internal or external audits are conducted into these controls.

The Board of Directors has not engaged any accounting firm to prepare these statements. The responsibility for the accuracy and completeness of the representations in the financial statements remains with the Board of Directors.

Signed, this 31st day of March, 2018.



Sara Richardson, Treasurer, Whiskey Jack Nordic Ski Club



Bruce Kosugi, Secretary, Whiskey Jack Nordic Ski Club

WHISKEY JACK NORDIC SKI CLUB SOCIETY

FINANCIAL STATEMENTS Year Ending March 31, 2018

Notice to Reader

We have compiled the balance sheet of the Whiskey Jack Nordic Ski Club as at March 31, 2018 and the statements of income for the year then ended from information provided by the Board of Directors. We have not audited, reviewed or otherwise attempted to verify the accuracy or completeness of such information nor have we engaged anyone to perform such activities. Readers are cautioned that these statements may not be appropriate for their purposes.

Signed this 31st day of March, 2018.



Sara Richardson, Treasurer, Whiskey Jack Nordic Ski Club



Bruce Kosugi, Secretary, Whiskey Jack Nordic Ski Club

WHISKEY JACK NORDIC SKI CLUB SOCIETY

Whiskey Jack Nordic Ski Club Society Income Statement 01.04.2017 to 31.03.2018

REVENUE

Sales Revenue	
Memberships	9,238.00
BC Punch Pass Revenue	98.00
RAFFLE	0.00
Fundraising	2,733.40
Pitch In/Honourarium Revenue	525.00
Interest	25.82
Event/Loppet Revenue	270.00
Drop Box	1,520.80
Grants	1,970.00
Grants - Project Based	65,000.00
Donations - Corporate	3,000.00
Donations - Individual	0.00
Ski Equipment Sales	0.00
Equipment sales	1,047.62
COURSE FEE	175.00
SDP Seasonal Equipment Rentals	580.00
Kids Ski Equipment Rentals	20.00
Ski Equipment Rentals	1,310.00
Ski Lessons SDP	1,320.00
Coaching - Kids Ski S'kool	0.00
Coaching - Adult	249.00
Net Sales	<u>89,032.74</u>
TOTAL REVENUE	<u>89,032.74</u>

EXPENSE

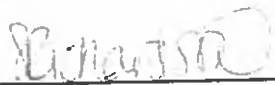
General & Administrative Expenses	0.00
Advertising & Promotions	0.00
RAFFLE EXPENSES	355.93
Signage	40.00
Business Fees & Licenses	20.00
Membership Drive - table rental	69.02
Membership Drive - Supplies	1,983.00
Insurance - Equipment	44.00
Bank Fees	21.85
Office Supplies	132.00
Web Hosting	884.89
Event/Loppet Expenses	

WHISKEY JACK NORDIC SKI CLUB SOCIETY

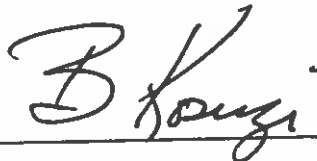
WHISKEY JACK NORDIC SKI CLUB

Equipment - Maintenance	2,197.28
Trail Maintenance Expense	1,659.00
Trailhead/Parks Operating Expenses	259.01
Fuel for skidoos	371.19
BC Punch Pass CCBC fee	49.00
Membership Dues for CCBC	2,638.10
Zone4 Fees	73.00
Memberships - other	50.00
Trail Project	0.00
Children's Programming	43.65
Ski Rentals	135.88
Coaching Fees	0.00
Officials Training	1,996.06
Timing Training	0.00
Storage Building Project	0.00
Stadium Project	525.00
Day Lodge Project	0.00
Total General & Admin. Expenses	<u>13,547.85</u>
TOTAL EXPENSE	<u>13,547.85</u>
NET INCOME	<u><u>75,484.86</u></u>

Generated On: 05.05.2018



Sara Richardson, Treasurer, Whiskey Jack Nordic Ski Club



Bruce Kosugi, Secretary, Whiskey Jack Nordic Ski Club

Whiskey Jack Nordic Ski Club
BALANCE SHEET
As at 31 March 2018

	General Fund	Gaming Fund	Total
Current Assets			
Cash on Hand	-	-	-
Cash in Bank	25,432.72	26.00	25,458.72
Prepaid Expenses	-	-	-
BC Park Key Deposit	100.00	-	100.00
Short-term investments	-	-	-
	<u>25,532.72</u>	<u>26.00</u>	<u>25,558.72</u>
Capital Assets			
Equipment - Ski doo	25,575.31	-	25,575.31
Sea Can	-	-	-
Ski Equipment	5,844.16	-	5,844.16
Mower	2,213.10	-	2,213.10
Equipment - misc.	20,658.48	-	20,658.48
Storage Building	116,130.18	-	116,130.18
	<u>170,421.23</u>	<u>-</u>	<u>170,421.23</u>
Total Assets	<u>195,953.95</u>	<u>26.00</u>	<u>195,979.95</u>
Current Liabilities			
Accounts Payable & accruals	-	-	-
Fund Balances			
Externally Restricted	-	-	-
Internally Restricted	5,000.00	-	5,000.00
Unrestricted	190,953.95	26.00	190,979.95
	<u>190,953.95</u>	<u>26.00</u>	<u>195,979.95</u>
Total Liabilities and fund Balances	<u>195,953.95</u>	<u>26.00</u>	<u>195,979.95</u>

Approved by

(Director)

(Director)

WHISKEY JACK NORDIC SKI CLUB SOCIETY

Notes to FINANCIAL STATEMENTS Year ending March 31, 2018

1. Purposes of the Organization

The Whiskey Jack Nordic Ski Club (WJNSC) is a not-for-profit organization incorporated under the Societies Act of British Columbia.

The Constitution of the WJNSC states that the purposes of the organization is to:

- a) To identify the recreational and competitive needs of cross country skiers in the community;
- b) To organize, administer and coordinate appropriate cross country ski opportunities for all ages in the community on a year round basis;
- c) To assist already established cross country ski groups and programs;
- d) To obtain and manage the necessary finances, personnel and equipment to operate community cross country ski programs and facilities;
- e) To encourage and foster the principles of self-development, leadership and sportsmanship in cross country skiing.

The WJNSC as originally incorporated in 1985.

2. Significant Accounting Policies

Basis of Presentation

The financial statements are presented showing the most recent completed fiscal year. The projected budget provides figures for capital acquisition.

Contributed Service

Volunteer hours contributed to the WJNSC in carrying out its service delivery activities are not recognized in the financial statements because of the difficulty of determining their fair value.

WHISKEY JACK NORDIC SKI CLUB SOCIETY**Statement of Changes in Financial Position**

No Statement of Changes in Financial Position is shown, as it would not provide any material additional information.

3. Related Party

The WJNSC currently holds membership with the Fort St. John Sports Council, and is a member group of Cross Country BC and Cross Country Canada, the provincial and national sport organizations respectfully.

No member or volunteer with the WJNSC received remuneration for their services. Reasonable expenses were reimbursed.

The WJNSC currently holds no debts.

(Unaudited - See Notice to Reader)



PEACE RIVER REGIONAL DISTRICT

Recreation Trails Grants-in-Aid

Schedule "D" – Application Checklist

Applicant Name: Prespatou Planning Committee Soc.

Date: November 16, 2018

All application packages must include the following items.

- ☐ Completed Recreational Trails Grants-in-Aid application form.
- ☐ Resolution from the society(s) board of directors authorizing the project and application to the Regional District for funding.
- ☐ Project budget including sources of revenue (confirmed and pending), donations and expenses.
- ☐ Three (3) quotes for any items valued at over \$3,000.
- ☐ Current and year-end financial statements.
- ☒ Map of the proposed project and route.
- ☒ Pictures of the proposed project and route.
- ☐ Confirmation of a Recreation and Trail Sites BC or BC Parks Agreement OR Council/Board resolution providing authorization for the project to proceed on local government lands.
- ☒ - permit for MOTI Row use - submitted.
Two (2) letters of support from other organizations or groups supporting the project
Prespatou Farmers Inst. + Prespatou Independent Housing Soc.
Prespatou Parent Advisory Council

FOR REGIONAL DISTRICT USE ONLY:

Follow up:

- What parts of trail are on private land?
- What is the project budget? what are you asking fr. RD?
- is the project budget for north & south?
- need resolution of support fr. Society
- need current & year end financials

Comments/Considerations:

social status - active in good standing - 11/21/18
still needs to obtain permits or land tenure from MOTI - applications subm.
not clear how many volunteer hrs, 7 members. 11/15/18.
fundraising for maintenance.

Follow up email sent Nov 22/18

CSC Use Only

☐ Update Access Database

☐ BC Online check

☐ File a copy electronically in groups file



PEACE RIVER REGIONAL DISTRICT
Recreation Trails Grants-in-Aid
Schedule "A" - Application

Date: Nov 12, 2018

Society Number: S0069878

APPLICANT INFORMATION

- 1) **Name of Organization:** Prespatou Planning Committee Society
- 2) **Contact Person:** Joe Bergen
Position: President Chair
Mailing Address: Box 336 Prespatou, B.C. V0C 2S0
Phone: 250-787-2909 **Fax:** 250-630-2380
Email: jupebergen@gmail.com
Website: N/A **Alternate contact:** Yvonne Wiebe 250-261-9838
Please list our organization on the PRRD website as a "Local Community Group" ☒ Yes ☐ No (please check one)

3) **Purpose of your organization & description of the types of activities your organization is involved in.**

-The purpose of the Society is to plan, develop, operate and promote community recreational, cultural and social activities; and other activities within the objectives of the Society
-to ensure that the Society be non-political, non-sectarian and not-for-profit;
-to promote community interest and mutual understanding through community involvement.
In the event non-for-profit:

4) **If applicable, does your organization own any facilities or properties?** ☐ Yes ☒ No (please check one)

Please give the 9-1-1 address and legal description of the property that your organization either leases or owns.

5) **Executives of Your Organization:**

President/Chair

Name: Joe Bergen Phone: 250-787-2909 Email: jupebergen@gmail.com

Vice President/Vice Chair

Name: Bill Bueckert Phone: 250-261-8730 Email: bfbueckert@live.com

Treasurer

Name: Abe Bergen Phone: 250-261-4646 Email: abebergen18@gmail.com

Secretary

Name: Abe Bergen Phone: 250-261-4646 Email: abebergen@gmail.com



Peace River Regional District

Recreation Trails Grants-in-Aid
Schedule "A" - Application

6) Please provide a 5 year action plan for your organization.

Year 1: Walking trails , bridges and signage.

Year 2: Benches along trail.

Year 3: Flashing crosswalk sign at school.

Year 4: Extending trail north into the village.

Year 5: Extend trail west up the Triad.

PROPOSED PROJECT INFORMATION (please complete the questions below or attach a separate sheet)

7) Describe the project for which your organization is requesting funding.

Develop walking trail to connect school, restaurant, curches, store and senior's complex with a trail network.

8) Describe how your project will provide opportunities for healthy lifestyles – physical, mental and spiritual.

This project would allow children to walk from the school to the store safely. Currently the children walk on the paved road that doesn't have shoulders. The student count being right around 365 students approx 168 of them being in secondary. The student groups don't walk single file on the road creating a safety issue. The seniors from the Seniors complex or from their homes will be able to walk to the Church, Store or the local restaurant without walking down the road. It will also provide a relaxing walk way for enjoyment and as a stress reliever for the whole community. It will also greatly benefit the teachers and their pets and all the other pets of the community. The trail will provide a safer route to walk dogs and mothers to walk with young pre school children.

9) Describe how the project will foster "regional pride" in the natural environment of the Regional District.

This will help the community get out to a safe location to enjoy and be more active. The community can take pride in being able to enjoy the natural enviroment which surrounds the community while walking in a safe location. This will foster greater physical participation in the community leading to greater pride in our community.

10) Describe how the project will make trails more accessible for multiple different user groups and those with mobility challenges.

There are many physically handicapped individuals in the community who are eagerly awaiting the walking trail. The trail will provide a safe travel corridor for handicapped individuals. Teachers and friends to walk their children and dogs. Parents taking their chidren to the school playground.

Page 2 of 4



- 11) Describe how the project will utilize Crown or local government lands and measures that will be taken to avoid conflict with private lands (where applicable).

It will enhance the community making it a more delightful place to be and visit. There will be consultations done with landowners, fencing and possible tree transplanting. We will also be contacting Highways for a permit (lease) where the trail will be on the road right of way.

The application was made to the Ministry of Highways and Transportation on Nov 15, 2018.

- 12) Describe how the project will build on the Provincial Trails Strategy

(http://www.sitesandtrailsbc.ca/documents/Trail_Strategy%20for_BC.pdf)

Will take all measures to have no or as little as possible land disturbance. Follow all the qualifying guidelines as per the website noted above.

- 13) How many volunteers does your organization have and approximately how many hours does your membership contribute each year?

There are 7 volunteer directors in this committee. This will be the first project for this committee. We are a spin off of the farmers institute committee

- 14) If there are continuing costs to operate or maintain your project, how do you plan to meet these costs in the future?

The committee will assume management of the trail in regards to maintenance of the trail. The committee will engage in fund raising as required. Community suppers, music nights, charity auctions etc...

- 15) Please provide on a separate sheet information on how your project addresses one or more of the secondary selection criteria:

Geographic Coverage	Ideally the regional trail system should be effectively distributed throughout the Regional District. Potential sites should be of interest to the whole region in the interest of servicing all residents.
Environmental, education or heritage representation	Representative or regionally significant landscapes should be considered when developing a new trail or preserving an existing one. Potential sites should be chosen to represent the diverse landscapes that the area encompasses. Balancing wildlife values against the proposed benefits of trail development should also be considered along with the unique historic, cultural, ecological, and educational aspects of the area.
Partnerships	Fostering partnerships with interest groups or other government agencies should be considered as it will aid in offsetting costs to develop and maintain existing or future regional trails.
Proximity	Trails that are located in close proximity to existing trails and parks or similar amenities should be considered.

Peace River Regional District

Recreational Trails Grant-in-Aid

Schedule "A" - Application

15)

-Geographic Coverage: start of a trail network in the community

-Environmental: impact is minimal

-Ongoing Operational Costs: the Prespatou Planning Committee Society will design and maintain the proposed trail.

*we, the Society, plan on having fund raising events to cover the cost of purchasing a snow blower and paying out the wages for an individual to run the machine in the winter months.

* the same as for the summer when it comes to mowing the grass and maintaining the surrounding area.

*if there will be any maintenance or repairs needing to be done to the trail the Society will take full responsibility to make sure that will happen.

-Partnerships: working with other groups in the community such as the PAC, Farmers Institute and Senior

-Proximity: N/A

-Trailhead: N/A

-Safety and Maintenance: safety is the reason for building the trail and the Society will maintain it

PRRD

Recreational Trails Grant in Aid

Schedule "A" -Application

c) iii – The Prespatou Planning Committee Society is willing to do the site preparation, make the trail bed towards our part of the funding. We are willing to donate our 25% of the funding through a sweat equity where we will be donating materials which we have available to us. The sandstone, that is to make the main part of the base, has a quote price of \$33,260.00. That includes the material, loading, hauling and the equipment to move, place and pack. The gravel hauling being priced at \$21,600 for 30 loads at \$720/load. The gravel itself \$12,000. That's figuring 30 loads a \$400/ load.

The surfacing job, of the trail, will be left for the 3rd party /outside contractors. As per the quotes we have received. Averaging around \$150,000.00, DGS Astro Paving, which seems too be most equipped for this job. \$160,000.00 range from Peters Bros. / Driveway-Pavers.

Then we also have the bridges which could also be contemplated. The quote on them being \$20,000 for the material and \$8,000 for the labour on the larger one. For the smaller one \$15,000 worth of material and \$6,000 worth of labour.

The plan is to construct the walking trail with a base of sandstone, then approximately 15 cm. gravel and the remaining 5 cm. with asphalt. Total depth equalling 1 meter. The plan is to insert two bridges with railing. (see Six Point welding quote). The bridges will act as barricades to keep quads and other ATV's off the trail with pillars also being placed every so often as to deter them from riding on the trail.

We are planning to contribute our 25% of the cost (sweat equity) by donating sandstone, having work bees, and raising funds via charity sales, potluck suppers, music night, bingo nights and / or volleyball /badminton tournaments.

We would most preferably like to complete the full project as we would like to extend the trail in the future. But if that is not possible then it would be preferred to run from the school to the store and continue from the store to physical road address numbered 21909 Prespatou Road in the coming year.



Peace River Regional District

Recreation Trails Grants-in-Aid
Schedule "A" - Application

Already established as an unofficial trailhead	Trails that are already established or maintained in a positive manner and demonstrate a high utilization rate should be considered.
User and site safety and the capacity to maintain	User and site must be considered to ensure the non-profit groups are able to maintain them to a reasonable and safe standard expected of a natural trail for the safe enjoyment of the public.

18) TOTAL funds requested from the Regional District:

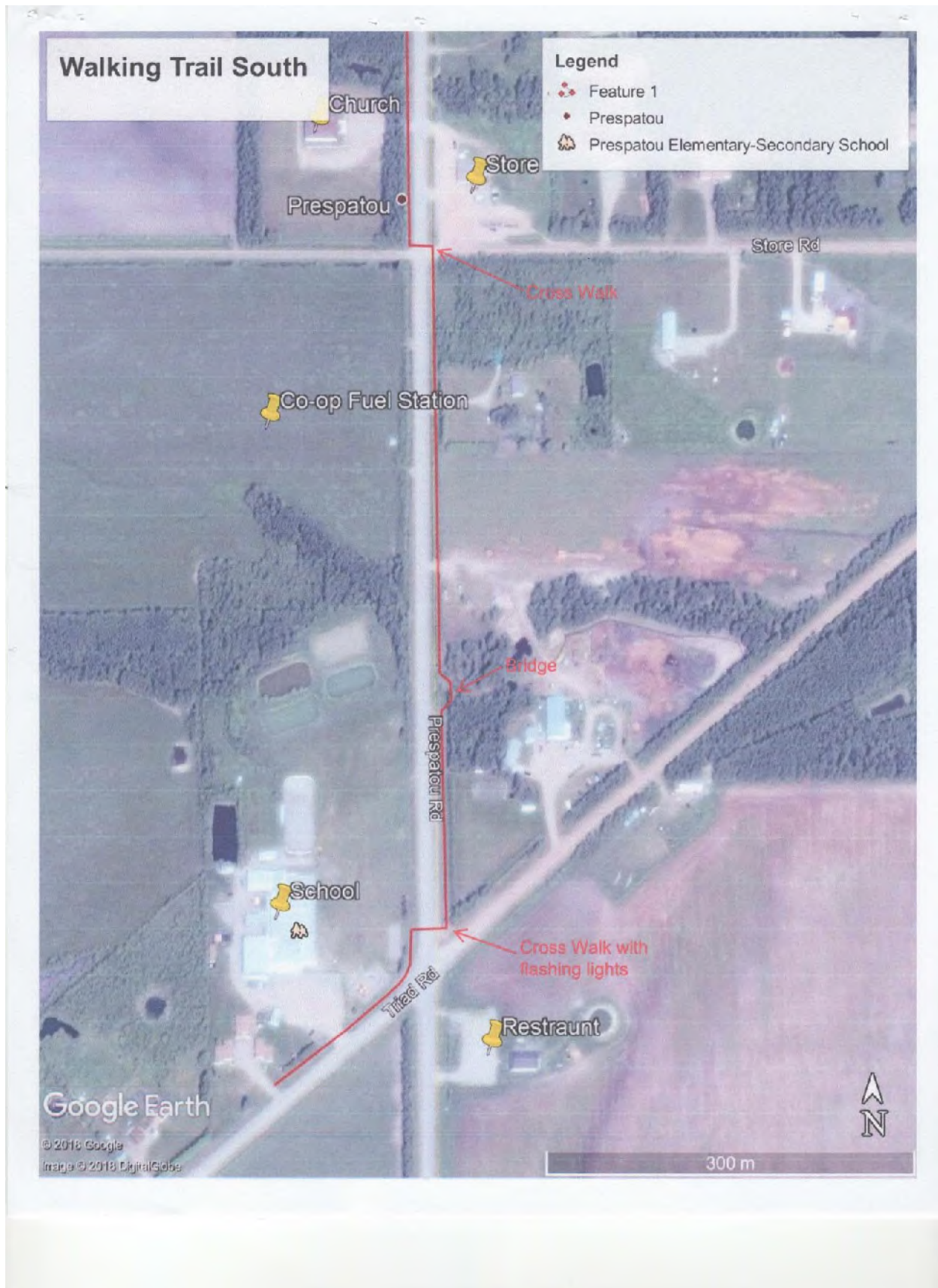
INCLUDED THE FOLLOWING ATTACHMENTS WITH YOUR APPLICATION

- a) Application Checklist
- b) Resolution from the society(s) board of directors authorizing the project and application to the Regional District for funding
- c) Project budget including:
 - i. Detailed cost estimates
 - ii. Sources of confirmed revenue
 - iii. Sources of revenue yet to be confirmed (i.e., pending grant applications)
 - iv. Sources of donations for labour and/or materials
- d) Three (3) quotes for any items valued at over \$3,000
- e) Current and year-end financial statements (balance sheet and income statement)
- f) Map and pictures showing the location of the project and planned route
- g) Confirmation of an agreement with Recreation and Trail Sites BC or BC Parks or a Council/Board resolution providing authorization to develop or re-establish a trail on local government property
- h) Two (2) letter of support from other organizations or groups supporting the project.

Signature of Applicant

250-787-2909
Phone





Prespatou Farmers Institute

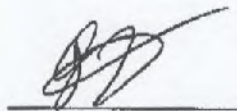
Nov. 12, 2018

To whom it may concern.

We, the members of the Prespatou Farmers Institute, recognize the need to construct a pedestrian walking trail in the village of prespatou. The danger in having people walking on an although paved, very narrow road with no shoulders is becoming increasingly higher. The community is ever growing, and traffic is always getting heavier. The road through the village has no place for people walking. The need to have a decent walking trail through the main part of the village is pertinent. The population has increased in the last years and more and more people are realizing the benefit of getting outside for some fresh air and exercise.

Farming activity has become more intense in the area. Due to the advance in farming, the amount of equipment being moved along our roads is also increasing. Small farm implements and equipment are being replaced by modern, larger machines and our roads seem to be growing smaller because of it. Due to a higher population and more, wider equipment being moved, we of the farmers institute feel that it is of utmost importance and fully support the Prespatou Planning Committee Society in the construction of a walking trail through the village of prespatou.

Thank you for your consideration.



Secretary/Treasurer,
David Klassen

Monday November 12, 2018

Frieda Bueckert

Prespatou Parent Advisory Council
PO Box 240
Prespatou, BC. V0C 2S0

Dear whomever it may concern:

It is my pleasure to write a letter on behalf of Prespatou PAC, in support of the proposed walking trail in Prespatou, being submitted to the Peace River Regional District by the Prespatou Planning Committee.

The Prespatou PAC fully supports the efforts of the Prespatou Planning Committee as they seek funds from Peace River Regional District to support the project of building a walking trail from the Prespatou School to the Prespatou Independent Housing. This trail would ensure a safer and more enjoyable walk for students, teachers, seniors, families, pets, and all other community members. Currently there is no walking trail and that leaves the pedestrians walking in the ditch or on a very crowded road. The trail would give some students and employed staff the opportunity to walk to and from school or work instead of being driven. The proposed walking trail would give the community members a safe and enjoyable opportunity to walk.

Sincerely,
Frieda Bueckert
Secretary for Prespatou PAC
(250)262-9582

Monday November 12, 2018

Bill Klassen

Prespatou Independent Housing Society
21883 Prespatou Road
Box 347
Prespatou BC
V0C 2S0
Reg# 89148 6763 RR0001

To Whom It May Concern

On behalf of the board of directors of the Prespatou Independent Housing Society, I am writing this letter to support the proposed walking trail in Prespatou being submitted to the Peace River Regional District by the Prespatou Planning Committee.

The Prespatou Independent Housing Society supports the Prespatou Planning Committee as they are seeking for funds from the Peace River Regional District to help with the building of the walking trail from Prespatou School to just past the Prespatou Independent Housing Society facility. As the proposed trail would run the length of the Prespatou Independent Housing Society property, this would provide an excellent trail for the Seniors who choose to walk to the Prespatou Store for mail and groceries. This would be a safer option for the Seniors if they wouldn't have to use the road and risk to dangers of traffic. It would also provide for more opportunity for better health for the Seniors if they had a safe place to enjoy walking and the outdoors. We believe not only the Seniors, but also the community as a whole would benefit if the roads were safer and pedestrian traffic could be kept at a minimal on public roads.

Bill Klassen
Secretary
Prespatou Independent Housing Society
250-261-8315

Bill Klassen



DGS ASTRO Paving

Division of Interoute Construction Ltd.

P.O. Box 6820
Fort St John, BC V1J 4J3
Tel: (250) 787-7283
Fax: (250) 787-7281

Nov 14/2018

Attention: Danney Zacharias
250-787-2906

Walking Trial Prespatou, B.C.

We are pleased to give you budget pricing for the above noted project. Our quote includes the following items:

Paving of Walking Path (3000m²)

- Base Preparation
- Supply, place and compact Hot Mix Asphalt to a depth of 50mm

The budget pricing is on a Square Meter Basis

Budget pricing of Hot Mix Asphalt Paving is **\$48.00/m²** for an estimated total of **\$144,000.00**

CONDITIONS

- Full and uninterrupted access will be available during construction.
- All flagging required to be done by the DGS
- Line Painting if required by the General Contractor
- DGS Astro Paving will not be responsible for any settlements do to underground utilities.
- Quality Controls by DGS on Asphalt
- Upon written acceptance of this quote, a credit check will be completed. The work will not be started until terms of payment are made.
- Acceptance and signing of this quote will be considered a Letter of Intent.
- A Standard Road Builders Contract may be required after acceptance of the project.
- Payment will be due within 30 days after date of Invoice.
- A premium will be added to invoices paid by credit card.
- All line locates by the general contractor.

February 12, 2019

DGS will provide any Quality Control information pertinent to the project regarding the quality of the materials used in paving.

Please note that any extra work required is on a time and material basis.

Pricing is subject to All Applicable Taxes.

Should you have any question please feel free to call.

Yours truly,

DGS Astro Paving
A Division of Interoute Construction Ltd.

Authorized Acceptance by
Danney Zacharias

Kevin Sheardown
Quality Control/Estimator

Date: _____
Billing Name _____

PO# _____

Billing Requirements: Y N

If Yes: _____

D. Fehr Contracting Ltd.

Box 326, Prespatou, B.C. V0C 2S0

Tel: 250-630-2430 • Cell: 250-262-7014

Invoice **1133**Bill To Quote for walking Trail

Address _____

Date Nov 12/18

P.O.# _____

Job Location Prespatou

DATE	DESCRIPTION OF WORK	HRS	RATE/HR	AMOUNT
	Estimated cm ³ of Sandstone for base			
	1500 m ³ = 150 loads @ \$150 ⁰⁰ /ld			
	Loading and hauling included			22500. ⁰⁰
	Vibrator /packer roller	40	\$50.-	2000 -
	mini excavator 350 JD	50	\$72.-	3600 -
	Skidsteer TV 380 case	60	\$86.-	5160 -
	Hourly rates are actual			
	Hours are estimated.			
GST # 852053345RT • WCB # 620119				
SIGNATURE _____	DATE _____		Subtotal	
			GST	
			TOTAL	33260.⁰⁰



Backroad Contracting Ltd
 Box 9 Altona B.C
 V0C 2T0
mloewen@fsimail.com
 250-261-6157

Contact Name: Martin Loewen

Customer: Prespatou Community Planning Committee Society

Project Name : Prespatou walking trail

Bid Number: 116

Date: November 13 2018

We are pleased to provide these prices to you for consideration

Location			
Prespatou			
Product	Estimated hours	Rate	Total
Sandstone	150 loads	\$162/load	\$24,300.00
Viberating sheeps foot packer	40	\$80/hr	\$3,200.00
580 Case rubber tire Backhoe	40	\$120/hr	\$4,800.00
T870 skidsteer	80	\$127/hr	\$10,160.00
Water truck	8	\$138/hr	\$1,104.00
Total			\$43,564.00

Thank you for the opportunity to do business with you

Note: Prices may be withdrawn if not excepted within 60 days of reicieving this proposal.

WCB #756177

Se-Cor certified



Backroad Contracting Ltd
 Box 9 Altona B.C
 V0C 2T0
mloewen@fsjmail.com
 250-261-6157

Equipment Listing		Rates
Skid Steer		\$125.00
Grass seed application (Rate does not include seed)		\$67.00
Rudder tired hoe		\$125.00
Graders		\$145.00
Ta/Tri gravel trucks		\$175.00
Tri/Tri gravel trucks		\$185.00
TA box trucks		\$125.00

WCB: 756177

Se-Core certified, IsNetword and complyworks registered

Fwd: quotation for paving of walking trail at Prespatou, B.C. (2019 project)

From: Yvonne Wiebe (yvonniewebe@icloud.com)
 To: quietcreek ranch@yahoo.ca
 Date: Wednesday, November 14, 2018 04:28 PM PST

Sent from my iPhone

Begin forwarded message:

From: Bill Frieda Bueckert <bfbueckert@live.com>
Date: November 14, 2018 at 4:19:30 PM MST
To: Yvonne Wiebe <yvonniewebe@icloud.com>
Subject: Fwd: quotation for paving of walking trail at Prespatou, B.C. (2019 project)

Sent from my iPhone

Begin forwarded message:

From: bethune ewart <bethuneewart@hotmail.com>
Date: November 14, 2018 at 4:13:24 PM MST
To: "bfbueckert@live.com" <bfbueckert@live.com>
Subject: re: quotation for paving of walking trail at Prespatou, B.C. (2019 project)

Prespatou Planning Committee
 Box 86
 Altona, B.C. V0C 2T0
 attention: Bill Bueckert (250-261-8730)

Quotation for 2019 paving of walking trail (2 meters x 1,500 meters) at Prespatou, B.C.:

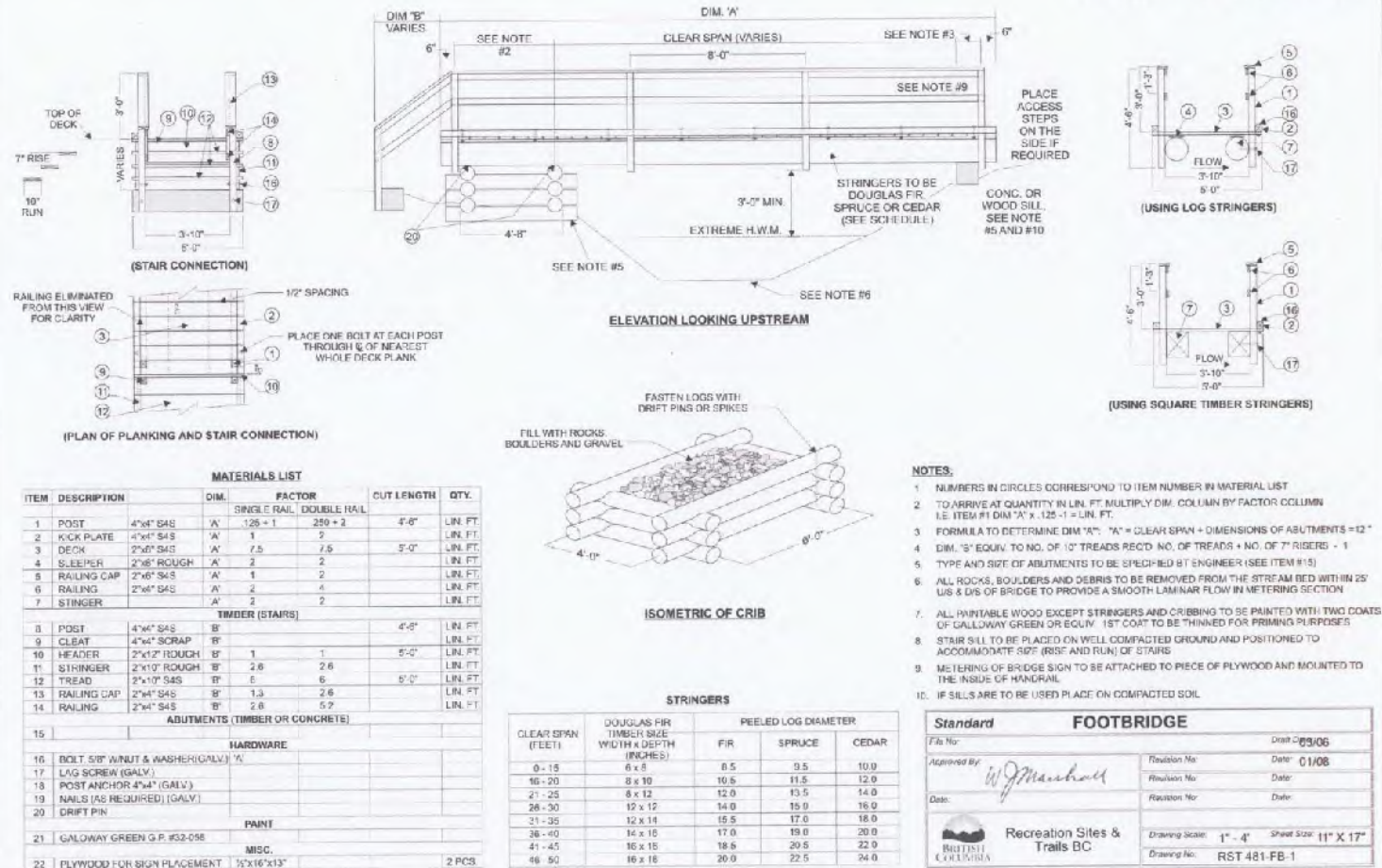
- to final grade and compact base prepared by others
- to supply and place two (2) inch compacted depth of hotmix asphalt

Our Price = \$ 160,000.00 plus GST (\$ 8,000.00) = \$ 168,000.00 including GST

Thank you for this opportunity to submit a quotation on your project.

1126557 B.C. Ltd.
 Box 6717
 Fort St. John, B.C. V1J 4H8
 (Max Ewart: 250-787-6870)

FOOTBRIDGE - STANDARD



RST 481-FBC-1 - Rev. 01/08

This bridge will also need to have a ramp for accessibility.

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To: quietcreekranch@yahoo.ca
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Box 6717
Fort St. John, B.C. V1J 4H8
(Max Ewart: 250-787-6870)

Drive Way Pavers

716 OKANAGAN AVE. E.
PENTICTON, B.C.
V2A 3K6



PENTICTON
PHONE • 250-492-2626
FAX • 250-493-4464

• PAVING • CRUSHING • SAND • GRAVEL • ROADS • SITE SERVICES • ESTIMATING • CONSTRUCTION •

Martin Wiebe
Prespatou, BC
(250) 261-4613

Date: Nov. 15/18

"the Customer"

CONTRACT

PETERS BROS. CONSTRUCTION LTD. ("the Company") is pleased to make the following proposal, which if accepted shall become a contract to furnish all labour, materials and equipment required for the performance of the following work at

Postal Address

Legal Description

ON PROPERTY OWNED BY: (NAME AND ADDRESS)

DESCRIPTION AND PRICE OF WORK:

- Sub Base & Base Completed by Others
- Supply & Install 50mm of Hot Mix Asphalt as Specified @ \$39.31m2
- Based on 4050m2
- Layout not included
- Peters Bros will not be responsible for any settlements due to underground utilities
- Final invoice based on actual work completed
- Applicable taxes extra

Estimated Project Price - \$159,205.50

(herein called "the Work")

TERMS OF PAYMENT: (1) Payable in full upon substantial completion of work.

Interest at the rate of 1% per month (12 percent per annum) shall be charged and paid on any or all unpaid balance including unpaid interest from the due date to the date of receipt of payment by the Company.

It is understood and agreed:

1. that the foregoing quantities are estimates only and that payment shall be made at the stated unit prices on the actual quantities of the Work performed by the Company as determined by the Company upon completion of the Work.
2. that the terms and conditions set forth on the next page hereof form a part of this contract and have been read by the Customer.

If the above meets with your acceptance, please sign and return the attached copy of our contract which shall thereupon be the only contract between us. Upon its receipt it is understood the terms and conditions set forth on the reverse side hereof will constitute the full and complete agreement between us. The Customer consents to the Company obtaining credit information in the consideration for granting credit.

DATED AT

IN THE PROVINCE OF B.C. THIS

DAY OF

PETERS BROS. CONSTRUCTION LTD.

AUTHORIZED SIGNING OFFICER



Six point Welding

In 13 2018

Mechanical
Electrical & Instrumentation
Offshore Hauling
Tubular
Fort St. John, BC
Tel: 250.785.0225

Estimated cost
for Crossing on creek for Walk

16" x 10" I Beam \$95.00

1 1/4" 36" x 24 ft x 3 Creating
\$3400

8 piling's \$125.00

Cross members \$15.00

railing 3.000

19,900

\$8,000

Lob.

plus Taxes

1395.-

29295.-



PEACE RIVER REGIONAL DISTRICT

Recreation Trails Grants-in-Aid

Schedule "A" - Application

Date: Nov 13, 2018Society Number: S-0045828

APPLICANT INFORMATION

1) Name of Organization: Bear Mountain Nordic Ski Association2) Contact Person: Corrina KennedyPosition: DirectorMailing Address: Box 21033, Dawson Creek, BC V1G 4X8

Fax: _____

Phone: 403 764-2575Email: corrinackennedy@gmail.comWebsite: http://www.nordicski.caPlease list our organization on the PRRD website as a "Local Community Group" x Yes ☐ No *(please check one)*

3) Purpose of your organization & description of the types of activities your organization is involved in.

The Bear Mountain Nordic Ski Association [BMNSA] is a non-profit recreational association providing access, facilities and opportunities for all ages to learn and experience the sport of cross-country skiing in the South Peace Region. BMNSA is volunteer based. The only staff is the head coach for the bunnies/jackrabbits and track attack ski programs for kids where all other coaches are volunteer and certified through the national coaching certification program by courses offered by cross country BC.

Some goals of the BMNSA are to:

- provide a facility and trails which add to the year around quality of life in the Dawson Creek and South Peace Area of the Peace River Regional District
- increase club membership with a focus on kids, youth, families and seniors throughout the Peace River Region
- increase opportunities to develop the physical fitness and health of the region's population in an outdoor nature filled environment.
- provide a competition class Nordic Ski training facility to support the development of Nordic skiing in our region
- continue the volunteer tradition, multiplying greatly the impact of each dollar we obtain.
- Collaborate with other groups in the peace to develop coaching: Dawson volunteers will utilize the FSJ coach training course in Dec 2018. FSJ and Dawson have plans to coordinate courses and timing next year to train even more coaches.
- Share development planning resources with other clubs in the Peace. This year Bear Mountain collaborated with the Chetwynd Outdoor Society to share the services of the trail design engineer brought up to Chetwynd through a grant supplied by PRRD (see Section 7)



- 4) If applicable, does your organization own any facilities or properties? ☐ Yes ☐ No (please check one)

Please give the 9-1-1 address and legal description of the property that your organization either leases or owns.

Bear Mountain Nordic has a trailer for the live in site attendant to prevent vandalism, a shop for equipment storage and repairs and several warming huts along the trail systems. The 911 location is 13526 Radar lake road.

5) Executives of Your Organization:

President/Chair

Name: Jillian Spencer Phone: 250 219-4488 Email: jillianspencer@gmail.com

Vice President/Vice Chair

Name: Pat O'Reilly Phone: 250 782-8796 Email: poreilly@pris.bc.ca

Treasurer

Name: Jan Patterson Phone: 250 782-2895 Email: dp2895@telus.net

Secretary

Name: Deb Humphries Phone: 250 782-3828 Email: Physio.deb@hotmail.com

6) Please provide a 5 year action plan for your organization.

Year 1:	Fund raising, training coaches (NCCP), developed plans for ski playground/terrain park and continuing trail drainage projects
Year 2:	Complete construction of play ground (summer) and initiate the next phase of the drainage program. Winter – increase enrolment of youth in ski programs and offer community and family activities
Year 3:	Completion of phase 4 of drainage project. Implement track attack program (dryland training, snow training and racing team). Continuous expansion of coaching staff and skill development and membership
Year 4:	Re-evaluate previous activities and modify action plan accordingly
Year 5:	Implement updated action plan

PROPOSED PROJECT INFORMATION (please complete the questions below or attach a separate sheet)

7) Describe the project for which your organization is requesting funding.

Our project for 2019 has two phases: environmental enhancement of trail drainage as recommended by Forestry and establish the Nordic Ski Playground and Terrain Park.

The funding is for the cross-country ski trail system and is broken into 2 parts. The first being phase 4 of the culvert project for the wolf and lynx trails and the second being the design phase of the teaching trails in the Nordic ski playground/terrain park project. See attachment for detail.



8) Describe how your project will provide opportunities for healthy lifestyles – physical, mental and spiritual.

This program will sustain the fitness and mental wellbeing of the regional population during our long northern winters. The Bear Mountain facility is suitable for and used by members and guests from all age groups: toddler through seniors. It is a great venue to recreate and socialize at. The natural environment of Bear Mountain is accessible not only to Dawson Creek but also to many surrounding communities. A cross-country ski club with strong youth programming and an excellent trail system will be an attracting amenity for prospective new residents of the region and will be important in retaining them and making Dawson Creek their long-term home.

The trails are also used in the summer for mountain biking and hiking at no charge. A support donation is appreciated though.

9) Describe how the project will foster "regional pride" in the natural environment of the Regional District.

The trails at the bear mountain Nordic Center have world class grooming and trail systems. People travel from throughout the Peace to utilize them. The volunteers proudly work to groom, develop and coach to keep the trails and program in operation. There is currently a core of 6 coaches working toward higher levels of NCCP training to ensure all ages have adequately trained coaches available. These coaches are dedicated to the direction of cross-country Canada to provide learning through terrain opportunities to the youth in the region. It will bring pride to the community to see so many kids ranging from beginners to advance practicing and playing in a common bowl. The schools are excited about this new teaching location and opportunity. It is with great pride that we will have a space for teachers and parents to supervise all levels at the same location. It greatly improves the ease and logistics with which to run learn to ski programs, raise awareness of the sport and its life-long benefits. Active for life is the pride we have in our cross-country facility.

10) Describe how the project will make trails more accessible for multiple different user groups and those with mobility challenges.

The better drained trails will allow a longer use in the off ski season by mountain bikers, runners and nature enthusiasts as well as extend the ski season.

Development of the terrain park bowl will provide a central location with a common finishing area at the bottom of the bowl. A few teachers or coaches will be able to watch children of all levels choose from a wide range of difficulties from the same central location at the bottom of the bowl. The beginners will be able to watch the more advance skiers and be inspired. The advance skiers will still be allowed to ski and play at a higher level without leaving the beginners behind. A great location for parents and teacher to entertain and train a wide range of abilities. The open bowl will be visible from any aspect in the park and provide easy engagement for coaches and parents with the athletes. The modified facility is more accessible for families, single parents, school groups and skiers of all levels particularly entry level. The bowl will be very suitable for para skiers as well.



- 11) Describe how the project will utilize Crown or local government lands and measures that will be taken to avoid conflict with private lands (where applicable).

See land agreement attached.

- 12) Describe how the project will build on the Provincial Trails Strategy

(http://www.sitesandtrailsbc.ca/documents/Trail_Strategy%20for_BC.pdf)

Bear Mountain Nordic supports the following strategies in the provincial trails strategy:

- 1) environmental stewardship
- 2) collaborative planning
- 3) good governance
- 4) sustainable funding
- 5) effective management
- 6) strategic information and marketing (years 1 and 2 in action plan)
- 7) implementation

- 13) How many volunteers does your organization have and approximately how many hours does your membership contribute each year?

See volunteer hours attachment

- 14) If there are continuing costs to operate or maintain your project, how do you plan to meet these costs in the future?

Membership dues, fund raising, daily trail use fees, lesson fees, inkind donations, Cross country BC club fundraiser with charitable donation tax receipt and volunteer hours.

- 15) Please provide on a separate sheet information (see attachment) on how your project addresses one or more of the secondary selection criteria:

Geographic Coverage	Ideally the regional trail system should be effectively distributed throughout the Regional District. Potential sites should be of interest to the whole region in the interest of servicing all residents.
Environmental, education or heritage representation	Representative or regionally significant landscapes should be considered when developing a new trail or preserving an existing one. Potential sites should be chosen to represent the diverse landscapes that the area encompasses. Balancing wildlife values against the proposed benefits of trail development should also be considered along with the unique historic, cultural, ecological, and educational aspects of the area.
Partnerships	Fostering partnerships with interest groups or other government agencies should be considered as it will aid in offsetting costs to develop and maintain existing or future regional trails.



Peace River Regional District

Recreation Trails Grants-in-Aid Schedule "A" - Application

Proximity	Trails that are located in close proximity to existing trails and parks or similar amenities should be considered.
Already established as an unofficial trailhead	Trails that are already established or maintained in a positive manner and demonstrate a high utilization rate should be considered.
User and site safety and the capacity to maintain	User and site must be considered to ensure the non-profit groups are able to maintain them to a reasonable and safe standard expected of a natural trail for the safe enjoyment of the public.

18) TOTAL funds requested from the Regional District: **\$36,023**

INCLUDED THE FOLLOWING ATTACHMENTS WITH YOUR APPLICATION

- a) Application Checklist
- b) Resolution from the society(s) board of directors authorizing the project and application to the Regional District for funding
- c) Project budget including:
 - i. Detailed cost estimates
 - ii. Sources of confirmed revenue
 - iii. Sources of revenue yet to be confirmed (i.e., pending grant applications)
 - iv. Sources of donations for labour and/or materials
- d) Three (3) quotes for any items valued at over \$3,000
- e) Current and year-end financial statements (balance sheet and income statement)
- f) Map and pictures showing the location of the project and planned route
- g) Confirmation of an agreement with Recreation and Trail Sites BC or BC Parks or a Council/Board resolution providing authorization to develop or re-establish a trail on local government property
- h) Two (2) letter of support from other organizations or groups supporting the project.

Signature of Applicant

Nov 13, 2018

Attachment to Bear Mountain Nordic Application to PRRD 2019 Trails Fund

Part 7): Project Description

Project 1): Wolf and Lynx trail improvements - enhancement of trail drainage

We are ready to initiate phase 4 of the trails' development project. The Scope of this phase includes drainage improvements of the Wolf and Lynx trail, which is budgeted to be a month long project. The costs are broken down by materials, equipment rentals and labor in the attached budget. The costs cover ditching, culvert installation and grass seeding for these two identified trails.

The total cost of this project will be \$50,423. Of which \$18,000 of inkind has been raised. The portion of this project that we are asking PRRD to cover is \$37,000.

B): Geotechnical slope stability study for Teaching Trails on the Nordic Ski Playground and Terrain Park

The Bear Mountain Nordic Ski Association has been training coaches through the NCCP program. Last year a community coaching course was held in Dawson Creek. This is where the volunteer coaches learned of the new initiative by cross country Canada to promote learning through terrain with the ski playground concept. The Bear Mountain Nordic Ski Association coaches have been working hard on plan development, fund raising and grant writing. The design has been completed thanks to collaboration with the Chetwynd Outdoors Society's PRRD grant funding for their Nordic center feasibility study. BMNSA was able to piggy back the travel costs of the trail engineer from Vancouver to design our ski playground at the same time as Chetwynd's Nordic center feasibility study. The coach also donated their engineering expertise to create google earth pro drawings showing the elevation profiles of the new trails and spend the day with the trail engineer to find the most practical modifications to the existing location to make a ski playground.

Below is an illustrations of a ski playground. It includes a terrain park, adventure trail, obstacle course and animated cartoon characters over varied terrain (flat, easy, intermediate and steep slopes). The ski playground is right beside the existing lodge and flat stadium area. Its location down into a bowl also provides shelter from the wind.

BMNSA has covered the \$2,140 cost to develop the ski playground design and flag off the construction area. This has already been completed. Thanks to the PRRD grant given to Chetwynd outdoors society, BMNSA did not have to cover the travel costs to bring the trail engineer up from Vancouver.

BMNSA feels it would be providing due diligence to complete a geotechnical study on slope stability of the chosen site prior to starting construction. The cost of this study is \$4750, of

which \$1,750 of in-kind donations has been raised through the donation of a LIDAR photo to assist with the geotechnical study.

A ski playground is a designated location which has been developed or set up to assist children to learn to ski naturally, and which provides a variety of skiing discoveries.

Figure 4.1 - Terrain Park



The geotechnical engineering study will ensure modification of the slopes will not affect the slope stability. The importance of slope stability is even more apparent after the Old Fort slide experience Fort St John this summer

The construction of the ski playground area includes widening of trails, developing some easy slopes and easy landing area. The design of the ski playground project can be seen in an

attached document. Over 40 hours of time was donated by Cathy Clement and Corrina Kennedy to complete the NDI grant application and raise matching funds.

The new development has five components

- Novice Hill: a wide hill with less than 10% slope and a safe level run-out is critical for teaching downhill techniques to novice skiers (difficulty level – Green or double Green). Some clearing and grading are required to provide a relatively flat run-out for the skiers as the natural terrain turns steeper at this location. The hill can be accessed from both sides for gentle runs and down the middle for more challenging skiing.
- Intermediate Hill: difficulty level – Blue is accessed from below the warming hut. Some clearing is needed to provide a wider hill for more opportunity to make turns and for safety. The run-out is gradual and almost level, making stopping easy and safe.
- Advanced Hill: difficulty level – Black is accessed from just below the caretaker and equipment shed location. It has a steep slope and a restricted run-out area. Some clearing is needed to widen the hill on both sides and create a better run-out zone at the bottom.
- In-the-trees Downhill course: a fun twisty course through the trees, partially using existing trails. The difficulty level would depend on the snow condition, and would likely be Black to Double Black, considering that it is skied on cross country skis. It would provide excellent practice for tackling steep sections on race or touring trails. Clearing should be done to provide a trail surface of 20 to 30 ft (wider on corners).
- Obstacle Courses and Trails: the existing trails as well as narrowly cut trails in the trees, can be used for a variety of obstacle courses that can go both up, down and traverse the hill. Bumps and jumps can be added, either through site grading or using snow. There is no need to widen the existing trail for the obstacle courses.

Scope of work for geotechnical study will include field examination, measurement or estimation of:

- Soil textures, provenance and moisture conditions,
- Rock lithologies, soundness and structures where observable,
- Evidence of seepage expression, depression storage, and variation of herb, shrub and timber species as indicators,
- Slope aspects, repose angles and lengths, plus similar attributes of any constructed geometries,
- Local surface drainage and run off attributes.

Additionally the published literature will be reviewed for:

- Bedrock lithology, structural geology and weathering, plus,
- For soils, their classifications, provenance, texture and moisture conditions.

The review and research will include assessment of the observable bounding and proximal slope conditions to the extent whereby natural landscape processes or distinct natural hazards may affect the proposed developments or vice versa.

Some small grab samples of soil may also be retrieved and sent for routine laboratory testing as the reviewing engineer deems prudent. **Firth Hollin Resource Science Corp 3089.pro.docx 2**

We are asking PRRD to cover \$2990 of the cost to complete the geotechnical study.

Part 15): How project addresses one or more of the secondary selection criteria

Geographic: The ski playground and Wolf/Lynx trail designs will utilize the existing terrain as much as possible and will have limited effect on the environment.

Environmental, education or heritage representation – Education: The ski playground terrain park is an ideal location to teach school groups cross country ski skills. It allows for skiers of a wide range of ability to ski in close proximity and view of the instructor.

Terrain is the teacher, the teacher of cross country ski skills such as balance and agility.

Partnerships, Triathlon club, Chetwynd Outdoors Society, Fort St John Cross country ski club, Prince George cross country ski club for coaching development. The BMNSA coaches will be utilizing the coaching programs offered in FSJ and PG this winter to ensure adequate coaching training for ages 3-12 years of age can be provided.

Proximity, Only 10 min drive from Dawson Creek.

Already established as an unofficial trailhead, There is already an adventure playground on the hill, which will be expanded by widening trails, providing beginner slope grades and landing area and widened to allow for obstacle courses and terrain park. (see attached ski playground design.

User and site safety and the capacity to maintain, Coaches are trained through Cross Country Canada programs introduction to community coaching, community coaching and L2T – Learn to Train for ages 3-12 years old. The coach training includes safety and emergency planning. There is also cell service on site, so 911 can be called.

BEAR MOUNTAIN NORDIC SKI ASSOCIATION MINUTES

MEETING: October 23, 2018

Call to order: Moved by: Seconded by:

Attendance: Pat O'Reilly, Jillian Squires, Gary Squires, Corrinna Kennedy, Dan Strasky, Cathy Clement, Jan Patterson

Apologies: Deb Humphries

Approval of minutes from last meeting:

Moved by: Seconded by: Agreed:

Business arising from minutes:

FACILITIES REPORT:

- Concrete floor poured in storage shed: 14' X 24'. No cost to the Club. Work done by Lindbergh Construction
- New roof installed on caretaker Ian's house by Henderson Roofing
- The small new cabin comes with a value of \$5200 in kind service by Pat, Bernie, and George
- There will be an invitation to NDIT directors and PRRD directors to view the work done on the trails on November 3 @ 11 am
- Some upcoming expenses to keep in mind as we spend money are:
 - Replacement for the Cat
 - New fridge for Ian's house
 - Batteries for the solar system in Ian's house
 - Cat batteries
 - Oil for Cat pumps
 - Gasoline for various needs

FINANCIAL REPORT:

- The gaming grant money has been deposited.
- The chequing account is healthy at this moment
- Jan received a phone message from the Canada Revenue Agent who is reviewing our GST return for the last fiscal year. He was not available when she returned his call, so left him a message & is waiting for him to call her back.

NORDIC SKI PLAYGROUND AND TERRAIN PARK:

- The LIDAR was donated: value of \$1760 plus tax in kind

February 12, 2019

- Geotech study will cost approximately \$3000
- Ryder finished the trail report
- Corrina will submit a request for the cost of engineering study, \$3000, towards the PRRD Grant that Pat is working on with a grant writer in November
- Corrina had wonderful technical drawings of the site of the future Playground and Park to show us
- We would like to have donors of a minimum of \$1000 to be honoured by being named on the sign for the Ski Playground and Terrain Park.

Motion: For Pat and Corrina to apply for PRRD grant, due date November 15, for engineering study, drainage work, and culverts. For Pat to apply for DCAA grant, and for NDIT grant application in June 2019.

Proposed by Dan

Seconded by Gary

Agreed by all

YOUTH PROGRAM

- The Youth Group Coaches will meet at Cathy's house on Tuesday, November 6, @ 7pm to organize plans for the ski season and for the Meet & Greet. A Letter to Parents will be penned for communication with all of our club membership.
- The Meet & Greet will be at the Shop on Saturday, December 8 @ 1:30 pm. Jillian will advertise this. Ski equipment will be handed out. Gary will bring Rotary tickets for selling. Jan will send Jillian a previous CRC form that the club used. Jillian will bring CRC forms to the M & G for parents to bring in to the RCMP. Dan will provide for a wiener roast. Pat will offer a tour of the trails to anyone interested
- 3 of the 7 coaches have registered with CCC Coaching License Registration
- Coaches: Jenna, Corrina, Deb, Skylar, Jillian, Tracy, Cathy
- Proposal: Jenna will be paid an extra 1.5 hours per lesson, @ \$25 per hour, for a total of \$337.50, to be paid in November upon receipt of her lesson plans for the 9 lessons we will be having. (One of our 10 lessons will be a ski race in Fort Saint John.) Upon start of the ski season Jenna will be paid an extra 0.5 hours per lesson for preparing for her lessons, which brings her Saturday salary to \$50 plus \$12.50 = \$62.50 per each of the 9 lesson days.

Motion: Corrina

Seconded: Jillian

Agreed by all

This must all be invoiced to keep Jan abreast of the money interactions.

- On December 14 there will be an L2T (on the snow) course offered in PG. It is the only one offered in Northern BC. CCC rules are such that only L2T (dryland and snow)- trained coaches may work with skiers over age 8. Corrina has registered for it, and will be staying at her cousin's home. Jillian is considering it. Jenna needs to take it as she is the head coach for our club.
Proposal: Our club will pay attendants of the L2T course in PG on December 14 the amount of the course registration, the accommodation of 2 nights at a reasonably-priced hotel, and \$50 per day for meals and incidentals.

Motion: Corrina

Moved: Dan

Agreed by all

- Corrina would like to use part of the gaming grant to buy a set of 10 pairs of roller skis for the youth club next year, and see the youth program grow to include dryland training.

MEMBERSHIP

Jan and Linda have the laminator for our membership passes. Dan has 100 tags to give to us. We can take care of laminating passes at one of our upcoming meetings. Corrina will get access to our total membership through Zone 4 before that meeting.

FUNDRAISING

Mega Lottery -

Gary is continuing organizing selling tickets in the Mall. He is still trying to fill spots in. Kudos go to Pat Finkle and Louise Rogers for selling many tickets during their stint at the Mall. Tickets will also be available at the 'Youth Meet and Greet' session.

The promotion of free ski pass will not be available for the sales this year.

CLUB PROMOTION

Jillian updated the club brochures and arranged with Tiger Printers for them to print the brochures at a cost of approximately \$100 for 100 brochures.

Jillian will deliver some to the tourist information center

Cathy and Jillian will deliver one to each of the schools.

We would like to work on a mission statement for both the club and the youth group. Pat will look into any information that would help us with this job.

Next meeting: 7pm, Tuesday, 20 November 2018.

Venue: the Squires' new office near Hobbit store, and close to Griffin's.

Adjournment: 8:30pm.

Rev: 3
Date: 13-Nov-19

Project 1: Phase 4 of culvert project - Wolf/Lynx and Coyote

								PRRD	
		Unit	\$/unit	# of units	total cost	inkind donation	difference = cash required	inkind	PRRD request
Materials									
	supplies (includes acetylene, oxygen and welding materials)	Lump sum	2500	1	2,500		2,500	0	2500
	8" pipe	m	20	100	2,000	2,000	-		
	10" pipe	m	20	100	2,000	2,000	-		
	12" pipe	m	20	100	2,000	2,000	-		
	seed	kg	20	45	900		900	0	900
	Fuel & oil	Lump sum	2500	1	2,500		2,500	0	2500
Equipment rentals or donations							-		
	tandem axle tilt trailer	day use	50	20	1,000		1,000	0	1000
	28' gose neck trailer	day use	60	20	1,200	1,200	-	1200	
	side by side	day use	120	20	2,400	2,400	-	2400	
	4 wheeler Quad and seeder	day use	100	20	2,000		2,000	0	2000
	pickup rental	day use	75	20	1,500		1,500	0	1500
	2nd pickup rental	day use	75	20	1,500		1,500	0	1500
	pipe trailer	monthly	1000	1	1,000	1,000	-	1000	
	saws	monthly	500	1	500	500	-	500	0
	welding & pipe fab equipment	day use	250	8	2,000		2,000	0	2000
	grading equipment	daily	60	10	600	600	-	600	0
	Bulldozer	hour	140	20	2,800		2,800	0	2800
	Back hoe	hour	99.75	30	2,993		2,993	0	2992.5
	Skid steer - grapel	hour	40	60	2,400		2,400	0	2400
	hi boy with dolly	monthly	600	1	600	600	-	600	
	Skid steer attachemnts (stump grinder, tooth	monthly	2500	1	2,500	2,500	-	2500	0
	generators	monthly	800	1	800		800	0	800
	mobilization of welding equipment	hourly	50	5	250	250	-	250	0
	mobilization of cutting equipment	hourly	50	5	250	250	-	250	0
	mobilization of skid steer equipment	hourly	50	8	400		400	0	400
	mobilization of back hoe equipment	hourly	250	8	2,000		2,000	0	2000
Labor							-	0	
	grass seeding	hour	60	10	600		600	0	600
	Pipe cutting	hour	70	20	1,400		1,400	0	1400
	Pipe welding	hour	80	20	1,600	1,600	-	1600	0
	Pipe hauling	hour	50	10	500	500	-	500	
	digging with back hoe	hour	70	30	2,100		2,100	0	2100
	tree falling	hour	70	10	700		700	0	700
	handwork/swamping	hour	70	10	700		700	0	700
	grading	hour	70	12	840		840	0	840
	Bulldozer operation	hour	70	20	1,400		1,400	0	1400
	construction supervisor	daily	400	5	2,000		2,000		
	Work layout & surveying	daily	350	6	2,100		2,100		
	fabrication supervisor	daily	374	8	2,992		2,992		
Other									
	landfill of old culverts	lump sum	1200	1	1,200	1,200	-	1200	0
		Totals			50,433	18,600	40,125	12,600	33,033

Project 2:Teaching trails at the Nordic Ski Playground/Terrain park project - design and slope stability geotechnical study phase

	Unit	\$/unit	# of units	total cost	inkind donation	difference = cash required	PRRD inkind	PRRD request
Trail engineer	study	1	700	700				
Supporting engineering	hours	10	80	800				
Google earth trail elevation profile drawings	hours	8	80	640				
Geotechnical study	study	1	2990	2,990		2,990		2,990
Geotechnical LIDAR photo	photo	1	1750	1,750	1750	-	1750	

Summary of ask from PRRD		
Towards culverts for wolf and lynx	\$	33,033
Towards the geotechnical study of skiplayground	\$	2,990
Total PRRD ask	\$	36,023
inkind	\$	14,350
Total project cost	\$	86,395
% that is inkind		16.6%

February 12, 2019



October 22, 2018
Project No.: P18001

Corrina Kennedy, P.Eng, M.Sc
Bear Mountain Nordic Ski Association
P. O. Box 21033
Dawson Creek, BC, V1G 4X8

Dear Ms. Kennedy,

Re: Geotechnical Slope Stability Study at Bear Mountain Nordic Association Ski Park

BGC understands that the Bear Mountain Nordic Ski Association in Dawson Creek is planning to construct a nordic ski park built for children within the boundary of the existing ski facility. BGC understands the Bear Mountain Nordic Ski Association is applying for a regional trails grant due November 1, 2018. Funds from the grant will be used for construction of the nordic ski playground. This letter is to be used in support of the grant application. The planned construction is understood to involve tree clearing and slope smoothing and slope gradient reduction within the boundaries of the existing facility. BGC is providing a shaded relief bare earth LiDAR image and an aerial photo of the site. The value of this data is \$1760 plus applicable taxes if purchased through our usual sources.

Yours sincerely,

BGC ENGINEERING INC.
per:

A handwritten signature in blue ink, appearing to read 'Neil Ripley', is written over a light blue horizontal line.

Neil Ripley, M.Sc.
Geospatial Specialist

February 12, 2019



Engineering

Geomorphology

May 02, 2018

3089

Ms. Corrina Kennedy, P.Eng.
 Bear Mountain Nordic Club,
 Dawson Creek BC

Outline for Terrain Stability Review,
 Proposed Ski Playground / Teaching Trail,
 Bear Mountain Area

1.0 Introduction

For the referenced development area, Firth Hollin Resource Science Corp (FHRS), would undertake visual site review for stability assessment of existing slopes and any constructed roads, plus consider the envisioned site modifications in terms of the existing landscape conditions. The subsequent technical discussion and report would be limited to the reviewed areas.

The field work will be completed by Mr. Len Ginnever, P.Eng. Certainly accompaniment to the field by Bear Mountain Nordic Club staff will be required in order that the proposed developments and their layout are clear to Mr. Ginnever and can thus be evaluated in terms of the evident landscape condition.

2.0 Scope of Work and Project Coordination

The scope of work will include field examination, measurement or estimation of:

- soil textures, provenance and moisture conditions,
- rock lithologies, soundness and structures where observable,
- evidence of seepage expression, depression storage, and variation of herb, shrub and timber species as indicators,
- slope aspects, repose angles and lengths, plus similar attributes of any constructed geometries,
- local surface drainage and runoff attributes.

Additionally we would review the published literature for:

- bedrock lithology, structural geology and weathering, plus,
- for soils, their classifications, provenance, texture and moisture conditions.

The review and research will include assessment of the observable bounding and proximal slope conditions to the extent whereby natural landscape processes or distinct natural hazards may affect the proposed developments or vice versa.

Some small grab samples of soil may also be retrieved and sent for routine laboratory testing as the reviewing engineer deems prudent.

Phone: (250) 564 1620, Email: firth3@telus.net
 161 Dominion St., Prince George, BC, V2L 1T2

February 12, 2019

Our subsequent report will summarize the findings of the field and literature research plus provide recommendations for access, layout, construction, drainage and safe use of the envisioned site modifications.

3.0 Estimated Cost

Final billing for the work completed will be based on time and expenses. The site visit can very likely be completed in conjunction with other excursions to northeast BC for other clients, hence travel, meals, accommodation and vehicle costs would be correspondingly reduced.

An example for division of costs is as follows:

• travel and subsistence...	\$1,673.00
• field review...	\$ 752.00
• analysis and reporting...	\$2,256.00
• laboratory costs...	<u>\$ 319.00</u>
• Total...	\$5,000.00

The above is exclusive of applicable taxes. The actual division of labour, operating costs and disbursements may vary from that suggested above. Our final cost will not exceed \$5,000.00 (five thousand dollars).

4.0 Closure

It is believed that the information presented herein is complete and consistent with your present expectations. If you have any questions or require further information, please call the writer.

This proposal dated May 02, 2018 and labelled 3089 has been prepared exclusively for Bear Mountain Nordic Club , and its agents.

Yours truly,

Firth Hollin Resource Science Corp.

Len Ginnever, P.Eng.

Bear Mountain Nordic Ski Association
Box 21033, Dawson Creek, B.C.
V1G 4X8
November 9, 2018

Attention: Peace River Regional District Board

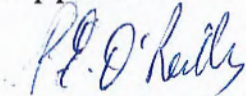
Re: Donations in kind to next Trails Project

We will donate the following to the project:

- \$500.00 powersaw equipment and labour
- \$600.00 grading equipment
- \$2400.00 rental of Yamaha side by side ATV And trailer
- \$1200.00 toward the disposal of replaced culverts, tree disposal, use of shop and tools.

Total of \$7500.00 in kind donation.

Approved



P.E. O'Reilly,
Vice President, Trails and Facilities

Bernard O'Reilly
1600 116 Ave.
Dawson Creek, B.C.
V1G 3G4
November 12, 2018

Donations in kind to project:

- \$1600.00 pipe welding and fabricating
- \$250.00 mob/demob of welding equipment
- \$250.00 mob/demob of cutting equipment

Quote on paid contracts:

- \$1400.00 labour welding and cutting
- \$700.00 labour, hand work, swamping

B. W. O'Reilly

Bernard O'Reilly

NB Depending on when the work can be done Bernard may be away in Mexico. If that happens, ^{the} other contractors have agreed to pick up his work.

P.P.O.

George Hauber
Box 754
Dawson Creek, B. C.
V1G 4H8
November 10, 2018

Re: Bear Mountain Trails project

Attention PRRD Board:

Donations in kind to the project:

- \$1200.00 gooseneck 26 foot trailer

Quote for contract work:

- \$2100.00 backhoe operator
- \$1500.00 pick up rental
- \$840.00 grading
- \$1400.00 dozer operation
- \$2000.00 welding equipment

Signed:

A handwritten signature in black ink, appearing to read "George Hauber", written over a horizontal line.

George Hauber



GeoPat Services
Box 754
Dawson Creek, B. C.
V1G 4H8
November 11, 2018

Re: Bear Mountain Nordic Trails project

Attention PRRD Board:

Donations in kind to the project:

- \$1000.00 rental of pipe fabrication trailer
- \$600.00 High Boy and Dolly for pipe moving

Contracted work:

- \$2500.00 supplies
- \$2900.00 fuel, oil
- \$2800.00 cat rental
- \$2993.00 track hoe rental
- \$2000.00 hoe mob/demob

Signed:

A handwritten signature in blue ink, appearing to read 'Yu [unclear]', written over a horizontal line.

North Slope Enterprises Limited
Box 724
Dawson Creek, B.C.
V1G 4H7
November 10, 2018

Attention: PRRD Board

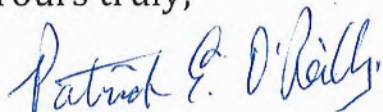
Donations in kind:

- \$2500.00 Skid steer attachments (grapple, buckets, forks, grinder, mower, etc.)
- \$500.00 towards pipe hauling (truck, trailer, loader)

Quotes on paid work:

- \$900.00 grass seed
- \$1000.00 tilt trailer rental
- \$1500.00 pick up rental
- \$2400.00 skid steer rental
- \$600.00 labour grass seeding
- \$400.00 mob/demob equipment

Yours truly,

A handwritten signature in blue ink, reading "Patrick E. O'Reilly".

Director, NSE

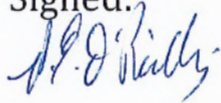
P. E. O'Reilly
Box 724
Dawson Creek, B.C.
V1G 4H7
November 11, 2018

Attention: Peace River Regional District Board

Quote on work for trails project.

- \$2000.00 rental of Quad and seeder
- \$800.00 rental of generator
- \$700.00 tree falling and bucking

Signed:

A handwritten signature in blue ink, appearing to read "P. E. O'Reilly", written over the printed name "Signed:".

Bear Mountain Nordic Ski Association
Balance Sheet As at Mar 31, 2018

ASSET

Current Assets

Petty Cash	20.00	
Gaming	5,476.89	
BMNSA chequing account	24,769.53	
Snow Cat Account	3,508.29	
Total Cash		33,774.71
Total Receivable		50,525.00
Prepaid Co-op account		0.00
Prepaid Windsor Plywood Account		0.00
Total Current Assets		84,299.71

CAPITAL ASSETS

Snowcat	43,450.30
Snowcat Roller & Groomer	20,000.00
Flex Tiler	26,000.00
Twin Track	0.00
Twin Track Roller & Groomer	4,000.00
Bobcat/Stump Grinder	10,027.20
Grooming Equipment	1,800.00
Trail Equipment	12,500.00
Yamaha Side-By-Side	6,955.00
Ski Equipment	17,271.39
Ski Equipment Trailer	8,165.61
Misc. Equipment	4,345.51
SeaCan	0.00
Rental Shack	0.00
Shop	92,382.74
Caretaker Facility	97,594.61
Total Capital Assets	344,492.36

Total Other Assets 0.00

TOTAL ASSET 428,792.07

LIABILITY

Current Liabilities

Account Payable	11,947.98
Accounts Payable - Gaming	0.00
Other Trade Payables	0.00
Accounts Payable - NDIT Phase ...	36,508.50
GST Charged on Sales	828.59
GST Paid on Purchases	-7,491.89
Total Payable	-6,663.30
Total Current liabilities	41,793.18

Total Long Term liabilities 0.00

TOTAL LIABILITY 41,793.18

EQUITY

OWNERS EQUITY

Retained Earnings - Previous Year	354,119.33
Current Earnings	32,879.56
Total Equity	386,998.89

TOTAL EQUITY 386,998.89

LIABILITIES AND EQUITY 428,792.07

Printed On: Nov 13, 2018

Bear Mountain Nordic Ski Association
Income Statement Apr 01, 2017 to Mar 31, 2018

REVENUE

Sales Revenue

Membership - Adult & Family	10,386.69
Youth Membership & Youth Prog...	1,719.05
Ski Lessons	419.05
Drop Box	2,797.47
Mega Lottery Fundraising Comm...	2,371.94
Donations - In kind	21,399.17
Donations	2,500.00
Peace River Regional District Gr...	83,245.63
Northern Development Initiative Tr...	80,000.00
Rental - Caretaker	3,600.00
Gaming	3,500.00
Coaching Clinic Fees	450.00
Trail Grooming (other locations)	1,250.00
Net Sales	213,639.00

Total Other Revenue	8.29
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TOTAL REVENUE	213,647.29
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EXPENSE

General & Administrative Expe...

Advertising & Promotions	399.47
Course fee reimbursement	200.00
CCBC Coaching course expenses	2,412.62
Contract work	3,600.00
CCBC Registration	13.00
DCAA Registration	320.00
Interest & Bank Charges	47.94
Insurance	2,728.00
Office Supplies	128.44
Miscellaneous	140.53
Trail Maintenance	1,308.77
Trail maintenance - In kind	15,519.17
Trails Maintenance - PRRD Grant	43,426.38
Repair & Maintenance - equipment	816.45
Snowplowing	1,150.00
Trail Upgrade & Culvert replace...	28,982.50
PRRD - Flood grant expenses	33,736.00
Trail & Culvert - Phase 2	34,770.00
Building Repairs & Maintenance	349.12
Shop supplies	657.79
Fuel	434.87
Fuel - in kind	5,880.00
Transporting	540.00
Utilities - Shop	277.22
Youth Program - Supplies	21.40
Youth Program - Coaching paid	350.00
Youth Program - Trail maintenance	1,225.00
Youth Group Uniforms	1,333.06
Total General & Admin. Expen...	180,767.73

TOTAL EXPENSE	180,767.73
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NET INCOME	32,879.56
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Bear Mountain Nordic Ski Association
Balance Sheet As at Oct 31, 2018

ASSET

Current Assets

Petty Cash	20.00	
Gaming	7,299.12	
BMNSA chequing account	17,056.03	
Snow Cat Account	3,508.29	
Total Cash		27,883.44
Total Receivable		12,500.00
Prepaid Co-op account		0.00
Prepaid Windsor Plywood Account		0.00
Total Current Assets		40,383.44

CAPITAL ASSETS

Snowcat	43,450.30	
Snowcat Roller & Groomer	20,000.00	
Flex Tiler	26,000.00	
Twin Track	0.00	
Twin Track Roller & Groomer	4,000.00	
Bobcat/Stump Grinder	10,027.20	
Grooming Equipment	1,800.00	
Trail Equipment	12,500.00	
Yamaha Side-By-Side	6,955.00	
Ski Equipment	17,271.39	
Ski Equipment Trailer	8,165.61	
Misc. Equipment	4,345.51	
SeaCan	0.00	
Rental Shack	0.00	
Shop	92,382.74	
Caretaker Facility	97,594.61	
Total Capital Assets		344,492.36

Total Other Assets	0.00
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TOTAL ASSET	384,875.80
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LIABILITY

Current Liabilities

Account Payable	16,027.45	
Accounts Payable - Gaming	0.00	
Other Trade Payables	0.00	
Accounts Payable - NDIT Phase ...	0.00	
GST Charged on Sales	844.74	
GST Paid on Purchases	-8,431.95	
Total Payable		-7,587.21
Total Current liabilities		8,440.24

Total Long Term liabilities	0.00
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TOTAL LIABILITY	8,440.24
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EQUITY

OWNERS EQUITY

Retained Earnings - Previous Year	386,998.89	
Current Earnings	-10,563.33	
Total Equity		376,435.56

TOTAL EQUITY	376,435.56
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LIABILITIES AND EQUITY	384,875.80
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Printed On: Nov 13, 2018

Bear Mountain Nordic Ski Association
Income Statement Apr 01, 2018 to Oct 31, 2018

REVENUE

Sales Revenue	
Drop Box	323.00
Donations - In kind	36,513.25
Donations - Adventure Playground	3,000.00
Peace River Regional District Gr...	2,897.20
Gaming	3,300.00
Net Sales	<u>46,033.45</u>
Total Other Revenue	<u>76.00</u>
TOTAL REVENUE	<u>46,109.45</u>

EXPENSE

General & Administrative Expe...	
Society Fees	80.00
DCAA Registration	420.00
Interest & Bank Charges	25.00
Office Supplies	172.98
Miscellaneous	984.22
Bridge repairs	237.15
Repair & Maintenance - equipment	62.76
Snowplowing	250.00
Trail & Culvert - Phase 2	15,230.00
Phase 2 - In-kind donations	36,513.25
Building Repairs & Maintenance	552.59
Shop supplies	118.20
Fuel	146.77
Utilities - Living Quarters	357.67
Utilities - Shop	120.00
Youth Group - Adventure Playgr...	1,402.19
Total General & Admin. Expen...	<u>56,672.78</u>
TOTAL EXPENSE	<u>56,672.78</u>
NET INCOME	<u>-10,563.33</u>

Bryna Casey

From: corrina kennedy <corrinackennedy@gmail.com>
Sent: Tuesday, November 13, 2018 8:23 PM
To: Bryna Casey; prrd dc
Cc: Jan Patterson; Pat; (null)
Subject: Re: PRRD trails grant application - Project descriptions for BMNSA grant application
Attachments: PRRD grant project details_Rev2.docx

Here are the supporting documents to our applications - starting with project description

1) Project description

[Report as Spam](#)
[Report as Phish/Fraud](#)
[Report as Not Spam](#)
[Forget previous vote](#)

1b) Ski playground plans - official report was too large to send, but can be downloaded at



https://www.dropbox.com/sh/gtipn166jtydgnu/AAAt7c_cPvI54UCFYoZYgkIFa?dl=0

1b) culvert drainage project for wolf, lynx and coyote trails



Corrina Kennedy, P.Eng, M.Sc

Process | Facilities | Project Development Engineer

Mobile: (403) 764-2575

Email: corrinackennedy@gmail.com



On Nov 13, 2018, at 8:15 PM, corrina kennedy <corrinackennedy@gmail.com> wrote:

Hi Bryna and Document Control.

Attached is our grant application from Bear Mountain Nordic ski association. The supporting documents will be attached.

1) Signed application and project descriptions

February² 12, 2019

Administrative Use Only:



Recreation Sites
and Trails

Agreement #	7-11-DR-0001
PA(CY)DR# XX	
District	Pacific Fort Nelson
ORCs file#	16-60-00/RI-C-0000
Expiration Date	December 31, 2024

RECREATION SITES AND TRAILS BC PARTNERSHIP AGREEMENT

THIS AGREEMENT, dated for reference this 15th day of March 2014, is

BETWEEN:

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA,
represented by the Minister responsible for the *Forest and Range Practices Act*
at the following address:

9000 17th Street, Dawson Creek BC V1G 4A4
Tim.Bennett@Gov.BC.CA

the "Province"

AND:

Bear Mountain Nordic Ski Association
Box 21033, Dawson Creek, BC V1G 4X8

info@nordicski.ca

Christopher Garwah, Club President

the "Agreement Holder"

both of whom are sometimes referred to as "the Parties" and each of whom is a "Party" to this Agreement.

February 12, 2019

Whereas the Province owns the land subject to this Agreement and wishes to have the land managed and maintained for the purpose of recreational and/or conservation activities;

And Whereas the Province wishes to encourage groups and individuals having an interest in undertaking the management and maintenance required to provide conditions which are conducive to enhancing public recreational and/or conservation activities in the Agreement Area;

And Whereas the Agreement Holder confirms that it has the skills necessary to ensure the requirements of this Agreement can be performed in the Agreement Area in a diligent and timely manner and fully adopts the related recreation and/or conservation objectives set for the Agreement Area by the Province and contained within this Agreement and confirms that those objectives are consistent with those of the Agreement Holder;

Therefore, in consideration of the mutual exchange of benefits resulting from this Agreement, the Province and the Agreement Holder agree as follows:

ARTICLE I - SERVICES AGREEMENT

- 1.01 The Province engages the Agreement Holder to provide management and maintenance services as set out in Schedule B to this Agreement (the "Services") in the Agreement Area. The Agreement Holder will provide all Services without financial remuneration from the Province.
- 1.02 The Agreement Holder will perform the Services to the best of its ability in workman like manner using qualified personnel and will provide all labour and related coordination and supervision and subject to 1.09, all tools, equipment, materials and supplies required to do the work in accordance with the requirements of this Agreement and the operational requirements laid out in the Schedules, as listed in Article 12.01.
- 1.03 The Agreement Area is the land outlined on the map in bold black line and/or described in Schedule A and all structures and other addresses/specified locations listed in Schedule A, except land and structures that are excluded in notations made on the maps and Schedule A.
- 1.04 The Province authorizes the Agreement Holder to enter the Agreement Area for the purposes of this Agreement but nothing in this Agreement grants to the Agreement Holder the exclusive use and occupancy of the Agreement Area. Existing conditions and land uses of Province lands within or in the vicinity of the Agreement Area are subject to change including the status of roads, visual landscape conditions and the location and status of existing and new resource tenures.
- 1.05 Nothing in the Agreement constitutes the Agreement Holder as the agent, joint venturer, or partner of the Province or conveys any authority or power for the Agreement Holder to bind the Province in any way.

- 1.06 Nothing in the Agreement inhibits the Province from conducting its mandate on the Agreement Area, including the right to reserve for its own purpose and to grant dispositions of the land within the Agreement Area, or any part of it. The Agreement Holder may be afforded an opportunity to comment on management issues.
- 1.07 The obligations of the Agreement Holder under this Agreement are subject to other rights of use and occupation granted by the Province, and the Agreement Holder must not interfere with the exercise of those rights by any other person.
- 1.08 The Agreement Holder shall not, assign, transfer or subcontract its obligations under this Agreement without the prior written consent of the Province. This does not limit the Agreement Holder's right to perform services under this Agreement using their employees or registered volunteers.
- 1.09 The Province is under no obligation to provide management assistance, support services, patrols, or conduct inspections during the term of this Agreement. At its sole discretion, the Province may contribute certain raw materials, supplies, access to tools, or reimburse the Agreement Holder for incidental expenses but is under no obligation to do so at any time under this Agreement.
- 1.10 Nothing in this Agreement constitutes a grant of any right to use the Agreement Area for any purpose other than as set out in the Schedules.

ARTICLE II—DURATION AND MODIFICATION

- 2.01 The duration of this Agreement is for a term of **10** years commencing on **March 15st 2014** and ending on February **March 14th, 2023** inclusive.
- 2.02 The Agreement may not be modified except by a subsequent agreement in writing between the Parties.
- 2.03 Nothing in this Agreement will be considered to have been waived by the Province unless such a waiver is in writing.
- 2.04 Either Party may cancel this Agreement by giving 60 days prior written notice to the other Party. Upon receiving cancellation notice, the party receiving the cancellation notice will have the opportunity to be heard by the party serving the cancellation notice and the Parties will use their best efforts to conclude the opportunity to be heard within the 60 day period.
- 2.05 Subject to 2.03, not later than 6 months prior to the expiry date of the Agreement, the Province will make a written offer to the Agreement Holder setting out the conditions upon which the Province may renew this Agreement.
- 2.06 The Agreement Holder shall have a period of 3 months from receipt of the renewal offer to accept in writing, the renewal offer on the terms and conditions contained in such

offer, provided the Agreement Holder is in compliance with the terms and conditions of this agreement at that time.

- 2.07 Notwithstanding anything to the contrary in this Agreement, the Province, in its sole discretion, may elect to not make a renewal offer to the Agreement Holder.

ARTICLE III—REPRESENTATION OF THE AGREEMENT HOLDER

- 3.01 The Agreement Holder warrants and represents to the Province that:

- (a) it has the legal capacity to enter into the Agreement and to carry out its obligations under this Agreement, all of which have been duly and validly authorized by all necessary corporate proceedings, if required;
- (b) to the best of its knowledge, it is not in breach of any statute, regulation or by-law applicable to it or its operations;
- (c) it will not be in breach of any legal restriction by entering into this Agreement and performing the services required under it; and
- (d) to the best of its knowledge, it holds all permits, licences, consents and authorities issued by any federal, provincial, regional or municipal government or an agency of any of them, that are necessary in connection with the Services.

- 3.02 The Agreement Holder acknowledges and agrees that:

- (a) it has inspected the Agreement Area, including Provincial improvements;
- (b) access to the Agreement Area is not guaranteed by the Province; and
- (c) it will comply with all applicable municipal, provincial and federal legislation and regulations. Nothing in this Agreement, and no inspection performed by the Province in relation to this Agreement, constitutes an inspection for the purposes of any such enactment.
- (d) it is solely responsible for any applicable employee labour costs including statutory contributions.
- (e) when the Agreement Holder hires a worker, or contracts with an employer, the Agreement Holder shall observe and enforce all safety measures required by the Workers Compensation Act of British Columbia, attendant regulations, and all applicable statutes.
- (f) in the event that the Province creates a multiple employer workplace as defined in the Workers Compensation Act Section 118 (1) through contracting employers for its purposes in the Agreement Holder's area, the Province shall be Prime Contractor (or designate a Prime Contractor) for that workplace. The Province shall inform the

Agreement Holder in writing of the project scope and duration during which time Province (or designate) shall be Prime Contractor for the workplace.

The Agreement Holder accepts the role of Prime Contractor if it employs workers and/or engages contractors creating a multiple employer workplace under the Workers Compensation Act, and must fulfil the obligations required of a prime contractor under the Worker's Compensation Act, Section 118 and the Occupational Health and Safety Regulation.

The Agreement holder may relinquish its role as Prime Contractor provided that it be done in writing as per the Workers Compensation Act Section 118 (1)(a) and copy is forwarded to the Province.

ARTICLE IV—INDEMNITY AND WAIVER

4.01 The Agreement Holder will indemnify and save harmless the Province, its servants, employees and agents against all losses, claims, damages, actions, costs and expenses that the Province, its servants, employees and agents may sustain, incur, suffer or be put to arising:

- (a) directly from the on-site performance of the Services during the Term of this Agreement by the Agreement Holder, its employees, members, volunteers, and subcontractors,
- (b) from breach of the obligations of this Agreement by the Agreement Holder, or
- (c) the wilful misconduct, gross negligence or the bad faith actions of the Agreement Holder, its employees, members, volunteers and subcontractors,

except to the extent that any such loss or claim is caused or contributed to by the negligence of the Province.

4.02 The Province hereby releases and waives its rights of recourse against the Agreement Holder for all losses, claims, damages, actions, costs and expenses that the Province may sustain, incur, suffer or be put to at any time, either during or following this Agreement :

- (a) for amounts exceeding the amount of collectable insurance available to the Agreement Holder with respect to indemnified matters covered by 4.01(a) above; or
- (b) respecting damage to the property in the Agreement Area owned by the Province directly caused by the Agreement Holder, its employees, members, volunteers and subcontractors in the performance of the Services

unless any such loss, claim, damage, action, costs or expenses are caused or contributed to by the gross negligence, bad faith actions or wilful misconduct of the Agreement Holder, its employees, members, volunteers and subcontractors, or if the Agreement Holder was in breach of its obligations under this Agreement, including breach of section 4.03, or was caused by any activity by the Agreement Holder outside the scope of this Agreement.

- 4.03 The Agreement Holder will exercise due diligence and all reasonable care to prevent damage to, or loss of any property in the Agreement Area. On the occurrence of damage or loss to property, the Agreement Holder will immediately take appropriate action to mitigate or prevent further damage or loss and immediately notify the Province so the Province can provide direction as to remedial measures to be undertaken. The Agreement Holder will comply with any directions given by the Province under this paragraph 4.03 in a timely manner.

ARTICLE V—INSURANCE

- 5.01 The Agreement Holder and the Province will comply with the insurance requirements set out in Schedule C.

ARTICLE VI—RECORDS MANAGEMENT & INSPECTION

- 6.01 The Agreement Holder is responsible for the safety of its registered volunteers at all times. The Agreement Holder must keep records of its registered volunteers and volunteer activities as set out in Schedule B, including proof of certification and training required to perform activities where applicable. Records must be kept for 7 years following the termination of this Agreement.
- 6.02 The Province may conduct inspections or audits during the term of this Agreement pertaining to the Agreement Holder's performance or obligations under this Agreement. The Province will advise the Agreement Holder in writing or verbally followed up in writing of any conditions requiring correction to meet the terms and conditions of this Agreement, and include a reasonable time period to comply.
- 6.03 The Agreement Holder will comply with requirements of the Province under this section in a timely manner.

ARTICLE VII—DISPOSITION OF IMPROVEMENTS

- 7.01 All structures other than the Agreement Holder's structures listed in Schedule E, subject to paragraph 7.03, be and remain vested in the Province absolutely.
- 7.02 On the termination of this Agreement, the Agreement Holder may within one year of the date of such termination, remove any or all of the Agreement Holder's structures and must do so if required in writing by the Province, and leave the Agreement Area in a safe and clean condition to the satisfaction of the Province, and the Agreement Holder

is authorized to enter and cross Crown land in order to have reasonable access to the Agreement Area for the sole purpose of such removal.

- 7.03 All structures not removed by the Agreement Holder pursuant to paragraph 7.02 within one year of termination of the Agreement, become the property of the Province and the Agreement Holder releases the Province from any claims of ownership with respect to the property.
- 7.04 Subject to the operational requirements set out in the Schedules, the Agreement Holder acknowledges that all improvements on Provincial land are for general public usage and not for the exclusive use of the Agreement Holder.

ARTICLE VIII—MISCELLANEOUS TERMS AND CONDITIONS

- 8.01 Any notice or document required to be given under this Agreement shall be conclusively deemed to be validly given or delivered to and received by the Parties:
 - (a) if hand delivered, including by bonded courier, to a Party at the address specified in this Agreement, as amended from time to time, on the date of that personal delivery; or
 - (b) if mailed, on the third business day after the mailing of the same by prepaid post to the addresses specified in this Agreement, as amended from time to time; or
 - (c) if sent by facsimile transmission, when transmitted, only if transmitted to the facsimile machine numbers specified in this Agreement, as amended from time to time. The onus of proving transmission and valid delivery lies with the transmitting Party, by copy of a facsimile transmission confirmation to the appropriate fax number.
 - (d) if sent by email as of the time of verified reception to an email address specified in this Agreement, as amended from time to time. The onus of proving reception lies with the mailing Party, by copy of an email confirmation to the appropriate email address.
- 8.02 The documents to be submitted by the Agreement Holder to the Province are set out in *Schedule E, Annual Reporting* attached to this Agreement, become the property of the Province, and as such, may be subject to the disclosure provisions of the *Freedom of Information and Protection of Privacy Act*.
- 8.03 If this Agreement is with a Band (or First Nation), the Agreement Holder is advised that nothing in this Agreement addresses aboriginal rights or aboriginal title, limits the positions that the parties may take in treaty negotiations or litigation pertaining to aboriginal rights or title, nor affects the legal relationship between the Government of British Columbia and the Agreement Holder other than with respect to the matters that are the subject of this Agreement.

ARTICLE IX—FEES

- 9.01 If the Agreement Holder is entitled to collect User Fees on its own behalf under this Agreement, the Agreement Holder will comply with the User Fee Schedule attached as Schedule D to this Agreement.
- 9.02 Upon reasonable notice and at reasonable times, the Province may inspect and take copies of and cause an audit to be undertaken of the books and records of the Agreement Holder as they pertain to total fee revenue collected under this Agreement.
- 9.03 All books and records referred to in 9.02 are to be retained by the Agreement Holder for a period of 7 years from the end of the calendar year to which they pertain.

ARTICLE X—INTERPRETATION

- 10.01 In this Agreement, unless the Agreement otherwise requires, the singular includes the plural and the masculine includes the feminine, corporation and body politic.
- 10.02 The captions and headings contained in the Agreement are for convenience only and are not to be construed as defining or in any way limiting the scope or intent of the provisions of the Agreement.
- 10.03 In this Agreement, a reference to an enactment of the Province of British Columbia or of Canada includes a reference to any subsequent enactment of like effect, and unless the Agreement otherwise requires, all statutes referred to in this Agreement are enactments of the Province of British Columbia.
- 10.04 If any part of this Agreement is found to be illegal or unenforceable, that part will be considered separate and the remaining parts will be enforceable to the fullest extent permitted by law.
- 10.05 Those parts which survive the termination or expiration of this Agreement are Articles I (1.05 only), IV, VII and IX (9.02 and 9.03 only).

ARTICLE XI—DESIGNATED CONTACT

- 11.01 Each Party will nominate a primary contact as set out in the Schedules for communicating all matters dealing with this Agreement.

ARTICLE XII—SCHEDULES

- 12.01 The Schedules to this Agreement form part of this Agreement. In the event of a conflict between the main body of this Agreement and a Schedule, the main body of this Agreement shall prevail. This Agreement includes the following Schedules

:

Schedule	Title
A	Agreement Area
B	Services & Special Provisions
C	Insurance
D	User Fees
E	Annual Reporting
F	Operational Standards (Recreation Trail)
F	Operational Standards (Cross Country Ski Trail)
G	Province and Agreement Holder Structures
Appendices	Stewardship Partners Insurance Program
	Individual Volunteer Services Agreement - Group Sign-Up

This Agreement may be executed by the Parties on separate copies of the Agreement which becomes complete and binding upon the latter of the two executions.

IN WITNESS WHEREOF the Parties have duly executed this Agreement as of the day and year last written below.

Signed and Delivered on behalf of the Province by a duly authorized representative of the Province.

Tim Bennett

Recreation Officer

Duly authorized representative name

Title

Signature

Date

Signed and Delivered on behalf of the Agreement Holder by a duly authorized representative of the Agreement Holder.

Christopher Gossard

President

Duly authorized representative name

Title

Signature

Date



Recreation Sites and Trails

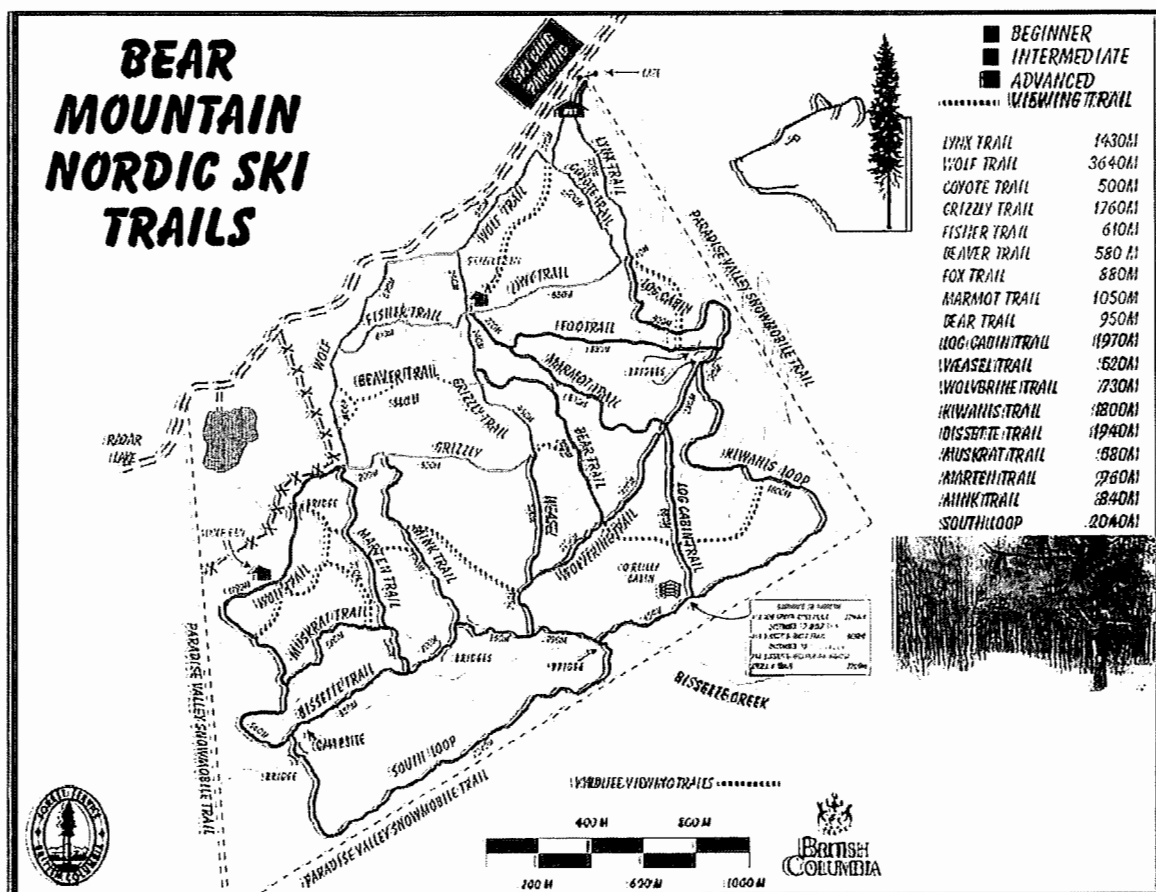
Schedule A Agreement Area

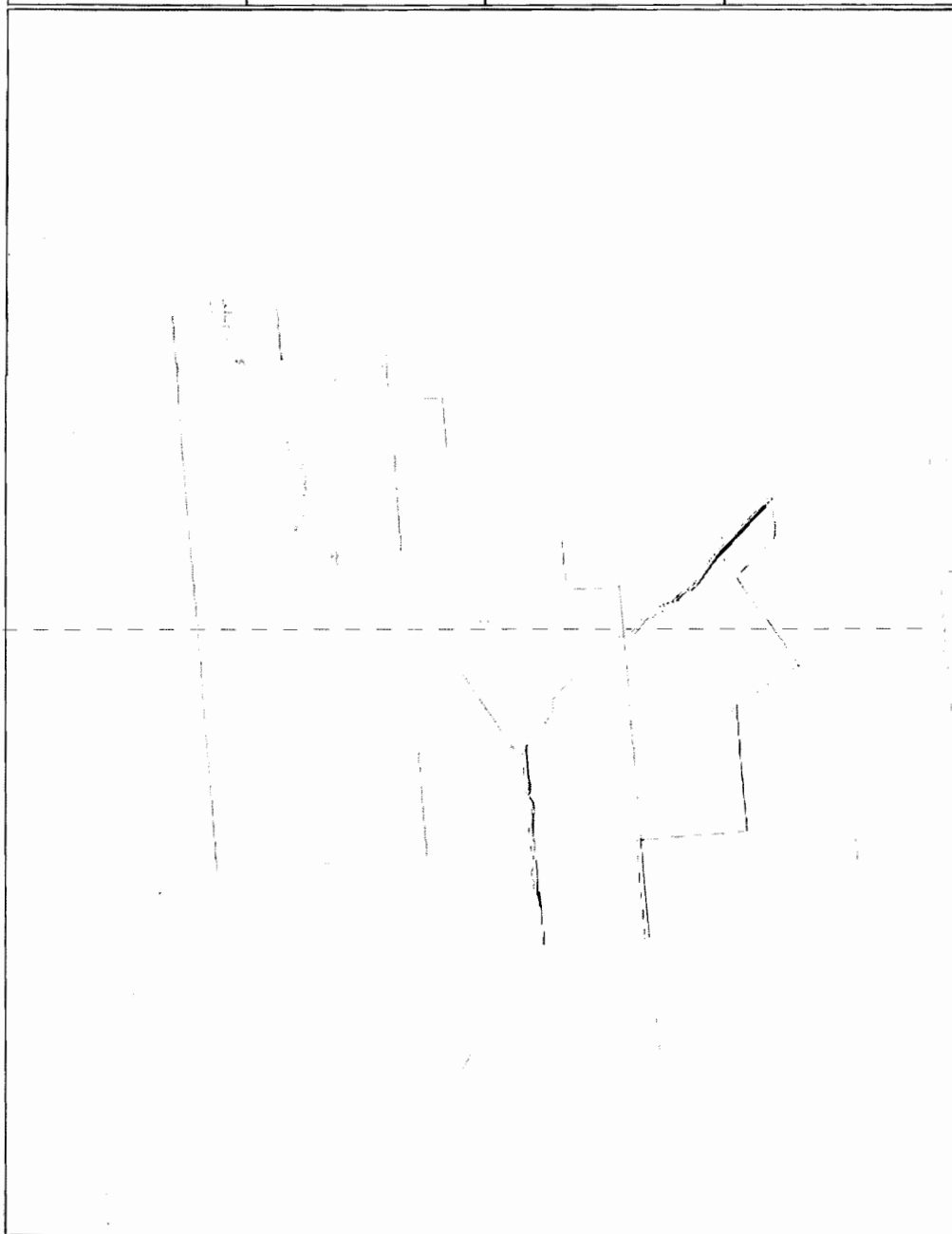
Recreation Project No.(s) included in this Agreement:

1. REC 5989 – Bear Mountain Forest Recreation Site

Agreement Area Description:

The Agreement Area is described below and outlined on maps included in the Schedule.







We are a dynamic group making a meaningful impact on individuals and their communities.

November 16, 2018

To whom it may concern

Re: Bear Mountain Nordic Ski Association
Application for funding



The Bear Mountain Nordic Ski Association has made us aware that they are seeking funding to continue maintaining and developing the ski trails system here in our community. The ski trails system continues to be a tremendous asset to the community, offering healthy lifestyle opportunities for many residents in our area, young and old alike. Activities carried out through the Association are known to offer both cardiovascular and aerobic workout opportunities while people enjoy the beauty of the community.

We understand that many volunteers work on improving the trails in order that residents of Dawson Creek and surrounding areas can access them during the various seasons. Their work includes the installation of culverts, ditching, building grade and contouring in wet areas of the trails system.

Our Club supports their significant efforts to develop the Nordic ski trails system and asks that you will look favourably on the Association's application for funding for this project.

Sincerely,

A handwritten signature in black ink, appearing to be "M. Rolls".

Michelle Rolls,
President, Rotary Club of Dawson Creek Sunrise



PEACE RIVER REGIONAL DISTRICT

October 4, 2018

Bear Mountain Nordic Ski Association
Box 21033
Dawson Creek, BC
V1G 4X8

Sent Via Email: info@nordicski.ca

Dear Cathy Clement:

RE: Resolution of Support – NDIT a Community Halls and Recreation Grant Application

At its meeting on September 27, 2018, the Peace River Regional District Board passed the following resolution in support of your grant application to the Northern Development Initiative Trust for the Bear Mountain Nordic Ski Association for up to \$50,000.00 to develop a Bear Mountain Nordic Ski Playground facility in the area of the trailhead from the Northeast Development Account.:

RD/18/09/15 (27)

That the Regional Board supports the application to Northern Development Initiative Trust from the Bear Mountain Nordic Ski Association for a grant of up to \$50,000 for the Bear Mountain Nordic Ski Park from the Northeast Regional Development Account.

The Peace River Regional District wishes you success with this endeavour.

Yours truly,

Tyra Henderson,
Corporate Officer

diverse. vast. abundant.

PLEASE REPLY TO:

☒ Box 810, 1981 Alaska Ave, Dawson Creek, BC V1G 4H8 Tel: (250) 784-3200 or (800) 670-7773 Fax: (250) 784-3201 Email: prrd.dc@prrd.bc.ca
☐ 9505 100 St, Fort St. John, BC V1J 4N4 Tel: (250) 785-8084 Fax: (250) 785-1125 Email: prrd.fsj@prrd.bc.ca

February 12, 2019

Rotary



Club of
Dawson Creek
Sunrise

We are a dynamic group making a meaningful impact on individuals and their communities.

July 20, 2018

To whom it may concern

Re: Bear Mountain Nordic Ski Association
Project: Development of a Nordic Ski Park

On June 8, 2018 Cathy Clement, a member of the Board of the Bear Mountain Nordic Ski Association, carried out a presentation at our Rotary Club meeting. At the time she shared with us information regarding their exciting new project – the development of a Nordic Ski Park.

Although our Club is not in a position to offer financial support towards this project at this time we whole-heartedly support the Association in pursuing other funding opportunities to bring their vision to reality. We place a great deal of value in supporting the youth of our community and see this park as being an excellent resource for purposeful, productive activity and fitness while also developing social competencies and self-esteem.

This park will be a tremendous asset to the community and will offer healthy lifestyle opportunities for many residents in our area, young and old alike. Cross-country skiing is known to be an excellent activity that offers both cardiovascular and aerobic workout opportunities while enjoying the beauty of the community during the winter months.

It is our hope that we will be able to collaborate with the Association on projects within the development of this park in the future.

We ask that you will look favourably on the Association's application for funding for this project.

Sincerely,

A handwritten signature in cursive script that reads "Michelle Rolls".

(on behalf of)
Michelle Rolls,
President, Rotary Club of Dawson Creek Sunrise

South Peace Chiropractic

Dr. Travis Pillipow

Dr. Sarah Tremblay

Dr. Gary Squires

Dr. Jillian Squires

1212-103Rd Ave, Dawson Creek, BC, V1G 2G9

250-782-7742 (t) 250-782-7702 (f)

dawsoncreek@southpeacechiropractic.com (e)

www.southpeacechiropractic.com

To Whom It May Concern:

July 20th, 2018

South Peace Chiropractic strongly lends its support to the Bear Mountain Nordic Ski Association (BMNSA) towards the development of the Nordic Ski Park. As health care practitioners who firmly believe in the importance of physical activity in leading a healthy lifestyle, we know a venture such as this will encourage the youth of Dawson Creek, as well as their families, to engage in cross country skiing. The Nordic Ski Park will help to strengthen the youth ski program already in place through the BMNSA.

The winter months are long here in the Peace Region and in our opinion; the more recreational opportunities families in our community have access to, the better.

Sincerely,

South Peace Chiropractic



School District No.59 (Peace River South)

July 23, 2018

Bear Mountain Nordic Ski Association
Box 21033
Dawson Creek, BC
V1G 4X8

Re: Support for The Bear Mountain Nordic Ski Association's application for a NDIT Grant

School District 59 has had a long and positive relationship with the Bear Mountain Nordic Ski Association and fully supports their grant application. The District recognizes the volunteer hours and commitment of the club to maintain and continue to provide an amazing recreational facility for the public.

Specifically, we are interested in continuing our relationship with The Bear Mountain Nordic Ski Association in promoting cross country skiing as recreation and sport. Any improvements made to the youth programs would benefit both our students and the community. Many of our schools have cross country ski equipment and provide this activity as part of their regular winter physical education programming and a trip to the cross-country ski facility is always a highlight for the students. Having programs that provide explicit instruction in cross country skiing would enhance the programming in the district.

It is without hesitation that we support this project and hope that you will consider this proposal.

Sincerely,

Tamara Ziemer
Board Chair

South Peace Chiropractic

Dr. Travis Phillipow

Dr. Sarah Tremblay

Dr. Gary Squires

Dr. Jillian Squires

1212-103Rd Ave, Dawson Creek, BC, V1G 2G9 250-782-7742 (t) 250-782-7702 (f)

dawsoncreek@southpeacechiropractic.com (e)

www.southpeacechiropractic.com

To Whom It May Concern:

July 20th, 2018

South Peace Chiropractic strongly lends its support to the Bear Mountain Nordic Ski Association (BMNSA) towards the development of the Nordic Ski Park. As health care practitioners who firmly believe in the importance of physical activity in leading a healthy lifestyle, we know a venture such as this will encourage the youth of Dawson Creek, as well as their families, to engage in cross country skiing. The Nordic Ski Park will help to strengthen the youth ski program already in place through the BMNSA.

The winter months are long here in the Peace Region and in our opinion; the more recreational opportunities families in our community have access to, the better.

Sincerely,

South Peace Chiropractic

2019 Recreational Trails Grants-in-Aid

R-2

Organization Name	Proposed Project	Total Project Costs	Applicant Contribution	Maximum 75% of Total Project Cost	\$ Request	65% of request	Notes
Whiskey Jack Nordic Ski Club	Construction of a day lodge and accessible pit toilet for Beatton Provincial Park trails.	\$ 574,342.16	\$ 26,767.78	\$ 430,756.62	\$ 20,000.00	\$ 13,000.00	Meets eligibility criteria with the exception of lacking 3 quotes for all items over \$3,000. Provided a rationale of why this was not possible.
Prespatou Planning Committee Society	To construct a 1.5km trail that is 2m wide that would connect community facilities and improve safety.	\$ 79,101.00	\$ 11,057.00	\$ 59,325.75	\$ 59,325.00	\$ 38,561.25	Does not have authorization to proceed in MoTI right of way, has not provided 3 quotes for all items over \$3,000, has not provided year end budget statements.
Bear Mountain Nordic Ski Association	To complete a geotechnical study for the ski playground area and improve drainage for the Wolf and Lynx trails.	\$ 83,395.00	\$ 14,350.00	\$ 62,546.25	\$ 36,023.00	\$ 23,414.95	Meets eligibility criteria.
		\$736,838.16	\$ 52,174.78	\$552,628.62	\$ 115,348.00	\$ 74,976.20	



REPORT

To: Regional Parks Committee

Date: January 25, 2019

From: Trish Morgan, General Manager of Community Services

Subject: 2019 Draft Regional Parks Budget

RECOMMENDATION:

That the Regional Parks Committee recommend to the Regional Board that the 2019 Regional Parks budget (Option A) be included in the 2019 Annual Financial Plan as presented.

BACKGROUND/RATIONALE:

Attached is the proposed 2019 budget (Option A) for the Regional Parks function. This budget includes costs for hiring two seasonal parks maintenance staff for up to 7 months and the initial purchase of items and equipment required for to do the work. As an alternative, a second budget (Option B) has been prepared that includes park maintenance being provided under Contracts for Maintenance and Field Services Staff.

The following is a brief explanation of the projects proposed for 2019.

Carry forward projects from 2018:

Connecting Communities Trails Project:

The Connecting Communities Trails Project will see development options completed for two trails – one to connect between Charlie Lake and Fort St. John and one to go between Dawson Creek and Pouce Coupe. In 2018, initial public and elected officials engagement was completed, site options were evaluated, preliminary budget completed, and a comparator study done. Once direction is provided by the elected officials, further public engagement is planned, and adjacent landowners may be contacted to garner their feedback. A final presentation will be given to the Board of the Regional District in March 2019. The \$27,500 in unspent funds are proposed to be carried forward to 2019 to complete the project.

Peace Valley Lookout Project:

In 2018, \$15,000 was budgeted to complete a Storm Water and Drainage Study for the Peace Lookout location. A contract was issued in summer to 2018 for a qualified firm to assess the impact of weather events and run-off in on the Peace Valley Lookout and report on the costs and work required to effectively manage the water in order to ensure the potential park is safe for public use. In the fall of 2018, the following work was completed;

- Site visit;
- Purchase of LiDar imagery;
- Creation of base drawings; and
- Review constructability challenges with contractor on site.

Staff Initials:

Dept. Head:

CAO:

Page 1 of 4

February 12, 2019

In 2019, the Firm will prepare and provide site plan drawings, a storm water management plan (including mapping, calculations, and overall strategy), maintenance and monitoring schedule, annual work plan and a final report. The remainder of the work will cost \$6,500 and has been carried forward for the project in 2019. Staff note that the Old Fort Landslide may impact future planning and development of the proposed park site and no further work on the site is being proposed at this time.

Advertising (Marketing & Promotion) - \$18,000

The Regional Parks and Trails Master Plan (2014) recommends annually promoting the regional park system to the public, as it was determined that many residents were unaware of the regional parks. In 2019, staff will encourage the exploration of regional parks by using the theme “get outside!” Staff will develop promotional materials to be displayed around the region to promote the parks. The regional parks will be marketed over a variety of mediums – from radio to web banners to regional Visitor’s Guides. A “Welcome to Your Regional Park” brochure and sign will be developed for public use and distribution, outlining the do’s and do not’s of visiting one of the parks and promoting of the other parks in the region. Staff will also coordinate the development of a google map “street view” on the PRRD “Parks” webpage, providing visitors and residents with easy directions to one of the regional parks.

Blackfoot Park Caretaker Site and Park Development:

In September 2018, and utilizing the information researched by staff to that point, Urban Systems was contracted to assist with the development of the request for proposals (RFP) package for the caretaker’s site. The caretaker site would be located near to the north entrance of the park and would include a location for a caretaker camping unit, water and sewer infrastructure and hook ups, a caretaker shack, and a fenced compound. \$100,000 was budgeted in 2018 for the project, of which approximately \$2600 was used to develop the RFP. The remaining \$97,400 is proposed to be carried forward to complete the project in 2019. In spring of 2019, staff propose to issue the RFP for the project, with construction to begin in September 2019. See report “Blackfoot Park Development Update” report attached to this agenda for more information.

During the summer of 2019, it is proposed that Field Services staff will develop 13 sites in the park in Camping Area ‘B’ (as proposed in the 2017 Blackfoot Park Design Study), for approximately \$100,000. The construction will mean that approximately 4 existing sites will be out of commission during construction.

Bylaw and Policy development: Staff Time

In 2019, Community Services will work on updating existing bylaws and developing policies and guidelines. Some the items that the Master Plan recommends developing or updating include:

- Parks Regulatory Bylaw (will be required in order to move forward with fee for service at Blackfoot Park)
- Parkland acquisition and disposition guidelines/policy
- Park classification policy
- Commemorative gifting policy and program

New Budget items for consideration (included in Option A budget):

Seasonal Parks Maintenance Pilot Project:

At the September 27, 2018 meeting of the Regional Board, it was resolved that an investigation of seasonal staffing cost/benefit model was to be completed for regional park maintenance. More detail has been provided for Director's consideration in the "Seasonal Park Maintenance Model" report attached to this agenda.

Minaker River Regional Park:

In 2019, the following works are proposed for Minaker River Regional Park to ensure that safety standards are maintained and so that the park is accessible to users;

- Removal of announcers booth (with authorization of the Province already provided);
- Removal of existing deteriorated corral and replacement with a smaller corral approximately 60x30 feet (with authorization of the Province already provided);
- Road work and grading – the current park access road requires maintenance including bringing in base materials and grading. Staff propose that the access road is also diverted away from the Minaker River where it runs adjacent, as bank erosion has made the current path unsafe.

Montney Centennial Park:

Signage at Montney Centennial Park has been identified as needing replacement. A new park regulation and park entrance sign will be created and installed in 2019. It is also proposed that the pit toilets be re-sided and updated to conform to Regional Park 'log house' style and that the path to the outhouses be re-worked improve accessibility.

Spencer Tuck Regional Park:

The boat launch at Spencer Tuck is very well used but could be improved by re-working the approach and through the creation of a turnaround area. New park regulation signage and a kiosk will be installed. The tank and locations of the toilets are appropriate, but in 2019, money is budgeted to replace the 'building' which will be built to conform with other Regional Parks toilets (log house style).

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee recommend to the Regional Board that the 2019 Regional Parks budget be included in the 2019 Annual Financial Plan as amended.
2. That the Regional Parks Committee provide direction.

STRATEGIC PLAN RELEVANCE:

- ☐ Ensure that the Solid Waste Management Plan is operating on a fiscally defensible basis.
- ☐ Ensure effective execution of Public Safety and Emergency Services initiatives.
- ☐ Foster Collaboration on services with municipalities and electoral areas.
- ☐ Establish a strategy for coordinated advocacy on identified issues.
- ☒ Manage parks and trails in the region.
- ☐ Support the agricultural industry within the regional district.
- ☐ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

In 2018 the total budget for Regional Parks was \$736,375 with the total requisition being \$461,642. The tax rate in 2018 was \$0.020 per \$1,000 on improvements only.

The proposed budget (Option A) for 2019 is \$793,117 with a total requisition of \$396,458 due to a \$336,159 surplus. The estimated tax rate for 2019 is also \$0.016 per \$1,000 on improvements only.

Value of Improvements	Estimated Cost
\$ 150,000.00	\$ 2.40
\$ 300,000.00	\$ 4.80
\$ 450,000.00	\$ 7.20
\$ 600,000.00	\$ 9.60

Should the Regional Parks Committee wish to continue to maintain regional parks by utilizing maintenance contractors and postpone construction of the additional 13 campsites until 2020 and other minor capital projects (Option B), the total budget for 2019 is \$632,787. The tax requisition would be \$236,128 with the estimated tax rate being \$0.010 per \$1,000 on improvements only.

Value of Improvements	Estimated Cost
\$ 150,000.00	\$ 1.50
\$ 300,000.00	\$ 3.00
\$ 450,000.00	\$ 4.50
\$ 600,000.00	\$ 6.00

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

None at this time.

Attachments:

1. Draft 2019 Regional Parks Budget with Seasonal Labourer Positions (Option A)
2. Draft 2019 Regional Parks Budget with Contracts for Maintenance (Option B)

Budget Option A		2019	2020	2021	2022	2023
REVENUE		Budget	Budget	Budget	Budget	Budget
Account Name						
Requisition total		396,458	437,605	440,749	422,822	421,827
01-1-0070-0071	Interest on Reserves					
???	Grants-in-lieu	25,500	26,010	26,530	27,061	27,602
01-1-0030-0033	NH Health Living Grant (Trails)	30,000				
01-1-0040-0000	Recovered costs	5,000	9,000	10,000	11,000	12,000
01-1-0020-0020	Appr. Surplus - Regional Parks	336,159		-	-	
TOTAL		793,117	472,615	477,279	460,883	461,429
EXPENSES		2019	2020	2021	2022	2023
		Budget	Budget	Budget	Budget	Budget
1000	General Expenditures	241,839	224,766	228,169	230,631	234,402
01-2-1000-1010	Wages	116,882	119,220	121,604	124,036	126,517
01-2-1000-1030	Benefits	20,498	20,908	21,327	21,753	22,188
01-2-1000-2030	Phone/internet	1,500	1,530	1,561	1,592	1,624
01-2-1000-2050	Miscellaneous	4,000	4,080	4,080	4,080	4,080
01-2-1000-3010	Travel	3,000	3,000	3,000	3,000	3,000
01-2-1000-3030	Training & Development	5,000	5,000	5,000	5,000	5,000
01-2-1000-3040	Conferences & Seminars	1,500	1,500	1,500	1,500	1,500
01-2-1000-3025	Meals in region	500	510	520	531	541
01-2-1000-5010	Advertising Services	10,000	10,000	10,000	10,000	10,000
01-2-1000-5030	Legal Services	5,000	1,000	1,000	1,000	1,000
01-2-1000-5110	Supplies - warehouse	5,000	5,000	5,000	5,000	5,000
01-2-1000-6400	Safety / Danger Tree Removal	50,000	50,000	50,000	50,000	50,000
01-2-1000-2070	Insurance - Liability	2,958	3,017	3,078	3,139	3,202
01-2-1000-2130	Repairs & maintenance - machinery			500		750
01-2-1000-5140	Minor Capital					
01-2-1000-5140	lawn mower	3,500				
01-2-1000-5140	trailer	2,500				
01-2-1000-5140	tools & equipment	10,000				
1150	Allocations	10,913	11,131	11,353	11,581	11,812
01-2-1150-1160	Administration	8,913	9,091	9,273	9,458	9,647
01-2-1150-1190	Travel in Region - Use of RD Vehicle (PRRD Vehicles)	2,000	2,040	2,081	2,122	2,165
1950	Feasibility Studies	27,516	-	-	-	-
01-2-1950-4507	Trails Project	27,516				
3350	General Grants-in-Aid	75,000	75,000	75,000	75,000	75,000
01-2-3350-5800	General Grants	75,000	75,000	75,000	75,000	75,000
Unit #? - Truck		14,100	14,158	14,441	16,230	18,625
01-2-????-6210	Fuel & Lubricants	8,400	8,568	8,739	8,914	9,092
01-2-????-6220	Tires	1,200			1,500	
01-2-????-6230	Insurance - Vehicles & Equipment	1,500	1,530	1,561	1,592	1,624
01-2-????-6240	Repairs	1,500	1,530	1,561	1,592	1,624
01-2-????-6250	Maintenance	500	510	520	531	541
Unit # - Trailer		500	1,010	1,030	1,051	2,872
01-2-????-6220	Tires					1,800
01-2-????-6230	Insurance - Vehicles & Equipment	500	510	520	531	541
01-2-????-6240	Repairs		250	255	260	265
01-2-????-6250	Maintenance		250	255	260	265
Pink Mountain Biodiversity Initiative						
4100	Park - Blackfoot	51,900	63,604	32,231	35,016	21,208
01-2-4100-2065	Insurance - property	1,500	1,530	1,561	1,592	1,624
01-2-4100-3025	Meals in region	700	714	728	743	758
01-2-4100-2150	Utilities - electricity	1,000	5,000	5,100	5,202	5,306
01-2-4100-2120	Repairs & maintenance - equipment	1,000	1,020	1,040	1,061	1,082
01-2-4100-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
	Repairs & maintenance - property					
01-2-4100-2115	road & campsite maintenance	4,000	6,000	6,120	6,242	6,367
01-2-4100-2050	Miscellaneous	2,000	2,040	2,081	2,122	2,165
01-2-4100-3100	Contract for Services					
01-2-4100-3100	Toilet Pumping	1,500	1,530	1,561	1,592	1,624
01-2-4100-3100	Maintenance Contractor		12,000	12,000		
01-2-4100-3100	Park Design	0				
01-2-4100-3100	RFP for Caretaker	5,000				
01-2-4100-5140	Minor Capital					
01-2-4100-5140	Signs	12,000			6,000	
01-2-4100-5140	Fire Rings	1,000	3,250	1,000	1,200	1200
01-2-4100-5140	Picnic Tables	5,200	19,500		5,200	
01-2-4100-5140	Garbage receptacles		10,000		3,000	
01-2-4100-5140	outhouses	6,000				
01-2-4100-5140	Caretaker shack	10,000				
4105	Park - Minaker	28,000	3,010	10,020	10,031	8,041
01-2-4105-2065	Insurance - property	500	510	520	531	541

01-2-4105-3025	Meals in region	500	500	500	500	500
01-2-4105-2150	Utilities - electricity					
01-2-4105-2120	Repairs & maintenance - equipment	5,000		5,000		5,000
01-2-4105-2110	Repairs & maintenance - buildings					
	Repairs & maintenance - property					
01-2-4105-2115	road & campsite maintenance	15,000			5,000	
01-2-4105-2050	Miscellaneous	1,000				
01-2-4105-3100	Contract for Services					
01-2-4105-3100	Toilet Pumping			2,000		
01-2-4105-3100	Maintenance Contractor					
01-2-4105-5140	Minor Capital					
01-2-4105-5140	Signs	2,000			2,000	
01-2-4105-5140	Fire Rings	500	500	500	500	500
01-2-4105-5140	Picnic Tables	1,500	1,500	1,500	1,500	1,500
01-2-4105-5140	kiosk	2,000				
4110	Park - Montney	31,100	21,572	24,351	22,338	20,133
01-2-4110-2065	Insurance - property	100	102	104	106	108
01-2-4110-3025	Meals in region	500	510	520	531	541
01-2-4110-2150	Utilities - electricity	2,000	2,040	2,081	2,122	2,165
01-2-4110-2120	Repairs & maintenance - equipment		-	-	-	-
01-2-4110-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
	Repairs & maintenance - property		-	-	-	-
01-2-4110-2115	road & campsite maintenance	12,500		5,000		
01-2-4110-2050	Miscellaneous	1,000	1,020	1,040	1,061	1,082
01-2-4110-3100	Contract for Services		-	-	-	-
01-2-4110-3100	Toilet Pumping	1,500	1,530	1,561	1,592	1,624
01-2-4110-3100	Maintenance Contractor					
01-2-4110-5140	Minor Capital					
01-2-4110-5140	Signs	7,000	7,140	7,283	7,428	7,577
01-2-4110-5140	Fire Rings	500	510	520	531	541
01-2-4110-5140	Picnic Tables	3,000	3,060	3,121	3,184	3,247
01-2-4110-5140	Garbage receptacles	0	2,600		2,600	
01-2-4110-5140	outhouses	2,000	2,040	2,081	2,122	2,165
4115	Park - Spencer Tuck	23,900	4,998	27,098	5,200	15,304
01-2-4115-2065	Insurance - property	400	408	416	424	433
01-2-4115-3025	Meals in region	500	510	520	531	541
01-2-4115-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
01-2-4115-2115	Repairs & maintenance - property					
01-2-4115-2115	road & campsite maintenance	10,000		10,000		10,000
01-2-4115-2050	Miscellaneous	1,000	1,020	1,040	1,061	1,082
	Permits		-	-	-	-
01-2-4115-3100	Contract for Services		-	-	-	-
01-2-4115-3100	Toilet Pumping	1,500	1,530	1,561	1,592	1,624
01-2-4115-3100	Maintenance Contractor					
01-2-4115-5140	Minor Capital		-	-	-	-
01-2-4115-5140	Signs	3,000				
01-2-4115-5140	Fire Rings	500	510	520	531	541
01-2-4115-5140	Picnic Tables	0	-	-	-	-
01-2-4115-5140	Garbage receptacles	0	-	-	-	-
	Picnic shelter			12,000		
01-2-4115-5140	outhouses	6,000				
4120	Park - Swan Lake (Weir)	13,500	13,524	13,548	13,573	13,599
01-2-4120-2065	Insurance - property	1,000	1,020	1,040	1,061	1,082
01-2-4120-3025	Meals in region	200	204	208	212	216
01-2-4120-2050	Miscellaneous	3,000	3,000	3,000	3,000	3,000
	Permits	1,800	1,800	1,800	1,800	1,800
01-2-4120-3100	Contract for Services					
01-2-4120-3100	Maintenance Contractor	7,500	7,500	7,500	7,500	7,500
4125	Park - Sundance Lake	9,000	9,180	9,364	9,551	9,742
01-2-4125-2065	Insurance - property	150	153	156	159	162
01-2-4125-3025	Meals in region	500	510	520	531	541
01-2-4125-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
01-2-4125-4115	Repairs & maintenance - property					
01-2-4125-4115	road & campsite maintenance	3,100	3,162	3,225	3,290	3,356
01-2-4125-2050	Miscellaneous	0	-	-	-	-
01-2-4125-3100	Contract for Services		-	-	-	-
01-2-4125-3100	Toilet Pumping	750	765	780	796	812
01-2-4125-3100	Maintenance Contractor					
01-2-4125-3100	Park Design	0	-	-	-	-
01-2-4125-5140	Minor Capital					
01-2-4125-5140	Signs	1,000	1,020	1,040	1,061	1,082
01-2-4125-5140	Fire Rings	500	510	520	531	541
	kiosk	2,000	2,040	2,081	2,122	2,165
4130	Peace Lookout Project	6800	0	0	0	0
	Permits	300				
01-2-4130-3100	Contract for Services					

01-2-4130-3100	Drainage Study	6,500				
4135	Park - Various RD Park Properties	5,200	5,204	5,204	5,204	5,204
01-2-4135-3025	Meals in region	200	204	208	212	216
01-2-4135-2050	Miscellaneous	5,000	5,000	5,000	5,000	5,000
8100	Transfers to Reserves	25,450	25,459	25,468	25,478	25,487
01-2-8100-8110	Transfer to Capital Reserve	25,000	25,000	25,000	25,000	25000
01-2-8100-8150	Transfer Interest on Reserves	450	459	468	478	487
8500	Capital	228,400	-	-	-	-
01-8-8500-8501	Capital - Machinery & Equipment	35,000				
01-8-8500-8502	Capital - Vehicles					
01-8-8500-8502	Truck					
01-8-8500-8503	Capital - Foundational Building					
01-8-8500-8504	Capital - Portable Building					
01-8-8500-8503	Capital - Infrastructure	87,400				
01-8-8500-8503	caretaker site					
01-8-8500-8503	camp sites with electricity					
01-8-8500-8506	Capital - Land					
Total Category Expenditures		793,117	472,615	477,279	460,883	461,429

Regional Parks Capital Reserve - Dec 31, 2018

Regional Parks Operating Reserve - Dec 31, 2018

\$61,652.03

\$46,500.04

2019 Tax Rate (based on current year assessments)>>	\$	0.016
2018 Tax Rate	\$	0.020
2019 Total Amount to Requisition:	\$	396,458.32
Prior Year Requisition:	\$	461,642.00
Change from Prior Year	\$	(65,183.68)
2018 Surplus	\$	336,159.00

Value of Improvements	Cost Residential
\$150,000.00	\$2.40
\$300,000.00	\$4.80
\$450,000.00	\$7.20
\$600,000.00	\$9.60

Budget Option B

REVENUE		2019	2020	2021	2022	2023
Account Name		Budget	Budget	Budget	Budget	Budget
	Requisition Total	236,128	421,488	431,964	429,281	442,993
01-1-0070-0071	Interest on Reserves					
	Grants-in-lieu	25,500	26,010	26,530	27,061	27,602
01-1-0030-0033	NH Health Living Grant (Trails)	30,000				
01-1-0040-0000	Recovered costs	5,000	5,000	5,000	5,000	5,000
01-1-0020-0020	Appr. Surplus - Regional Parks	336,159				
Total Category Revenue		632,787	452,498	463,494	461,342	475,595

EXPENSES		2019	2020	2021	2022	2023
		Budget	Budget	Budget	Budget	Budget
1000	General Expenditures	146,123	147,875	149,662	151,486	153,345
01-2-1000-1010	Wages	46,038	46,958	47,898	48,856	49,833
01-2-1000-1030	Benefits	12,627	12,879	13,137	13,400	13,668
01-2-1000-2030	Phone/internet	1,500	1,530	1,561	1,592	1,624
01-2-1000-2050	Miscellaneous	4,000	4,080	4,162	4,245	4,330
01-2-1000-3010	Travel	2,000	2,000	2,000	2,000	2,000
01-2-1000-3030	Training & Development	5,000	5,000	5,000	5,000	5,000
01-2-1000-3040	Conferences & Seminars	1,500	1,500	1,500	1,500	1,500
01-2-1000-3025	Meals in region	500	510	520	531	541
01-2-1000-5010	Advertising Services	10,000	10,200	10,404	10,612	10,824
01-2-1000-5030	Legal Services	5,000	5,100	5,202	5,306	5,412
01-2-1000-5110	Supplies - warehouse	5,000	5,100	5,202	5,306	5,412
01-2-1000-6400	Safety / Danger Tree Removal	50,000	50,000	50,000	50,000	50,000
01-2-1000-2070	Insurance - Liability	2,958	3,017	3,078	3,139	3,202
1150	Allocations	10,913	11,131	11,353	11,581	11,812
01-2-1150-1160	Administration	8,913	9,091	9,273	9,458	9,647
01-2-1150-1190	PRRD Vehicles	2,000	2,040	2,081	2,122	2,165
1950	Feasibility Studies	27,516	-	-	-	-
01-2-1950-4507	Trails Project (Contract for Services)	27,516				
3350	General Grants-in-Aid	75,000	75,000	75,000	75,000	75,000
01-2-3350-5800	General Grants	75,000	75,000	75,000	75,000	75,000
Pink Mountain Biodiversity Initiative						
4100	Park - Blackfoot	77,352	49,145	49,921	48,764	51,824
01-2-4100-2065	Insurance - property	1,500	1,530	1,529	1,528	1,527
01-2-4100-3025	Meals in region	700	714	728	743	758
01-2-4100-2150	Utilities - electricity	1,000	5,000	5,100	5,202	5,306
01-2-4100-2120	Repairs & maintenance - equipment	1,000	1,020	1,040	1,061	1,082
01-2-4100-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
01-2-4100-2115	Repairs & maintenance - land improvements					
01-2-4100-2115	road & campsite maintenance	4,000	4,080	4,162	4,245	4,330
01-2-4100-2050	Miscellaneous	2,000	2,040	2,081	2,122	2,165
01-2-4100-3100	Contract for Services					
01-2-4100-3100	Toilet Pumping	1,500	1,530	1,561	1,592	1,624
01-2-4100-3100	Maintenance Contractor	25,452	25,961	26,480	27,010	27,550
01-2-4100-3100	RFP for Caretaker Site	5,000				
01-2-4100-5140	Minor Capital					
01-2-4100-5140	Signs	12,000				
01-2-4100-5140	Fire Rings	1,000	3,250	1,000	1,200	1200
01-2-4100-5140	Picnic Tables	5,200		5,200		5200
01-2-4100-5140	Garbage receptacles		3,000		3,000	
01-2-4100-5140	outhouses	6,000				
01-2-4100-5140	Caretaker shack	10,000				
4105	Park - Minaker	48,010	23,420	28,839	31,265	29,701
01-2-4105-2065	Insurance - property	500	510	520	531	541
01-2-4105-3025	Meals in region	500	500	500	500	500
01-2-4105-2120	Repairs & maintenance - equipment	5,000		5,000		5,000
01-2-4100-2115	Repairs & maintenance - land improvements					
01-2-4100-2115	road & campsite maintenance	15,000			5,000	
01-2-4105-2050	Miscellaneous	1,000				
01-2-4105-3100	Contract for Services					
01-2-4105-3100	Maintenance Contractor	20,010	20,410	20,818	21,235	21,659
01-2-4105-5140	Minor Capital					
01-2-4105-5140	Signs	2,000			2,000	
01-2-4105-5140	Fire Rings	500	500	500	500	500
01-2-4105-5140	Picnic Tables	1,500	1,500	1,500	1,500	1,500
01-2-4105-5140	kiosk	2,000				
4110	Park - Montney	49,688	53,282	51,695	55,329	53,784
01-2-4110-2065	Insurance - property	100	102	104	106	108
01-2-4110-3025	Meals in region	500	510	520	531	541
01-2-4110-2150	Utilities - electricity	2,000	2,040	2,081	2,122	2,165

01-2-4110-2120	Repairs & maintenance - equipment		-	-	-	-
01-2-4110-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
01-2-4110-2115	Repairs & maintenance - land improvements		-	-	-	-
01-2-4110-2115	road & campsite maintenance	12,500	12,750	13,005	13,265	13,530
01-2-4110-2050	Miscellaneous	1,000	1,020	1,040	1,061	1,082
01-2-4110-3100	Contract for Services		-	-	-	-
01-2-4110-3100	Toilet Pumping	1,500	1,530	1,561	1,592	1,624
01-2-4110-3100	Maintenance Contractor	18,588	18,960	19,339	19,726	20,120
01-2-4110-5140	Minor Capital					
01-2-4110-5140	Signs	7,000	7,140	7,283	7,428	7,577
01-2-4110-5140	Fire Rings	500	510	520	531	541
01-2-4110-5140	Picnic Tables	3,000	3,060	3,121	3,184	3,247
01-2-4110-5140	Garbage receptacles		2,600		2,600	
01-2-4110-5140	outhouses	2,000	2,040	2,081	2,122	2,165
4115	Park - Spencer Tuck	37,111	24,973	28,843	19,220	30,904
01-2-4115-2065	Insurance - property	400	408	416	424	433
01-2-4115-3025	Meals in region	500	510	520	531	541
01-2-4115-2120	Repairs & maintenance - equipment	0	-	-	-	-
01-2-4115-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
01-2-4115-2115	Repairs & maintenance - land improvements					
01-2-4110-2115	road & campsite maintenance	10,000		10,000		10,000
01-2-4115-2050	Miscellaneous	1,000	1,020	1,040	1,061	1,082
01-2-4115-3100	Contract for Services		-	-	-	-
01-2-4115-3100	Toilet Pumping	1,500	1,530	1,561	1,592	1,624
01-2-4115-3100	Maintenance Contractor	13,211	13,475	13,745	14,020	14,300
01-2-4115-5140	Minor Capital		-	-	-	-
01-2-4115-5140	Signs	3,000				
01-2-4115-5140	Fire Rings	500	510	520	531	541
01-2-4115-5140	Picnic Tables	0	6,500		-	1,300
01-2-4115-5140	Garbage receptacles	0	-	-	-	-
01-2-4115-5140	outhouses	6,000				
4120	Park - Swan Lake (Weir)	13,500	13,524	13,548	13,573	13,599
01-2-4120-2065	Insurance - property	1,000	1,020	1,040	1,061	1,082
01-2-4120-3025	Meals in region	200	204	208	212	216
01-2-4120-2050	Miscellaneous	3,000	3,000	3,000	3,000	3,000
	Permits	1,800	1,800	1,800	1,800	1,800
01-2-4120-3100	Contract for Services					
01-2-4120-3100	Maintenance Contractor	7,500	7,500	7,500	7,500	7,500
4125	Park - Sundance Lake	23,025	23,486	23,955	24,434	24,923
01-2-4125-2065	Insurance - property	150	153	156	159	162
01-2-4125-3025	Meals in region	500	510	520	531	541
01-2-4125-2150	Utilities - electricity	0	-	-	-	-
01-2-4125-2120	Repairs & maintenance - equipment	0	-	-	-	-
01-2-4125-2110	Repairs & maintenance - buildings	1,000	1,020	1,040	1,061	1,082
01-2-4125-2115	Repairs & maintenance - land improvements					
01-2-4125-2115	road maintenance	3,100	3,162	3,225	3,290	3,356
01-2-4125-2050	Miscellaneous	0	-	-	-	-
	Permits	0	-	-	-	-
01-2-4125-3100	Contract for Services		-	-	-	-
01-2-4125-3100	Toilet Pumping	750	765	780	796	812
01-2-4125-3100	Maintenance Contractor	14,025	14,306	14,592	14,883	15,181
01-2-4125-5140	Minor Capital					
01-2-4125-5140	Signs	1,000	1,020	1,040	1,061	1,082
01-2-4125-5140	Fire Rings	500	510	520	531	541
01-2-4125-5140	kiosk	2,000	2,040	2,081	2,122	2,165
4130	Peace Lookout Project	6500	0	0	0	0
	Permits					
01-2-4130-3100	Contract for Services					
01-2-4130-3100	Drainage Study	6,500				
4135	Park - Various RD Park Properties	5,200	5,204	5,208	5,212	5,216
01-2-4135-3025	Meals in region	200	204	208	212	216
01-2-4135-2050	Miscellaneous	5,000	5,000	5,000	5,000	5,000
8100	Transfers to Reserves	25,450	25,459	25,468	25,478	25,487
01-2-8100-8120	Transfer to Operating Reserve		-	-	-	
01-2-8100-8110	Transfer to Capital Reserve	25,000	25,000	25,000	25,000	25000
01-2-8100-8150	Transfer Interest on Reserves	450	459	468	478	487
8500	Capital	87,400	-	-	-	-
01-8-8500-8501	Capital - Machinery & Equipment					
01-8-8500-8502	Capital - Vehicles					
01-8-8500-8503	Capital - Foundational Building					
01-8-8500-8504	Capital - Portable Building					
01-8-8500-8503	Capital - Infrastructure					
01-8-8500-8503	caretaker site	87,400				
01-8-8500-8506	Capital - Land					
Total Category Expenditures		632,787	452,498	463,494	461,342	475,595

Regional Parks Capital Reserve - Dec 31, 2018	\$	61,652.03
Regional Parks Operating Reserve - Dec 31, 2018	\$	46,500.04

2019 Tax Rate (based on current year assessments)>>	\$	0.010
2018 Tax Rate	\$	0.020
2019Total Amount to Requisition:	\$	236,128.07
Prior Year Requisition:	\$	461,642.00
Change from Prior Year	\$	(225,513.93)
2018 Surplus	\$	336,159.00

Value of Improvements	Cost Residential
\$150,000.00	\$1.50
\$300,000.00	\$3.00
\$450,000.00	\$4.50
\$600,000.00	\$6.00



REPORT

To: Regional Parks Committee

Date: January 30, 2019

From: Trish Morgan, General Manager of Community Services

Subject: Blackfoot Park Development Update

RECOMMENDATION #1:

That the Regional Parks Committee receive the January 30, 2019 report "Blackfoot Park Development Update" for discussion.

RECOMMENDATION #2:

That the Regional Parks Committee recommend to the Regional Board that contracting a park caretaker for Blackfoot Park be postponed until 2020 when the caretaker's site is operational.

BACKGROUND/RATIONALE:

Following the completion of the Blackfoot Regional Park Plan, it was determined by the Regional Parks Committee and the Regional Board to include \$100,000 in the 2018 budget to develop a caretaker's site. This improvement would support transitioning the park to a fee for service campground and would address the public's desire to create a safer and more family oriented camping experience.

In September 2018, and utilizing the information researched by staff to that point, Urban Systems was contracted to assist with the development of the request for proposals (RFP) package for the caretaker's site. Unfortunately due to the Old Fort Landslide, the project was put on hold for a number of months and the RFP will not be released until the end of March 2019.

Estimated Schedule:

- March 25, 2019 – RFP issued
- April 12, 2019 - RFP closes
- April 25, 2019 – contract award (Board meeting)
- September- October – construction

At the September 25, 2018 the following recommendation was made to the Board:

That a park caretaker for Blackfoot Park be contracted in 2019 to oversee free camping services, to provide park maintenance and to assist with the development of a plan to transition to a fee-for-service camping model at Blackfoot Park for the 2020 season.

Given that the work to develop the caretaker's site will take place in the fall of 2019, staff recommend postponing hiring a park caretaker until 2020.

Staff also require time to develop a new regulatory bylaw that outlines the fees and rules of the park and will support the caretaker in enforcing park rules when needed. The last bylaw was developed in 1996 and is in need of updates.

ALTERNATIVE OPTIONS:

- 1) That the Regional Parks Committee recommend to the Regional Board to defer the construction of the Blackfoot Park caretaker site to 2020 and hiring of a caretaker to 2021.
- 2) That the Regional Parks Committee recommend to the Regional Board to provide direction.

STRATEGIC PLAN RELEVANCE:

- ☐ Ensure that the Solid Waste Management Plan is operating on a fiscally defensible basis.
- ☐ Ensure effective execution of Public Safety and Emergency Services initiatives.
- ☐ Foster Collaboration on services with municipalities and electoral areas.
- ☐ Establish a strategy for coordinated advocacy on identified issues.
- ☒ Manage parks and trails in the region.
- ☐ Support the agricultural industry within the regional district.
- ☐ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

\$100,000 was budgeted in the 2018 Financial Plan for the project. To date, approximately \$2,600 has been spent to develop the RFP. The funds will be carried forward to the 2019 Financial Plan.

COMMUNICATIONS CONSIDERATION(S):

Once a schedule has been set for construction of the site, notices will be posted on the PRRD website, Facebook page and at the park that the visitors should be aware of the construction and potential noise.

OTHER CONSIDERATION(S):

The following are proposed for 2019:

- The addition of two Seasonal Parks Laborers (for a two year pilot project) to conduct park maintenance in lieu of contracting out park maintenance. If a caretaker is hired in 2020, the caretaker will take care of day to day maintenance and the Seasonal Parks Laborers will be able to assist with park development projects in addition to maintaining the other regional parks. At the end of 2020, the project will be assessed to determine if employing Seasonal Parks Laborers has decreased maintenance costs, increased maintenance levels and efficiencies and if two positions are required moving forward given that Blackfoot will have a park caretaker.
- Development of "Camping Area B" as per the "Park Concept Plan".
 - o Much of this work will be completed by our Field Services staff with the assistance of the Seasonal Parks Laborers.
 - o The sites will be developed with the infrastructure needed to provide electrical hookups for RV's. The hookups will not be completed until 2020 when a caretaker is in place and until the Board has approved a fee schedule for the park.

- o The cost to develop 'Camping Area B' is estimated to be approximately \$100,000 based on current estimates and is exclusive of picnic tables and fire rings that will be budgeted in the 2020 Financial Plan.

Attachments:

1. Park Concept Plan

4.3 PARK CONCEPT



Updated: September 25, 2018

REGIONAL PARKS COMMITTEE

DIARY ITEMS

<u>Topic</u>	<u>Notes</u>	<u>Diarized</u>
1. Blackfoot Boat Launch	Negotiate with BC Hydro	September 25, 2018