COLUMBIA SHUSWAP REGIONAL DISTRICT
Regular Board Meeting
LATE ITEMS AGENDA

Date: Thursday, July 19, 2018
Time: 9:30 AM
Location: CSRD Boardroom
555 Harbourfront Drive NE, Salmon Arm

Pages

3. Delegations

***3.2 10:20 AM: LARCH Landscape Architecture/Authentic Mountain Design & Selkirk Planning and Design** *1*

Jason Jones, LARCH Landscape and Fraser Blythe, Selkirk Planning, in attendance to provide a 10 minute presentation to the Board regarding the Golden and Electoral A Regional Trails Strategy.

The consultants will be providing hard copies of the Executive Summary of the Strategy to the Directors at the Board meeting.

*Executive Summary and Final report attached to the Late Agenda.

Motion

THAT: the report on the Golden and Electoral Area A Regional Trails Strategy be received for information.

4. Correspondence

***4.2 Minister of Environment (July 12, 2018)** *167*

Email from the Honourable George Heyman, Minister of Environment, in response to the CSRD letter addressing concerns regarding Recycle BC's proposed extended producer responsibility plan.

A copy of the CSRD letter and Recycle BC Stewardship Plan update Board Report attached for reference.

Motion
THAT: the correspondence contained on the July 19, 2018 regular Board agenda be received for information.

6. Business General

*6.2 BC Rural Dividend Fund Program

CSRD Board endorsement required to support a CSRD Rural Dividend Fund Regional Grant application for the Rails to Trails project from Sicamous to Armstrong.

Motion
THAT: the CSRD Board support an application by the Columbia Shuswap Regional District to the BC Rural Dividend Fund Program in the amount of $500,000 under the Partnerships funding stream in a regional partnership for a Project Manager position and preliminary design soft costs related to the development of the Rails to Trails project from Sicamous to Armstrong.

7. Business By Area

*7.4 Grant in Aid – Exception from Policy

177

Report from Jodi Pierce, Manager, Financial Services, dated July 13, 2018.

Motion
THAT: the Board waive policy with respect to application dates; applications going to the Board within the three months leading up to a Local Government Election; and, the Post-application provisions for prior applications to consider an application from the Blind Bay Community Society for emergent work needed to be completed at the Blind Bay Memorial Hall;

AND THAT: the Board approve the following allocation from the 2018 electoral grant-in-aids:

Area C

$55,000 Blind Bay Community Society (Flood remediation & mitigation work).

8. Administration Bylaws

*8.3 Proposed Amendments to Ticket Information Utilization Bylaw No. 5776

182

Report from Lynda Shykora, Deputy Manager, Corporate Administration Services, dated July 6, 2018.

Consideration of First, Second, Third Readings and Adoption.

*Errors on page 3 of the bylaw are corrected as reflected in the attached bylaw circulated on the Late Agenda.

Motion
THAT: “CSRD Ticket Information Utilization Amendment Bylaw No. 5782” be read a First, Second and Third time this 19th day of July, 2018.

Motion
THAT: “CSRD Ticket Information Utilization Amendment Bylaw No., 5782” be adopted this 19th day of July, 2018.

***8.4 North Shuswap Economic Development (Tourism Promotion) Service Establishment** *230*

Report from Lynda Shykora, Deputy Manager, Corporate Administration Services, dated July 9, 2018.

Consideration of First, Second and Third Readings.

*Addendum included on the Late Agenda as additional information.

Motion
THAT: “North Shuswap Economic Development (Tourism Promotion) Service Establishment Bylaw No. 5774” be read a First, Second and Third time this 19th day of July, 2018.

REGIONAL TRAIL STRATEGY

EXECUTIVE SUMMARY - GOLDEN + ELECTORAL AREA A

PREPARED FOR:

COLUMBIA SHUSWAP REGIONAL DISTRICT + REGIONAL TRAIL STRATEGY WORKING GROUP

July 13, 2018

SUBMITTED BY:

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Photo: LARCH Landscape Architecture

01 PROJECT INTRODUCTION

With a total area of 13,735 square kilometers, the Columbia Shuswap Regional District Electoral Area A surrounds the Town of Golden, and includes the unicorporated communities of Blaeberry, Donald, Habart, Parson, Nicholson, surrounding rural area, extending east to the community of Field. Bordered by the Rocky Mountains, Columbia Mountain ranges, and in close proximity to some of the most stunning National Parks within Canada, the beauty of the natural environment and active and passive recreational opportunities within Area A are outstanding. The area is experiencing rapid growth in tourism and in the public and commercial outdoor recreation sector for a broad range of user groups including motorized and non-motorized recreational activities. Recreation has become a top priority and the creation of an area-wide regional trail strategy presents an opportunity to manage this growth intelligently, create a comprehensive inventory of existing assets, strengthen local partnerships, minimize conflicts, support environmental, social, cultural, and health values, while contributing to the local and provincial economies.

In 2016, the communities of Golden and Electoral Area A engaged in two facilitated meetings to investigate collaborative opportunities to inventory, develop, and maintain a trail network within the region. These facilitated meetings gathered a wealth of local expertise and diversity of perspectives throughout Area A. The outcome of the facilitated consultation sessions was a consensus to proceed a Regional Trail Strategy for Golden and Area A. The existing Area A Parks Plan, Golden Backcountry Recreation Access Plan, current bylaws, and planning documents listed within the Request for Proposals (RFP) provide a solid foundation to inform this Regional Trail Strategy. This Regional Trails Strategy supplements the existing Electoral Area A Parks Plan which may be updated from time to time.

To achieve the goals and desired outcomes for this Regional Trail Strategy, the project has been structured into the following phases:

01 PHASE 1: PROJECT START-UP

02 PHASE 2: REVIEW OF EXISTING SYSTEMS

03 PHASE 3 – NEEDS ASSESSMENT + COMMUNITY/STAKEHOLDER ENGAGEMENT

04 PHASE 4 – IDENTIFICATION + PRIORITIZATION OF OPTIONS – CONNECT INVENTORY NEEDS

05 PHASE 5 - FINAL REPORT

REGIONAL CONTEXT + STUDY AREA

Area A is comprised of the rural communities of Parson, Field, Nicholson, Habart, Blaeberry, and Donald along with the rural areas of McMurdo, Beaverfoot, Willowbank, Moberley, the North Bench, surrounding the Town of Golden. Area A is the largest Electoral Area in the Columbia Shuswap Regional District (CSRD). The area has become world renowned for the incredible scenic beauty of the natural environment. Area A is also with close proximity to six National Parks including Banff, Glacier, Jasper, Kootenay, Mount Revelstoke and Yoho.

The area has a full spectrum of active and passive recreation in all four seasons. Established recreation areas within Area include the Moonraker Trails, CBT Trails, Mount 7 Trails, Mountain Shadow Trails, Kicking Horse Mountain Resort, Dawn Mountain Nordic Centre, Golden Golf Club, Nicholson Eco-Ranch, Blueway trails on several larger rivers, with mechanized snowmobile access throughout Area A.

The area is experiencing rapid and sustained growth in the outdoor recreation sector for public and commercial, motorized and non-motorized, and aquatic recreational activities. These recreation experiences range from remote backcountry access to front country vehicle access experiences. There are opportunities to manage this growth so that it best contributes to the local and provincial economy while supporting social and environmental values while attempting to minimize user conflict.

In addition to the Recreation Areas found throughout the region, Golden and Area have important wildlife and habitat areas.

SHUSWAP, KTUNAXA, METIS NATIONS

We recognize that this Regional Trail Strategy occurs on the traditional territory of the Shuswap and Ktunaxa Nations. Heritage trails in this area have been used for centuries by indigenous people for access and to reach the bison herds east of the Rocky Mountains. Earliest records of access through the Athabasca and Howe's Pass Heritage Trails date as far back as 1807 with the Kinbasket People guiding David Thompson and other early settlers to the area.

Consultation and involvement of the Shuswap, Ktunaxa, and Metis Nations are a top priority to inform this Regional Trail Strategy and efforts have been made to build these relationships as early in the

planning process as possible to strengthen the sustainability of the recreation network and to ensure all stakeholders have been given the opportunity to provide input throughout the strategic planning process. Several meetings were held with the Shuswap Territorial Land Stewardship Team and the Metis Nation. There is tremendous opportunity to undertake further study for archaeological, cultural, and heritage values to ensure stewardship of the land. There are also many opportunities to explore partnership agreements for planning and ongoing maintenance and access improvements.

PROJECT WORKING GROUP

The Regional Trail Strategy Working Group is represented by members of the Area A Parks Advisory Group and a dedicated collective of selected volunteers from the broader community who represent differing perspectives drawing from their diverse recreation backgrounds. The Working Group has been engaged throughout the project process to review all project materials, provide feedback and direction to the Project Team to ensure the Regional Trail Strategy is technically sound, transparent, and acceptable to the public and stakeholders. A total of 6 Working Group Meetings were held throughout the course of this project.

02 VISION + GUIDING PRINCIPLES

The Vision and Guiding Principles for the Regional Trail Strategy (PG 9) were developed collaboratively between the Consultant Team and the Working Group at the first working group meeting June 20, 2017. When revisited in January, 2018, the Working Group felt that the Vision and Guiding Principles remain consistent with vision for the project and the recreation network for Golden and Area A.

Developing a common vision for the Electoral Area A: Regional Trails Strategy was a critical first step in the planning process. Establishing a vision statement establishes group and societal values. The agreed upon vision shapes the framework for decision making in later project phases. Any debate can be referred back to and validated in terms of compatibility with the project vision. The vision statement projects long term, it does not describe what is found today.

VISION STATEMENT

Golden and Electoral Area A will be an internationally recognized outdoor recreation destination with a recreation network that is environmentally responsible, intelligently connected, and a model of sustainability. The community works collaboratively and constructively to provide 4 season support and funding. The trail network throughout Golden and Area A will be authentic, diverse, designed and constructed to meet trail standards, and considered a valuable asset to the community.

GUIDING PRINCIPLES

- *"Made in Golden" - The plan will be informed by the Community*
- *Align with the Golden Backcountry Recreation Access Plan (GBRAP) land use designations*
- *Environmental Sustainability*
- *Collaboration and Cooperation*
- *Stewardship – Community, Trails, Environment*
- *Cultural Values and Heritage*
- *Inclusive*
- *Equity – (all come to the same level, not equality)*
- *Respectful Communication*
- *Equity of Assets – to ourselves and others*
- *Healthy Community*
- *Safety and Awareness*
- *Recognize intrinsic values of environment, natural areas, wilderness, wildlife*
- *Maintain value to community while recognizing the significant biodiversity of the area*
- *Trails are well signed and well maintained*
- *Innovation*

03 STAKEHOLDER + COMMUNITY ENGAGEMENT PROCESS

The Regional Trail Strategy project held **39 STAKEHOLDER + COMMUNITY ENGAGEMENT SESSIONS** which are summarized in Section 3 of the Strategy starting on PG. 10. The approach of relationship building through genuine face to face conversations with community members and stakeholder groups is not a new concept, but was a key element in getting community buy-in and authentic and meaningful engagement.

The engagement sessions included **6 WORKING GROUP MEETINGS**, **6 COMMUNITY CONSULTATION SESSIONS** (July 2017), 24 face-to-face meetings with 41 different stakeholder groups, **2 COMMUNITY CONSULTATION SESSIONS** (October 2017), and **1 COMMUNITY SURVEY** in October 2017 that received responses from **274 PARTICIPANTS**.

These engagement sessions were informative in identifying emerging trends and key findings which formed a large part of the future SWOT Mapping and Decision Making Matrix evaluation process.

04 TRAIL CLASSIFICATION

This trail classification draws from established best practices that are recognized provincially and internationally. The trail classification within this Strategy (PG. 15) combines the International Mountain Bike Association (IMBA) standards with the Whistler Trail Standards - Environmental and Technical Features, and the BC Rec Sites and Trails Chapter 10: Recreation Trail Management.

These reference standards and other relevant best practices serve as the foundation for developing a trail classification for Golden and Area A. Through detailed analysis and extensive stakeholder and public engagement combined with the integration of established standards, the following trail classification has been developed specifically for Golden and Area A .

There are **12 TRAIL TYPES** classified in this strategy including:

TABLE 01: GOLDEN AND AREA A TRAIL CLASSIFICATION SUMMARY

Trail Type	Description
Type 1	2.0 - 3.5 meter wide paved trail - double track - suitable for all user groups
Type 2	1.25 - 2.0 meter wide gravel or natural surface trail - double track - suitable for all user groups
Type 3	0.75 meter wide native soil trail - single track - intended for uses such as leisure hiking, biking, equestrian, etc.
Type 4	0.5 meter wide native soil trail - single track - intended for advanced biking and hiking
Type 5	0.3 meter wide natural trail - low use wilderness trail - intended for backcountry hiking and equestrian use
Type 6	1.8 meter wide natural surface trail - single track wide - intended for adaptive trail users and children
Type 7	2.0 - 5.0 meter wide gravel/natural forest service road - intended for access for biking and vehicles, and as motorized trail network
Type 8	1.5 meter wide single track - shared use trail - intended for shared use between biking and motorized use
Type 9	0.5 - 2.0 meter wide natural surface trail - off highway motorcycle specific trails
Type 10	3.0 - 5.0 meter wide - double track - groomed snowmobile trails
Type 11	1.5 - 4.0 meter wide - groomed and ungroomed - xc ski and snowshoeing
Type 12	Waterways suitable for paddling

05 INVENTORY + ANALYSIS

The Trail Inventory + Analysis (PG. 21) is a comprehensive mapping exercise that takes inventory of all the existing authorized trails within the CSRD Electoral Area A. The maps include a classification for all existing trails and were confirmed with feedback from the working group, public consultation, and various governmental organizations. A GIS database of all the existing trails has been created and shared with the CSRD for future trail planning.

The following represents a summary of the existing recreation network throughout Golden and Area A, as described in SECTION 04:

TABLE 02: GOLDEN + AREA A EXISTING TRAIL SUMMARY

	LENGTH (M)	LENGTH (KM)
Existing Authorized Trails	494,935.5	**494.9**
Planned Trails (XC Ski)	2,454.6	**2.5**
Trails Under Application Review (RSTBC)	31,298.5	**31.3**
Total	528,688.5	**528.7**

06 TRAIL SIGNAGE

Proposed Trail Signage and symbology was developed for this Regional Trail Strategy on PG. 32 of the report. This section establishes proposed icons for permitted and restricted uses and a trail difficulty rating system (adapted from the Shuswap Trail Alliance and IMBA Standards. A key element within an effective recreation network is establishing consistent sign types to address different user groups, regulations, and to convey the correct information and appropriate level of detail at strategic locations throughout the trail networks.

07 STRENGTH, WEAKNESS, OPPORTUNITY + THREAT [SWOT] MAPPING

Building upon the inventory and needs assessment data developed throughout the stakeholder and public engagement phase, the project team undertook a hybrid PEST/SWOT Analysis approach (PG. 37). The needs assessment generated an unfiltered collection of over 100 ideas, opportunities, deficiencies, and potential projects for consideration. The PEST approach analyzes big picture opportunities and threats (Political, Economic, Socio-cultural, and Technology). By looking at these external trends, it informs the development of strengths, weaknesses, opportunities, and threats (SWOT). The project team has undertaken a series of mapping exercises to identify the strengths, weaknesses, opportunities, and threats represented throughout the Electoral Area A boundary. The SWOT analysis approach allows the project team and working group to analyze the spatial relationships of underutilized spaces, barriers, land ownership, wildlife, vegetation, potential development areas, and critical linkages through the lens of the vision and guiding principles. These SWOT analysis maps have been developed in tandem with the decision making matrix to filter the extensive needs assessment list while taking into consideration the community desires, demographics, environmental, political and financial complexities.

The SWOT mapping exercise incorporates community feedback about existing issues and opportunities. Feedback was gathered through the public open houses, the community survey, input and information from the working group, and through direct contact with trails organizations / user groups / First Nations / governmental officials. Where possible this knowledge has been spatially included in the mapping.

The criteria for identifying Strengths, Weaknesses, Opportunities, and Threats is all considered in the context of establishing trails. Strengths and Weaknesses are "internal" or specifically related to a trail, piece of infrastructure, organization, or trail area. Opportunities and Threats are "external" and relate specifically to non-existent or non-trail-related factors that need to be considered before deciding to support (or not) trail development. Ex: An area of high ecological value is an overall strength of Area A, but it would threaten any trail development. For the mapping purposes, it's been identified as a threat to trail development.

08 DECISION MAKING MATRIX

The Decision Making Matrix, on PG. 48 of the report, is a tool used to prioritize actions developed through the Strategy. The Decision Making Matrix incorporates the SWOT Mapping and the Needs Assessment list. The decision-making criteria allows for multiple factors (Cost, Location, Constructibility, Public Support, Environmental Impact, Cultural Factors, Funding Opportunities, etc.) to be applied to the evaluation and scoring of each list item. This allowed the project team to prioritize and rank initiatives in an objective manner that is transparent and defensible. The result of the SWOT Mapping Analysis and Decision Making Matrix is a short list of initiatives to be formulated into phasing opportunities summarized in SECTION 10 - IMPLEMENTATION. This short list was presented to the Client and Working Group within Technical Memoranda #3 and publicly available after incorporating comments and revisions.

The Evaluation Criteria for the Decision Making Matrix includes:

1. *Compatibility with the GBRAP*
2. *Environmental Considerations;*
3. *Economic Considerations;*
4. *Social Considerations; and*
5. *Cultural Considerations.*

09 TRAIL PLANNING + DESIGN

Trail Planning & Design can be found on PG. 58 of the Regional Trail Strategy report and summarizes industry best practices. This section includes: Environmental Considerations for Trails Planning (9.01), an Environmental Screening Tool (9.02), and Sustainable Trail Design Principles (9.03).

10 IMPLEMENTATION

The Implementation section can be found on PG. 62 of the report and builds upon the Decision Making Matrix and SWOT mapping analysis in Section 7 and Section 8 to provide a short list of actionable recreation initiatives, phasing, financial projections, and a framework for implementation. This section includes a writeup regarding Asset Management for trails (10.01) and highlights potential Funding Opportunities (10.02). The Implementation Matrix (10.03) describes the highest priority actions as a result of the project process and is summarized below:

IMPLEMENTATION MATRIX

This Implementation Matrix builds upon the results of the Decision Making Matrix and SWOT Map analysis. This summary synthesizes the results of the extensive community and stakeholder driven process and consolidates the information into the following Short List of development recommendations and initiatives formulated into phased approach. Priorities have been classified using the following breakdown:

- *Recreation Initiatives that score between* **84 -100** *are classified* **HIGH PRIORITY**
- Recreation Initiatives that score between **65 - 83** are classified **MEDIUM PRIORITY**
- Recreation Initiatives that score between **0 - 64** are classified **LOW PRIORITY**

FINANCIAL PROJECTIONS

- Less than $1,000 are classified **LOWEST**
- More than $1,000 are classified **LOW**
- $10K - $50K are classified **MEDIUM**
- $50k - $150K are classified as **HIGH**
- Greater than $150,000 are classified **VERY HIGH**

NOTE: Financial projections are approximate

TABLE 03: REGIONAL TRAILS STRATEGY IMPLEMENTATION MATRIX

Action Number	Description	PPA	Combined Score	Term	Lead	Financial Projection
HIGH PRIORITY INITIATIVES						
1	Form Trails Alliance for Golden and Area A ◦ Establish Trail Alliance ◦ Create Trail Alliance Website - Information Hub ◦ Begin Meetings per Trail Alliance Framework 11.01	Regional	**94**	Immed (12 Months)	Partnership: CSRD / Town of Golden + All Trail User Groups	Med - High
2	Complete a phased feasibility study for a multi-modal non-motorized trail within the Highway 95 ROW from Golden to Nicholson (Phase 1)	Regional	**94**	Med (1-5 Years)	Partnership: Trail Alliance, MOTI + CVGTA	Med - High
3	Complete a West Bench Environmental Impact/Cultural Heritage Study	Regional	**92**	Med (1-5 Years)	Partnership: Trail Alliance, Wildsight + SBTO	Med - High
4	Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Nicholson to Parson (Phase 2)	Regional	**90**	Long (5-10 Years)	Partnership: Trail Alliance, MOTI + CVGTA	Med - High
5	Secure annual funding for Asset Management, Trail Maintenance and Rehabilitation	Regional	**88**	Short (1-3 Years)	Trail Alliance /GCC	Med
6	Work with Multiple Stakeholders to Re-Establish the David Thompson Heritage Trail and Access to the Mummery Glacier ◦ Opportunities for Grant Funding and Sponsorship	Regional	**88**	Short (1-3 Years)	Partnership: Trail Alliance BCRST, GDTA	Very High
21	Complete/On-going Road Access Improvements to Gorman Lake and Complete Trailhead Improvements ◦ Opportunities for Grant Funding, Tourism Finding, Sponsorship	Quartz/ Gorman	**88**	Short (1-3 Years)	Partnership: Trail Alliance, MFLNRORD + SBTO	High - Very High
38	Explore Opportunities to Construct an Adaptive Trail within Kicking Horse Mountain Resort Bike Park	KHMR	**88**	Med (1-5 Years)	KHMR	High
7	Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Parson/South (Phase 3).	Regional	**86**	Long (10+ Years)	Partnership: Trail Alliance, MOTI + CVGTA	High
15	Work with BC Rec Sites and Trails to formalize the Help Lake/ Blackwater Climbing Area, Trails, and Staging Area	Kinbasket	**86**	Immed (12 Months)	Trail Alliance/ CVCA	Med
22	Formalize Gorman Climbing Access Trails	Quartz/ Gorman	**86**	Short (1-3 Years)	Trail Alliance/ CVCA	Low - Med
33	Improve Rec Site Facilities at Redburn Creek (OB) Campground	Blaeberry	**86**	Med (1-5 Years)	Partnership: CSRD, RSTBC + Trail Alliance	Med - High
34	Improve Trailhead Facilities at Thompson Falls (Syd's Trail)	Blaeberry	**86**	Immed (12 Months)	Trail Alliance/ GORA	Low

71	Establish a Trailhead and Signage at the Mount 7 Summit Trail from Staging Area	Mt 7/ Mountain Shadows	**86**	Short (1-3 Years)	Partnership: BCRST+ Trail Alliance	Low
72	Complete Schacher Trail to Mt. 7 Summit: Maintenance and Sustainability Improvements	Mt 7/ Mountain Shadows	**86**	Short (1-3 Years)	Trail Alliance/ GCC	High
16	Complete a Kinbasket Heritage Inventory Assessment Study	Kinbasket	**84**	Med (1-5 Years)	Partnership: Trail Alliance + SBTO	Med - High
23	Install Regulatory Signage at Wiseman Lakes indicating Sensitive Environment and Motorized Restrictions if West Bench trail 4 season use is approved.	Quartz/ Gorman	**84**	Short (1-3 Years)	Trail Alliance/ Wildsight	Low
39	Improve Scalli Mag Single Track Trail to Address Environmental Issues and Provide Important Connection within the Trail Network.	KHMR	**84**	Short (1-3 Years)	Partnership: BCRST, KHMR, Trail Alliance	Med
47	Construct Cedar Lake Interpretive Boardwalk in sensitive Riparian Areas	Moonraker/ Cedar Lake	**84**	Short (1-3 Years)	Trail Alliance/ Wildsight/ RSTBC	Med - High
56	Complete Trail Surfacing and Guardrail Improvements for the Rotary Trail to Keith King Memorial Sportsfields	Golden	**84**	Immed (12 Months)	Town of Golden	Med
57	Construct a new Bike Skills Park utilizing Terrain Based Principles	Golden	**84**	Short (1-3 Years)	Partnership: Town of Golden + Trail Alliance	Med - High
73	Plan and Develop New Trails off the Schacher Trail to Create a Looped Trail Network	Mt 7/ Mountain Shadows	**84**	Med		

INITIATIVES REQUIRING FURTHER CONSIDERATION + ACTION

A number of recreation initiatives did not score as high priorities but require further consideration and action (10.04) from the Trail Alliance once formed, specific trail user groups, stakeholders, and governing bodies to determine outcomes that are acceptable to all parties moving forward. These initiatives include but are not limited to:

- *Management Strategy for T4 Alpine Trail;*
- *Motorized Trail Network + Reflection Lake Motocross Track; and*
- *Community Connection: Anderson Road/Edelweiss Slough.*

11 NEXT STEPS

Next steps section covers subsequent actions to be taken after adoption of this document. It includes a draft framework for the formation of a Trail Alliance for Golden and Electoral Area A, an annual planning cycle, and community outreach initiatives. This section can be found on PG. 76 of the Regional Trail Strategy Report.

REGIONAL TRAIL STRATEGY

FINAL REPORT - GOLDEN + ELECTORAL AREA A

PREPARED FOR:

COLUMBIA SHUSWAP REGIONAL DISTRICT + REGIONAL TRAIL STRATEGY WORKING GROUP

July 13, 2018

SUBMITTED BY:

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ACKNOWLEDGMENTS

The Regional Trail Strategy for Golden + Area A is the result of meaningful collaboration between The Columbia Shuswap Regional District, Town of Golden, Working Group, Stakeholder Groups, Engaged Citizens, and Consultant Team. We would like to recognize the following individuals and their organizations for their contribution to the development of this Regional Trail Strategy.

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COLUMBIA BASIN TRUST

BC INTERIOR HEALTH

PARKS CANADA

MUSEUM OF GOLDEN + ARCHIVES

TOURISM GOLDEN

GOLDEN HIKES

Chad Gennings
Rick Seward

Cover photo: Tourism Golden/Dave Best

ACKNOWLEDGMENTS

The recreation networks through Golden and Area A are robust with a high diversity of trail types and user groups. Collaborative stakeholder engagement has greatly contributed to the development and overall success of this Regional Trail Strategy. We would like to recognize the following organizations for their participation:

STAKEHOLDER AND TRAIL USER GROUPS

- *Federation of BC Woodlot Associations*
- *Kicking Horse Mountain Resort*
- *Association of Canadian Mountain Guides*
- *Columbia Valley Climbing Society*
- *Golden Age Friendly Community Association*
- *Columbia Valley Climbing Society*
- *Golden and District Search and Rescue*
- *Golden Backcountry Recreation Access Committee*
- *Golden Cycling Club*
- *Golden District Rod + Gun Club*
- *Golden Light Horse Club*
- *Golden Nordic Ski Club*
- *Golden Offroad Motorcycle Association*
- *Golden Outdoor Recreation Association*
- *Golden Snowmobile Club*
- *Golden Hikes + Hiking Community*
- *Golden Hang Gliding + Paragliding Society*
- *Great Divide Trail Association*
- *ORV BC - Golden*
- *Kicking Horse River Outfitters Association*
- *Rotary Club of Golden*
- *Wildsight Golden*
- *Wildsafe BC*
- *Trout Unlimited Golden*
- *Shuswap Trail Alliance*

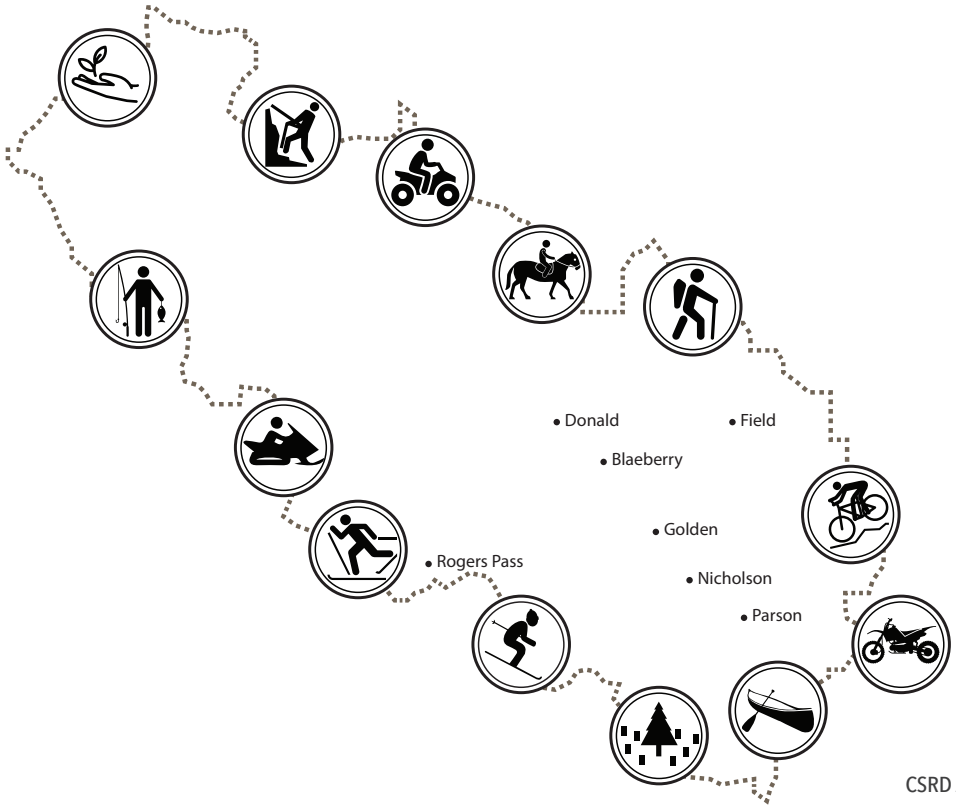

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Photo: Golden Rotary Trail
LARCH Landscape Architecture

Photo: Tourism Golden/Dave Best

EXECUTIVE SUMMARY

The Executive Summary for the Regional Trail Strategy has been created as a stand alone document. This document is intended to serve as a guide to the full report and a brief summary of the major components that form the Regional Trail Strategy for Golden and Area A Report. This Executive Summary and the three Technical Memorandas can be found online at:

HTTP://WWW.CSRD.BC.CA/AREAATRAILS

or by contacting the CSRD Area A Director

LIST OF FIGURES

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Photo: LARCH Landscape Architecture

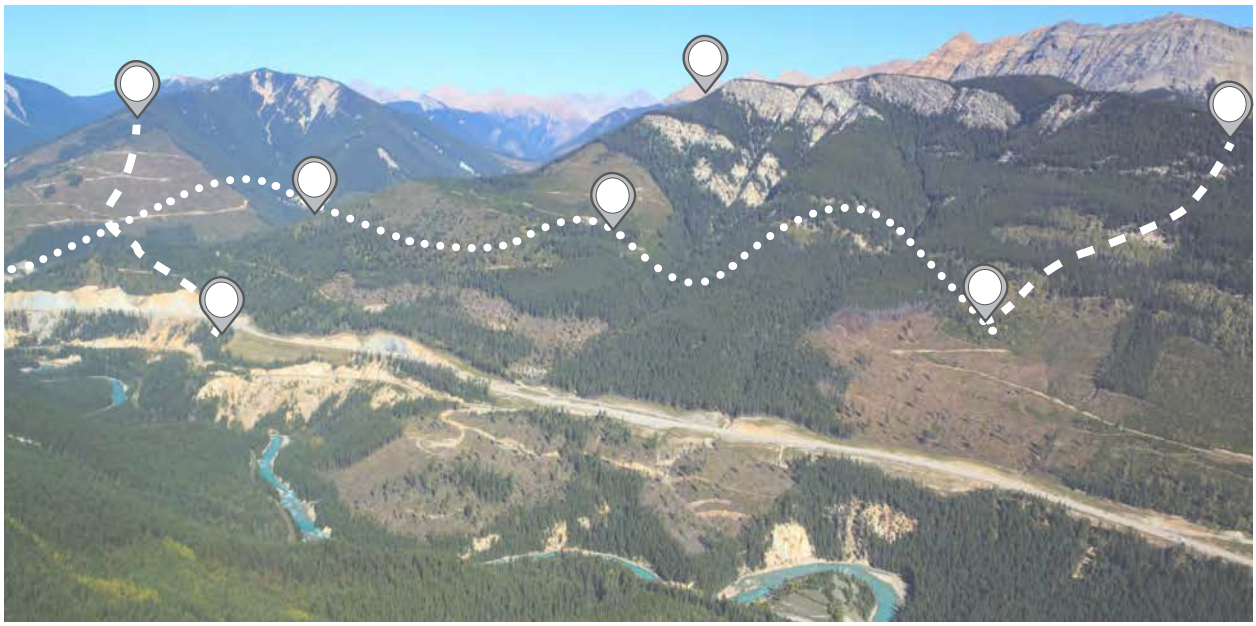


Photo: Tourism Golden/Dave Best

01 PROJECT OVERVIEW

With a total area of 13,735 square kilometers, the Columbia Shuswap Regional District Electoral Area A surrounds the Town of Golden, and includes the unicorporated communities of Blaeberry, Donald, Habart, Parson, Nicholson, surrounding rural area, extending east to the community of Field. Bordered by the Rocky Mountains, Columbia Mountain ranges, and in close proximity to some of the most stunning National Parks within Canada, the beauty of the natural environment and active and passive recreational opportunities within Area A are outstanding. The area is experiencing rapid growth in tourism and in the public and commercial outdoor recreation sector for a broad range of user groups including motorized and non-motorized recreational activities. Recreation has become a top priority and the creation of an area-wide regional trail strategy presents an opportunity to manage this growth intelligently, create a comprehensive inventory of existing assets, strengthen local partnerships, minimize conflicts, support environmental, social, cultural, and health values, while contributing to the local and provincial economies.

In 2016, the communities of Golden and Electoral Area A engaged in two facilitated meetings to investigate collaborative opportunities to inventory, develop, and maintain a trail network within the region. These facilitated meetings gathered a wealth of local expertise and diversity of perspectives throughout Area A. The outcome of the facilitated consultation sessions was a consensus to proceed a Regional Trail Strategy for Golden and Area A. The existing Area A Parks Plan, Golden Backcountry Recreation Access Plan, current bylaws, and planning documents listed within the Request for Proposals (RFP) provide a solid foundation to inform this Regional Trail Strategy. This Regional Trails Strategy supplements the existing Electoral Area A Parks Plan which may be updated from time to time.

To achieve the goals and desired outcomes for this Regional Trail Strategy, the project has been structured into the following phases:

01 PHASE 1: PROJECT START-UP

02 PHASE 2: REVIEW OF EXISTING SYSTEMS

03 PHASE 3 – NEEDS ASSESSMENT + COMMUNITY/STAKEHOLDER ENGAGEMENT

04 PHASE 4 – IDENTIFICATION + PRIORITIZATION OF OPTIONS – CONNECT INVENTORY NEEDS

05 PHASE 5 - FINAL REPORT

01.01 PROJECT PROCESS

Project Phase Starts | Major Deliverable | Working Group Meetings | Planned Consultation | Community Consultation / Open House

PROJECT START UP

01 **PROJECT AWARD** - Project awarded and contracts signed

PROJECT START UP MEETING Define project schedule, milestones, Draft Communications Plan

RELEVANT DATA ACQUISITION | BASE INFORMATION | REVIEW RELEVANT PLANS, AGREEMENTS, CONDITIONS

WORKING GROUP WORKSHOP #1 - Vision + Guiding Principles

PROJECT VISION + GUIDING PRINCIPLES, COMMUNICATIONS PLAN

REVIEW OF EXISTING SYSTEMS

02 **REVIEW OF EXISTING PLANS** - Existing plans, initiatives, strategies, guidelines, and resources

INVENTORY MAPPING GIS Analysis, Field Verification, Identify Geographic Sub-regions

REVIEW OF METHODOLOGY + FRAMEWORK Formulation of trails in the region + benchmarking methods (BC, Federal)

WORKING GROUP WORKSHOP #2 - Trails Strategy Inventory and Mapping

TECHNICAL MEMORANDA #1

NEEDS ASSESSMENT+ COMMUNITY/ STAKEHOLDER ENGAGEMENT

03 **NEEDS ASSESSMENT + COMMUNITY/STAKEHOLDER ENGAGEMENT**

STAKEHOLDER ENGAGEMENT: Focused Stakeholder Engagement Sessions

COMMUNITY CONSULTATION OPEN HOUSES - 8 Open Houses by Community + Stakeholder Members

- Town of Golden
- Donald
- Field
- Nicholson
- Parson
- Kicking Horse Mountain Resort
- Blaeberry

ONLINE COMMUNITY SURVEY

WORKING GROUP WORKSHOP #3 - Needs Assessment + Engagement Results

WORKING GROUP WORKSHOP #4 - Needs Assessment Finalization

SHUSWAP TERRITORIAL STEWARDSHIP TEAM

TECHNICAL MEMORANDA #2

IDENTIFICATION + PRIORITIZATION

04 **IDENTIFICATION + PRIORITIZATION** - Connect Inventory Needs

DEVELOP EXTENSIVE LIST - All potential trail projects, land acquisitions, and opportunities, high level cost estimates

SWOT MAPPING - Strengths, Weaknesses, Opportunities, Threats

DECISION MAKING MATRIX

WORKING GROUP WORKSHOP #5 - SWOT Analysis/Development Opportunities/Decision Making Matrix

COMPILE SHORT LIST - Development Recommendations, Priorities, Financial Analysis, Phasing (10 year projections)

TECHNICAL MEMORANDA #3

FINAL REPORT

05 **DRAFT + FINAL REPORT** - Executive Summary

TECHNICAL MEMORANDA #4: DRAFT ELECTORAL A - REGIONAL TRAIL STRATEGY REPORT

WORKING GROUP WORKSHOP #6 - Draft Report Review

FINAL REPORT - Electoral A Trails Strategy

PROJECT CLOSE-OUT - Project Learnings, Successes, Next Steps

01.02 REGIONAL CONTEXT + STUDY AREA

Area A is comprised of the rural communities of Parson, Field, Nicholson, Habart, Blaeberry, and Donald along with the rural areas of McMurdo, Beaverfoot, Willowbank, Moberley, the North Bench, surrounding the Town of Golden. Area A is the largest Electoral Area in the Columbia Shuswap Regional District (CSRD). The area has become world renowned for the incredible scenic beauty of the natural environment. Area A is also with close proximity to six National Parks including Banff, Glacier, Jasper, Kootenay, Mount Revelstoke and Yoho.

The Columbia Mountains, consisting of the Purcell, Selkirk and Monashee Mountain ranges sit to the west of the Rocky Mountains. They are older than the Rocky Mountains and extremely rugged, having been sculpted by cirque and valley glaciation. Dividing the Columbia and Rocky Mountains is the Rocky Mountain Trench, a wide valley extending in a north-westerly direction from the BC/US border to the BC/Yukon border. The Columbia River, Kicking Horse River, and Kinbasket Reservoir provide for much of the low elevation water based recreational activity in the region. As well, these reservoirs are the "holding pond" for the majority of the power generation and flood control on the Columbia River system.

Incorporated in 1957, the Town of Golden is home to over 3,700 residents with the surrounding rural Area A having a population of over 3,605 residents.[1]

1 Tourism Golden

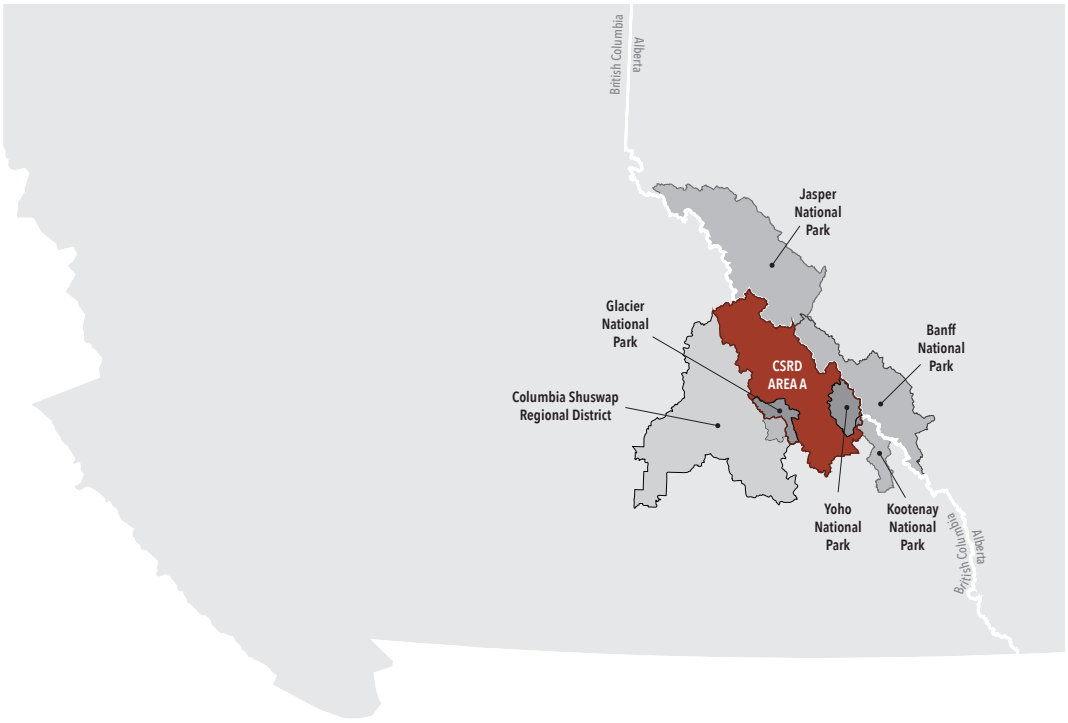


Figure 01 – Context Map

RECREATIONAL OPPORTUNITIES

The recreational opportunities found throughout Golden and Area A run the full spectrum of active and passive recreation in all four seasons. In spring, summer, and fall the primary established trail networks include the Moonraker Trails, CBT Trails, Mount 7 Trails, Mountain Shadow Trails, and Kicking Horse Mountain Resort. Golden Hikes[2] is represents a comprehensive inventory of the established and lesser known hikes throughout Area A. The website provides directions, trail info, difficulty rating, GPS files, photos, and a map of each trail listed. Blueway trails are designated recreation routes on water, often defined with a trailhead, designated put-in/take out locations, and trail information. Winter trail networks include the Kicking Horse Mountain Resort and surrounding backcountry area, Dawn Mountain Nordic Centre, Moonraker Trails, CBT Trails, Golden Golf Club, Nicholson Eco-Ranch, with mechanized snowmobile access in the West Bench, Gorman Lake, Quartz Creek, Mount 7, Blaeberry, Hope Creek, Hospital Creek, Parson to Nicholson, Susan Lake, and Chatter Creek areas.

2 http://goldenhikes.ca

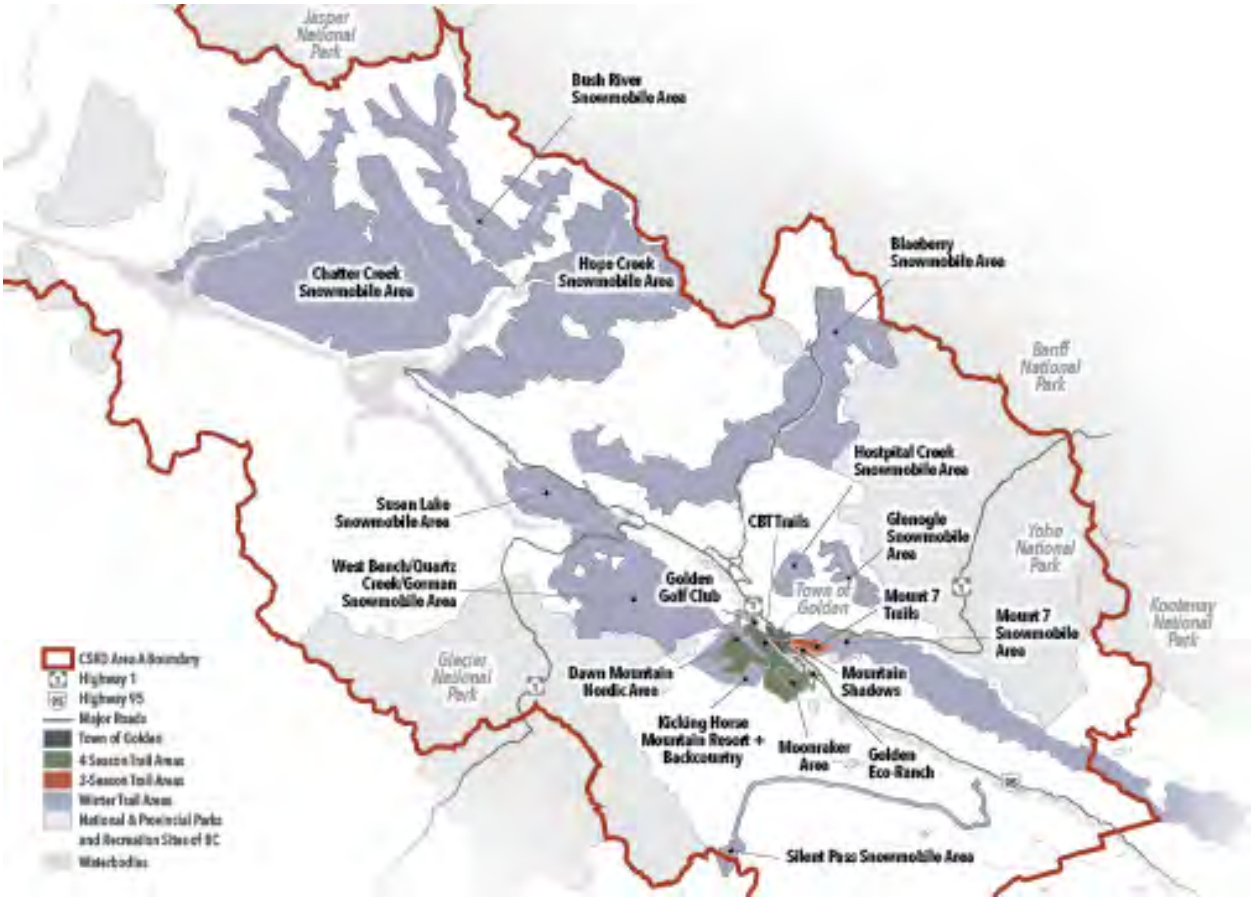


Figure 02 – Recreation Areas Map

OUTDOOR RECREATION GROWTH IN AREA A

The area is experiencing rapid and sustained growth in the outdoor recreation sector for public and commercial, motorized and non-motorized, and aquatic recreational activities. These recreation experiences range from remote backcountry access to front country vehicle access experiences. There are opportunities to manage this growth so that it best contributes to the local and provincial economy while supporting social and environmental values while attempting to minimize user conflict.

01.03 ENVIRONMENTAL CONTEXT

Area A encompasses the Rocky, Purcell, Selkirk, and Monashee mountain ranges. It is an extremely mountainous area dissected by large rivers and tributaries. Other notable features include mature old growth forests, remote wildland, subalpine and alpine areas, extensive ice fields, waterfalls and the Columbia wetlands. A variety of wildlife species including mountain caribou, elk, moose, black and grizzly bear, furbearers and waterfowl inhabit the area.[3]

COLUMBIA WETLANDS

The Columbia Wetlands are recognized as a Ramsar site of international importance. With more than 260 bird species recorded, as well as numerous fish, reptiles, amphibians, mammals species and countless invertebrates, the Columbia Wetlands is a hotspot of biodiversity.[4] The Columbia Wetlands Wildlife Management Area (WMA) is currently undergoing revisions through the Ministry of Forests, Lands, and Natural Resource Operations. Until this update is complete, recommendations for trails, campsites, or infrastructure within the wetland boundary may not be compatible with the goals of the management plan.

3 Golden Backcountry Recreation Access Plan (2002)

4 Wildsight.ca

BIOGEOCLIMATIC ZONE - INTERIOR DOUGLAS FIR

Douglas fir is by far the most common species in the zone. The historically frequent forest fires (ground fires) favoured the larger individuals with thick bark and consequently mature, open canopied and uneven-aged stands of Douglas-fir stands are very common. A history of crown fires is indicated by mixed stands of Douglas-fir, lodgepole pine, and ponderosa pine. Lodgepole pine is a widespread seral species at higher elevations. Ponderosa pine occurs on dry sites (warm slopes) in the wetter subzones but is most common in the hotter and drier lower elevation subzones in the interior. On the driest sites it will persist as the climax species.

Trembling aspen is a frequently occurring minor species throughout the zone. Western red cedar occurs mainly on moister sites. Englemann spruce occurs on wetter cooler sites, mostly high elevation sites. Western larch is restricted to the subzones in the south and east, where it is common after fire. Paper birch occurs on moist sites. Other minor species restricted to specific areas/sites include: grand fir, western white pine, Rocky Mountain juniper, balsam popular, choke cherry, and alders and willows.[5]

INTERIOR MOUNTAIN HEATHER

The Interior Mountain-heather Alpine (IMA) Zone occupies the Columbia Mountains, the southern Rocky Mountains, and applies to the project Area A boundary. The Interior Mountain-Heather Alpine is the smallest of the alpine zones since the altitude at which it begins is above the height of most of the mountain ranges: 2500 m in the dry south to 1800 m in the north. There is much precipitation variation within the zone but summers are warm relative to the other alpine zones. In alpine regions, the physical environment dictates the vegetation. Whether the terrain is gentle or extremely rough, the smallest differences in the micro-environment are important. Soils are typically shallow and derived from weathered bedrock. Since cold retards the process of weathering, soils and plants develop slowly in this zone. The drier parts of the Interior Mountain-Heather Alpine in the east Kootenays and the lee of the Coast Mountains are home to some of the densest populations of mountain goat in the world. Ungulates such as caribou and bighorn sheep also live here. In summer and fall, elk, mule deer, and grizzly bear forage in the lush meadows. [6]

These areas represent important habitat for the species who inhabit the alpine territory. Vegetative cover includes stunted trees including the Whitebark Pine, Mountain Heather, and wildflowers. Alpine vegetation is very sensitive to compaction and disturbance and restoration is much more lengthy and challenging than at lower elevations. For these reasons any trail use or development in alpine areas should be carefully considered to avoid sensitive vegetation and seek to minimize impacts to terrain and wildlife populations.

WILDLIFE MANAGEMENT AREAS

Wildlife Management Areas (WMA) are the primary tool for conservation lands in British Columbia. A WMA is an area of land designated under section 4(2) of the Wildlife Act for the benefit of regionally to internationally significant fish and wildlife species or their habitats. Conservation and management of fish, wildlife, and their habitat is the priority within a WMA, but other compatible land uses may be accommodated including recreation activities, provided that such activities were compatible with the objectives of the WMA.

5 http://cfcg.forestry.ubc.ca/resources/cataloguing-in-situ-genetic-resources/idf-zone/

6 https://www.for.gov.bc.ca/hre/becweb/downloads/downloads_subzonereports/IMA.pdf

01.04 SHUSWAP, KTUNAXA, METIS NATIONS

We recognize that this Regional Trail Strategy occurs on the traditional territory of the Shuswap and Ktunaxa Nations. Heritage trails in this area have been used for centuries by indigenous people for access and to reach the bison herds east of the Rocky Mountains. Earliest records of access through the Athabasca and Howe's Pass Heritage Trails date as far back as 1807 with the Kinbasket People guiding David Thompson and other early settlers to the area.

Consultation and involvement of the Shuswap, Ktunaxa, and Metis Nations are a top priority to inform this Regional Trail Strategy and efforts have been made to build these relationships as early in the planning process as possible to strengthen the sustainability of the recreation network and to ensure all stakeholders have been given the opportunity to provide input throughout the strategic planning process. Several meetings were held with the Shuswap Territorial Land Stewardship Team and the Metis Nation. There is tremendous opportunity to undertake further study for archaeological, cultural, and heritage values to ensure stewardship of the land. There are also many opportunities to explore partnership agreements for planning and ongoing maintenance and access improvements.

01.05 PROJECT APPROACH

The Regional Trail Strategy for Golden and Area A embraces the diversity of recreation types and user groups across the broad geographic area. The Regional Strategy encompasses motorized, non-motorized, and blueway trails. Many user groups and community members have differing priorities and opinions on topics such as limits of acceptable change, access, regulations, and sharing intimate local knowledge of the area. The project team has approached this project with the goal of creating a plan that brings stakeholder interests together to work toward common goals and to strengthen area-wide collaboration and partnerships. This Regional Trail Strategy takes a triple bottom line approach that seeks to balance environmental, economic, and socio-cultural factors using transparent and defendable methods.

The Golden Backcountry Recreation Access Plan (GBRAP) commenced in 1998 and was completed in 2002. It was created as a strategic plan to identify recreational land use patterns within the Golden Timber Supply Area (TSA). Results were derived through consensus-based negotiation between key recreational stakeholders and through public consultation. The GBRAP Plan serves as a foundation document for the Regional Trail Strategy and has been used to inform mapping, decision making, and prioritization throughout the project process.

The Regional Trails Strategy has been guided by the project vision and guiding principles that were developed and refined with the stakeholder group early in the process. Extensive ground-truthing has been combined with Provincial and Stakeholder supplied data to effectively and efficiently collect and analyze trail data. This information was collected in a GIS database and analyzed to understand the strengths, weaknesses, opportunities, and threats (SWOT) related to Golden and Area A's existing recreation networks. The SWOT analysis provided valuable insights to help establish a criterion for enhancing existing or creating new trails.

The input was recorded and used to refine the regional trail strategy with sustainable trail best practices in mind.

A trail classification was created with the goal of creating a diverse recreation trail network that can accommodate users of all ages and recreation types. As the strategy developed, adaptive sports emerged as an important and innovative consideration for all-inclusive trails.

This report ultimately includes an implementation matrix with prioritized initiatives and financial analysis.

01.06 PROJECT WORKING GROUP

The Regional Trail Strategy Working Group is represented by members of the Area A Parks Advisory Group and a dedicated collective of selected volunteers from the broader community who represent differing perspectives drawing from their diverse recreation backgrounds. The Working Group has been engaged throughout the project process to review all project materials, provide feedback and direction to the Project Team to ensure the Regional Trail Strategy is technically sound, transparent, and acceptable to the public and stakeholders. A total of 6 Working Group Meetings were held throughout the course of this project.

01.07 BACKGROUND DOCUMENT REVIEW

- *Electoral Area A Parks Plan*
- *Golden Backcountry Recreation Access Plan*
- *CSRD Community Parks Regulation Bylaw No.5556*
- *Town of Golden Official Community Plan*
- *Town of Golden Rotary Trail Plan*
- *Golden Age Friendly Plan*
- *BC Rec Sites and Trails - Chapter 10*
- *East Kootenay Land Use Plan*
- *Area A Golden Regional Trail Strategy Consultation Report (2016)*
- *Electric Bicycles Policy - BC Rec Sites and Trails*
- *Trails Strategy for British Columbia*

01.08 LEGISLATIVE FRAMEWORK

A high percentage of the trails both authorized and unauthorized throughout Area A are situated on Crown land. Trails on Crown Land are not protected as they are within Parks and are considered part of a working forest that falls under the Forest and Range Practices Act. In many cases there are other stakeholder parties who hold tenure rights to the site or trails. British Columbia's trails and recreation sites are managed by BC Rec Sites and Trails through service contracts and partnership agreements with a range of groups and both public- and private-sector organizations. Applications are first made to Front Counter BC using the ministry's application form available at www.frontcounterbc.gov.bc.ca. Prior to maintaining or developing a trail or recreation facility on Crown land the proponent must have the consent of the District Recreation Officer. There are a number of regulations, policies, and mechanisms to form partnership agreements and to develop and protect trail assets including:

SECTION 57: AUTHORIZATION TO DO WORK

- *Provides authorization to construct, maintain, or rehabilitate, a trail on Crown land;*
- *Does not provide formal tenure or rights;*
- *Does not provide protection of the trail alignment*

SECTION 56: ESTABLISHES A RECREATION TRAIL

- *Provides the authority to establish an interpretive forest site or recreation trail;*
- *Objectives can be formalized for the site, but must be consistent with any established government objectives for the area;*
- *Implies a higher level of protection or negotiated use;*
- *Provides the Land Manager with the authority to enter into agreements under Section 118 of the FRPA;*
- *Increases the responsibility of the Land Manager for the safety of the recreating public.*

SECTION 58: ORDER

- *Provides a closure or seasonal closure providing specific recreational use restrictions through the Forest and Range Practices Act;*
- *Enforceable.*

SECTION 118: PARTNERSHIP

- *Provides authorization for a Land Manager to enter into an agreement to develop, maintain, repair, or close a recreation site or trail.*

MEMORANDUM OF UNDERSTANDING (MOU)

- *Establishes an agreement between two or more parties to provide joint management of an area, for example the management of recreation trails within an area while ensuring the timber woodlot harvesting rights of a Woodlot Licensee.*

There are currently MOU's in place within the Moonraker/CBT Trail Network and within the Mountain Shadow Trail Network. These agreements have been successful in demonstrating how woodlot licensees and recreation stakeholder groups can work together in partnership.

Photo: Thompson Falls
LARCH Landscape Architecture

02 VISION + GUIDING PRINCIPLES

The Vision and Guiding Principles for the Regional Trail Strategy were developed collaboratively between the Consultant Team and the Working Group at the first working group meeting June 20, 2017. When revisited in January, 2018, the Working Group felt that the Vision and Guiding Principles remain consistent with vision for the project and the recreation network for Golden and Area A.

Developing a common vision for the Electoral Area A: Regional Trails Strategy was a critical first step in the planning process. Establishing a vision statement establishes group and societal values. The agreed upon vision shapes the framework for decision making in later project phases. Any debate can be referred back to and validated in terms of compatibility with the project vision. The vision statement projects long term, it does not describe what is found today.

VISION STATEMENT

Golden and Electoral Area A will be an internationally recognized outdoor recreation destination with a recreation network that is environmentally responsible, intelligently connected, and a model of sustainability. The community works collaboratively and constructively to provide 4 season support and funding. The trail network throughout Golden and Area A will be authentic, diverse, designed and constructed to meet trail standards, and considered a valuable asset to the community.

GUIDING PRINCIPLES

- "Made in Golden" - The plan will be informed by the Community
- Align with the Golden Backcountry Recreation Access Plan (GBRAP) land use designations
- Environmental Sustainability
- Collaboration and Cooperation
- Stewardship – Community, Trails, Environment
- Cultural Values and Heritage
- Inclusive
- Equity – (all come to the same level, not equality)
- Respectful Communication
- Equity of Assets – to ourselves and others
- Healthy Community
- Safety and Awareness
- Recognize intrinsic values of environment, natural areas, wilderness, wildlife
- Maintain value to community while recognizing the significant biodiversity of the area
- Trails are well signed and well maintained
- Innovation

03 STAKEHOLDER + COMMUNITY ENGAGEMENT

The Regional Trail Strategy project is rooted in a community and stakeholder driven approach. The approach of relationship building through genuine face to face conversations with community members and stakeholder groups is not a new concept, but was a key element in getting community buy-in and authentic and meaningful engagement. Focused stakeholder engagement sessions were productive and very informative. The project team has also lead a series of 8 Community Consultation sessions using innovative and interactive public engagement techniques. An online survey was also utilized as an outreach technique to gather information from a broad range of user groups and community members throughout Area A. These stakeholder and community consultations and outreach initiatives have been effective to inform subsequent phases of planning within this project framework. The following represents the stakeholder and community engagement process:

REVIEW OF EXISTING SYSTEMS

June - July 2017

Site Analysis + Comprehensive review of existing plans, strategies, guidelines, resources

COMMUNITY CONSULTATIONS

July 2017

Engagments held in **6 Communities**:

Nicholson, Parson, Golden, Kicking Horse Mountain Resort, Blaeberry/Donald, Field

STAKEHOLDER ENGAGEMENT

June 2017 - May 2018

24 Stakeholder Engagement Sessions

41 Stakeholder Groups

COMMUNITY CONSULTATIONS

October 2017

2 Engagement Sessions

165 Ideas + Inputs gathered

COMMUNITY SURVEY

October 2017

Hardcopy + Online Survey

274 Survey Participants!

Community Engagement Sessions July , 2017: Top - KHMR | Middle - Parson | Bottom - Golden

EMERGING TRENDS + KEY FINDINGS

Community Consultations were undertaken July 24-28th, 2017, in Golden, KHMR, Parson, Nicholson, Blaeberry, and Field. The following are emerging trends and issues captured during research, the first round of Community Consultations, and through meetings with Stakeholder Groups:

DESIRE TO IMPROVE CULTURAL/HERITAGE TRAILS AND PASS ADVENTURES

- Heritage trails offer opportunities to explore and celebrate the historical significance of these trails to the settlement of Area A.
- Opportunity to develop and maintain Heritage trails and pass adventure connections to National Parks rather than out and back trails. This type of adventure activity is gaining popularity and offers benefits from a tourism perspective. Examples include: Amiskwi Pass, Howe's Pass, Harrogate Pass

WINDSTORM JULY 2017

- The windstorm event of July 2017 has greatly impacted the trail networks in Golden and Area A with an incredible amount of blowdown, hazard trees, exposed root systems, and limiting access. Clean up efforts have been impacted by the fire ban, regulations regarding merchantable timber, and the danger/complexity of clean up work required. Volunteer efforts to clear sections of trail are now occurring and there are fund-raising efforts in place to clear and re-build impacted trails.

ACCESS IMPROVEMENTS, AGREEMENTS, INFRASTRUCTURE TO DESTINATION TRAILS

- Gorman Lake
- Mummery Glacier
- Thompson Falls
- Howe's Pass
- Mount 7 Summit
- Canyon Creek hiking route
- Certainty Mine

SUMMER MOTORIZED TRAIL NETWORK IMPROVEMENTS

- The desire for an established summer Motorized/Off Road Vehicle network with proper mapping, way finding signage, and staging areas.

FUNDING FOR TRAIL MAINTENANCE

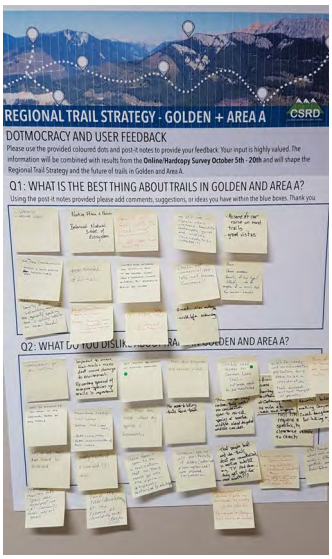
- Stakeholder groups and community members have expressed a need for funding for trail maintenance

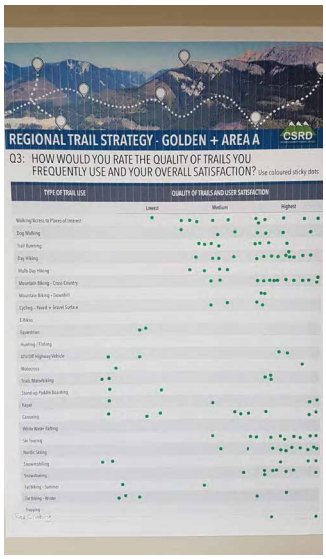
BLUEWAY NETWORK

- Put in/take out access along blueway routes can be limited by vehicular access and/or private property. These areas should be clearly identified. This is contingent on the update to the CWWMA management plan as areas may be identified where put ins/take outs are incompatible with the goals of the management plan.

WILDLIFE CORRIDORS

- The Kootenay Boundary Land Use Plan Implementation Strategy (June 1997) and Golden Backcountry Recreation Access Plan (GBRAP) 2002 illustrate wildlife corridors, however, further study may be required when contemplating recreation development.





Community Engagement Sessions October, 2017: Golden

EMERGING TRENDS + KEY FINDINGS

Stakeholder Consultations occurred from July to end of October 2017. Two Stakeholder/Community Consultation sessions were undertaken **October 4th, 2017**. From **October 5 - 20th online and hardcopy surveys** were available through the CSRD Area A Regional Trail Strategy webpage and actively promoted through the community for a 3 week period. The survey received a total of **270 participants**. The following are emerging trends and issues captured during stakeholder engagement, the second round of Community Consultation sessions, and the online survey. For detailed survey data please refer to **APPENDIX C**:

DESIRE FOR COMMUNITY CONNECTIONS

- Strong desire for community connections Golden south to Habart, Nicholson, Parson, Campbell Road, etc.

MOTORIZED USE MOUNT 7 + MOUNTAIN SHADOWS

- There is a long history of motorized use in the Mount 7 and Mountain Shadow trail network. Opportunities exist to improve both the motorized and non-motorized recreation networks, improve signage, collaboration, staging areas.

BOARDWALK INTERPRETIVE TRAIL - COLUMBIA WETLANDS

- Strong desire to explore the development of a boardwalk, bird blind, and interpretive opportunities at an appropriate location in the Columbia Wetlands.

SUMMER MOTORIZED TRAIL NETWORK IMPROVEMENTS

- Signage improvements to where motorized use is permitted and trail etiquette.
- Desire for the development of motorized recreation networks i.e. Revelstoke/Kelowna - track and beginner, intermediate, advanced trails
- Desire for staging area(s) - opportunity to develop with other motorized user groups

RECREATION CLOSURES IN NEIGHBOURING COMMUNITIES

- Temporary recreation closures have occurred in Canmore and other neighbouring mountain communities to minimize the risk of wildlife conflicts during berry season and other environmental factors. There is a strong desire to apply learnings from other communities to ensure the health of wildlife and that recreation networks remain open.

ALPINE RECREATION

- Alpine access and recreation is a hot topic of discussion throughout mountain communities in interior British Columbia. Applications for alpine trail development opportunities have been made in Area A, but to date no formal agreements have been made. The alpine environment and wildlife are highly sensitive to disturbance in these areas.

NON-MOTORIZED TRAIL IMPROVEMENTS

- There is a substantial percentage of intermediate (Blue) non-motorized trails in Golden and Area A. There is a strong desire to expand the beginner (Green) and advanced (Black/Double Black) trail opportunities with some potential to explore adaptive trail development.

ACCESS TRAILS TO CLIMBING AREAS

E-BIKES

- BC Rec Sites and Trails is near releasing it's policy on e-bikes. At present e-bikes are not permitted on non-motorized trails. From the data gathered, there appear to be a number of e-bike users within the project boundary. As the policy for e-bikes is implemented, user groups and trail networks will have to adapt to harmonize with the new policy.

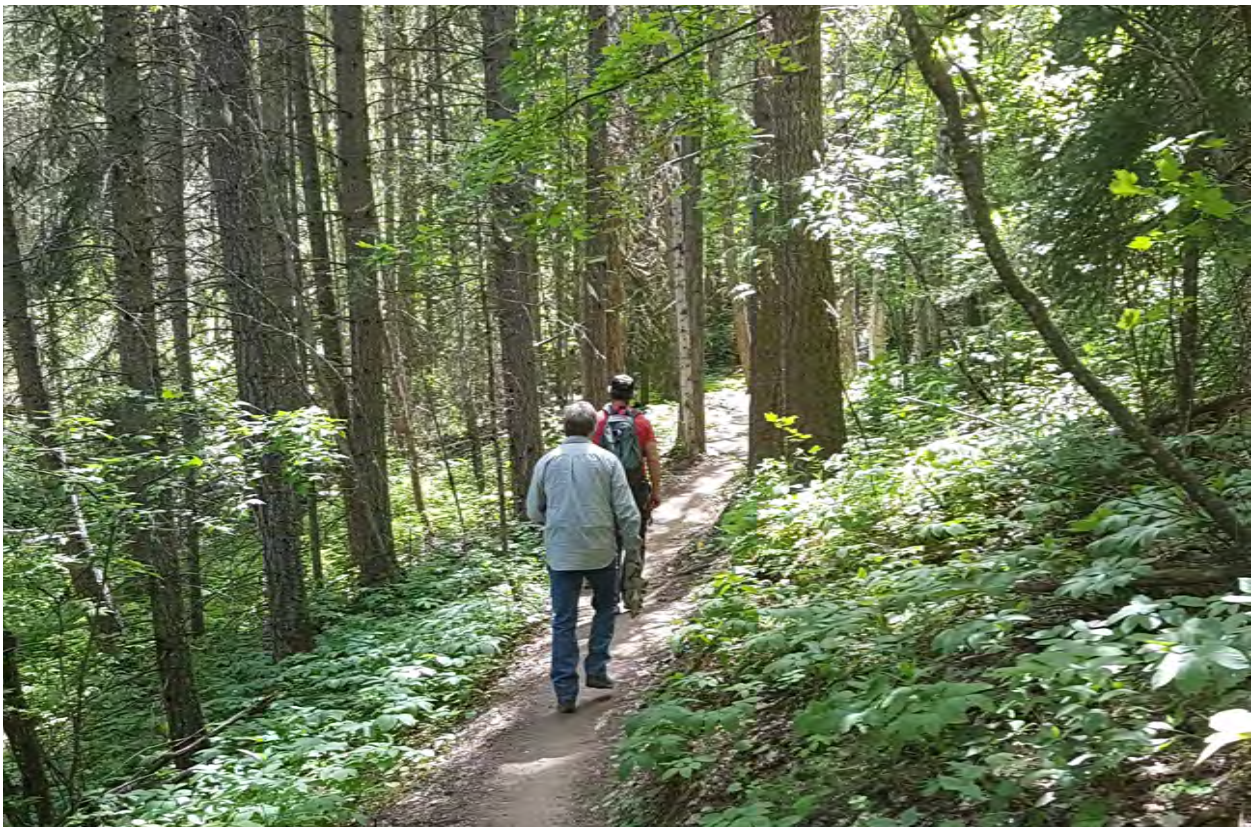


Photo: LARCH - CBT Network Trail

04 TRAIL CLASSIFICATION

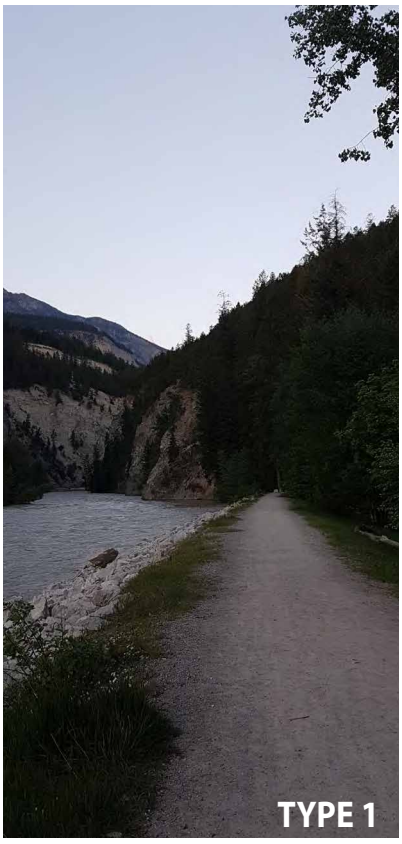
An effective recreation network meets the needs of the community by offering a variety of trail different types to recreational users of all ages and ability levels. Providing a diversity of recreational experience opportunities to accommodate the broadest range of user groups, delivers variety and opportunities for trail users to progress and challenge themselves, and promotes a healthy active lifestyle. Establishing a trail classification for Golden and Area A will allow planners, designers, and decision makers to make informed decisions when evaluating development opportunities to establish specific project goals for trail development, trail maintenance and optimization, and reclamation and restoration. Incorporating effective "Trail Standards" provides a strong foundation for good trail design, construction, and maintenance which improves user safety, overall experience, and environmental stewardship.

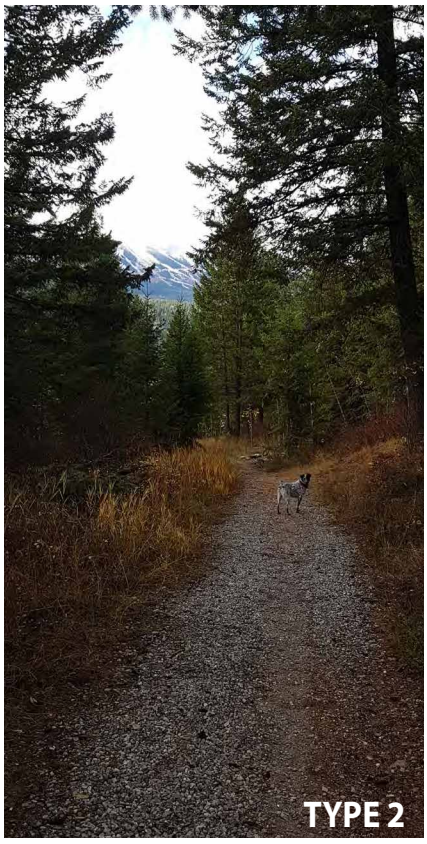
This trail classification draws from established best practices that are recognized provincially and internationally. These best practices serve as the foundation for this trail classification. The International Mountain Bike Association (IMBA) standards[7] integrate many practical and effective sustainable trail and construction principles. These principles are not only applicable to mountain bike trails, but are currently being integrated and applied to motorized, hiking, equestrian, snowmobile, and cross country ski trails effectively to reduce environmental degradation, erosion, and maintenance. The Whistler Trail Standards – Environmental and Technical Features[8] are highly regarded resources for trail planning principles, environmental stewardship, sustainable construction, and management practices. BC Rec Sites and Trails Chapter 10: Recreation Trail Management [9] offers a comprehensive management structure for trail planning, design, construction, and management for all trails on Crown Land throughout British Columbia. These reference standards and other relevant best practices serve as the foundation for developing a trail classification for Golden and Area A. Through detailed analysis and extensive stakeholder and public engagement combined with the integration of established standards, the following trail classification has been developed specifically for Golden and Area A .

7 http://www.imbacanada.com/resources/trail-building

8 https://cyclingbc.net/wp-content/uploads/2014/10/trail_standards_first_edition.pdf

9 http://www.sitesandtrailsbc.ca/documents/manual/chapter10.pdf





Photos: LARCH, Type 6 photo: Sweet Skills

Photos: Type 7 (Field and Forest), Type 8,,10, 11,12 (Tourism Golden), Type 9 Revy Riders,

TABLE 01: TRAIL CLASSIFICATION

Trail Type	Surfacing	Trail Width	Capacity	Grade	Horizontal Clearing	Vertical Clearing	Risk Mitigation	Cost	Maintenance	Intent
MULTI-USE: NON-MOTORIZED										
Type 1	Asphalt, Concrete, Chip Sealed, Compacted Gravel	2.0 - 3.5m	High - Double Track	Max: 8% Average: 5%	3.0 - 5.0m	3.0m	High	High	High - snow clearing where applicable, regular documented inspections and maintenance (monthly). Maintenance performed by Government Organization (Town of Golden/CSRD/BC Rec Sites).	Barrier Free trails, urban trails, day use areas, viewpoints, short distance from vehicle access. Typically will include amenities such as benches, signage, garbage/recycling, toilets
Type 2	Compacted Gravel, Natural Surface	1.25 - 2.0m	High - Double Track	Max: 10% Average: 8%	2.0 - 3.0m	3.0m	High	Med	High - Provide documented inspections twice per year (Spring/Fall) or upon user comment. Maintenance performed by Government Organization (Town of Golden/CSRD/BC Rec Sites) or User Group per Maintenance Agreement.	Barrier Free trails, urban trails, day use areas, viewpoints, short distance from vehicle access. Typically will include amenities such as benches, signage, garbage/recycling, toilets.
Type 3	Native Soil	0.75m	High - Single Track	Max: 12% Average: 10%	1.25m	2.5m	Med	Med	Med - Provide documented inspections yearly (Spring) or upon user comment. Maintenance performed by Government Organization (CSRD/ BC Rec Sites) or User Group per Maintenance Agreement.	Single file travel, day use areas, viewpoints. Limited amenities such as signage, washrooms, garbages, cleaning stations. Use low impact boardwalks to traverse sensitive habitat.
Type 4	Native Soil	0.5m	Med-Low- Single Track	Max: 15% Average: Less than 15%	1.0m	2.5m	Low	Low - Med	Low - Provide documented inspections yearly, every second year, or upon user comment. Maintenance performed by Government Organization (CSRD/ BC Rec Sites) or User Group per Maintenance Agreement.	Lightly used wilderness trails, overnight or multi-day adventures. May be rough terrain. If designated as a specific jump trail, vertical clearance requirements will be higher. Limited amenities but signage and pit toilets where appropriate. Use low impact boardwalks to traverse sensitive habitat.
Type 5	Natural, avoid tread grubbing	0.3m	Low - Wilderness Trail	N/A	N/A	2.5m	Low	Low	If required. Maintenance performed by Government Organization (CSRD/BC Rec Sites) or User Group per Maintenance Agreement.	Wilderness routes where formal development is avoided. Minimal signage for wayfinding and regulations. If in Alpine Environment special emphasis on: Seasonal Closures, Special Regulations, Leave No Trace principles, Come Prepared, Stay on the Trail, Use of trail in inclement weather regulations, etc.
Type 6	Natural Surface	1.8m	Med - Single Track Wide	Max: 10% Average: Less than 5%	2.0m	2.5m	Med	Med	Med - Provide documented inspections yearly (Spring) or upon user comment. Maintenance performed by Government Organization (CSRD/ BC Rec Sites) or User Group per Maintenance Agreement.	Purpose built Adaptive Trail for three and four wheeled cycles. Typically machine built with pull-outs located at least every 1000m. 7.75m (25') minimum radius on corners. Allows for all forms of non-motorized use including family friendly trails, trail running, hiking, etc.
SHARED-USE: MOTORIZED + NON-MOTORIZED										
Type 7	Existing Forest Service Road: Gravel, Natural	2.0 - 5.0m	High - Double Track	Average: 10%	3.0 - 5.0m	3.5m	Low	Low - Existing	Low - often maintained by land owner or industry	Existing Forest Service Road (or deactivated). Available for use by all use groups: ATV, Side by Side, 4x4, Off Highway Motorcycles (Motocross, Enduro, Trials), Equestrian, Mountain Bike, Hiking, Snowmobiles.
Type 8	Natural Surface	1.5m	Med - Single Track	Max: 30% Average: 10%	2.0m	3.0m	Low	Med	High - Provide documented inspections twice per year (Spring/Fall) or upon user comment. Maintenance performed by Government Organization (CSRD/BC Rec Sites) or User Group per Maintenance Agreement.	Single file ATV, Side by Side, 4x4, Off Highway Motorcycles (Motocross, Enduro, Trials), Equestrian, Mountain Bike, Hiking, Snowmobiles.

Hiking Specific Trails: *Per Rec Sites and Trails BC Chapter 10 - Foot Trail Guidelines Type I - Type V*
Biking Specific Trails: *Per Rec Sites and Trails BC Chapter 10 - Bike Trail Guidelines Type I - Type IV*
Equestrian Specific Trails: *Per Rec Sites and Trails BC Chapter 10 - Horse Trail Guidelines Type I - Type III*
ORV Specific Trails: *Per Rec Sites and Trails BC Chapter 10 - ATV Guidelines (ATV, Side by Side)*

TABLE 01: TRAIL CLASSIFICATION

Trail Type	Surfacing	Trail Width	Capacity	Grade	Horizontal Clearing	Vertical Clearing	Risk Mitigation	Cost	Maintenance	Intent
OFF HIGHWAY MOTORCYCLE SPECIFIC TRAILS - MOTOCROSS, TRIALS BIKES, ENDURO										
Type 9	Natural Surface	0.5 - 2.0m	Med - Single Track	Max: 30%; Greater than 30% for short distances (less than 50m length) Average: 10%	1.2 - 2.0m Requires clear fall zones	3.5m	Med	High - Med	Med - Provide documented inspections yearly (Spring) or upon user comment. Maintenance performed by Government Organization (CSRD/ BC Rec Sites) or User Group per Maintenance Agreement.	Dedicated off road motorcycle trails should be designed in a dedicated network including a staging area with clear signage illustrating the designated trails and outlining all regulations and restrictions.
SNOWMOBILE SPECIFIC TRAILS										
Type 10	Winter: Groomed snow Summer: Natural Vegetation	3.0 - 5.0m	High - Double Track	Max: 25% Average: 8%	5.0m	Approx. 2.5m plus the anticipated maximum snow depth	Med	Med	The Golden Snowmobile Club has a trail management agreement with the Provincial Government for Quartz Creek, Gorman Lake, Silent Pass and the Westbench Trail. Trail fees are collected through membership sales, strategically located toll booths, and sponsorship. Fees go to trail grooming and maintenance.	Snowmobile trails in Golden and Area A are maintained and groomed by user groups through formal management agreements. Snowmobile trails are used to access Quartz Creek, Gorman Lake, Silent Pass which play host to a variety of Simple, Challenging, and Complex terrain. Maps and signage must clearly indicate Non-Motorized Areas which are consistent with the Golden Backcountry Recreation Access Plan (GBRAP) and National Park Boundaries.
SKI SPECIFIC TRAILS										
Type 11A	Winter: Groomed snow Summer: Natural Vegetation	1.5 - 4.0m	High - Single/Double/ Triple Track	Max: 25% Average: 10% Expert: Max 40%	2.0 - 5.0m	Approx. 2.5m plus the anticipated maximum snow depth	Med	Med	The Dawn Mountain Nordic Ski Centre grooms over 33km of skate and classic ski trails. Maintenance is covered through membership, day passes, and sponsorship. Fees go to trail grooming and maintenance.	Nordic ski trails in Golden and Area A are primarily located at the Dawn Mountain Nordic Centre which host a variety of trails following the Easy, Intermediate, and Difficult trail rating system.
Type 11B	Winter: Flagged alignment Summer: Natural Vegetation	1.5m	Low - Single Track	Max 25% Average: 10%	2.0m	Approx. 2.5m plus the anticipated maximum snow depth	Low	Low	Minimal brush clearing and maintaining flagging tape to indicate trail alignment.. Primarily done by volunteers.	Ski touring access trails allow people to users to access ski touring terrain or return to a parking/staging area. These trails are primitive backcountry trails with risk being completely on the user.
BLUEWAY TRAILS										
Type 12	Water	N/A	Low	N/A	N/A	N/A	Med	Low	Low - Designated Put in-Take out sites. Maintenance performed by Government Organization (CSRD/ BC Rec Sites) or User Group per Maintenance Agreement.	Designated put-in / take-out sites for Canoe, Kayak, Stand Up Paddle Board, Rafts, and Watercrafts under 20 horsepower per current regulations. Signage pertaining to regulations (migratory bird act restrictions, access). Garbage and recycling amenities may be applicable. All regulations, signage, and amenities are to be consistent with the current updates to the Columbia Wetlands Wildlife Management Area Management Plan.

OFF HIGHWAY MOTORCYCLE DEFINITIONS - GOLDEN OFF ROAD MOTORCYCLE ASSOCIATION (GORMA):

Motocross motorcycles *are two wheeled motorized vehicles designed to ride or race over trails, hills, jumps, sharp turns and muddy terrain often in a closed course. Typically the more aggressive and loud form of off road motorcycles.*
Enduro motorcycles *are two wheeled motorized vehicles designed to ride most trails and terrain over long distances. Requirement to meet sound and emission standards*
Trials motorcycles *are two wheeled motorized vehicles designed with no seat to ride the most difficult terrain and trails, stand up ridding style. Often include vertical faces. Note: Lightest and least invasive footprint.*

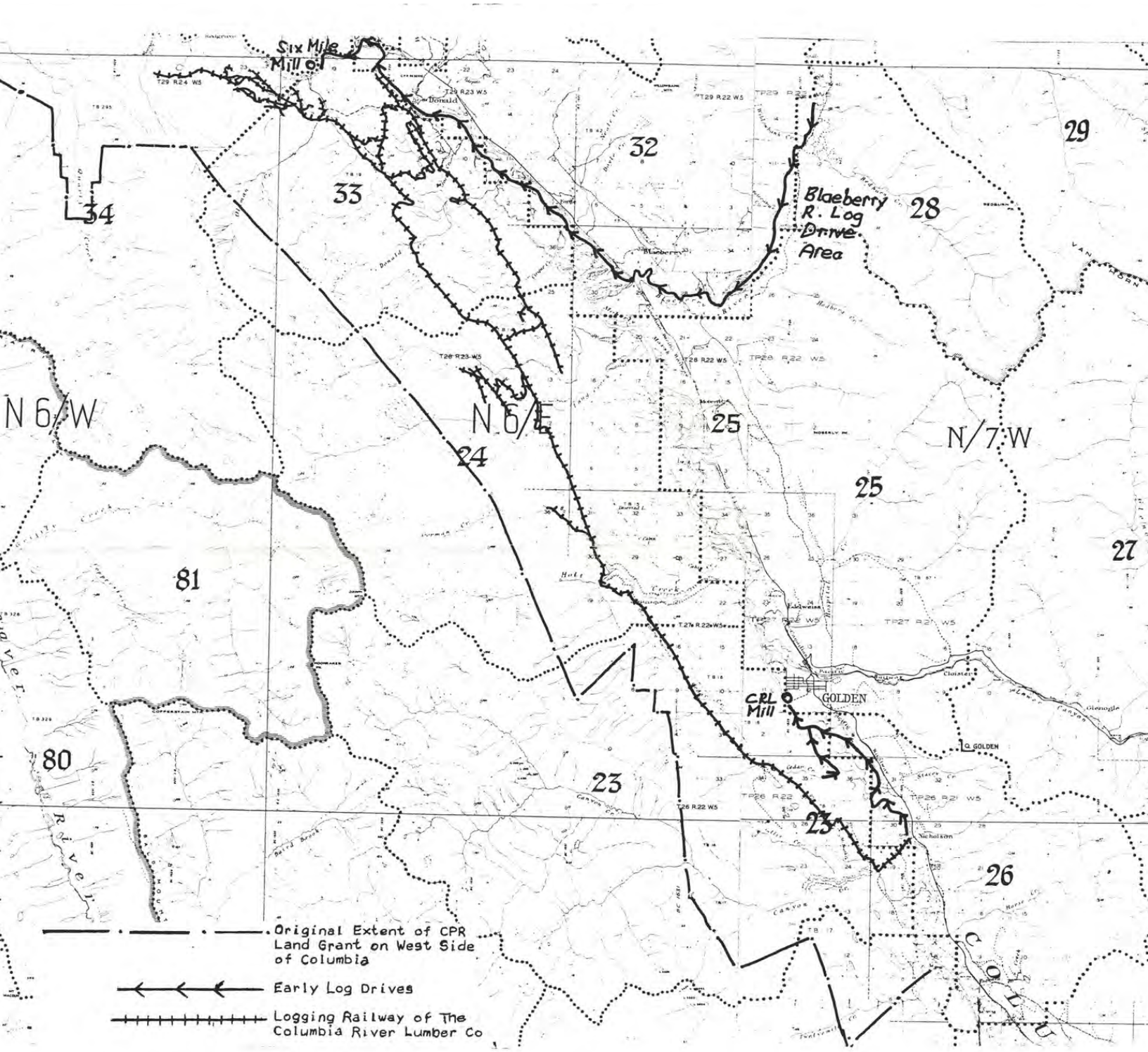


Figure 03 – Columbia River Lumber Map - Historic 2% Alignment

05 INVENTORY + ANALYSIS

The Regional Trail Strategy for Golden and Electoral Area A utilizes highly sophisticated GIS modeling and spatial analysis techniques to aid in the inventory and design of effective trail networks. Inventory, analysis, and fieldwork processes have been combined to document existing conditions and explore opportunities for connectivity, trail improvements, and reclamation. Mapping and visualizations are intended to be comprehensive, yet easily understood by members of the working group and general public.

The inventory and analysis mapping focused on developing a comprehensive inventory of trails. To illustrate the trails in the inventory, the maps have been broken out into Priority Planning Areas (PPA), REFER TO MAP 01. The Priority Planning Areas have been defined by grouping the "Landscape Units" found in the Golden Backcountry Recreation Access Plan (GBRAP – 2002).

The inventory of trails has been built with publicly available data, georeferenced trail files from numerous recreational groups in the area, and through our community and stakeholder engagement sessions. Publicly available data sources include: The Government of British Columbia, Columbia Shuswap Regional District, and Open Streets Maps. The inventory of trails also includes files from the following local organizations:

- *Golden Hikes*
- *Golden Cycling Club*
- *Golden Museum and Archives*
- *Columbia Valley Climbing Association*
- *Golden Paragliding*
- *Golden Cross Country Ski Club (includes snowshoe trails)*
- *Golden Snowmobile Club*
- *Golden Off Road Motorcycle Association*
- *Columbia Wetlands Outpost*
- *Summer Motorized Users*
- *Parks Canada*
- *General Public at Community Engagement Sessions.*

There were some existing data gaps that the project team resolved working directly with local organizations, and through focused stakeholder engagement sessions.

Additional data has been gathered and integrated into the DECISION-MAKING MATRIX found within subsequent sections of this plan. This includes:

- *Environmentally Sensitive/Significant Habitat & Protected Areas*
- *Cultural/Historical Locations*
- *Indigenous Cultural Values*
- *Land Use/Private Property/Tenures*
- *Existing Infrastructure & Access*
- *Safety*

During all engagement sessions, community and stakeholder members were asked to locate trails, issues, opportunities, and other comments directly on the maps, and using Google Earth. These comments were recorded and digitized and have been compiled into mapping layers that will form the base for the STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS (SWOT) MAPPING that can be found in subsequent sections of this plan.

05.01 EXISTING RECREATION NETWORK SUMMARY

The following represents a summary of the existing recreation network throughout Golden and Area A, trails currently under application, and a breakdown of trails by type consistent with the TRAIL CLASSIFICATION as described in SECTION 04.

TABLE 02: GOLDEN + AREA A EXISTING TRAIL SUMMARY

	LENGTH (M)	LENGTH (KM)
Existing Authorized Trails	494,935.5	**494.9**
Planned Trails (XC Ski)	2,454.6	**2.5**
Trails Under Application Review (RSTBC)	31,298.5	**31.3**
Total	528,688.5	**528.7**

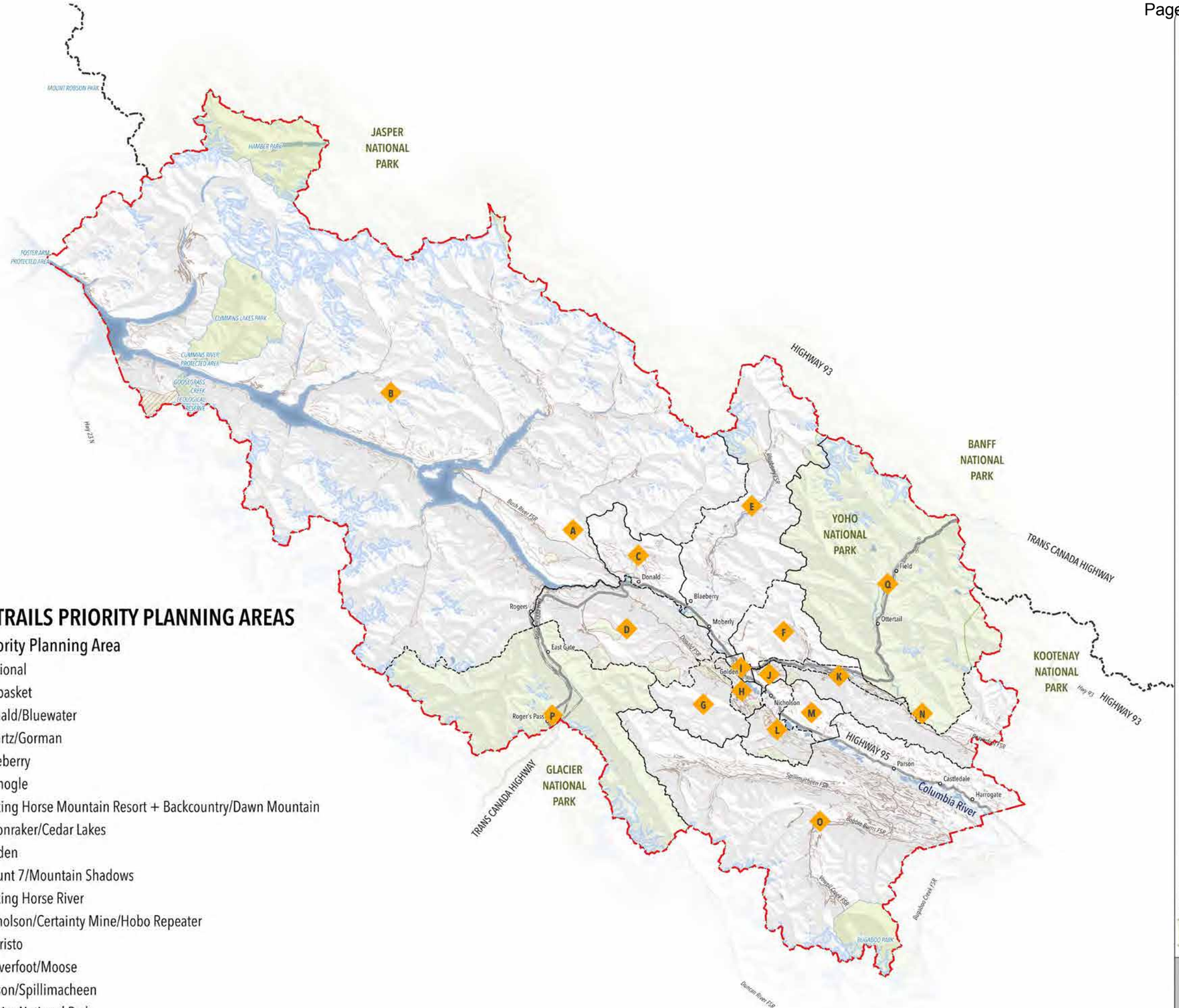
TABLE 03: GOLDEN AND AREA A EXISTING AUTHORIZED TRAILS BY TYPE

	LENGTH (M)	LENGTH (KM)
Class 1	278.8	**0.3**
Class 2	23,634.2	**23.6**
Class 3	118,996.5	**119.0**
Class 4	55,314.8	**55.3**
Class 5	86,693.0	**86.7**
Class 6	0.0	**0.0**
Class 7	32,781.8	**32.8**
Class 8	5,603.5	**5.6**
Class 9	0.0	**0.0**
Class 10	132,901.5	**132.9**
Class 11	38,731.5	**38.7**
Class 12	0.0	**0.0**
Total	494,935.5	**494.9**

CSRD AREA A TRAILS: Priority Planning Areas

Legend

- CSRD Area A Boundary
- British Columbia / Alberta Border
- Trail Strategy Priority Planning Areas
- Community
- Highway
- Arterial Road
- Resource Road
- Roads (Forest Tenure)
- Railways
- Glaciers
- Parks (National)
- BC Recreation Site
- BC Recreation Reserve
- Provincial Park
- Protected Area
- Ecological Reserve
- Waterbodies
- Major Creeks



CSRD TRAILS PRIORITY PLANNING AREAS

PPA	Priority Planning Area
A	Regional
B	Kinbasket
C	Donald/Bluewater
D	Quartz/Gorman
E	Blaeberry
F	Glenogle
G	Kicking Horse Mountain Resort + Backcountry/Dawn Mountain
H	Moonraker/Cedar Lakes
I	Golden
J	Mount 7/Mountain Shadows
K	Kicking Horse River
L	Nicholson/Certainty Mine/Hobo Repeater
M	Kapristo
N	Beaverfoot/Moose
O	Parson/Spillimacheen
P	Glacier National Park
Q	Yoho National Park

Projection: NAD 83 - UTM 11N

SCALE 1:350,000

10 0 10 20 30 40 km

NORTH

KILOMETERS

These maps have been compiled with data from the Columbia Shuswap Regional District, the Province of British Columbia (data.gov.bc.ca), Parks Canada (trails within National Parks), Open Streets Maps, and various community organizations and non-profits (GPS tracks & points)

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRATEGY

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b

01

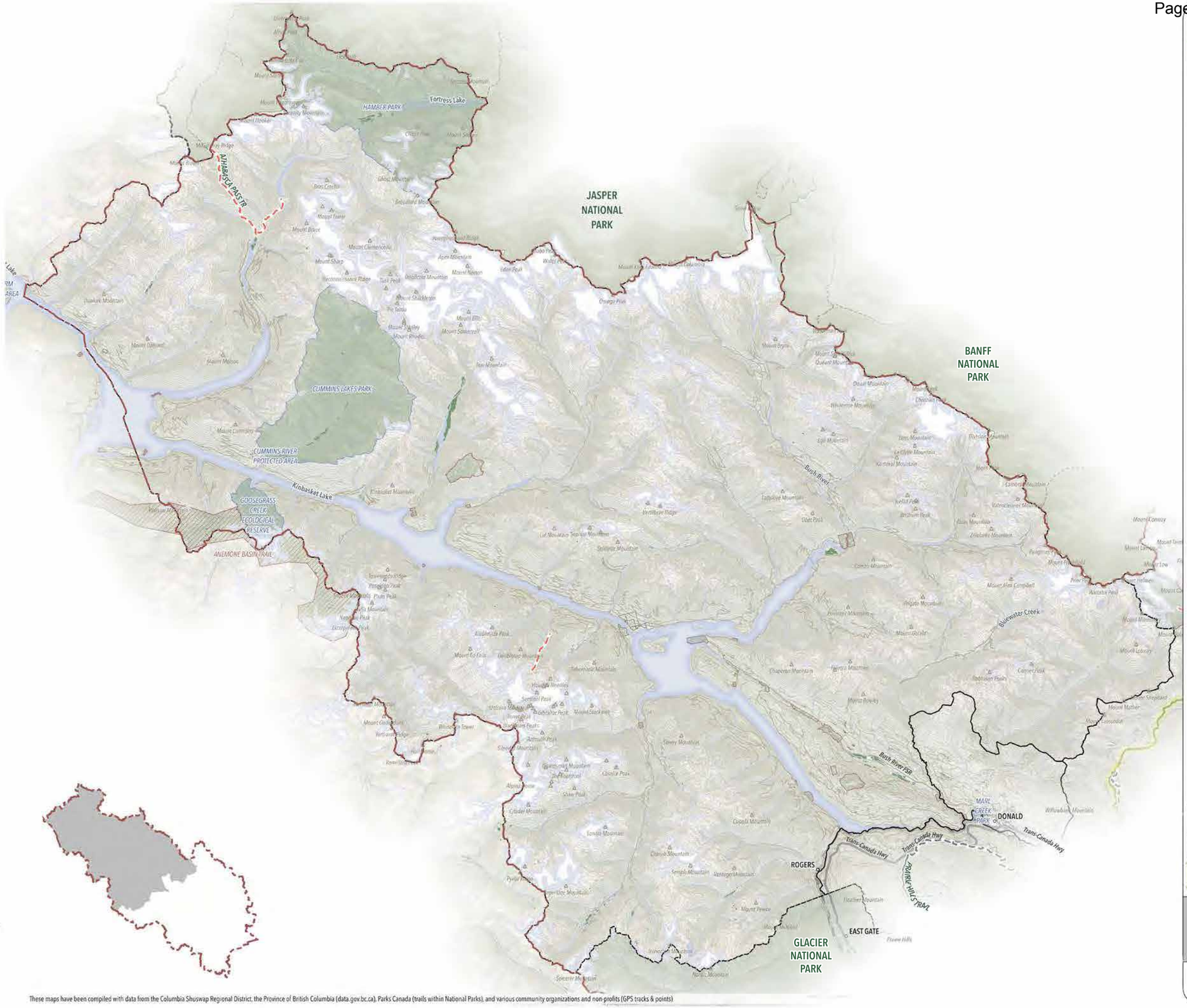
TRAIL INVENTORY: Kinbasket

Legend

- CSRD Area A Boundary
- British Columbia / Alberta Border
- Priority Planning Areas
- Community
- Mountains

CSRD Area A Trails: Inventory & Classification

- Class 1 Trails - Paved/Compacted Surface Double Track
- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 4 & 10 - Summer Hiking Trail and Winter Snowmobile Trail
- Class 5 Trails - Wilderness
- Class 7 Trails - FSR Used as Trail
- Class 8 Trails - Motorized Shared Use
- Class 7 & 10 - FSR Used as Trail/Snowmobile
- Class 10 Trails - Snowmobile
- Class 11 Trails - XC Ski/Snowshoeing
- Parks Canada Trails
- Municipality
- Tenure - Commercial Recreational Tenure (Kicking Horse Mountain)
- Highway
- Arterial Road
- Collector Road
- Resource Road
- Local Road
- Roads (Forest Tenure)
- Railways
- Private Property
- Section 58 Polygons - Recreation Orders
- Glaciers
- Parks (National)
- BC Recreation Site
- BC Recreation Reserve
- Provincial Park
- Protected Area
- Ecological Reserve
- Waterbodies
- Major Creeks
- Intermediate Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m



Projection: NAD 83 - UTM 11N

SCALE 1:200,000

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KILOMETERS

NORTH

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRATEGY

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01

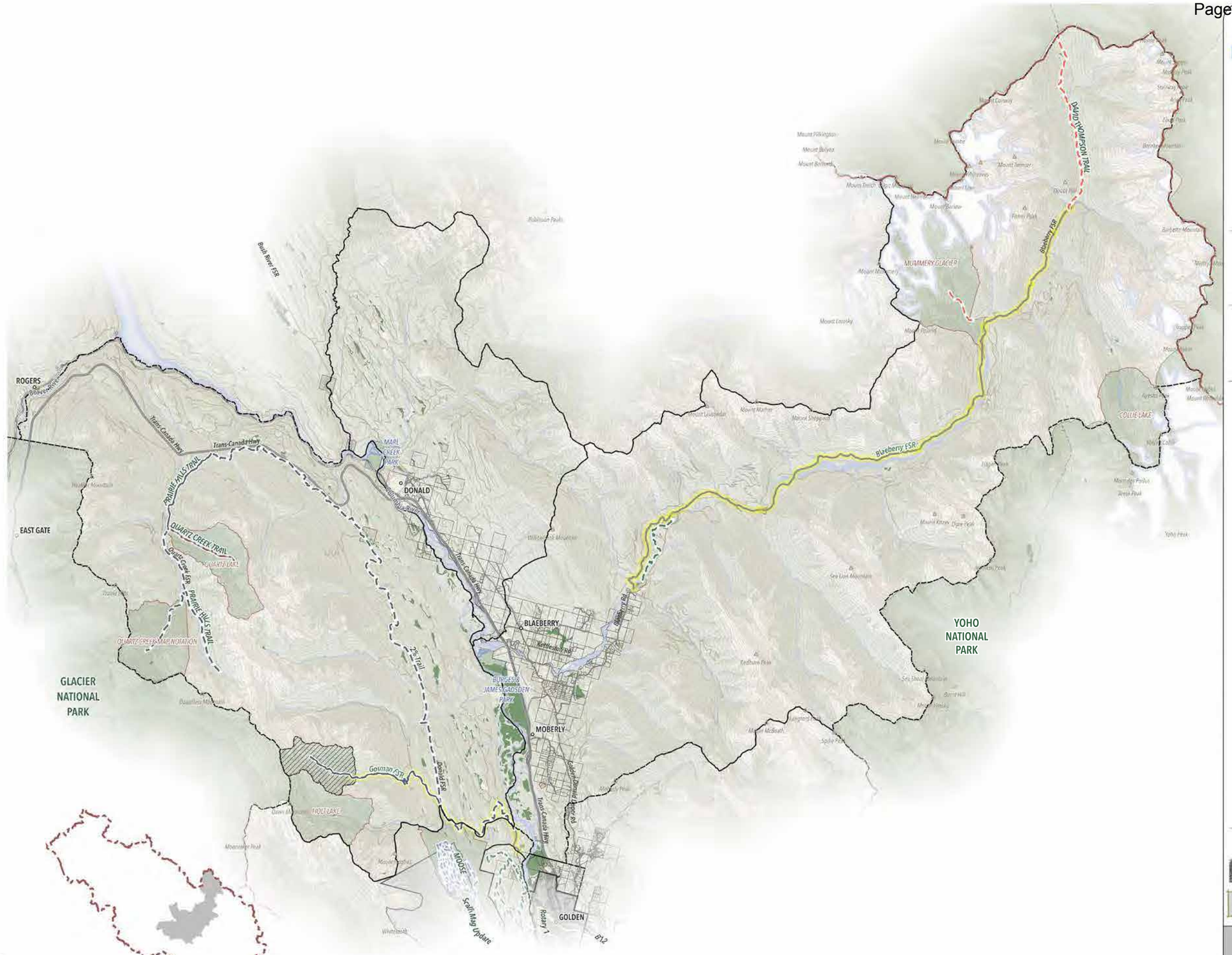
Trail Inventory: Quartz Creek/Bluewater/ Blaeberry

Legend

- CSRD Area A Boundary
- British Columbia / Alberta Border
- Priority Planning Areas
- Community
- Mountains

CSRD Area A Trails: Inventory & Classification

- Class 1 Trails - Paved/Compacted Surface Double Track
- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 4 & 10 - Summer Hiking Trail and Winter Snowmobile Trail
- Class 5 Trails - Wilderness
- Class 7 Trails - FSR Used as Trail
- Class 8 Trails - Motorized Shared Use
- Class 7 & 10 - FSR Used as Trail/Snowmobile
- Class 10 Trails - Snowmobile
- Class 11 Trails - XC Ski/Snowshoeing
- Critical Trailhead Access Road
- Parks Canada Trails
- Municipality
- Tenure - Commercial Recreational Tenure (Kicking Horse Mountain)
- Highway
- Arterial Road
- Collector Road
- Resource Road
- Local Road
- Roads (Forest Tenure)
- Railways
- Private Property
- Section 58 Polygons - Recreation Orders
- Glaciers
- Parks (National)
- BC Recreation Site
- BC Recreation Reserve
- Provincial Park
- Waterbodies
- Major Creeks
- Intermediate Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m



KEY MAP:
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Projection: NAD 83 - UTM 11N

SCALE 1:100,000

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KILOMETERS

NORTH

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRATEGY

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02

TRAIL INVENTORY: Kicking Horse Mountain Resort

Legend

- CSRD Area A Boundary
- Priority Planning Areas
- Community
- Mountains

CSRD Area A Trails: Inventory & Classification

- Class 1 Trails - Paved/Compacted Surface Double Track
- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 5 Trails - Wilderness
- Class 7 Trails - FSR Used as Trail
- Class 8 Trails - Motorized Shared Use
- Class 7 & 10 - FSR Used as Trail/Snowmobile
- Class 10 Trails - Snowmobile
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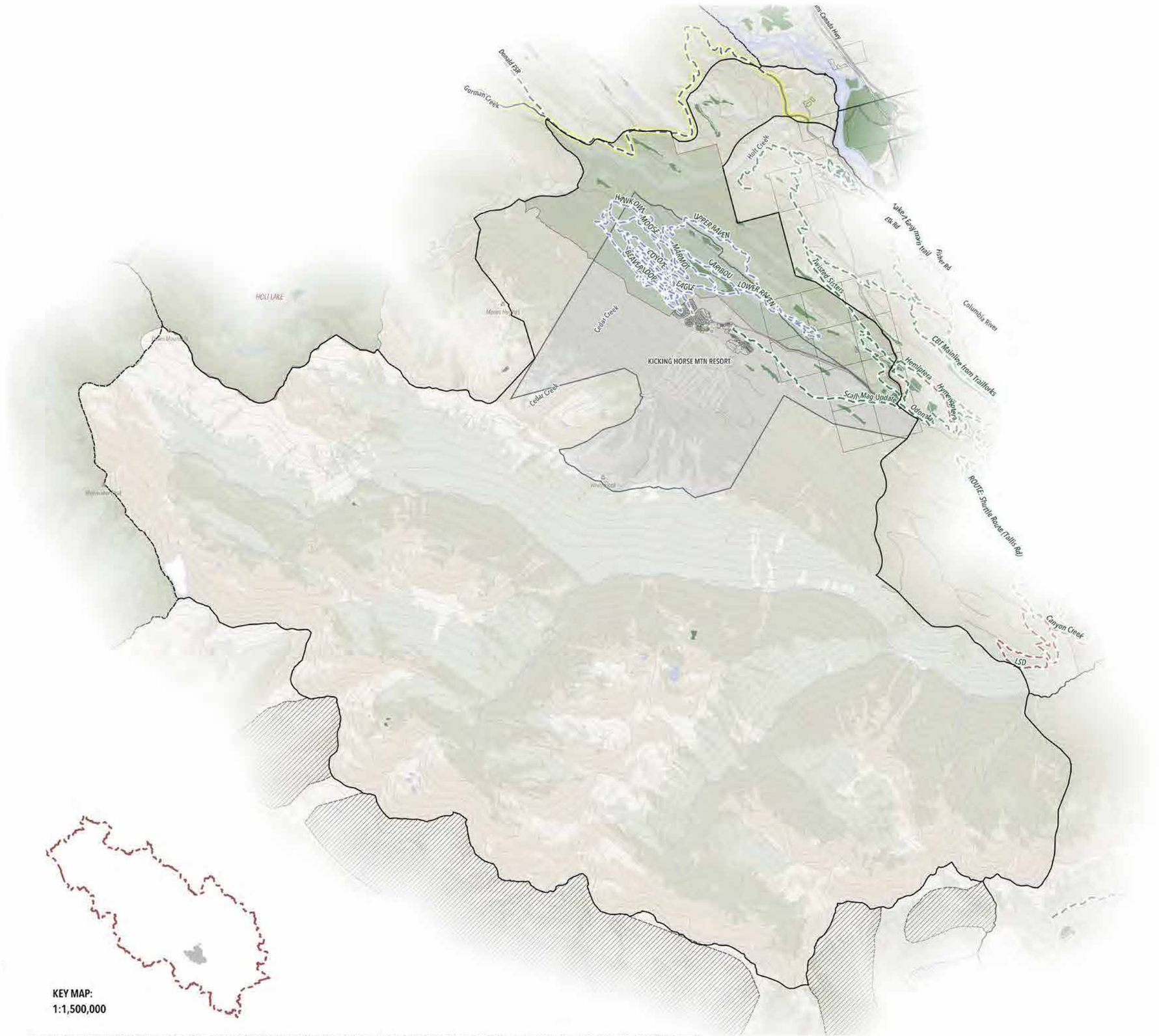
- Waterbodies - Minor
- Major Creeks
- Intermediate Creeks
- Small Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m



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KILOMETERS

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRATEGY

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03

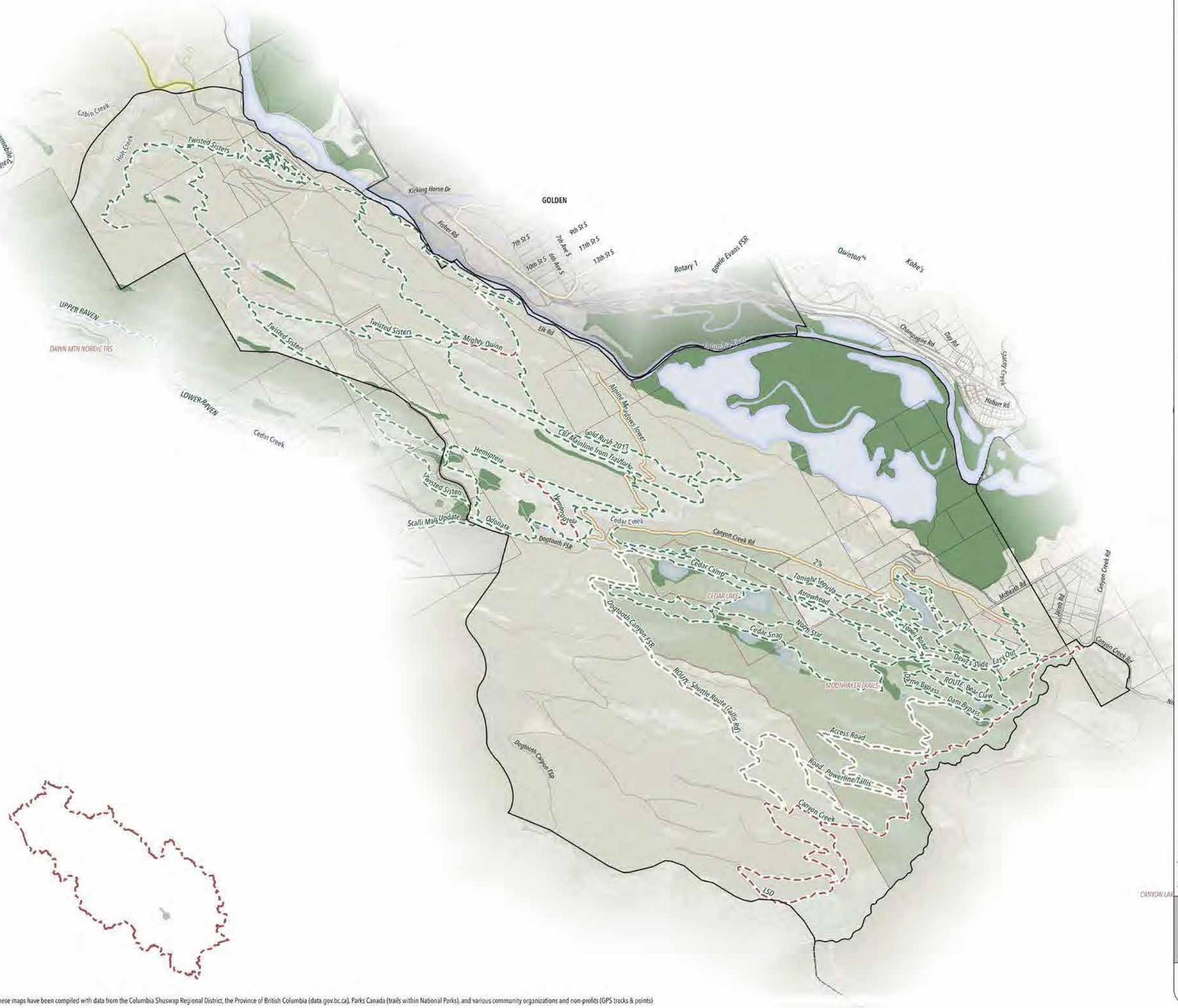
TRAIL INVENTORY: Moonraker

Legend

- CSRD Area A Boundary
- Priority Planning Areas
- Community
- Mountains

CSRD Area A Trails: Inventory & Classification

- Class 1 Trails - Paved/Compacted Surface Double Track
- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 5 Trails - Wilderness
- Class 7 Trails - FSR Used as Trail
- Class 8 Trails - Motorized Shared Use
- Class 7 & 10 - FSR Used as Trail/Snowmobile
- Class 10 Trails - Snowmobile
- Class 11 Trails - XC Ski/Snowshoeing
- Critical Trailhead Access Road
- Municipality
- Tenure - Commercial Recreational Tenure (Kicking Horse Mountain)
- Highway
- Arterial Road
- Collector Road
- Ramp
- Resource Road
- Local Road
- Roads (Forest Tenure)
- Railways
- Private Property
- Section 58 Polygons - Recreation Orders
- BC Recreation Site
- BC Recreation Reserve
- Waterbodies
- Waterbodies - Minor
- Intermediate Creeks
- Small Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m
- Contour - 200m



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NORTH

KILOMETERS

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRATEGY

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b

04

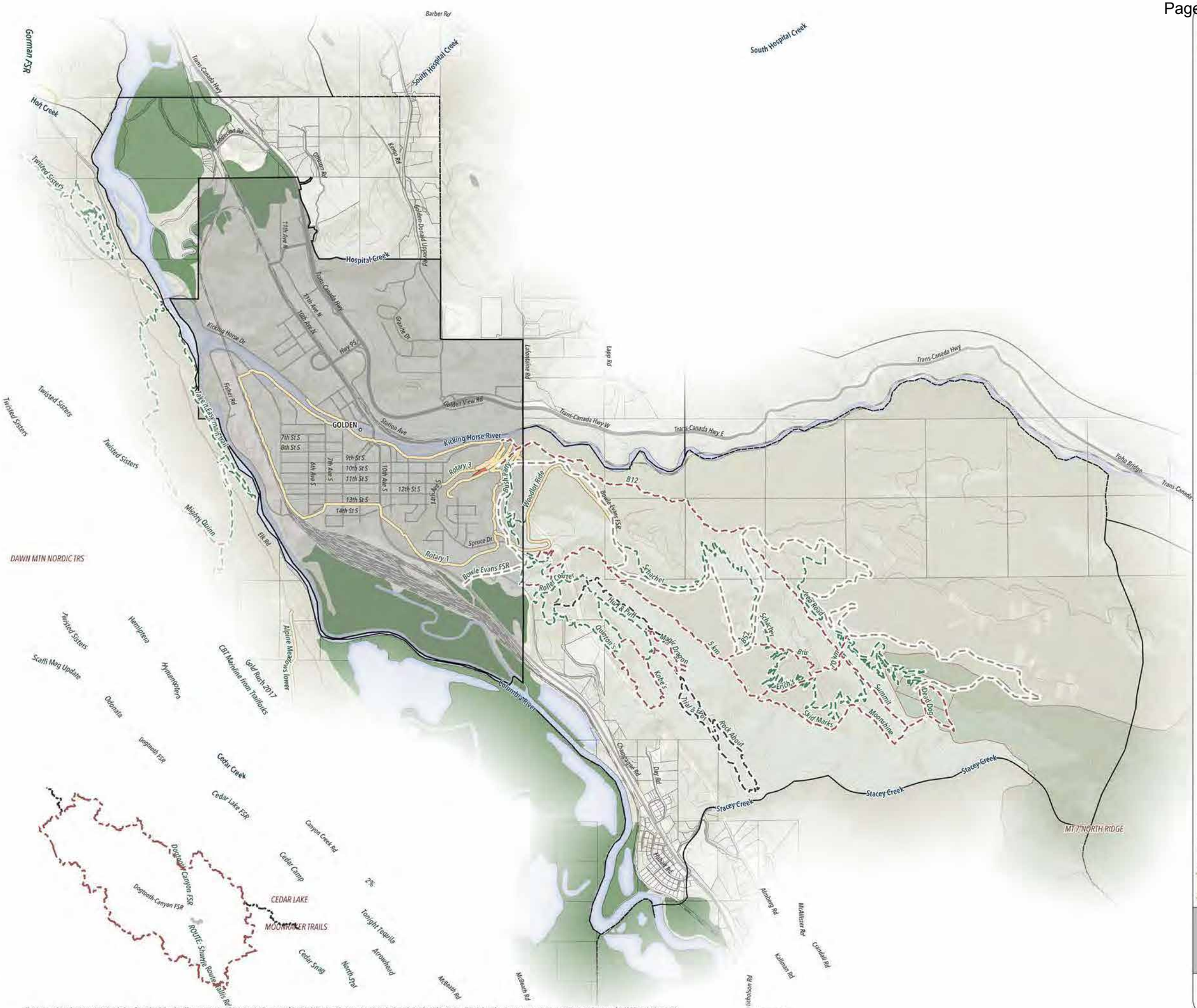
TRAIL INVENTORY: Golden/Mount 7/ Mountain Shadows

Legend

- Priority Planning Areas
- Community

CSRD Area A Trails: Inventory & Classification

- Class 1 Trails - Paved/Compacted Surface Double Track
- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 7 Trails - FSR Used as Trail
- Class 8 Trails - Motorized Shared Use
- Critical Trailhead Access Road
- Municipality
- Tenure - Commercial Recreational Tenure (Kicking Horse Mountain)
- Highway
- Arterial Road
- Collector Road
- Ramp
- Resource Road
- Local Road
- Roads (Forest Tenure)
- Railways
- Private Property
- BC Recreation Site
- Waterbodies
- Waterbodies - Minor
- Intermediate Creeks
- Small Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m
- Contour - 200m



Projection: NAD 83 - UTM 11N

SCALE 1:17,500

0.3 0 0.3 0.6 0.9 1.2 km

NORTH

KILOMETERS

These maps have been compiled with data from the Columbia Shuswap Regional District, the Province of British Columbia (data.gov.bc.ca), Parks Canada (trails within National Parks), and various community organizations and non-profits (GPS tracks & points)

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRATEGY

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05

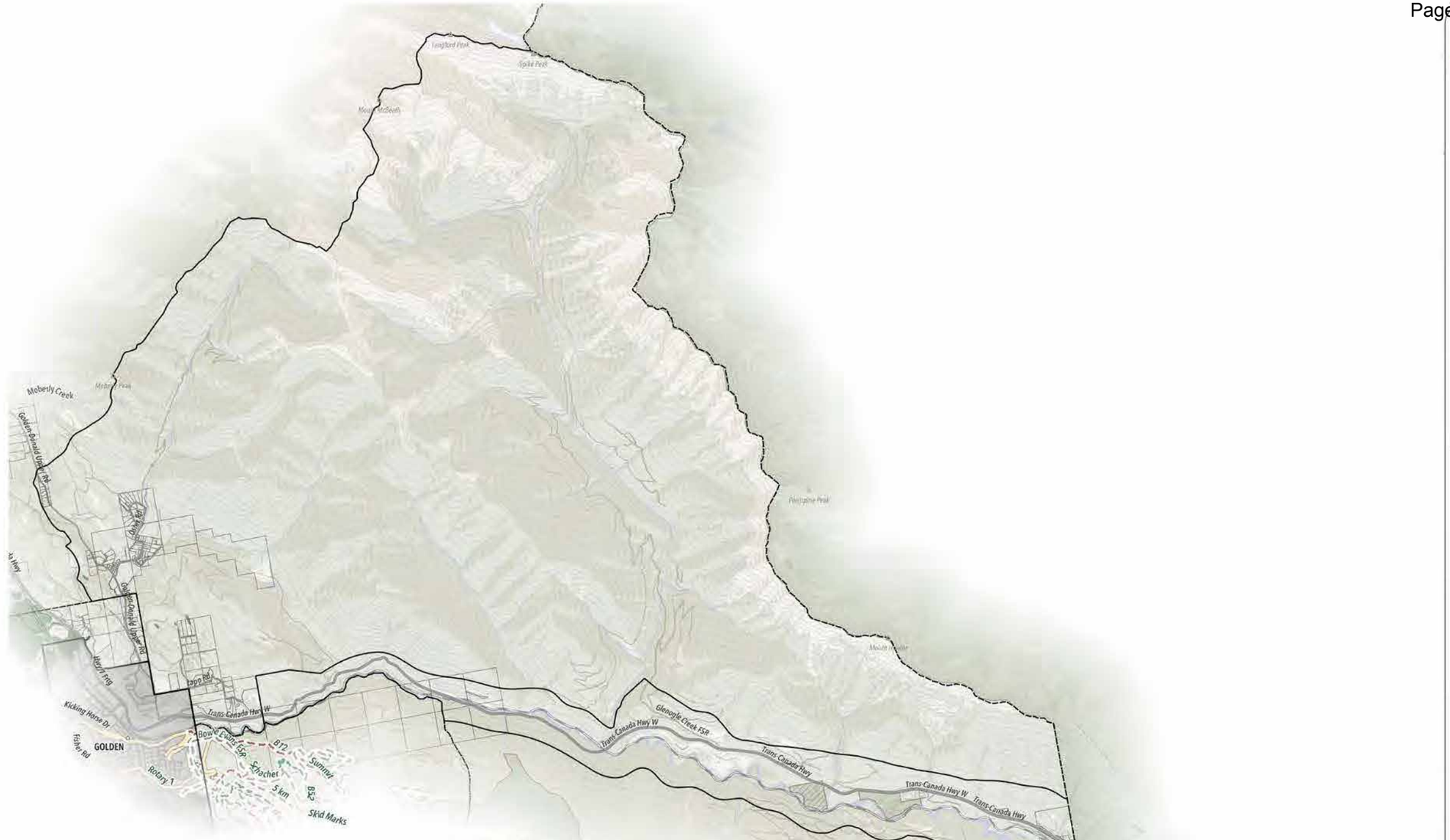
TRAIL INVENTORY: Glenogle/Kicking Horse

Legend

- CSRD Area A Boundary
- Priority Planning Areas
- Community
- Mountains

CSRD Area A Trails: Inventory & Classification

- Class 1 Trails - Paved/Compacted Surface Double Track
- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 5 Trails - Wilderness
- Class 7 Trails - FSR Used as Trail
- Class 8 Trails - Motorized Shared Use
- Class 7 & 10 - FSR Used as Trail/Snowmobile
- Class 10 Trails - Snowmobile
- Class 11 Trails - XC Ski/Snowshoeing
- Critical Trailhead Access Road
- Parks Canada Trails
- Municipality
- Tenure - Commercial Recreational Tenure (Kicking Horse Mountain)
- Highway
- Arterial Road
- Collector Road
- Resource Road
- Local Road
- Roads (Forest Tenure)
- Railways
- Private Property
- Section 58 Polygons - Recreation Orders
- Glaciers
- Parks (National)
- BC Recreation Site
- BC Recreation Reserve
- Provincial Park
- Waterbodies
- Waterbodies - Minor
- Major Creeks
- Intermediate Creeks
- Small Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m



Projection: NAD 83 - UTM 11N

SCALE 1:50,000

1 0 1 2 3 4 km

NORTH

KILOMETERS

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06

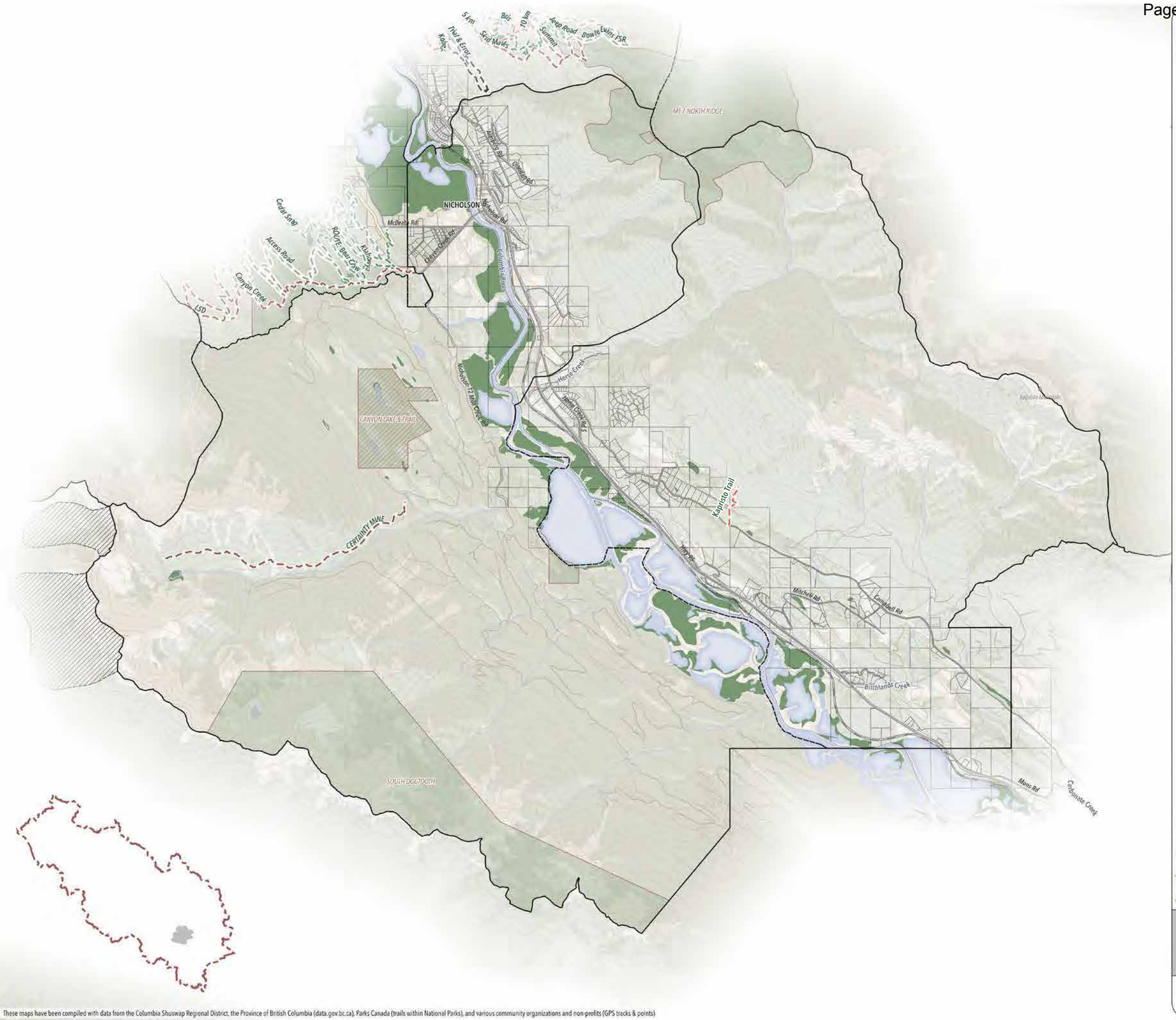
TRAIL INVENTORY: Nicholson/Kapristo

Legend

- CSRD Area A Boundary
- Priority Planning Areas
- Community
- Mountains

CSRD Area A Trails: Inventory & Classification

- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 5 Trails - Wilderness
- Class 7 Trails - FSR Used as Trail
- Class 8 Trails - Motorized Shared Use
- Class 7 & 10 - FSR Used as Trail/Snowmobile
- Municipality
- Tenure - Commercial Recreational Tenure (Kicking Horse Mountain)
- Highway
- Resource Road
- Local Road
- Roads (Forest Tenure)
- Railways
- Private Property
- Section 58 Polygons - Recreation Orders
- BC Recreation Site
- BC Recreation Reserve
- Waterbodies
- Waterbodies - Minor
- Intermediate Creeks
- Small Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m



Projection: NAD 83 - UTM 11N

SCALE 1:35,000

0.5 0 0.5 1 1.5 2 km

KILOMETERS

NORTH

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07

TRAIL INVENTORY: Parson/Spillimacheen

Legend

- CSRD Area A Boundary
- British Columbia / Alberta Border
- Priority Planning Areas
- Community
- Mountains

CSRD Area A Trails: Inventory & Classification

- Class 1 Trails - Paved/Compacted Surface Double Track
- Class 2 Trails - Gravel/Natural Surface Double Track
- Class 3 Trails - Single Track
- Class 4 Trails - Moderate Use Wilderness / Technical Cycling
- Class 5 Trails - Wilderness
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- Class 7 & 10 - FSR Used as Trail/Snowmobile
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- Class 11 Trails - XC Ski/Snowshoeing
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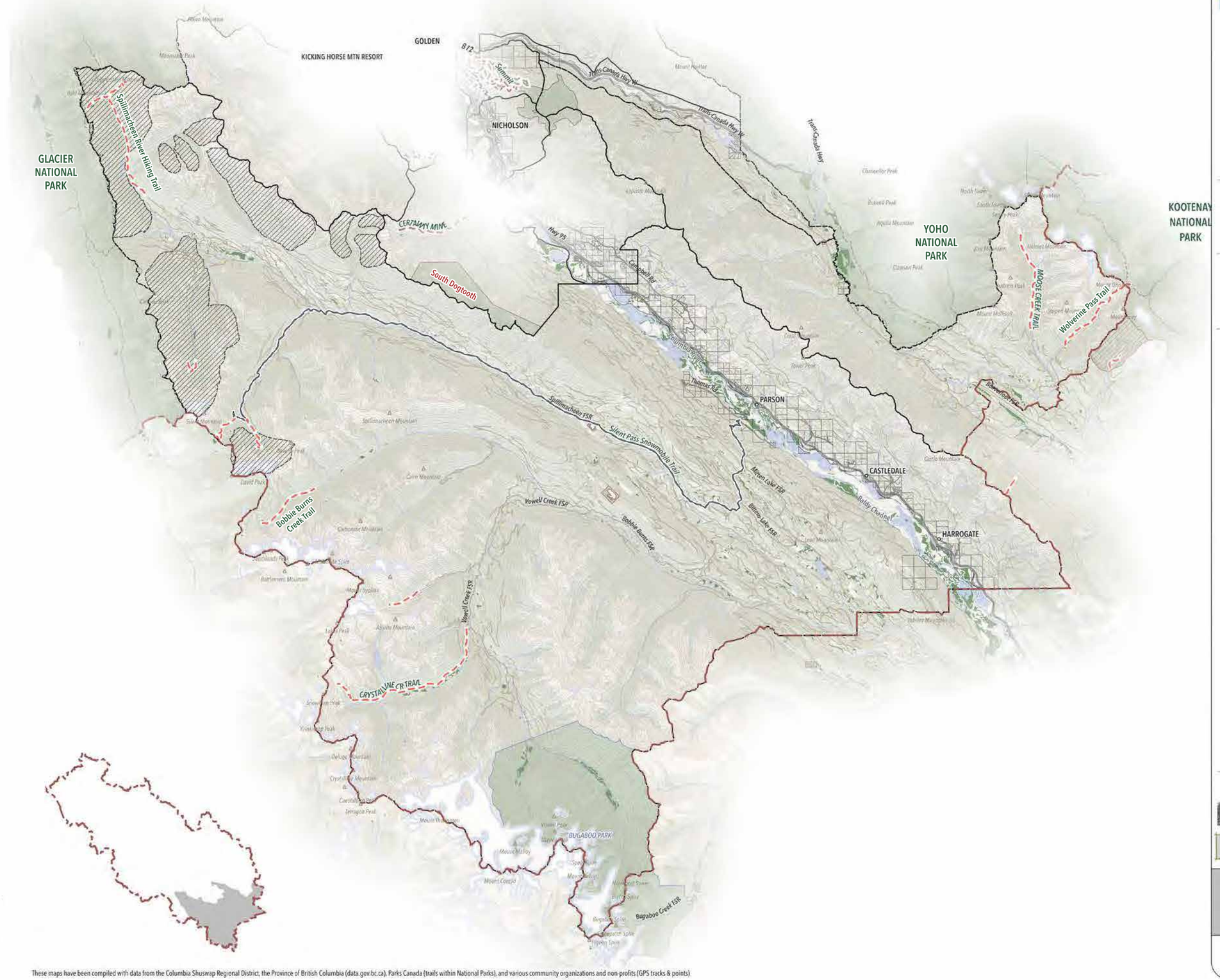
- Parks (National)
- BC Recreation Site
- BC Recreation Reserve
- Provincial Park
- Waterbodies
- Major Creeks
- Intermediate Creeks
- Wetlands
- Forest Cover
- Contour - 1,000m



Projection: NAD 83 - UTM 11N

SCALE 1:125,000

NORTH

2 0 2 4 6 8 km

KILOMETERS

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06 TRAIL SIGNAGE

Effective trail signage is a critical component to the success of the Regional Trail Strategy for Golden and Electoral Area A. Providing consistent and universally recognizable signage displaying critical information enables trail users to make informed decisions about trail use, difficulty, risks, and regulations. Proper placed signage conveying the relevant information will contribute to user compliance and risk management. Signage should be located at all trailheads, trail connections, and decision making points. Unauthorized trails do not have signage installed unless they are trail closures or regulatory information.

PERMITTED USE ICONS

Graphic symbols are an effective way to let users know if there are restrictions on a specific trail. These permitted use graphics should be combined with the difficulty rating graphics on signage at trailheads and decision making nodes for all sanctioned trails. The following represents some of the permitted use icons relevant to sanctioned trails for Golden and Electoral Area A. These permitted use icons have been developed in conjunction with the Provincial Standards for the Province of British Columbia . Hawkings, Sign Guidelines. Ministry of Tourism, Sport and the Arts, British Columbia. (December 7, 2007) and are presently utilized by The Shuswap Trail Alliance. This figure does not represent the entire spectrum of permitted use icons.

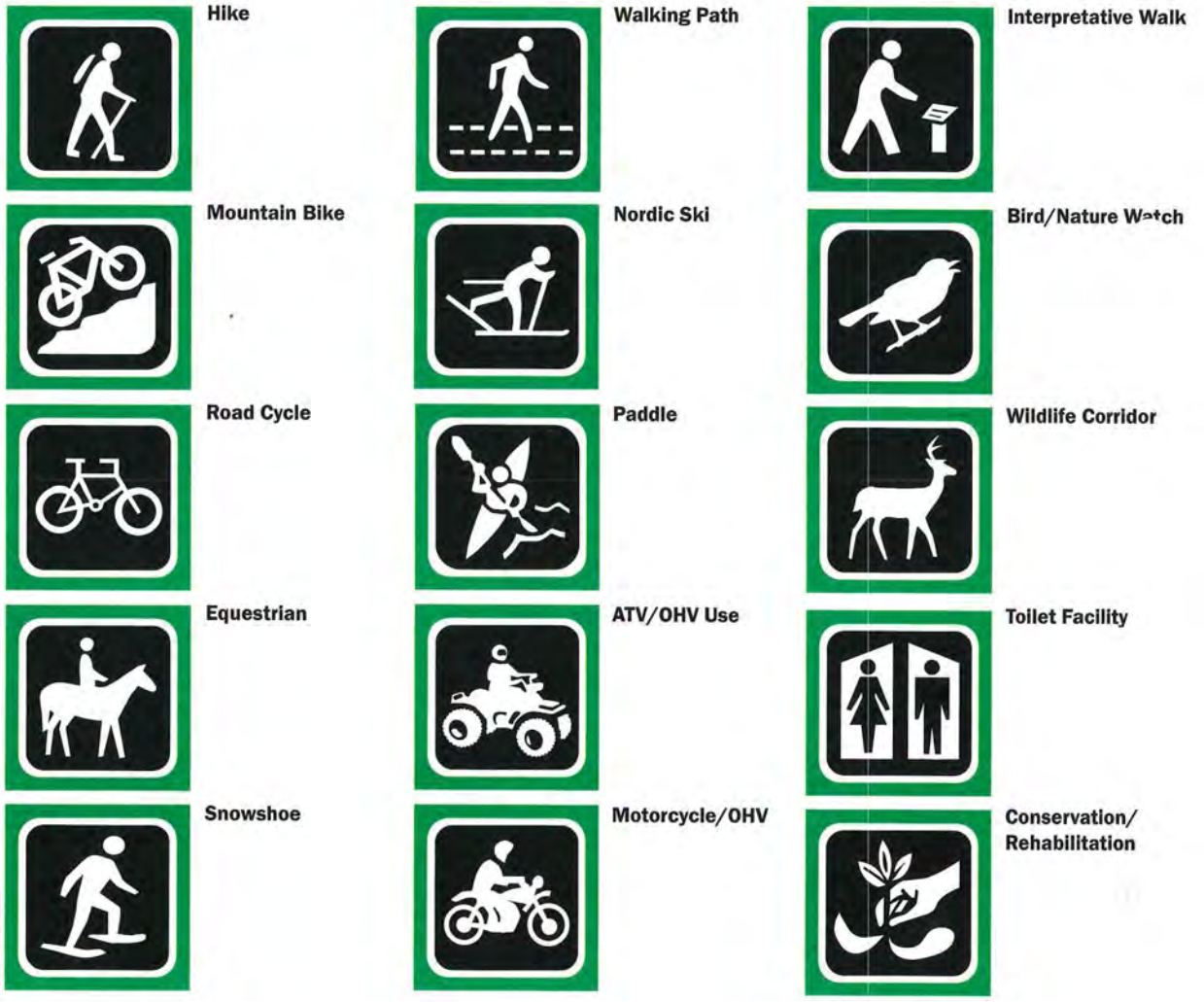


Figure 04 – Permitted Use Graphics

J. HawkIngs, Sign Guidelines. Ministry of Tourism, Sport and the Arts, British Columbia. (December 7, 2007)

RESTRICTED USE ICONS

Where closures or specific use restrictions are required, graphic symbols such as those in Figure 2 may be incorporated into regulatory signage at strategic locations to notify trail users of trail parameters.

Equestrian Use Restricted | Motorized Use Restricted | Foot Traffic Restricted | Bicycle Use Restricted

Figure 05 – Restricted Use Graphics

J. Hawklngs, Sign Guidelines. Ministry of Tourism, Sport and the Arts, British Columbia. (December 7, 2007)

TRAIL DIFFICULTY RATING SYSTEM

The following trail difficulty rating system is applicable to all trails within Golden and Electoral Area A. This difficulty rating system has been adapted from the Shuswap Trail Alliance and IMBA standards and are applicable to motorized and non-motorized designated trails. These difficulty rating graphics symbols should be included on all signage at trailheads and decision making nodes for all sanctioned trails. The intent is to provide a universally recognizable difficulty rating system area-wide. This difficulty rating system also harmonizes with the Tourism Golden Trail Maps that are widely distributed to locals and visitors. The difficulty rating begins with the Easiest and progresses to Expert Unlimited. Trails found within Golden and Electoral Area A span the entire spectrum of this difficulty rating system. Unsanctioned trails should not be signed unless it is regulatory or trail closure signage.

Relatively flat, wide, level tread surface. Suitable for all trail users.	Gentle grades and easily avoidable obstacles such as rocks, roots, dips	Challenging terrain with steep slopes and/or obstacles, potentially narrow tread surface. Trail experience required.	More difficult terrain with steep slopes and obstacles that are difficult to avoid. Trail experience required.	Most difficult terrain with high risk level. Expert Trail experience required.

Figure 06 – Trail Difficulty Rating Graphics

J. Hawklngs, Sign Guidelines. Ministry of Tourism, Sport and the Arts, British Columbia. (December 7, 2007)

SIGN TYPES

There is an established signage hierarchy throughout Golden and Area A. Many of the signs have been installed recently (within the last 5 years) and incorporate effective messaging and symbology. Many legacy signs that have remained in place for longer than 5 years are being replaced or updated as funding permits. Through the Needs Assessment and identification of Strengths, Weaknesses, Opportunities, and Strengths, locations where new signs or upgrades are required will be highlighted and prioritized. Moving forward, maintaining consistency of signage forms, and clarity of information and use of symbology are key components to the long term success of this Regional Trail Strategy. The following represent the existing signage hierarchy found throughout Golden and Area A and typical information associated per sign type:

TRAILHEAD KIOSK

Established at all trailhead/staging areas, some scenic viewpoints. Timber kiosks with roof structures display the following information:

- *Recreation Site name*
- *Trail network map*
- *Trail Distance*
- *Use restrictions*
- *Trail etiquette*
- *Human - Wildlife Principles*
- *Emergency Contact Information*
- *Partnerships*
- *Where appropriate, may include a donation box to collect funds for trail development, maintenance, trail fees (Snowmobile + Nordic Ski) trails, and road access*

Photo: Kiosk Signage indicating Rec Site Name on back - Bikepirate.com

Photo: Kiosk Signage information with trail map

REGULATORY SIGNAGE

Regulatory signage is required for temporary or permanent messaging. An example of effective regulatory information found in Golden and Area A includes the mandatory detour on the Canyon Creek trail to avoid sensitive goat habitat. Temporary closures may be required for wildlife or commercial activity such as logging.

Regulatory Sign - Recreation Sites and Trails BC

Temporary Closure Signage due to commercial logging activity - Golden 2017

DIRECTIONAL MARKERS

Typically installed on a 6x6 treated timber post within the Golden Municipal Boundary and on a 4x6 or 4x4 untreated timber posts. In remote areas, directional signage is installed on flexible composite stakes. Directional markers should be installed Established at trail connections and decision making points display the following information:

- *Trail network map (where applicable)*
- *Trail Distance (where applicable)*
- *Use restrictions*
- *Partnerships*

Photo: Directional Marker Sign - Golden Hikes

Photo: Municipal Marker Sign

Photo: Remote Marker Sign

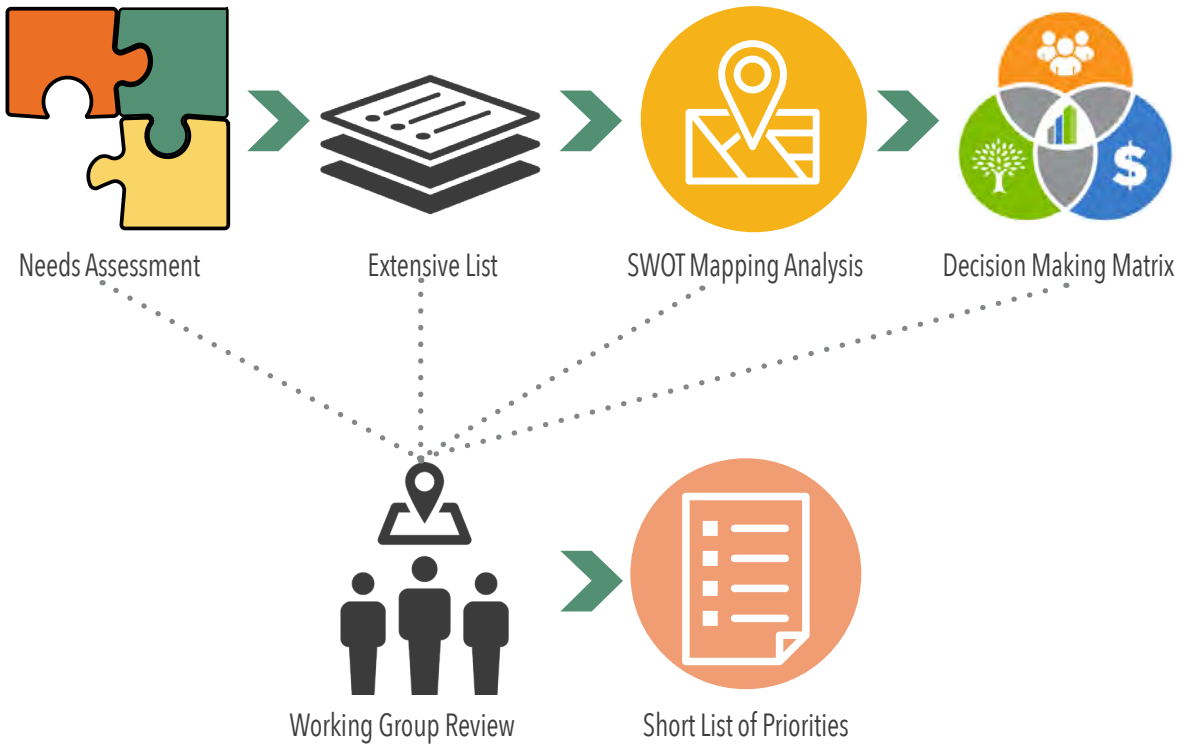
PARKS CANADA SIGNAGE

Signage found within Parks Boundaries adhere to Parks Canada Exterior Signage Standards and Guidelines (current edition). Signage should be installed at all trail connections entering Parks Canada boundaries to clearly define the where the trail becomes a National Park.

Parks Canada Directional Sign - Yoho

Parks Canada Direction Signage Incorporating Current Sign Standards - Riding Mountain

Photo: Dogtooth Range
LARCH Landscape Architecture



07 STRENGTH, WEAKNESS, OPPORTUNITY + THREAT [SWOT] MAPPING

Building upon the inventory and needs assessment data developed throughout the stakeholder and public engagement phase, the project team undertook a hybrid PEST/SWOT Analysis approach. The needs assessment generated an unfiltered collection of over 100 ideas, opportunities, deficiencies, and potential projects for consideration. The PEST approach analyzes big picture opportunities and threats (Political, Economic, Socio-cultural, and Technology). For example this method would identify a political factor such as an applicable Rural Dividend grant and the opportunity to apply for funding. By looking at these external trends, it informs the development of strengths, weaknesses, opportunities, and threats (SWOT). The project team has undertaken a series of mapping exercises to identify the strengths, weaknesses, opportunities, and threats represented throughout the Electoral Area A boundary. The SWOT analysis approach allows the project team and working group to analyze the spatial relationships of underutilized spaces, barriers, land ownership, wildlife, vegetation, potential development areas, and critical linkages through the lens of the vision and guiding principles. These SWOT analysis maps have been developed in tandem with the decision making matrix to filter the extensive needs assessment list while taking into consideration the community desires, demographics, environmental, political and financial complexities.

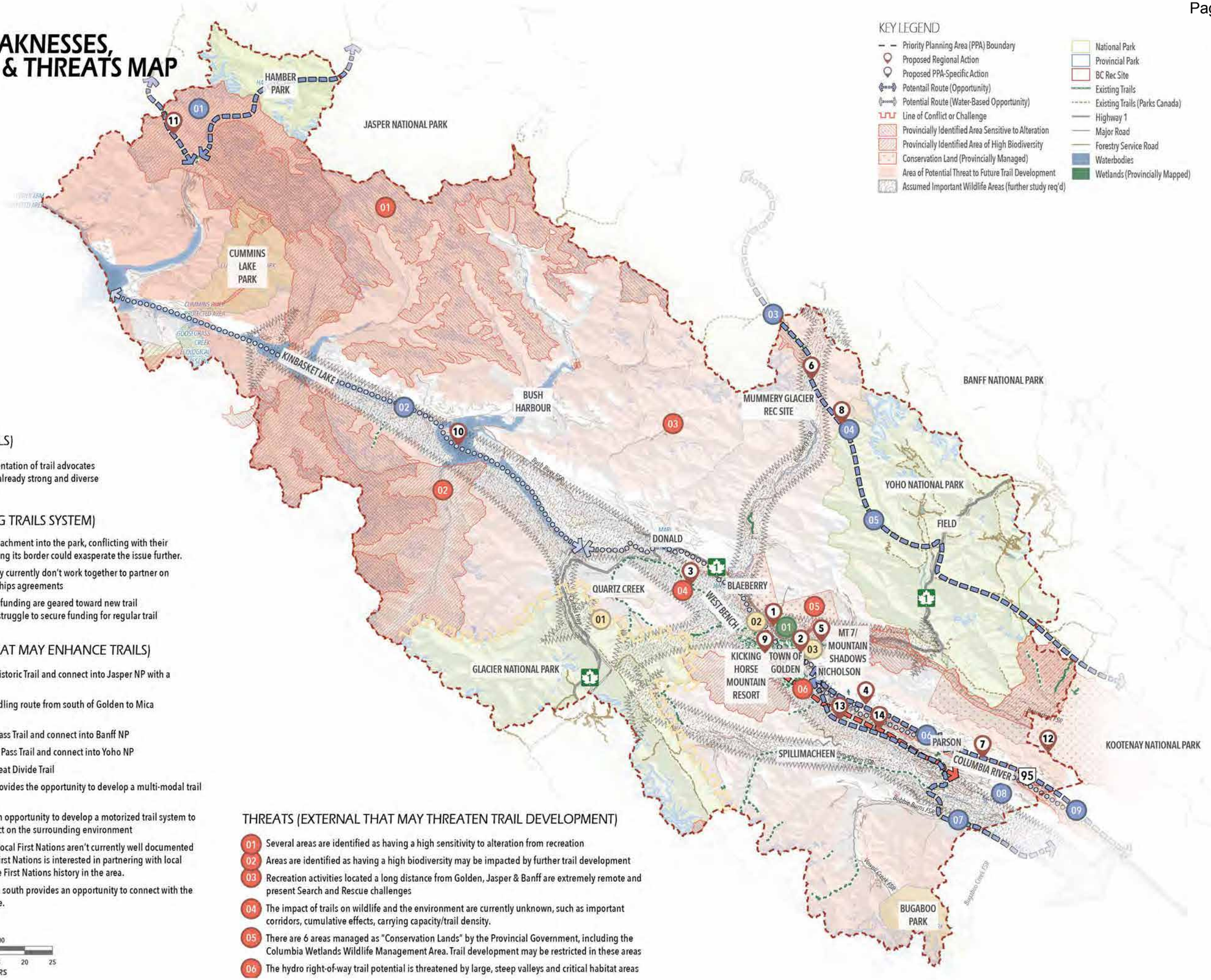
The SWOT mapping exercise incorporates community feedback about existing issues and opportunities. Feedback was gathered through the public open house, the community survey, input and information from the working group, and through direct contact with trails organizations / user groups / First Nations / governmental officials. Where possible this knowledge has been mapped.

The criteria for identifying Strengths, Weaknesses, Opportunities, and Threats is all considered in the context of establishing trails. Strengths and Weaknesses are "internal" or specifically related to a trail, piece of infrastructure, organization, or trail area. Opportunities and Threats are "external" and relate specifically to non-existent or non-trail-related factors that need to be considered before deciding to support (or not) trail development. Ex: An area of high ecological value is an overall strength of Area A, but it would threaten any trail development. For the mapping purposes, it's been identified as a threat to trail development.

Photo: Gorman Lake Trail
LARCH Landscape Architecture

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Region-Wide Area



STRENGTHS (OF EXISTING TRAILS)

01 The Town of Golden has a strong representation of trail advocates and organizations that contribute to an already strong and diverse trail network throughout CSRD Area A

WEAKNESSES (WITHIN EXISTING TRAILS SYSTEM)

01 Glacier NP is already experiencing encroachment into the park, conflicting with their ecological mandate. Further trail use along its border could exasperate the issue further.

02 While trails organizations are strong they currently don't work together to partner on funding and opportunities and partnerships agreements

03 At present grant funding and municipal funding are geared toward new trail development while local organizations struggle to secure funding for regular trail maintenance and rehabilitation

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Opportunity to re-establish a National Historic Trail and connect into Jasper NP with a potential loop trail.

02 Opportunity to develop a multi-day paddling route from south of Golden to Mica Dam/Valemount

03 Opportunity to re-establish the Howse Pass Trail and connect into Banff NP

04 Opportunity to re-establish the Amiskwi Pass Trail and connect into Yoho NP

05 Opportunity to connect the Historical Great Divide Trail

06 The existing Highway 95 right-of-way provides the opportunity to develop a multi-modal trail connection from Golden to the south

07 Existing forestry service roads provide an opportunity to develop a motorized trail system to the south without creating further impact on the surrounding environment

08 Heritage, culture and ares important to local First Nations aren't currently well documented or understood. However, the Shuswap First Nations is interested in partnering with local organizations to recognize and celebrate First Nations history in the area.

09 A regional multimodal trail from Golden south provides an opportunity to connect with the Columbia Valley Greenways Trail Alliance.

THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 Several areas are identified as having a high sensitivity to alteration from recreation

02 Areas are identified as having a high biodiversity may be impacted by further trail development

03 Recreation activities located a long distance from Golden, Jasper & Banff are extremely remote and present Search and Rescue challenges

04 The impact of trails on wildlife and the environment are currently unknown, such as important corridors, cumulative effects, carrying capacity/trail density.

05 There are 6 areas managed as "Conservation Lands" by the Provincial Government, including the Columbia Wetlands Wildlife Management Area. Trail development may be restricted in these areas

06 The hydro right-of-way trail potential is threatened by large, steep valleys and critical habitat areas

NORTH

Scale 1:300,000
0 5 10 15 20 25
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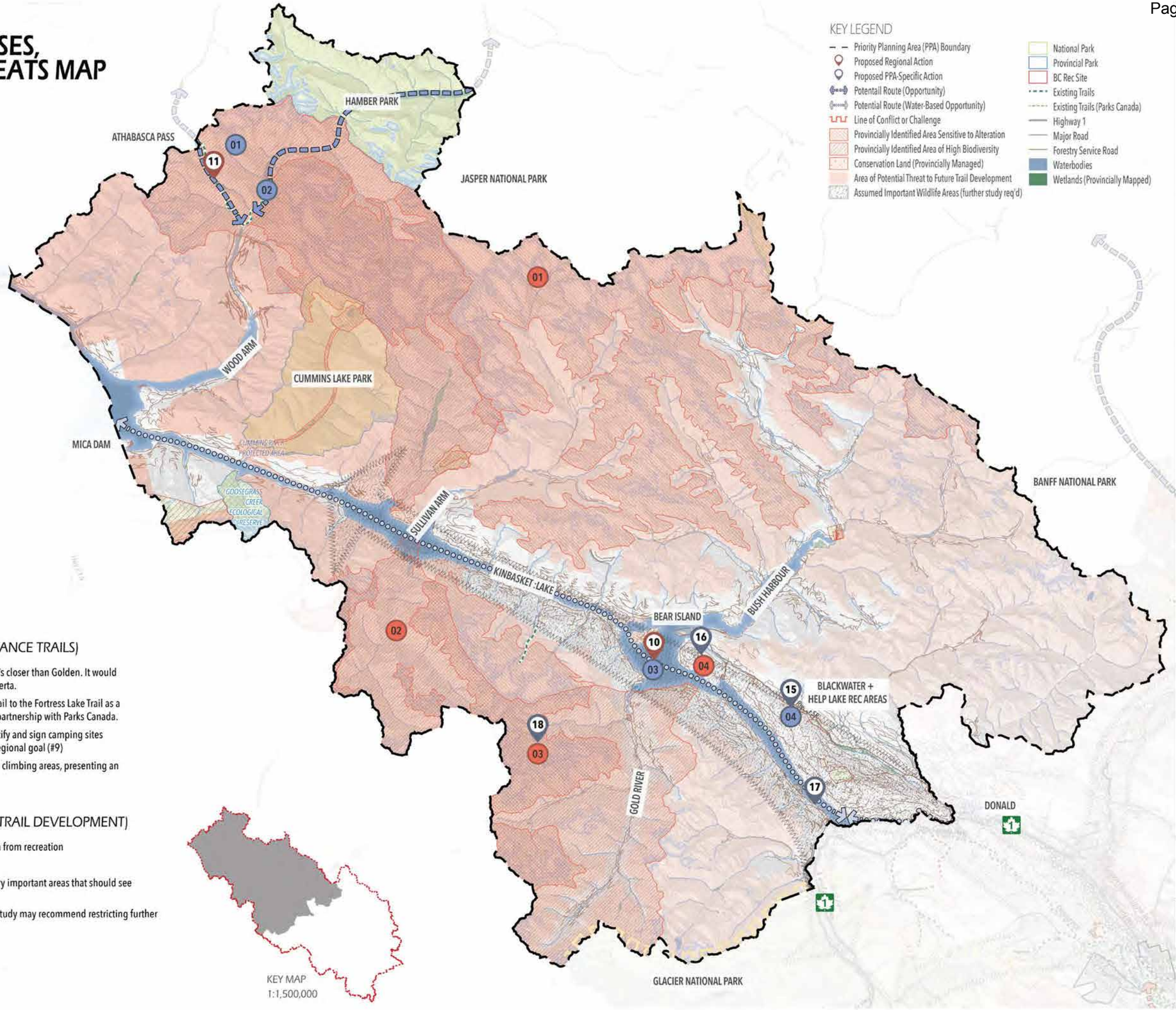
01

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Kinbasket Area



OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Potential Search and Rescue opportunities from Jasper as it's closer than Golden. It would require coordination and agreements with SAR crews in Alberta.

02 Potential for a loop trail from Jasper NP's Athatbasca Pass Trail to the Fortress Lake Trail as a part of a regional trail improvement to these trails (#10) in partnership with Parks Canada.

03 The opportunity to work with Rec Sites and Trails BC to identify and sign camping sites suitable for multi-day paddling trips can help support the regional goal (#9)

04 Help Lake and Blackwater Rec Areas currently have informal climbing areas, presenting an opportunity to formalize climbing and trailhead areas.

THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 Areas are identified as having a high sensitivity to alteration from recreation

02 Areas are identified as having a high biodiversity

03 Areas of high environmental value that overlap, indicate very important areas that should see limited trail development

04 Wildlife corridors in Area A are currently unknown. Further study may recommend restricting further trail development to maintain viable wildlife populations

NORTH

Scale 1:200,000

0 5 10 15 20

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02

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

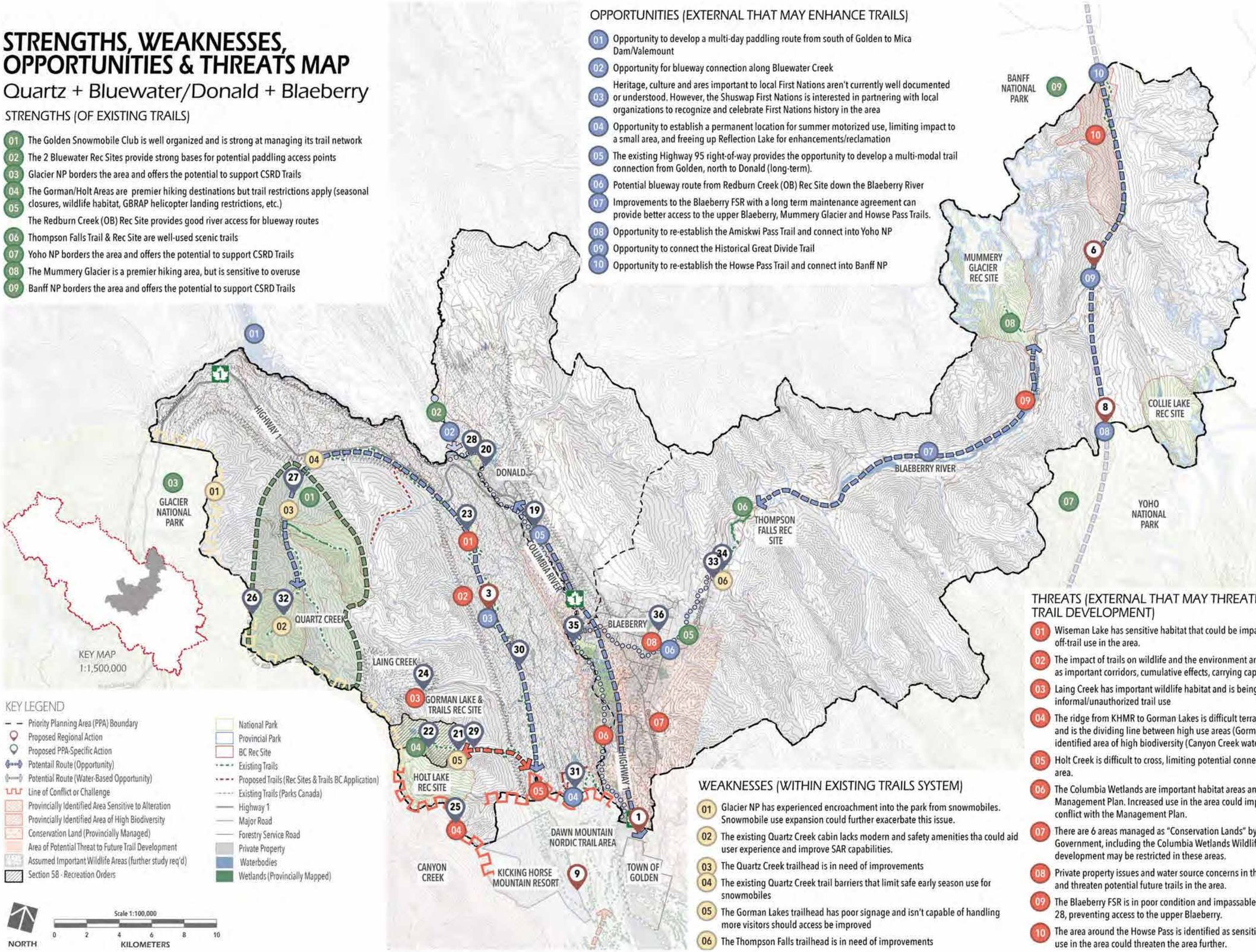
Quartz + Bluewater/Donald + Blaeberry

STRENGTHS (OF EXISTING TRAILS)

01 The Golden Snowmobile Club is well organized and is strong at managing its trail network
02 The 2 Bluewater Rec Sites provide strong bases for potential paddling access points
03 Glacier NP borders the area and offers the potential to support CSRD Trails
04 The Gorman/Holt Areas are premier hiking destinations but trail restrictions apply (seasonal closures, wildlife habitat, GBRAP helicopter landing restrictions, etc.)
05 The Redburn Creek (OB) Rec Site provides good river access for blueway routes
06 Thompson Falls Trail & Rec Site are well-used scenic trails
07 Yoho NP borders the area and offers the potential to support CSRD Trails
08 The Mummery Glacier is a premier hiking area, but is sensitive to overuse
09 Banff NP borders the area and offers the potential to support CSRD Trails

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Opportunity to develop a multi-day paddling route from south of Golden to Mica Dam/Valemount
02 Opportunity for blueway connection along Bluewater Creek
03 Heritage, culture and ares important to local First Nations aren't currently well documented or understood. However, the Shuswap First Nations is interested in partnering with local organizations to recognize and celebrate First Nations history in the area
04 Opportunity to establish a permanent location for summer motorized use, limiting impact to a small area, and freeing up Reflection Lake for enhancements/reclamation
05 The existing Highway 95 right-of-way provides the opportunity to develop a multi-modal trail connection from Golden, north to Donald (long-term).
06 Potential blueway route from Redburn Creek (OB) Rec Site down the Blaeberry River
07 Improvements to the Blaeberry FSR with a long term maintenance agreement can provide better access to the upper Blaeberry, Mummery Glacier and Howse Pass Trails.
08 Opportunity to re-establish the Amiskwi Pass Trail and connect into Yoho NP
09 Opportunity to connect the Historical Great Divide Trail
10 Opportunity to re-establish the Howse Pass Trail and connect into Banff NP



KEY LEGEND

- Priority Planning Area (PPA) Boundary
- Proposed Regional Action
- Proposed PPA-Specific Action
- Potentail Route (Opportunity)
- Potential Route (Water-Based Opportunity)
- Line of Conflict or Challenge
- Provincially Identified Area Sensitive to Alteration
- Provincially Identified Area of High Biodiversity
- Conservation Land (Provincially Managed)
- Area of Potential Threat to Future Trail Development
- Assumed Important Wildlife Areas (further study req'd)
- Section 58 - Recreation Orders
- National Park
- Provincial Park
- BC Rec Site
- Existing Trails
- Proposed Trails (Rec Sites & Trails BC Application)
- Existing Trails (Parks Canada)
- Highway 1
- Major Road
- Forestry Service Road
- Private Property
- Waterbodies
- Wetlands (Provincially Mapped)

WEAKNESSES (WITHIN EXISTING TRAILS SYSTEM)

01 Glacier NP has experienced encroachment into the park from snowmobiles. Snowmobile use expansion could further exacerbate this issue.
02 The existing Quartz Creek cabin lacks modern and safety amenities tha could aid user experience and improve SAR capabilities.
03 The Quartz Creek trailhead is in need of improvements
04 The existing Quartz Creek trail barriers that limit safe early season use for snowmobiles
05 The Gorman Lakes trailhead has poor signage and isn't capable of handling more visitors should access be improved
06 The Thompson Falls trailhead is in need of improvements

THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 Wiseman Lake has sensitive habitat that could be impacted by increased on- and off-trail use in the area.
02 The impact of trails on wildlife and the environment are currently unknown, such as important corridors, cumulative effects, carrying capacity/trail density.
03 Laing Creek has important wildlife habitat and is being impacted by informal/unauthorized trail use
04 The ridge from KHMR to Gorman Lakes is difficult terrain with sensitive habitat, and is the dividing line between high use areas (Gorman and Holt Creek) and an identified area of high biodiversity (Canyon Creek watershed).
05 Holt Creek is difficult to cross, limiting potential connections from the KHMR area.
06 The Columbia Wetlands are important habitat areas and under a Provincial Management Plan. Increased use in the area could impact the area and be in conflict with the Management Plan.
07 There are 6 areas managed as "Conservation Lands" by the Provincial Government, including the Columbia Wetlands Wildlife Management Area. Trail development may be restricted in these areas.
08 Private property issues and water source concerns in the area are creating conflict and threaten potential future trails in the area.
09 The Blaeberry FSR is in poor condition and impassable by vehicle at Kilometer 28, preventing access to the upper Blaeberry.
10 The area around the Howse Pass is identified as sensitive to alteration. Increased use in the area could threaten the area further.

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STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Kicking Horse Mountain Resort Area

STRENGTHS (OF EXISTING TRAILS)

01 The Dawn Mountain Nordic Trails are well managed by the Golden Nordic Ski Club. The area has both nordic skiing and snowshoeing trails

02 Kicking Horse Mountain Resort offers mountain biking and recreational amenities during winter and summer months. Backcountry skiing is also access from the resort to the North, South, and Southwest aspects.

03 The CBT Trail area is adjacent to this area and is an established trail area

04 The Moonraker trail area is adjacent to this area and is an established trail area

WEAKNESSES (WITHIN EXISTING TRAILS SYSTEM)

01 The trail from KHMR to Holt Lake is difficult and travels through sensitive habitat. This presents SAR issues, and results in higher environmental degradation.

02 People enter the Canyon Creek side of the mountain each year unprepared and this results in semi-regular SAR activity.

03 The T4 trail is an existing unsanctioned trail accessed from KHMR. The trail sees heavy use. It isn't built to Provincial or IMBA standards and sees environmental damage as a result. It hosts several tenured recreational races each year. If closed it would likely still see a lot of informal trail use.

04 Summer public access to the top of Whitetooth Peak is difficult due to the KHMR tenure and difficult terrain. There are currently no hiking trails from the resort base to the peak.

05 Scalli Mag Trail requires sustainability and drainage improvements.t

06 There is a demand for better summer and winter access between the Moonraker and Gorman area via the 2% road for both mortorized and non-motorized users.

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Opportunity to better connect KHMR to the Town of Golden through off-street trails

02 Opportunity to better connect KHMR to the Moonraker Trail Networka

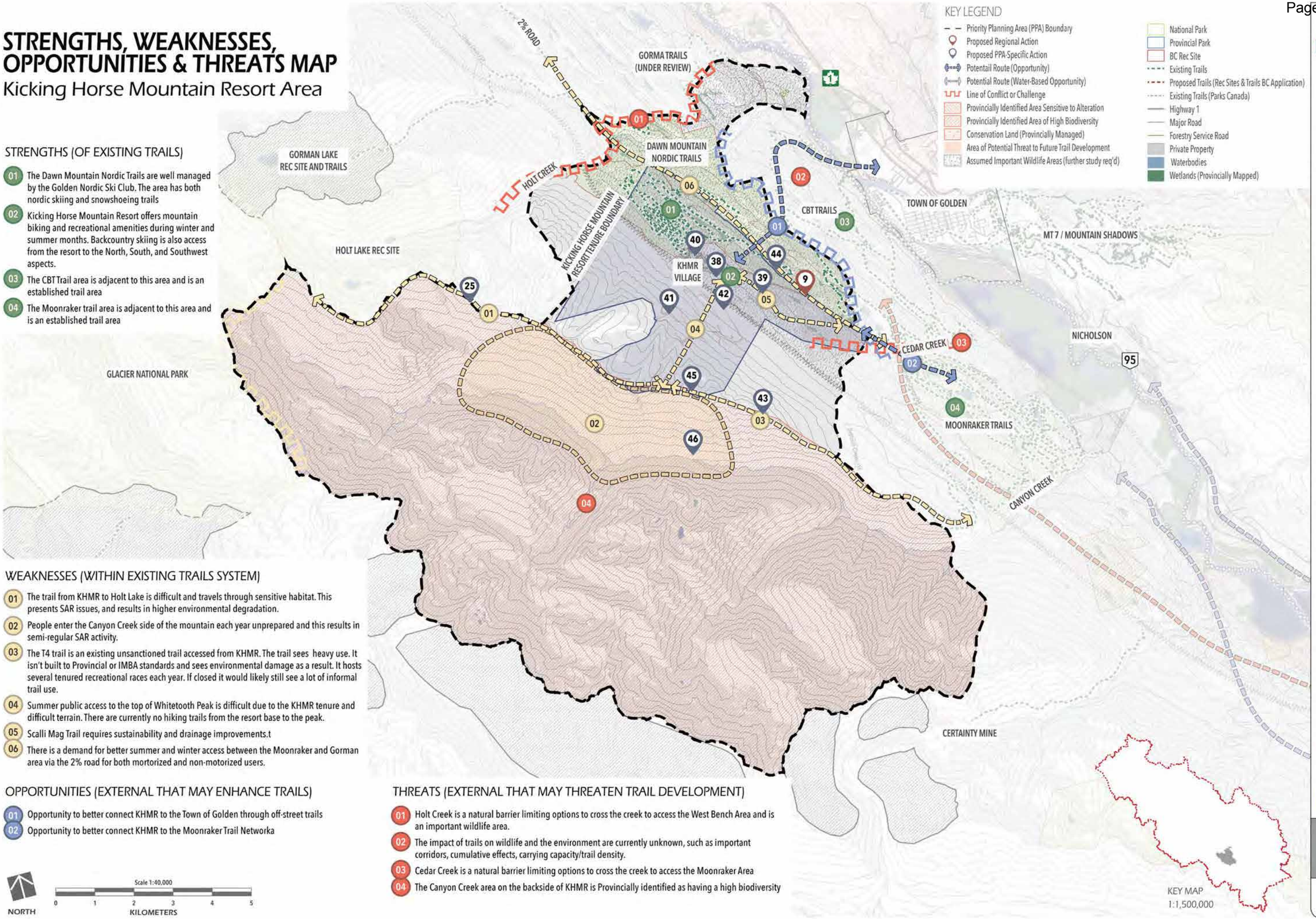
THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 Holt Creek is a natural barrier limiting options to cross the creek to access the West Bench Area and is an important wildlife area.

02 The impact of trails on wildlife and the environment are currently unknown, such as important corridors, cumulative effects, carrying capacity/trail density.

03 Cedar Creek is a natural barrier limiting options to cross the creek to access the Moonraker Area

04 The Canyon Creek area on the backside of KHMR is Provincially identified as having a high biodiversity



NORTH

Scale 1:40,000

0 1 2 3 4 5

KILOMETERS

KEY MAP
1:1,500,000

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRAEGTY

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04

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Moonraker Area

STRENGTHS (OF EXISTING TRAILS)

01 The Dawn Mountain Nordic Trails are well managed by the Golden Nordic Ski Club. The area has both nordic skiing and snowshoeing trails

02 Kicking Horse Mountain Resort offers mountain biking and recreational amenities during winter and summer months. Backcountry skiing is also access from the resort to the North, South, and Southeast aspects.

03 The CBT Trail is an important non-motorized connection between the Town of Golden and the CBT, Moonraker and KHMR Trails & Recreation Areas.

04 The Town of Golden has a strong representation of trail advocates and organizations that contribute to an already strong and diverse trail network throughout CSRD Area A.

05 The Moonraker trail area is managed by the Golden Cycling Club through a Provincial Section 56 designation. It is a popular trail area in the Golden Area. There are also camping and other recreation opportunities that appeal to the broader community and tourists.

06 Memorandum of Understandings (MOU) exist for sanctioned trails between the Woodlot Owner, Trail Organization, and BC Rec Sites and Trails. These MOU's provide a framework for joint management of sanctioned recreation trails while ensuring timber harvesting rights and recreation values are accommodated.

WEAKNESSES (WITHIN EXISTING TRAILS SYSTEM)

01 There is a conflict between the desire to increase the trail network in this area and the lack of knowledge of wildlife habitat and corridors.

02 An area of high wildlife encounters by trail users.

03 Area of sensitive vegetation and wetland fen being damaged by informal trail use.

04 The T4 trail is an existing unsanctioned trail accessed from KHMR. The trail sees heavy use. It isn't built to Provincial or IMBA standards and sees environmental damage as a result. It hosts several tenured recreational races each year. If closed it would likely still see a lot of informal trail use.

05 The Moonraker trail network has many intermediate and beginner trails, but few advanced trails.

06 There is an informal trailhead at the end of the Canyon Creek trail and Canyon Creek Rd. This has the potential to create conflict between trail users and private land-owners.

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Heritage, culture and ares important to local First Nations aren't currently well documented or understood. However, the Shuswap First Nations is interested in partnering with local organizations to recognize and celebrate First Nations history in the area.

02 The existing roadbed of McBeath & 2% Road present an opportunity to create a trail connection that could better connect Nicholson, the Moonraker, KHMR, Dawn Mountain and Holt/Gorman areas together. The GBRAP supports this for both motorized and non-motorized use.

03 The potential to develop advanced mountain bike trails (black) in the area above Talus FSR.

THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 The impact of trails on wildlife and the environment are currently unknown, such as important corridors, cumulative effects, carrying capacity/trail density. The area below the Dawn Mountain Rec Area and 2% Road was identified in the GBRAP as an area that should see low development (RM1) and low/seasonal restrictions on access (GRA 1 & GRA 2).

02 This area has several Provincially-identified wetlands and may not be suitable for extensive trail development that see a high number of users.

03 There are 6 areas managed as "Conservation Lands" by the Provincial Government, including the Columbia Wetlands Wildlife Management Area. Trail development may be restricted in these areas.

04 Existing trails cross private property. Trail Management agreements are required to protect long term trail access and harmony with the private land owner.

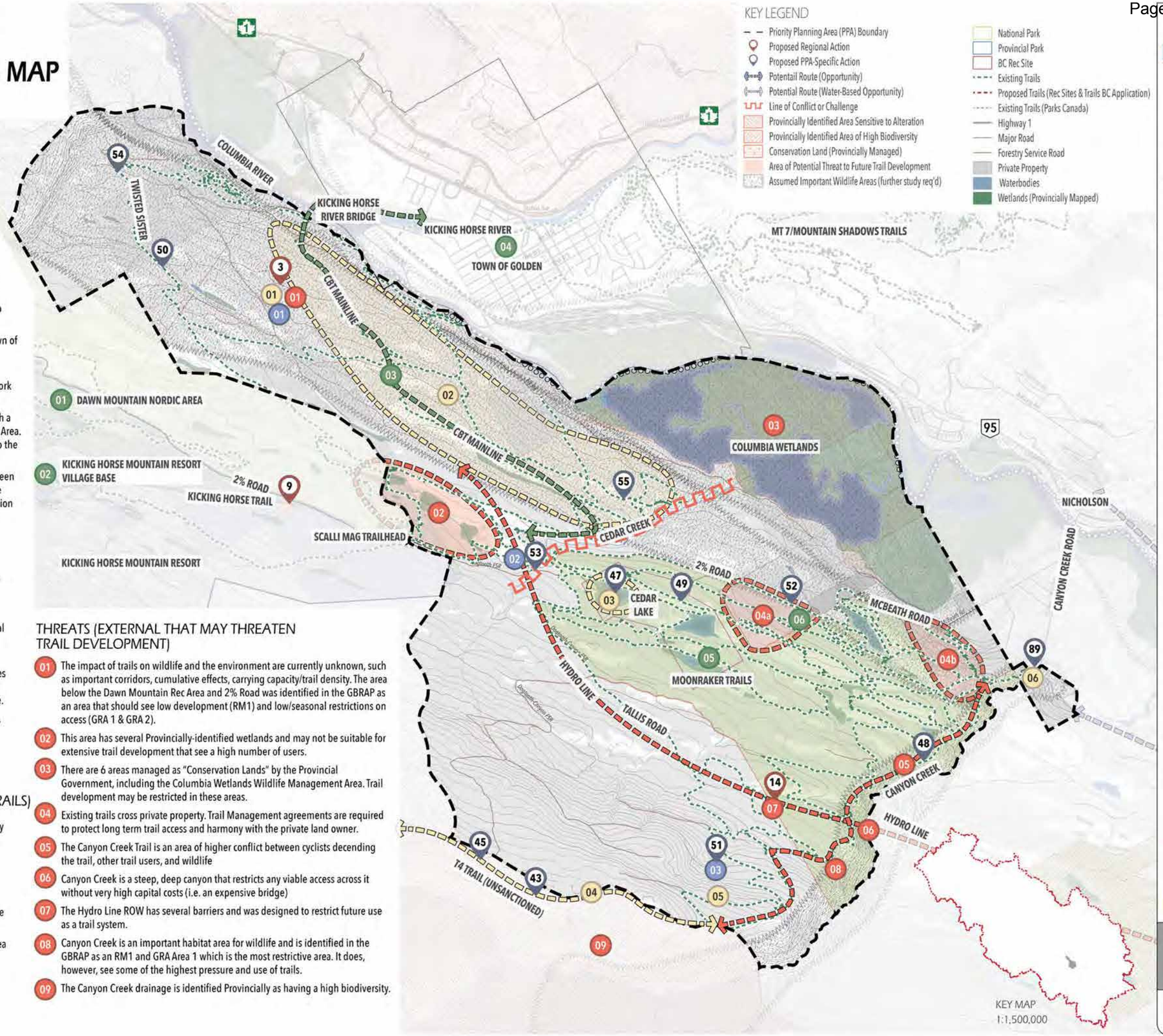
05 The Canyon Creek Trail is an area of higher conflict between cyclists decending the trail, other trail users, and wildlife

06 Canyon Creek is a steep, deep canyon that restricts any viable access across it without very high capital costs (i.e. an expensive bridge)

07 The Hydro Line ROW has several barriers and was designed to restrict future use as a trail system.

08 Canyon Creek is an important habitat area for wildlife and is identified in the GBRAP as an RM1 and GRA Area 1 which is the most restrictive area. It does, however, see some of the highest pressure and use of trails.

09 The Canyon Creek drainage is identified Provincially as having a high biodiversity.



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STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Golden and Mount 7/Mountain Shadows

KEY MAP
1:1,500,000

KEY LEGEND

- Priority Planning Area (PPA) Boundary
- Proposed Regional Action
- Proposed PPA-Specific Action
- Potentail Route (Opportunity)
- Potential Route (Water-Based Opportunity)
- Line of Conflict or Challenge
- Provincially Identified Area Sensitive to Alteration
- Provincially Identified Area of High Biodiversity
- Conservation Land (Provincially Managed)
- Area of Potential Threat to Future Trail Development
- Assumed Important Wildlife Areas (further study req'd)
- National Park
- Provincial Park
- BC Rec Site
- Existing Trails
- Proposed Trails (Rec Sites & Trails BC Application)
- Existing Trails (Parks Canada)
- Highway 1
- Major Road
- Forestry Service Road
- Private Property
- Waterbodies
- Wetlands (Provincially Mapped)

STRENGTHS (OF EXISTING TRAILS)

01 The Rotary Trail provides trail access for the highest number of potential user groups.

02 The Kicking Horse Pedestrian Bridge provides pedestrian access across the Kicking Horse River.

03 The Golden recreation hub provide a variety of recreation and trail opportunities.

04 Memorandum of Understandings (MOU) exist for sanctioned trails between the Woodlot Owner, Trail Organization, and BC Rec Sites and Trails. These MOU's provide a framework for joint management of sanctioned recreation trails while ensuring timber harvesting rights and recreation values are accommodated.

WEAKNESSES (WITHIN EXISTING TRAILS SYSTEM)

01 Several longstanding unsanctioned trails in the Mt 7 Area are unsanctioned and potentially vulnerable to closure. With improvements the area could meet sustainable trail best practices and improve the diversity of sanctioned trails for advanced trails.

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Opportunity to provide a formal off-street community connection trail through Edelweiss Slough to the Anderson community through all seasons. This trail should include interpretive and environmental enhancement opportunities.

02 Opportunity to better connect the Canyon Ridge neighbourhood to downtown.

03 Opportunity to establish a formal trail system at confluence Park/Fisher Rd.

04 Opportunity to create an off-street trail connection from 6th Ave, connecting to the Rotary Trail, and finishing at ReflectionLake and Mountain Shadows, bypassing the Highway 95 overpass.

05 Opportunity to minimize incompatible recreation uses around Reflection Lake. This would be contingent on establishing an alternative motocross track in an applicable area.

06 Opportunity to develop a multi-day paddling route from south of Golden to Mica Dam/Valemount.

07 Opportunity to build awareness through signage that the Mountain Shadows area is a shared use area allowing both motorized and non-motorized use. This includes the development of advanced shared use trails for black mountain bike trails and trials motor bikes (Squamish-style shared use trails).

08 The existing Highway 95 right-of-way provides the opportunity to develop a multi-modal trail connection from Golden to the south.

09 Opportunity to connect the Mountain Shadows Area to Nicholson from the Rock About Trail.

THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 There are 6 areas managed as "Conservation Lands" by the Provincial Government, including the Columbia Wetlands Wildlife Management Area. Trail development may be restricted in these areas.

02 The Trans Canada Highway creates a significant barrier that makes it difficult for pedestrians and cyclists to cross.

03 The Kicking Horse River creates a significant barrier with limited opportunities to cross.

04 The Highway 95 overpass and CPR Rail yards create an unfriendly pedestrian/cyclist barrier with limited opportunities to cross.

05 These areas experienced wind damage from last years wind storm, leaving the status of the trails unknown. Future extreme weather events may demand more resources for trail maintenance and consider protection strategies in their trail design.

06 Highway 95 creates a significant barrier with limited opportunities to cross.

07 Stacey Creek has limited opportunities to cross and create potential linkages to Nicholson.

NORTH

Scale 1:15,000
0 0.5 1 1.5 2 2.5
KILOMETERS

EDELWEISS SLOUGH
KICKING HORSE BRIDGE
CBT TRAILS
CANYON RIDGE
DOWNTOWN GOLDEN
KICKING HORSE RIVER
Rotary Trail
REFLECTION LAKE
MOUNTAIN SHADOWS TRAILS
MT 7 TRAILS
Schacher Trail
Jeep Road
Rock About Trail
STACEY CREEK
CEDAR HOUSE
PARAGLIDING LAUNCH SITE
MT 7 SUMMIT
Golden-Donal Upper Rd
10th Ave N
6th Ave S
7th Ave S
9th St S
10th St S
11th St S
12th St S
Fisher Rd
Fisher Dr
Golden Dr
Spruce Dr
Larch Rd
Cedar Rd
Hemlock Rd
Alder Rd

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STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Glenogle and Kicking Horse Areas

STRENGTHS (OF EXISTING TRAILS)

01 The old highway provides access opportunities using existing infrastructure. Any proposals would be subject to existing zoning around Highway 1.

02 Yoho NP borders the area and offers the potential to support CSRD Trails.

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Opportunity to formalize the existing climbing area adjacent the the Highway 1/Kicking Horse River Bridge

THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 Access up Hospital Creek is challenged by existing private property and water source issues

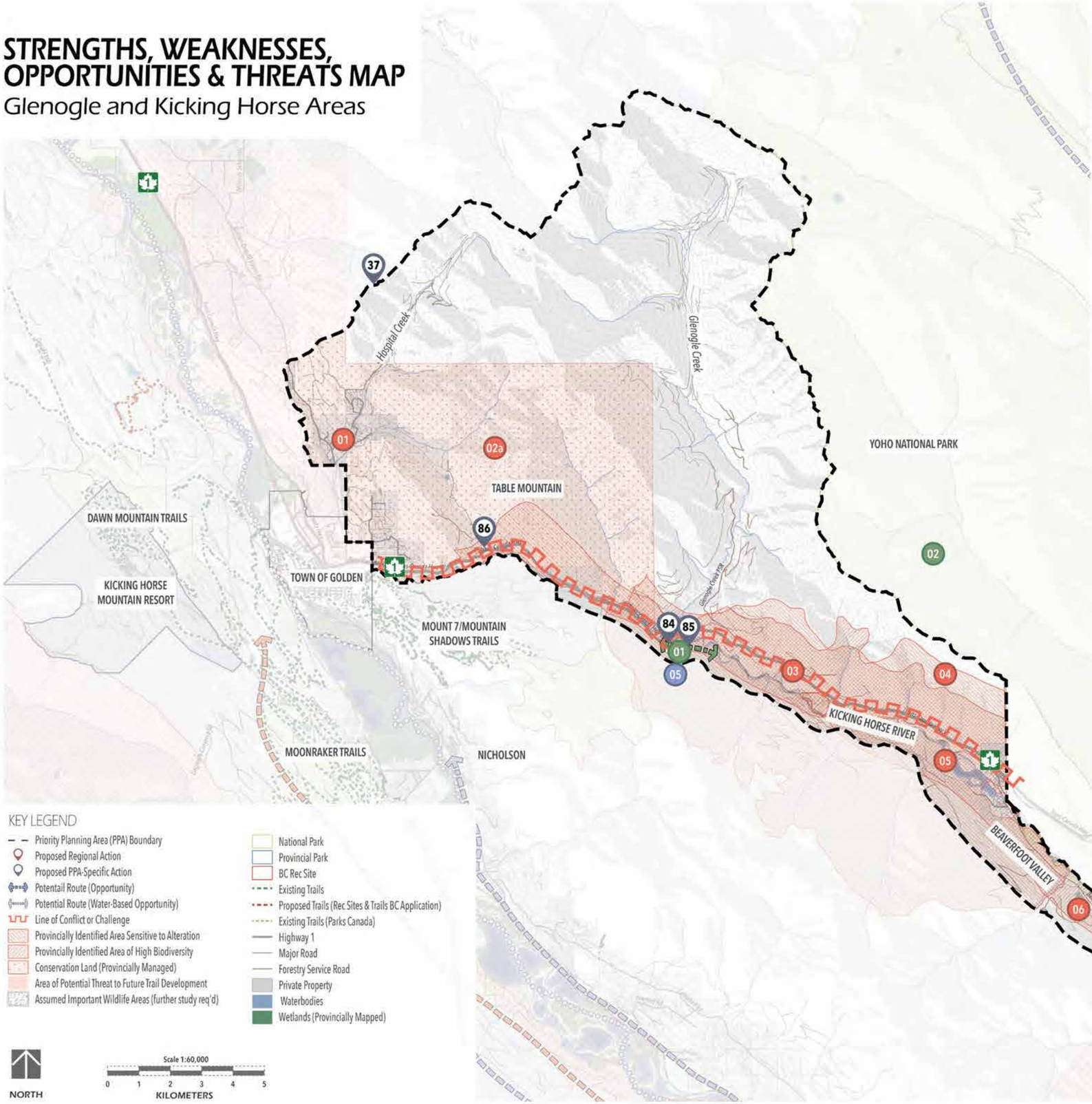
02 There are 6 areas managed as "Conservation Lands" by the Provincial Government. Trail development may be restricted in these areas.

03 Highway 1, coupled with a steep river valley present significant barriers making opportunities to cross difficult.

04 Several areas are identified as having a high sensitivity to alteration from recreation.

05 Areas of high environmental value that overlap, indicate very important areas that should see limited trail development.

06 Areas are identified as having a high biodiversity may be impacted by further trail development.



KEY LEGEND

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- Potentail Route (Opportunity)
- Potential Route (Water-Based Opportunity)
- Line of Conflict or Challenge
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- Provincially Identified Area of High Biodiversity
- Conservation Land (Provincially Managed)
- Area of Potential Threat to Future Trail Development
- Assumed Important Wildlife Areas (further study req'd)
- National Park
- Provincial Park
- BC Rec Site
- Existing Trails
- Proposed Trails (Rec Sites & Trails BC Application)
- Existing Trails (Parks Canada)
- Highway 1
- Major Road
- Forestry Service Road
- Private Property
- Waterbodies
- Wetlands (Provincially Mapped)

NORTH

Scale 1:60,000

0 1 2 3 4 5

KILOMETERS

KEY MAP
1:1,500,000

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STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Nicholson and Kapristo Areas

STRENGTHS (OF EXISTING TRAILS)

01 The bridge over the Columbia River provides access from Nicholson to the Moonraker Trails with the potential for better river access if it can be done in compliance with the Columbia Wetlands Management Plan .

02 Existing forestry service roads could be used to establish a formal shared use motorized trail network south, without having to build new trails. This could be done with signage and wayfinding, linking Golden and Nicholson with communities further south.

WEAKNESSES (WITHIN EXISTING TRAILS SYSTEM)

01 Existing informal trail use and shale riding threaten the environmental integrity of the area.

02 There is a strong demand to locate a premier alpine trail in the area, with multiple unsuccessful applications made to date. The demand for this is high and pressure to develop the trail will remain high if a suitable location cannot be found. The Certainty Mine / Hobo Creek area is one that is receiving this pressure, though the impact of this kind of trail is unknown. Further study is required for finding a suitable location in Area A.

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 The existing Highway 95 right-of-way provides the opportunity to develop a multi-modal trail connection from Golden to Nicholson.

02 Opportunity to connect the Mountain Shadows Area to Nicholson from the Rock About Trail.

03 Opportunity to develop a trail from Nicholson to the Mt 7 Summit.

04 The existing roadbed of McBeath & 2% Road present an opportunity to create a trail connection that could better connect Nicholson, the Moonraker, KHMR, Dawn Mountain and Holt/Gorman areas together. The GBRAP supports this for both motorized and non-motorized use.

05 Opportunity to better connect Nicholson to the Mooraker Trails and proposed FSR Shared Use/Motorized network.

06 Opportunity to develop a multi-day paddling route from south of Golden to Mica Dam/Valemount.

07 Establish a formal climbing area at Kapristo Crag.

08 The existing Highway 95 right-of-way provides the opportunity to develop a multi-modal trail connection from Nicholson to Parsont.

09 Heritage, culture and ares important to local First Nations aren't currently well documented or understood. However, the Shuswap First Nations is interested in partnering with local organizations to recognize and celebrate First Nations history in the area.

10 Existing forestry service roads provide an opportunity to develop a motorized trail system to the south without creating further impact on the surrounding environment.

THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 Stacey Creek has limited opportunities to cross and create potential linkages to Nicholson.

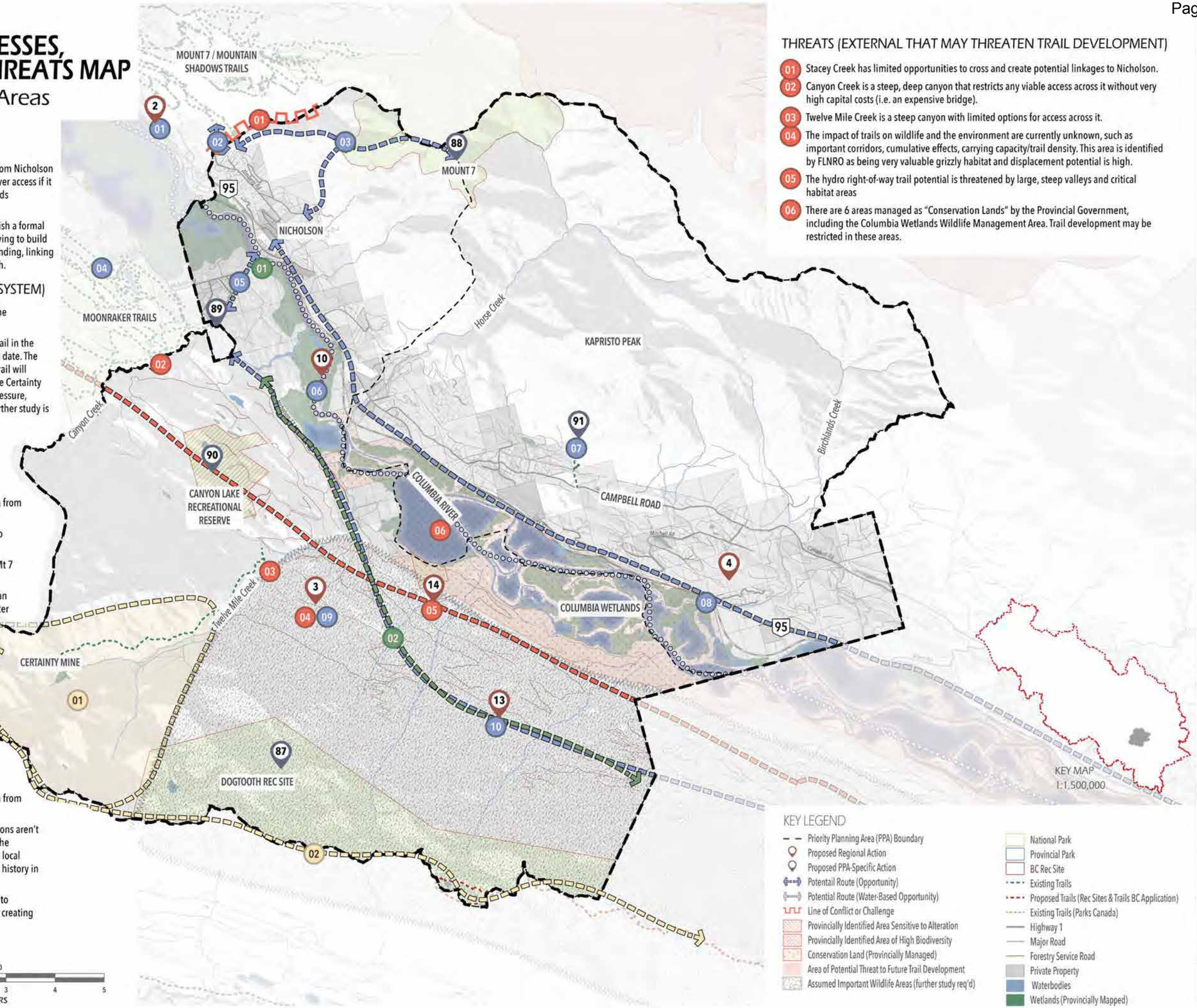
02 Canyon Creek is a steep, deep canyon that restricts any viable access across it without very high capital costs (i.e. an expensive bridge).

03 Twelve Mile Creek is a steep canyon with limited options for access across it.

04 The impact of trails on wildlife and the environment are currently unknown, such as important corridors, cumulative effects, carrying capacity/trail density. This area is identified by FLNRO as being very valuable grizzly habitat and displacement potential is high.

05 The hydro right-of-way trail potential is threatened by large, steep valleys and critical habitat areas

06 There are 6 areas managed as "Conservation Lands" by the Provincial Government, including the Columbia Wetlands Wildlife Management Area. Trail development may be restricted in these areas.



NORTH

Scale 1:35,000

0 1 2 3 4 5 KILOMETERS

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- Existing Trails
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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRAEGTY

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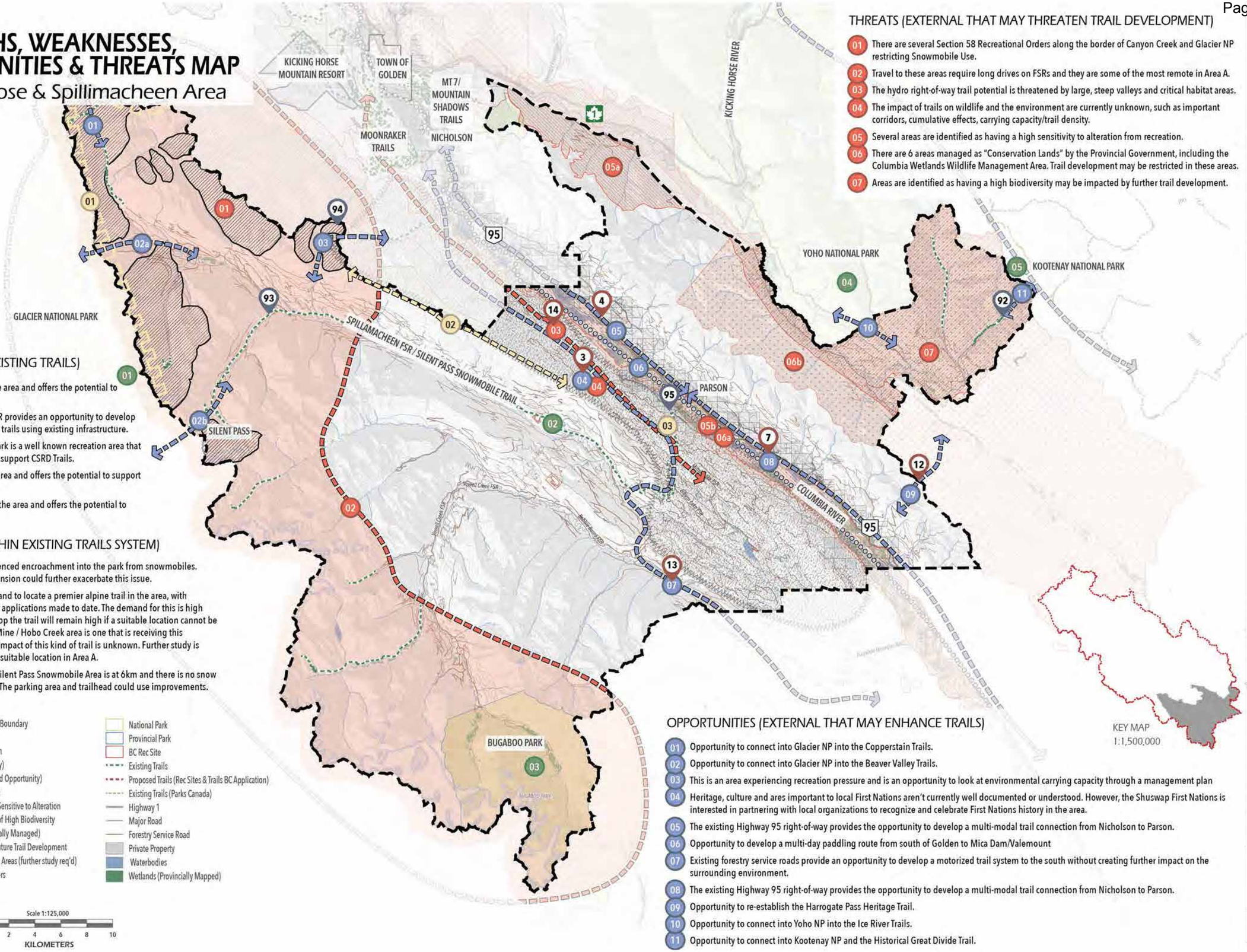
08

STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS MAP

Parson, Moose & Spillimacheen Area



THREATS (EXTERNAL THAT MAY THREATEN TRAIL DEVELOPMENT)

01 There are several Section 58 Recreational Orders along the border of Canyon Creek and Glacier NP restricting Snowmobile Use.

02 Travel to these areas require long drives on FSRs and they are some of the most remote in Area A.

03 The hydro right-of-way trail potential is threatened by large, steep valleys and critical habitat areas.

04 The impact of trails on wildlife and the environment are currently unknown, such as important corridors, cumulative effects, carrying capacity/trail density.

05 Several areas are identified as having a high sensitivity to alteration from recreation.

06 There are 6 areas managed as "Conservation Lands" by the Provincial Government, including the Columbia Wetlands Wildlife Management Area. Trail development may be restricted in these areas.

07 Areas are identified as having a high biodiversity may be impacted by further trail development.

STRENGTHS (OF EXISTING TRAILS)

01 Glacier NP borders the area and offers the potential to support CSRD Trails.

02 The Spillimacheen FSR provides an opportunity to develop shared use/motorized trails using existing infrastructure.

03 Bugaboo Provincial Park is a well known recreation area that offers the potential to support CSRD Trails.

04 Yoho NP borders the area and offers the potential to support CSRD Trails.

05 Kootenay NP borders the area and offers the potential to support CSRD Trails.

WEAKNESSES (WITHIN EXISTING TRAILS SYSTEM)

01 Glacier NP has experienced encroachment into the park from snowmobiles. Snowmobile use expansion could further exacerbate this issue.

02 There is a strong demand to locate a premier alpine trail in the area, with multiple unsuccessful applications made to date. The demand for this is high and pressure to develop the trail will remain high if a suitable location cannot be found. The Certainty Mine / Hobo Creek area is one that is receiving this pressure, though the impact of this kind of trail is unknown. Further study is required for finding a suitable location in Area A.

03 The trailhead for the Silent Pass Snowmobile Area is at 6km and there is no snow clearing beyond that. The parking area and trailhead could use improvements.

KEY LEGEND

- Priority Planning Area (PPA) Boundary
- Proposed Regional Action
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- Potentail Route (Opportunity)
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- Line of Conflict or Challenge
- Provincially Identified Area Sensitive to Alteration
- Provincially Identified Area of High Biodiversity
- Conservation Land (Provincially Managed)
- Area of Potential Threat to Future Trail Development
- Assumed Important Wildlife Areas (further study req'd)
- Section 58 - Recreation Orders
- National Park
- Provincial Park
- BC Rec Site
- Existing Trails
- Proposed Trails (Rec Sites & Trails BC Application)
- Existing Trails (Parks Canada)
- Highway 1
- Major Road
- Forestry Service Road
- Private Property
- Waterbodies
- Wetlands (Provincially Mapped)

NORTH

Scale 1:125,000

0 2 4 6 8 10

KILOMETERS

OPPORTUNITIES (EXTERNAL THAT MAY ENHANCE TRAILS)

01 Opportunity to connect into Glacier NP into the Copperstain Trails.

02 Opportunity to connect into Glacier NP into the Beaver Valley Trails.

03 This is an area experiencing recreation pressure and is an opportunity to look at environmental carrying capacity through a management plan

04 Heritage, culture and ares important to local First Nations aren't currently well documented or understood. However, the Shuswap First Nations is interested in partnering with local organizations to recognize and celebrate First Nations history in the area.

05 The existing Highway 95 right-of-way provides the opportunity to develop a multi-modal trail connection from Nicholson to Parson.

06 Opportunity to develop a multi-day paddling route from south of Golden to Mica Dam/Valemount

07 Existing forestry service roads provide an opportunity to develop a motorized trail system to the south without creating further impact on the surrounding environment.

08 The existing Highway 95 right-of-way provides the opportunity to develop a multi-modal trail connection from Nicholson to Parson.

09 Opportunity to re-establish the Harrogate Pass Heritage Trail.

10 Opportunity to connect into Yoho NP into the Ice River Trails.

11 Opportunity to connect into Kootenay NP and the Historical Great Divide Trail.

KEY MAP
1:1,500,000

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRAEGTY

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Photo: Mount 7 LARCH Landscape Architecture

08 DECISION MAKING MATRIX

Building upon the SWOT Mapping Analysis, the needs assessment list is further scrutinized through a decision-making matrix, that allows for multiple factors (cost, location, constructibility, public support, environmental impact, cultural factors, funding opportunities, etc.) to be applied to the evaluation and ranking of each list item. This allows the project team to prioritize and rank initiatives in an objective manner that is transparent and defensible. The result of the SWOT Mapping Analysis and Decision Making Matrix is a short list of initiatives to be formulated into phasing opportunities summarized in Section 10 - Implementation. This short list was presented to the Client and Working Group within Technical Memoranda #3 and publicly available after incorporating comments and revisions.

The Evaluation Criteria for the Decision Making Matrix is as follows:

TABLE 04: DECISION MAKING MATRIX EVALUATION CRITERIA

GBRAP COMPATIBILITY (SOCIAL/ENVIRONMENTAL/ECONOMIC/CULTURAL)	
A.	Consistent with GBRAP (Golden Backcountry Recreation Access Plan, 2002)
B.	Requires consultation with GBRAC (Golden Backcountry Recreation Access Committee)
C.	Conflicts with GBRAP

10 = GBRAP Compatible, no issues
5 = May require review from GBRAC Committee
0 = Not compatible with GBRAP, contradicts

ENVIRONMENTAL	
A.	Environmental – concerns or mitigation required
B.	Red/Blue/Rare Species
C.	High Biodiversity Emphasis Option – GBRAP Landscape Units
D.	Sensitivity to alteration
E.	Opportunity for environmental improvements
F.	Incompatible use creating environmental damage
G.	Provincial or Federal Restrictions, Notations, etc.

10 = Minimal environmental concerns or project would improve environmental conditions
0 = Severe environmental concerns

ECONOMIC	
A.	Capital Cost
B.	Operating cost
C.	External funding available to offset costs
D.	Catalyst for other actions, partnerships, and/or funding

10 = No concerns over attaining funding capitol or operating costs
0 = Major concerns over obtaining funding or funding sustainability

SOCIAL	
A.	Availability and willingness of an organization to be project champion or leader
B.	Actionable – clearly defined
C.	Efficient – the strategy addresses many goals at once
E.	Effective – the strategy has a high impact on the goals – it is crucial for the future
F.	Public Safety – i.e. Search and Rescue Access

10 = Organization or champion available and capable, clearly defined goals and objectives
0 = Lacking an available champion, not clearly defined goals and objectives

CULTURAL	
A.	Indigenous support or conflict
B.	Existing community and stakeholder support
C.	Potential to garner commitment from many people/user groups
D.	Land ownership or tenure holder coordination required

10 = Indigenous and Community support, no opposition, strong commitment
5 = Cultural Heritage Assessment required – Archaeological, Heritage, Medicinal
0 = Opposition from multiple groups and lack of overall support

TABLE 05: CSRD AREA A: REGIONAL TRAILS STRATEGY DECISION-MAKING MATRIX

Action Number	Description	PPA	PPA Name	Combined Score	GBRAP (Env, Social, Economic, Cultural)	Environmental	Economic	Social	Cultural	Term	Notes
					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
PPA - 1: REGIONAL LINKAGES											
1	STRATEGIC INITIATIVE: Form Trails Alliance for Golden and Area A	1	Regional	**94**	10	10	9	9	9	Short	
2	Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Golden to Nicholson (Phase 1).	1	Regional	**94**	10	10	8	10	9	Med	If feasible undertake fundraising, detailed design, and construction for Phase 1. Coordinate with Columbia Valley Greenways Trail Alliance. Golden to Habart/Nicholson Multi-Modal Legacy Trail
3	STRATEGIC INITIATIVE: West Bench Environmental Impact/Cultural Heritage Study	1	Regional	**92**	10	10	9	8	9	Short	Cultural Heritage Study in coordination with the Shuswap Territorial Land Stewardship Team
4	Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Nicholson to Parson (Phase 2).	1	Regional	**90**	10	8	8	10	9	Long	If feasible undertake fundraising, detailed design, and construction for Phase 2. Coordinate with Columbia Valley Greenways Trail Alliance. Nicholson to Parson Multi-Modal Legacy Trail
5	Funding for Asset Management, Trail Maintenance and Rehabilitation	1	Regional	**88**	10	9	8	9	8		Current Weakness - At present grant funding and municipal funding are focused toward new trail development while local organizations struggle to secure funding for regular trail maintenance and rehabilitation. There is an opportunity to revise funding policies to enable capitol for the trail alliance or individual organizations to undertake asset management analysis and the establishment a paid trail crew to focus on maintaining and improving established trails while closing and rehabilitating trails no longer being used.
6	Work with Multiple Stakeholders to Re-Establish the David Thompson Heritage Trail and Access to Mummery Glacier	1	Regional	**88**	8	8	9	10	9	Immediate	Low use levels, wildlife corridor, Indigenous values, Non-motorized only. Partially funded through multiple grant streams for th Great Divide Trail Association. Multiple project phases including: Construct new bridge at Lambe Creek, Mummery Glacier trail improvements and signage, Ensign Creek FSR, Howe's Pass trail improvements, cable car over Cairns Creek, Cairns Creek Rec Site improvements. Long term access improvements to access road requires partnership agreements.
7	Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Parson/South (Phase 3).	1	Regional	**86**	10	8	7	10	8	Long	If feasible undertake fundraising, detailed design, and construction for Phase 3. Coordinate with Columbia Valley Greenways Trail Alliance. Parson South Multi-Modal Legacy Trail
8	Work with Parks Canada to Re-Establish the Amiskwi Pass Trail	1	Regional	84	10	8	8	9	7	Med	Coordination with Tenure Holder required, motorized concerns summer and winter
9	STRATEGIC INITIATIVES: Establish priorities/policies through the Trails Alliance to refine the long term vision on 3rd party races, incorporating the results of cumulative effects modeling.	1	Regional	84	10	9	8	8	7	Short	
10	Work with BC Rec Sites and Trails to Identify Potential Camping Spots for Multi-Day Paddling Trips	1	Regional	76	10	5	10	6	7	Short	A system of camping areas and rest stops that can by used by multi-day paddlers. Contingent on the Columbia Wetlands Wildlife Management Area (WMA) Management Plan currently in progress
11	Work with Parks Canada to Re-Establish Athabasca Pass Heritage Trail	1	Regional	72	10	9	4	6	7	Long	Restore the Athabasca Pass Heritage Trail and connect as part of a hiking/paddling route through CSRD Area A and Jasper NP.
12	Re-Establish the Harrogate Pass Historical Trail to Dainard Lake	1	Regional	72	10	7	7	5	7	Long	
13	Explore Possible Motorized Trail Network Using Existing FSRs from Nicholson - South	1	Regional	72	10	7	7	7	5	Short	Wayfinding improvements through signage, electronic application, updates to Backcountry Maps.
14	Conduct a Motorized Hydro Line Feasibility Study: 12 Mile - South	1	Regional	30	1	1	3	5	5	Long	Feasibility study for motorized access in powerline ROW. Require buy-in from BC Hydro. **Note:** Not recommended for implementation - Stakeholder concerns

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Action Number	Description	PPA	PPA Name	Combined Score	GBRAP (Env, Social, Economic, Cultural)	Environmental	Economic	Social	Cultural	Term	Notes
					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
PPA - 2: KINBASKET											
15	Work with BC Rec Sites and Trails to formalize the Help Lake/Blackwater Climbing Area, Trails, and Staging Area	2	Kinbasket	**86**	10	8	9	8	8	Immed	Help Lake Climbing Area. Columbia Valley Climbing Society has received partial funding through 2018 Grant funding
16	STRATEGIC INITIATIVES: Complete a Kinbasket Heritage Inventory Assessment Study	2	Kinbasket	84	10	10	9	5	8	Short	Lead: Shuswap Territorial Stewardship Team
17	Work with BC Rec Sites and Trails to Establish and Sign River Access for Small Boats at Wisted Creek or Beaver Mouth Rec Site	2	Kinbasket	82	10	9	8	7	7	Med	Canoe Access at either Wisted Creek or Beaver Mouth Rec Areas
18	STRATEGIC INITIATIVES: Identify and Map Wilderness Preservation Zones in the Kinbasket area.	2	Kinbasket	60	8	10	3	5	4	Medium	
PPA - 3: DONALD/BLUEWATER											
19	STRATEGIC INITIATIVES: Explore the Long Term feasibility of developing a Multi-Modal Trail connection from Golden to Donald.	3	Donald/Bluewater	78	10	8	7	7	7	Long	If feasible undertake fundraising, detailed design, and construction. Coordinate with Columbia Valley Greenways Trail Alliance.
20	STRATEGIC INITIATIVES: Explore Potential Boat Launch Blueway Connection Locations	3	Donald Bluewater	70	10	7	8	5	5	Med	
PPA - 4: QUARTZ/GORMAN											
21	Complete/On-going Road Access Improvements to Gorman Lake and Complete Trailhead Improvements	4	Quartz/Gorman	**88**	10	9	8	8	9	Short	Opportunities for access improvements and funding through Tourism Infrastructure, Grants, and collaboration with Shuswap Band. Collaboration with Tenure holders required. Incorporate Signage for Allowed Uses (Climbing, biking, motorized, etc.) at new Trailhead Signage. Access improvements.
22	Formalize Gorman Climbing Access Trails	4	Quartz/Gorman	**86**	10	8	9	8	8	Short	Cliff/Crag area of Gorman used by Climbers
23	Install Regulatory Signage at Wiseman Lakes indicating Sensitive Environment and Motorized Restrictions if West Bench trail 4 season use is approved.	4	Quartz/Gorman	84	10	10	8	6	8	Short	
24	Ensure Regulatory Signage at Lang Lake Trail has current information	4	Quartz/Gorman	82	10	10	8	7	6	Short	
25	Complete Hiking Trail and Signage Improvements from KHMR to Wisdom Tooth Lookout including information on restrictions and closures in Holt and Gorman	4	Quartz/Gorman/ KHMR	80	10	8	8	7	7	Med	Improve the trail condition to Holt Lake and Gorman Lake from KHMR. Install signage to improve wayfinding and provide information on restrictions and closures in Holt and Gorman
26	Work with multiple stakeholders (BC Rec Sites & Trails, Parks Canada, Golden Trails Alliance) to complete a Quartz Creek Summer Alpine Trail Feasibility Study	4	Quartz/Gorman/ KHMR	80	10	7	8	8	7	Med	Opportunity for non-motorized alpine trail pilot project based on environmental analysis and discussion with FLNRO. Conduct feasibility study and apply for Section 57
27	Quartz Creek Trail Improvements for Early Season Use - Winter	4	Quartz/Gorman	80	10	8	9	7	6	Immed	Golden Snowmobile Club has received funding through 2018 Grant funding for stump and boulder removal for early season grooming
28	Establish Hand Boat Launch and Blueway Sign for River Paddlers at Marl Creek Provincial Park	4	Quartz/Gorman	74	10	8	9	5	5	Med	Coordination and exact placement required with BC Rec Sites and Trails
29	Complete Gorman Motorized Staging Areas Improvements to Parking Areas and Snow Removal	4	Quartz/Gorman	72	10	7	5	7	7	Med	Maintenance agreements required
30	Enhance and Improve the 2% Heritage Trail from Gorman Creek to Quartz Creek Rec Trail for 4-Season Use	4	Quartz/Gorman	68	10	5	5	8	6	Long	2% Heritage Trail from Nicholson to Cedar Lake and from KHMR to Gorman/Quartz
31	Work with BC Rec Sites and Trails to formalize GORMA West Bench Motorized Trail Network	4	Quartz/Gorman	68	4	7	8	8	7	Short	Recommendation based on discussions with Ministry of Forests, Lands, Natural Resource Operations, and Rural Development (FLNRORD) representatives
32	Work with BC Rec Sites and Trails to Revise Management Plan to Address Environmental Damage and Explore Potential Improvements to Quartz Creek Cabin Infrastructure: Wood Heat, Wood Shed, Internet Service	4	Quartz/Gorman	68	10	5	7	7	5	Med	Management Plan to Address Environmental Damage and Explore Potential Improvements to Quartz Creek Cabin Infrastructure: Wood Heat, Wood Shed, Internet Service

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					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
PPA - 5 BLAEBERRY											
33	Improve Rec Site Facilities at Redburn Creek (OB) Campground	5	Blaeberry	**86**	10	9	8	7	9	Med	Opportunity to improve signage at Redburn Creek (OB) Campground/Rec Site. Potential for future pit toilets.
34	Improve Trailhead Facilities at Thompson Falls (Syd's Trail)	5	Blaeberry	**86**	10	9	8	7	9	Short	Opportunity to improve wayfinding signage at trail to Thompson Falls (Syd's Trail).
35	Explore Blueway Site Designation at Burges and James Cadsden Provincial Park	5	Blaeberry	72	10	7	7	7	5	Med	1-3 primitive camping sites in Burges & James Gadsden Provincial Park accessible from the River to provide camping with primitive facilities for people doing a multi-day canoe on the Columbia, or a rest spot for those paddling the Blaeberry for the day.
36	Complete Signage Improvements to Willowbank Trail to Reduce Access Issues on Private Land	5	Blaeberry	68	10	8	6	5	5	Med	Signage improvements in Willowbank Area to reduce access issues on private land
PPA - 6: GLENOGLE											
37	Explore Opportunities to Improve Access Trail to Moberly Peak	6	Glenogle	40	5	5	3	4	3	N/A	Mining in area has impacted trail access. Coordination required to explore access while maintaining public safety. **Note:** Not recommended for implementation - Stakeholder concerns
PPA - 7: KICKING HORSE MOUNTAIN RESORT											
38	Explore Opportunities to Construct an Adaptive Trail within Kicking Horse Mountain Resort Bike Park	7	Kicking Horse Mountain Resort & Backcountry	**88**	10	8	8	9	9	Med	KHMR tenure to develop if desired. Opportunity to expand recreation service types and create a known adaptive destination trail within the BC Adaptive Trail Network (Nakusp, Revelstoke, Whistler)
39	Improve Scalli Mag Single Track Trail to Address Environmental Issues and Provide Important Connection within the Trail Network.	7	Kicking Horse Mountain Resort & Backcountry	**84**	10	8	9	8	7	Immed	Improve Scalli Mag trail to address drainage issues. Important connection from KHMR to Moonraker trail network. Not intended to serve as mainline for adjacent trail development. Maintain as a single trail connection to minimize impact to wildlife. Improvements to this trail have been brought up through engagement events and with stakeholders. Designated RM2. Non-motorized, mild development use. Cumulative effects info/study would inform impacts on Wildlife corridor. Opportunity for winter grooming as a fat bike connection from KHMR.
40	Improve Trail Connectivity and wayfinding signage through the KHMR Neighbourhoods	7	Kicking Horse Mountain Resort & Backcountry	74	10	7	7	6	7	Med	Further develop the trail network connecting the different streets and subdivisions around the resort to provide both better ski access, as well as snowshoeing opportunities and walking/biking in the summer.
41	Explore Options to Expand Summer Hiking Trail from Upper Kranky Pants to Peak	7	Kicking Horse Mountain Resort & Backcountry	72	10	9	8	4	5	Med	KHMR tenure to develop if desired to expand hiking infrastructure
42	Develop a Hiking Trail from the Base of KHMR to the Peak	7	Kicking Horse Mountain Resort & Backcountry	70	10	9	7	4	5	Med	Develop a hiking trail from the gondola base to the top of the mountain. KHMR tenure to develop if desired to expand hiking infrastructure.
43	Implement Use Restrictions to T4 Trail to permit Hiking/Trail Running only and Trail and Landscape Rehabilitation	7	Kicking Horse Mountain Resort & Backcountry	70	9	7	6	8	5	Med	Use level issues for wildlife, environmental concerns, intense pressure from community and races. Coordination with Rod and Gun club required. RM1 summer and winter. Goat Habitat and High Biodiversity.
44	Complete improvements to 2% (Historic Columbia River Lumber) Heritage Trail from Cedar Lake to Gorman Creek	7	Kicking Horse Mountain Resort & Backcountry	62	7	7	5	6	6	Long	2% Heritage Trail from Nicholson to Cedar Lake and from KHMR to Gorman/Quartz

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Action Number	Description	PPA	PPA Name	Combined Score	GBRAP (Env, Social, Economic, Cultural)	Environmental	Economic	Social	Cultural	Term	Notes
					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
45	Complete trail improvements to T4 Trail to Provincial Trail Standards and Seek Approvals for Long-Term Trail Sustainability	7	Kicking Horse Mountain Resort & Backcountry	58	5	6	6	7	5	Med	Potential to develop a joint project with KHMR to build an in- and out-of-bounds trail connection (ex. purpose built T4 trail). Use level issues for wildlife, environmental concerns, intense pressure from community and races. Coordination with Rod and Gun club required. RM1 summer and winter. Goat Habitat and High Biodiversity. Issue with funneling additional traffic to Canyon Creek Trail.
46	Explore Feasibility to Formalize and Improve the Former Horse Pack Trail to Goodsir Mine	7	Kicking Horse Mountain Resort & Backcountry	56	8	4	6	5	5	Long	AKA Porphyry and Iron Hill Mine **Note:** Not recommended for implementation - Stakeholder concerns
PPA - 8: MOONRAKER/CEDAR LAKE											
47	Construct Cedar Lake Interpretive Boardwalk in sensitive Riparian Areas	8	Moonraker/Cedar Lake	**84**	9	9	7	8	9	Short	Construct interpretive boardwalk trail at Cedar Lake. Opportunity for interpretive signage and environmental programs. Assumes boardwalk construction in impacted and sensitive areas, not a trail around entire Cedar Lake.
48	Explore the potential for establishing Hiking Uptrack/Detours to the Lower Canyon Creek Lookout and Improve Signage to Reduce Conflict	8	Moonraker/Cedar Lake	80	8	7	8	9	8	Short	Use level issues for wildlife, environmental concerns, coordination with Rod and gun club required. RM1 summer and winter. Signage and messaging improvements to inform uptrack users to expect downhill bike traffic and danger to exposed cliffs - community/visitor education.
49	Investigate Fat Bike Winter Trail Network and Maintenance/Grooming Opportunities at Moonraker/CBT Trail Networks	8	Moonraker/Cedar Lake	74	5	7	8	9	8	Immed	Investigate opportunities to create a fat bike inter trail system and maintenance program (packing trails Cedar Camp, Odenata, North Star, Barking Dog, Arrowhead, etc.). Golden Outdoor Recreation Association has received funding through 2018 Grant funding and will pilot winter grooming in 2019.
50	Complete Twisted Sister Trail	8	Moonraker/Cedar Lake	68	5	6	8	9	6	Immed	Complete construction of the Twisted Sister, volunteer, hand-built trail. Use levels should be monitored long term for wildlife conflicts. Wildlife corridor quality impact may be a concern. Cumulative effects study would be valuable for this area and trail density. planning.
51	Expand Moonraker polygon to include Black/Double-Black Trails to provide diversity in trail Trails. Area Adjacent to LSD trail with new trails connect to FSR and not to Canyon Creek to reduce environmental impact.	8	Moonraker/Cedar Lake	68	5	5	7	9	8	Med	Plan/Design a Black and/or Double-Black technical XC Trail(s) adjacent to LSD trail. Apply for polygon for development. Concern over increased use in RM1 area of Canyon Creek i.e. sensitive goat habitat. Less concern if advanced trails don't all funnel to canyon creek and loop back to the FSR.
52	Enhance and Improve the 2% Heritage Trail from McBeath Rd to Cedar Lake	8	Moonraker/Cedar Lake	64	7	6	7	6	6	Long	2% Heritage Trail from Nicholson to Cedar Lake and from KHMR to Gorman/Quartz
53	Investigate Maintenance Agreement for Winter Clearing on Dogtooth Forest Service Road to Cedar Lakes Staging Area	8	Moonraker/Cedar Lake	60	5	7	5	7	6	Short	With mechanized winter grooming funding may not require road to be cleared during winter but winter parking will need to be accounted for with increased use.
54	Plan and Develop New Trails Off Twisted Sister to Create Trail Loop Options in this Area	8	Moonraker/Cedar Lake	58	5	4	7	7	6	Long	GBRAP RM1 Designation- Wildlife Corridor further study on maximum trail density and use levels required.
55	Create Jumpline Trail on the Existing Treachery Trail with Ride around Options	8	Moonraker/Cedar Lake	52	5	4	7	6	4	Long	GBRAP RM1 Designation - low impact, wildlife corridor. Issues with increased use expected to impact wildlife.

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					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
PPA - 9: GOLDEN											
56	Complete Trail Surfacing and Guardrail Improvements for the Rotary Trail to Keith King Memorial Sportsfields	9	Golden	**84**	10	8	7	9	8	Immed	Town of Golden initiative planned once windstorm clean-up is complete. Opportunity for reclamation projects to restore damage from windstorm and timber removal. Opportunity to make improvements for accessibility and Age friendly design Opportunity for bench nodes, educational signage, and protection of rare species and sensitive vegetation communities.
57	Construct a new Bike Skills Park utilizing Terrain Based Principles	9	Golden	**84**	10	8	7	9	8	Short	Current bike skills park does not meet current needs of the community. Opportunity to improve, expand, or relocate
58	Complete Rotary Trail Widening Potential Paving, Lighting in Strategic Locations	9	Golden	82	10	7	8	9	7	Med	Note: The Town of Golden received grant funding for $5.87M for the Kicking Horse River Dyke Improvements Project. The extent of pathway and public realm improvements is currently unknown but this initiative will prove to be a markable improvement to the Rotary Trail in high use areas.
59	Develop Interpretive Trails/Signage at the Old Mill Heritage Site	9	Golden	80	10	9	8	6	7	Med	Interpretive attraction - critical piece of original infrastructure. Public safety concerns i.e. holes to fall in, town liability
60	Formalize Trails and Signage Improvements at Confluence Park	9	Golden	78	10	7	7	8	7	Med	Plan through Columbia Valley Greenway Alliance - 6 interpretive stations, Threat – trail improvements must account for seasonal water levels of the Columbia River
61	Establish Bush Party Trailhead/Potential Staging Area	9	Golden	78	10	7	7	8	7	Med	Opportunity to establish a small parking/staging area near Bush Party Trailhead for approximately 5 vehicles
62	Ensure Multi-Modal Pedestrian Access Across Columbia River when Bridge Updates Are Planned	9	Golden	76	10	8	7	7	6		Coordination with KHMR, CP, Town of Golden Required. Assumes minimal environmental impact as bridge replacement would require environmental mitigation.
63	Provide Trail Improvements to Anderson Road/Edelweiss Slough and Explore Opportunities for Interpretive/Nature Information Signage	9	Golden	76	10	8	7	6	7	Med	Threat due to environmental damage, Opportunity to improve through small boardwalk and trail improvements. This trail serves as an important Community Connection. Educational/Interpretive opportunities through signage and programming.
64	STRATEGIC INITIATIVE: Proceed with Skatepark Expansion Phase 2	9	Golden	74	10	8	5	7	7	Long	Once funding is available or organization applies for and receives funding. Ensure design for Phase II meets the needs of the community and current skatepark design standards.
65	Complete Signage Improvements of Hospital Falls Trail	9	Golden	72	10	9	6	6	5	Med	Signage improvements at trailhead
66	Create a Multi-Modal Trail Along the Highway Bypass from 6th St. to Reflection Lake	9	Golden	70	10	7	6	7	5	Long	Create a multi-modal connection along the highway bypass from 6th Ave S/14th St. S (Sikh Temple) along the railway line, under HWY 95 bridge to Reflection Lake. Community Connection. Coordination Required With CP and Town of Golden
67	Create a Pedestrian/Cycling Crossing of the Kicking Horse River at the CP Bridge Near Confluence Park	9	Golden	68	10	5	5	8	6	Long	Community Connection. Coordination Required With CP and Town of Golden. Currently unlawful to cross though some do. Opportunity to create a Legal Loop.
68	Create a Multi-Modal Pathway Along Fisher Rd	9	Golden	66	10	6	5	7	5	Long	Community Connection and Age Friendly/Mobility Improvements
69	Create a Community Trail Connection from the Golden Visitor Centre to Canyon Ridge	9	Golden	66	10	5	6	6	6	Long	Currently no community connection. Concern over erodibility and steepness of slope.
70	Create a Multi-Modal Pathway Along Kicking Horse Dr	9	Golden	66	10	6	5	7	5	Long	Community Connection and Age Friendly/Mobility Improvements

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					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
PPA - 10: MT 7/MOUNTAIN SHADOWS											
71	Establish Trailhead at the Mount 7 Staging Area with Wayfinding Signage at Strategic Locations along trail to Mount 7 Summit	10	Mt 7/Mountain Shadows	**86**	10	8	8	9	8	Short	Signage improvements for public safety and wayfinding. GBRAP only sanctioned area for heli biking and scree riding. Mount 7 was intended to be the mountain biking hot spot. Historic significance - Psychosis Race
72	Complete Schacher Trail to Mt. 7 Summit: Maintenance and Sustainability Improvements	10	Mt 7/Mountain Shadows	**86**	10	7	8	9	9	Immed	Trail construction is near complete. Regular maintenance and sustainability improvements once operational. Trail will serve as a mainline trail for looped trail development long term.
73	Plan and Develop New Trails off the Schacher Trail to Create a Looped Trail Network	10	Mt 7/Mountain Shadows	**84**	10	8	8	9	7	Med	Establish Schacher Trail as the preferred uptrack trail and create new trail development as a looped trail system off Schacher Mainline Trail.
74	Analyze and improve existing sanctioned/unsanctioned Mount 7 trails	10	Mt 7/Mountain Shadows	**84**	10	8	8	9	7	Med	Inventory and analyze existing sanctioned/unsanctioned trails within Mt. 7 network, sustainability improvements, trails no longer being used to be decommissioned. Lead: GCC
75	Establish a Staging Area at base of Snake Hill/Tailgate (Shared with MTB, GORMA, Equestrian, etc.)	10	Mt 7/Mountain Shadows	82	10	8	7	8	8	Med	Multiple groups express interest in improving and managing this staging area as a shared amenity
76	Design a Family-Friendly and Accessible Trail in the Mountain Shadows Area. Potential for Adaptive Trail as within the Family Friendly Trail Area	10	Mt 7/Mountain Shadows	82	10	7	8	8	8	Med	Opportunity to expand recreation services and improve the family friendly/adaptive trail network
77	Formalize Climbing Access Trail off Mountain Shadows Trails to Magma Crag Climbing Area	10	Mt 7/Mountain Shadows	82	10	8	8	8	7	Med	Existing Climbing Area. Better trail access through Mt. 7/Mountain Shadows Trail Network
78	Design a new modern motocross track in conjunction with GORMA Trail System development. Reclaim and re-purpose existing site to more suitable use.	10	Mt 7/Mountain Shadows	80	10	8	7	8	7	Med	Motorized use in wetland setting and adjacent to equestrian use is not compatible. Opportunity to relocate and improve infrastructure for all affected user groups. Opportunity to design something that is world class and a model for sustainable motorized recreation design
79	Establish a Schacher Staging Area between 6.5km or 10km	10	Mt 7/Mountain Shadows	80	10	8	7	8	7	Med	With Shacher Trail development near complete, constructing a staging area near the mid point will accommodate increased vehicle traffic and parking due to shuttling - Design for 5-7 vehicles
80	Design and Construct a Jump/Flow Trail on Mt 7	10	Mt 7/Mountain Shadows	78	10	7	7	8	7	Short	Create a jump/flow trail on Mt 7 as a blue trail, with black options. Weakness – there is currently no sanctioned jumpline trail within the Mountain Shadow or Mount 7 Network..
81	Develop Shared Use Trails for MTB and Motorized Use - Advanced Trials and Mountain Bike Use	10	Mt 7/Mountain Shadows	78	10	7	7	8	7	Med	Opportunity for collaboration between Golden Cycling Club and GORMA to create black trails for mountain bikes and trials motorbikes. Opportunity for signage improvements and messaging. Potential for E-bike trail development for Shared Use (Motorized + Non-Motorized Traffic)
82	Improve Overall Signage On Mount 7 to Indicate Shared Use Trails	10	Mt 7/Mountain Shadows	76	10	7	7	8	6	Short	Create signage to indicate that motorized use is permitted on trails (Cliffside, Rockabout, Trial and Error, Chute the Duck)
83	Work with BC Rec Sites and Trails to establish a Recreation Area for the Mount 7 and Mountain Shadows Trails.	10	Mt 7/Mountain Shadows	76	10	7	7	8	6	Short	Apply for a Section 56 for the Mountain Shadow Trail Network. Update current Memorandum of Understanding with Tenure holder if required.

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					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
PPA - 11: KICKING HORSE RIVER											
84	Explore opportunities for Trailhead and Parking Improvements for Kicking Horse Climbing Area	11	Kicking Horse River	74	10	8	7	6	6	Med	Known climbing area that lacks adequate parking facilities. May require coordination with Highway Zoning.
85	Explore an Overflow/Alternative Parking Location for Kicking Horse Climbing Area	11	Kicking Horse River	72	10	7	7	6	6	Med	Known climbing area that lacks adequate parking facilities. May require coordination with Highway Zoning.
86	Install signage and wayfinding improvements to Table Mountain and Frenchman's Ridge Trails	11	Kicking Horse River	72	10	8	5	6	7	Med	Opportunity to improve the Table Mountain and Frenchman's Ridge trailhead and wayfinding at 3 decision making nodes
PPA - 12: NICHOLSON/CERTAINTY MINE/HOBO REPEATER											
87	Complete a Feasibility/Impact Study for trail development in the Certainty Mine, 12 Mile, 14 Mile, Hobo Repeater Complex	12	Nicholson/Certainty Mine/Hobo Repeater	**78**	10	8	7	7	7	Short	Weakness - Recreation pressure in area. Wildlife concerns, concern over damage. RM2 Designation. Bear habitat. Potential for 12 Mile, 14 Mile, Hobo Repeater Complex. Opportunity to explore environmental protection areas, access improvements, parking and trailhead facilities. Opportunity to be encompassed in West Bench studies.
88	Explore opportunities to establish and sign a trail from Cedar House to the Mt. 7 Summit in conjunction with a trail connection from Cedar House to Rock About.	12	Nicholson/Certainty Mine/Hobo Repeater	74	10	7	7	7	6	Med	Currently low use levels. Opportunity to explore connectivity improvements.
89	Complete Trailhead and Signage Improvements at Canyon Creek Road in Nicholson	12	Nicholson/Certainty Mine/Hobo Repeater	72	10	7	7	6	6	Med	Informal Parking occurring that may cause conflict with adjacent land owners - explore opportunities to establish trailhead and signage
90	Explore the feasibility of establishing a Motorized Network for Canyon Lake Area	12	Nicholson/Certainty Mine/Hobo Repeater	58	10	5	5	6	3	Long	Area is close to wetlands that access is prohibited seasonally. Motorized use permitted with partial restrictions in adjacent areas per GBRAP. Tenure holder on adjacent lands requires consultation prior to applications for any proposed development. **Note:** Not recommended for implementation - Stakeholder concerns
PPA - 13: KAPRISTO											
91	Complete Trailhead and Signage Improvements at Kapristo Crag with trail application approval	13	Kapristo	74	10	7	7	7	6	Med	Lack of signage with potential for public safety implications. Proper water crossings required, potential to apply for protection for old growth forest. Low use levels and experienced climbing ability required.
PPA - 14: MOOSE											
92	Explore ongoing maintenance agreement for Wolverine Pass Trail to Kootenay NP. New Signage to be installed Summer 2018 by BC Rec Sites and Trails	14	Moose	**82**	10	8	8	8	7	Immed	Not for formalization of camping on the boundary. Signage approved and provided by BCRST. High wildlife and biodiversity area, also within conservation lands area.
PPA - 15: PARSON/HARROGATE/SPILLIMACHEEN											
93	Complete access improvements to established Silent Pass and McMurdo Trails including regulatory improvements to illustrate closure boundaries and enforcement.	15	Parson/Harrogate/ Spillimacheen	**80**	10	7	8	8	7	Med	Opportunity for improvements and illustrating closures
94	Explore feasibility of maintaining the Goodluck Trail	15	Parson/Harrogate/ Spillimacheen	78	10	8	8	6	7	Long	Remote and difficult travel, wilderness route. Historic significance.
95	Create a Permanent Staging Area for Silent Pass Trail - Install Trailhead Signage and Safety Messaging and Infrastructure: Beacon Check	15	Parson/Harrogate/ Spillimacheen	72	10	6	7	7	6	Short	Deficient parking, no proper staging area, no beacon check currently. Agreement required with Forestry and private land owners

TABLE 05: CSRD AREA A: REGIONAL TRAILS STRATEGY DECISION-MAKING MATRIX

Action Number	Description	PPA	PPA Name	Combined Score	GBRAP (Env, Social, Economic, Cultural)	Environmental	Economic	Social	Cultural	Term	Notes
					20	20	20	20	20		
					10 - GBRAP Compatible	10 - greatest	10 - greatest	10 - greatest	10 - greatest		
PPA - 13: KAPRISTO											
91	Complete Trailhead and Signage Improvements at Kapristo Crag with trail application approval	13	Kapristo	74	10	7	7	7	6	Med	Lack of signage with potential for public safety implications. Proper water crossings required, potential to apply for protection for old growth forest. Low use levels and experienced climbing ability required.
PPA - 14: MOOSE											
92	Explore ongoing maintenance agreement for Wolverine Pass Trail to Kootenay NP. New Signage to be installed Summer 2018 by BC Rec Sites and Trails	14	Moose	**82**	10	8	8	8	7	Immed	Not for formalization of camping on the boundary. Signage approved and provided by BCRST. High wildlife and biodiversity area, also within conservation lands area.
PPA - 15: PARSON/HARROGATE/SPILLIMACHEEN											
93	Complete access improvements to established Silent Pass and McMurdo Trails including regulatory improvements to illustrate closure boundaries and enforcement.	15	Parson/Harrogate/ Spillimacheen	**80**	10	7	8	8	7	Med	Opportunity for improvements and illustrating closures
94	Explore feasibility of maintaining the Goodluck Trail	15	Parson/Harrogate/ Spillimacheen	78	10	8	8	6	7	Long	Remote and difficult travel, wilderness route. Historic significance.
95	Create a Permanent Staging Area for Silent Pass Trail - Install Trailhead Signage and Safety Messaging and Infrastructure: Beacon Check	15	Parson/Harrogate/ Spillimacheen	72	10	6	7	7	6	Short	Deficient parking, no proper staging area, no beacon check currently. Agreement required with Forestry and private land owners

09 TRAIL PLANNING + DESIGN

Golden and Electoral Area A is fortunate to have such a knowledgeable, hard working, and dedicated collective of trail builders and maintainers. The recreation trails throughout the area are well designed, constructed, and maintained. A lot of this work is accomplished through organized volunteer events that are well attended by a diversity of community members who are dedicated to giving back and improving the recreation trails throughout Golden and Electoral Area A. Machine built trails, constructed by professional builders may be required to construct trails with higher anticipated use levels, in remote areas, or where earthwork could not be accomplished through manual labour. There are environmental, economic, and social aspects to consider when pursuing trail development opportunities. All trail development should follow the established pre-authorization process through First Nations, Front Counter BC, Recreation Sites and Trails BC, Municipal Government, and local stakeholders. For further information please refer to the Environmental Screening Tool in Appendix B.

09.01 ENVIRONMENTAL CONSIDERATIONS FOR TRAIL PLANNING

RIPARIAN AREAS

Riparian areas surround water bodies including a watercourse (seasonally inundated or not); a pond, lake, river, creek, or brook; a ditch, spring, or wetland. They are composed of moist to saturated soils, water-loving plant species and their associated ecosystems directly influences and provides important fish habitat. As the ground in riparian areas may be seasonally or permanently saturated, they are susceptible to damage and erosion. Preventing damage to riparian areas is much easier than restoring it once damage has occurred. Under the Provincial Riparian Areas Regulation (RAR), local governments are obligated to protect these sensitive areas. A minimum buffer of 30 meters is required around all riparian areas.

DOMESTIC WATER LICENSES

A community watershed is defined under the Forest Range and Practices Act (FRPA) as all or part of the drainage area that is upslope of the lowest point from which water is diverted for human consumption by a domestic water license.

Trail development within the watersheds of domestic water licenses is put higher levels of scrutiny as soil disturbance and erosion can lead to negative impacts on the quality of drinking water.

UNGULATE WINTER RANGE

The Forest Range and Practices Act (FRPA), defines Ungulate Winter Range (UWR) as an area that contains habitat necessary to meet the winter habitat requirements of an ungulate species. Trail development should not occur in recognized UWR areas.

ALPINE TERRAIN

Alpine terrain lies approximately at elevations 1800m and above in Area A. The Interior Mountain-heather Alpine (IMA) Zone occupies the Columbia Mountains and the south eastern Rocky Mountains. In alpine regions, the physical environment dictates the vegetation. Whether the terrain is gentle or extremely rough, the smallest differences in the micro-environment are important. Soils are typically shallow and derived from weathered bedrock. Since cold retards the process of weathering, soils and plants develop slowly in this zone. The drier parts of the Interior Mountain-Heather Alpine in the east Kootenays and the lee of the Coast Mountains are home to some of the densest populations of mountain goat and other ungulates in the world. These areas represent important habitat for the species who inhabit the alpine territory. Vegetative cover includes stunted trees including the Whitebark Pine, Mountain Heather, and wildflowers. Alpine vegetation is very sensitive to compaction and disturbance and restoration is much more lengthy and challenging than at lower elevations. Wildlife are easily displaced in alpine habitats and are known to abandon favourable habitat due to disturbance.

Public pressure for recreation opportunities within the alpine is very high and increasing with the use of social media and helicopter access. Trail use or development in alpine areas should be carefully considered to avoid sensitive vegetation and seek to minimize impacts to terrain and wildlife populations. Environmental planning and assessments are now required to be undertaken prior to application for trail development and must demonstrate an ability to **mitigate and minimize damage, measure cumulative effects, estimate use levels, and provide a monitoring and management plan**. In some cases where mitigation is not possible, trails may not be approved if the area is highly sensitive, or that if monitoring shows negative environmental impacts, the trail may have to be deactivated.

Helicopter access and landing points within the backcountry have been explored extensively through the Golden Backcountry Recreation Access Plan (GBRAP). Local helicopter companies should adhere to regulations and restrictions except for emergency situations.

09.02 ENVIRONMENTAL SCREENING TOOL

Environmental Stewardship is essential to ensuring that trails have minimal impact to the natural environment. The following Environmental Screening Tool can be integrated from trail planning and development through trail use and long term management.

The Environmental screening tool covers four categories: Water, Plants, Wildlife, and Interfaces. Please refer to APPENDIX C, for the full Environmental Screening Tool Table.

TABLE 06: ENVIRONMENTAL SCREENING TOOL DESCRIPTION

Environmental Categories	Environmental Feature	Potential Environmental Effects of Project	Mitigation Measures	Links to Legislation and Guidelines	Monitoring	Indicators of Negative Effects	Limits of Indicators	Corrective Actions
Water	Subcategories of each Environmental Category (i.e. Water > Streams)	Description of potential impacts and rationale for mitigation measures	Description of mitigation best practices	Internet links to more information	Description of monitoring methods/tools	Indicators suggesting required corrective actions	Indicators of success	Additional mitigation measures
Plants								
Wildlife								
Interfaces								

09.03 SUSTAINABLE TRAIL DESIGN PRINCIPLES

Sustainable trail design is a complex combination of site engineering, drainage, knowledge of vegetation, erosion and sediment control, geometry, and creativity. It is not an exact science and should embrace artistic expression to ensure trails are unique, fun, and diverse all while fitting seamlessly into the beautiful surrounding natural environment.

Poorly constructed trails can be maintenance intensive and expensive. Trail planning and design is receiving much higher levels of scrutiny from the community and from provincial government. Higher emphasis is being placed on proper planning and environmental consideration, stakeholder and community engagement, and design and construction by qualified professionals. Ongoing education and outreach initiatives to ensure decision makers, trail designers, and trail builders are knowledgeable regarding sustainable trail concepts, techniques, and technology is crucial to ensuring effective implementation.

The following represents a few of the sustainable trail principles available. It should be noted that these trail design principles apply to hiking, biking, equestrian, adaptive, and motorized trail design. For more information please consult IMBA Trail Solutions, District of Squamish Trail Standards, Whistler Trail Standards, and British Columbia Chapter 10- Recreation Trail Management.

AVOID THE FALL LINE

Fall-line trails usually follow the shortest route down a hill - the same path that water flows. The problem with fall-line trails is that they focus water down their length. The speeding water strips the trail of soil, exposing roots, creating gullies, and scarring the environment.

THE HALF RULE

The trail grade should not exceed half the grade of the sidehill it is located on. Grade is the elevation gained divided by the distance of the segment of the track (expressed as a percentage). For example, a trail across a sideslope of 20% should not exceed 10%.

THE 10-PERCENT AVERAGE GUIDELINE

The average trail grade is the slope of the trail for an entire uphill/ downhill section. Generally, an average grade of 10% or less is most sustainable.

MAXIMUM SUSTAINABLE GRADE

Typically, the maximum sustainable track grade is about 15% for a short distance, but it is site-specific and varies with trail alignment, use of the half rule, soil type, annual rainfall, vegetation, use of grade reversals, type of users, number of users , and level of difficulty.

GRADE REVERSALS + ROLLING GRADE DIPS

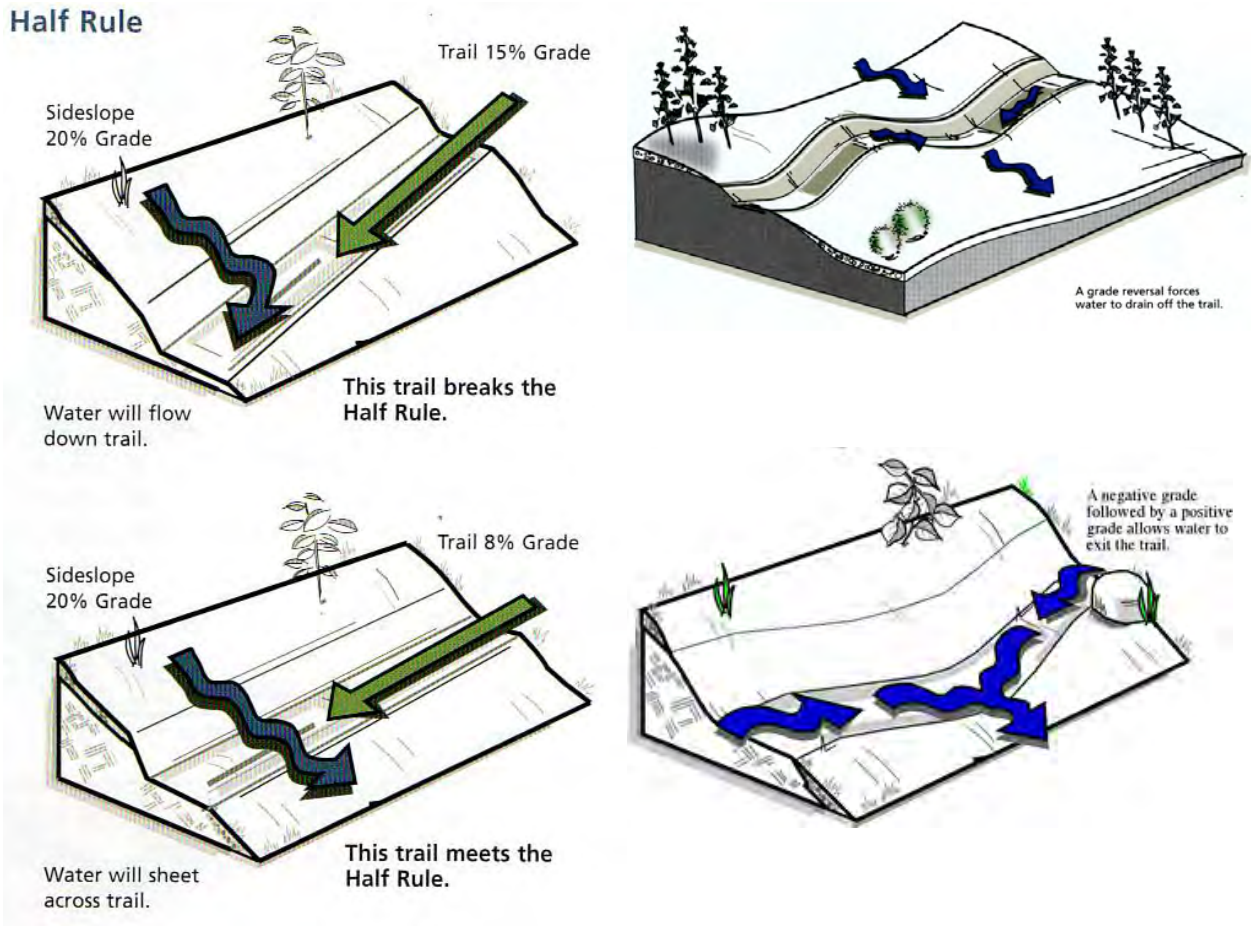
Grade reversals are short sections of trail that change from climbing to descending, then return to climbing. The reversal shortens the water flow path and enhances the rider experience. Rolling dips are excavated into the trail to convey water off the trail. A rolling grade dip has two design goals. The first is to get the water off the tread surface and the second is to build it long enough that the rider does not realize it is there.

TRAIL PLACEMENT GUIDELINES

- *Avoid wet areas, unstable slopes, erodible soils, embankments, cliffs, stream banks.*
- *Avoid flat areas. The trail tread must always be slightly higher than the ground on at least one side of it so that water can drain properly.*
- *Utilize natural low points and spillways to remove water flowing along the tread surface.*
- *Avoid hazard trees with high wind throw potential.*
- *Ensure trail alignment does not negatively impact wildlife species.*
- *Avoid critical habitat of rare or fragile vegetation species or communities. Sensitive vegetation can be protected by constructing guardrails or using rocks and logs to minimize travel in the sensitive area.*
- *Archaeological sites are protected by The Heritage Conservation Act (HCA). If archaeological material is found during construction or maintenance, stop construction and contact the Provincial Archeology Branch.*
- *Avoid trails in community watersheds and domestic water licenses.*
- *Avoid alignments that encourage user shortcutting. Utilize existing landforms or vegetation to block potential shortcut routes.*
- *Avoid creating a trail alignment in close proximity to another trail to avoid trail proliferation or shortcuts between.*
- *Do not construct trails on organic surface layer.*
- *Utilize local rocks and boulders in sensitive areas and steep descents to minimize trail erosion.*

TRAIL REHABILITATION + DEACTIVATION

Rehabilitating or deactivating a trail may be required due to lack of use, changes in use levels or user requirements, or changes in management objectives. When a trail is designated to be deactivated, access to the previous trail alignment should be restricted using local materials including large boulders, rocks, logs, fallen trees, etc. The visible desire line should be reduced or removed with emphasis on the first 150 meters or within line of sight from all intersections. Tread surface should be scarified to a minimum 150mm depth and re-grade to seamlessly meet existing surrounding grades. Deactivated trails should be monitored to ensure re-vegetation and to minimize the introduction of non-native or invasive species.



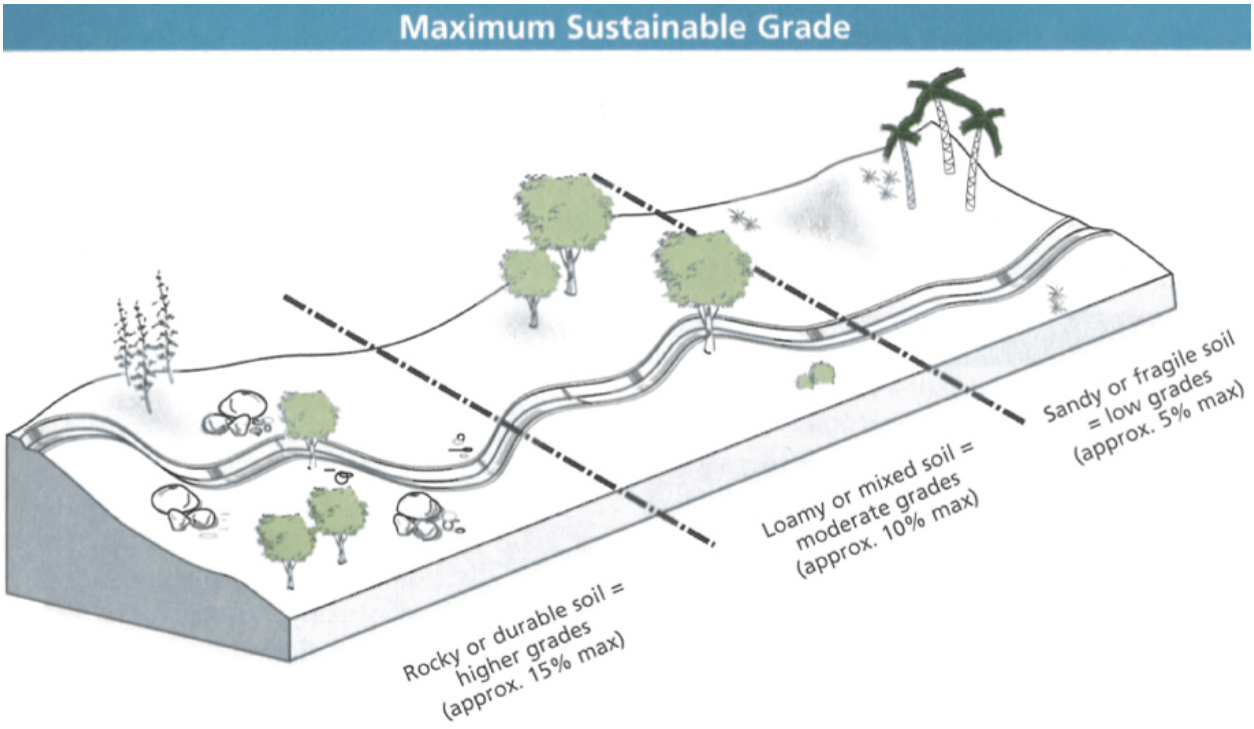


Figure 07 – Designing + Building Sustainable Trails - IMBA Canada

10 IMPLEMENTATION

The following section builds upon the Decision Making Matrix and SWOT mapping analysis in SECTION 7 and SECTION 8 to provide a short list of actionable recreation initiatives, phasing, financial projections, and a framework for implementation.

10.01 ASSET MANAGEMENT

Asset management is a key component for a wide range of businesses and organizations and is applicable to trail organizations, trail management groups, and municipalities. Understanding the extent and value of current assets in the form of trail, type, trail length, signage, and technical trail features are important factors when considering strategic development and investment in local trail networks. It may allow an organization to set guidelines for carrying capacity in sensitive areas. It allows organizations to shift from annual budgets to strategic asset management plans incorporating pro-active life-cycle management rather than re-active maintenance after damage has occurred. Asset management can also set an organization practicing asset management apart from others in the eyes of potential funders.

It is not within the scope of the Regional Trail Strategy to provide an asset management plan for trails in Golden and Area A, however, the GIS data compiled in the GIS database from this project combined with annual data collected through trail counter devices, STRAVA data, and other data analytics will be a powerful tool for a Trail Alliance and/or stakeholder groups moving forward in an organized and informed fashion.

10.02 FUNDING OPPORTUNITIES

A range of funding opportunities are available for non-profit organizations to secure funding for capital projects and ongoing maintenance including grants, sponsorship, and partnership opportunities including:

GRANT FUNDING

Grant funding can be secured for capital expenditures, ongoing maintenance, or reclamation work. The following is a list of potential funding sources:

- **Columbia Basin Trust**:
  Community Initiatives and Affected Areas Program
- **Columbia Basin Trust**:
  Recreation Infrastructure Grants

Columbia Basin Trust's mandate is to support the ideas and efforts of communities and people in the Columbia Basin. CBT administers a wide range of grants, many of which can be applied to trail projects.

- **Mountain Equipment Co-op**
  https://www.mec.ca/en/explore/granting
- **Young Canada Works**
  Focus on Historic and Cultural Site Interpretive Projects.
  Potential partnership opportunities with the Golden and District Museum and Archives
- **Bike BC**
  http://www2.gov.bc.ca/gov/content/transportation/fundingengagement-permits/funding-grants/cycling-infrastructure-funding
- **BC Equestrian Trails Fund**
  http://www.hcbc.ca/index.php/membership/funding-for-hcbcmembers/bc-equestrian-trails-fund/
- **Real Estate Foundation BC**
  Annual intake REFBC Grants
  http://www.refbc.com/grants
- **TD Friends of the Environment**
  https://fef.td.com/funding
- **BC Community Gaming Grants**
  https://www2.gov.bc.ca/assets/gov/sports-recreation-arts-and-culture/gambling/grants/guide-cgg.pdf
- **Work BC – Job Creation Partnerships**
  www.workbc.ca/Employers/Run-your-business/Community-and-Employer-Partnerships.asp
- **Canadian Off-Highway Vehicle Distributors Council**
  Environment and Sustainable Trail Development

PARTNERSHIP OPPORTUNITIES + SPONSORSHIP

- **Columbia Shuswap Regional District**
  Trail Maintenance Funding
- **Shuswap Territorial Land Stewardship**
  Access Planning + Maintenance
- **Columbia Valley Credit Union**
- **Town of Golden**

10.03 IMPLEMENTATION MATRIX

This Implementation Matrix builds upon the results of the Decision Making Matrix and SWOT Map analysis. This summary synthesizes the results of the extensive community and stakeholder driven process and consolidates the information into the following Short List of development recommendations and initiatives formulated into phased approach. Priorities have been classified using the following breakdown:

- *Recreation Initiatives that score between* **84 -100** *are classified* **HIGH PRIORITY**
- Recreation Initiatives that score between **65 - 83** are classified **MEDIUM PRIORITY**
- Recreation Initiatives that score between **0 - 64** are classified **LOW PRIORITY**

FINANCIAL PROJECTIONS

- Less than $1,000 are classified **LOWEST**
- More than $1,000 are classified **LOW**
- $10K - $50K are classified **MEDIUM**
- $50k - $150K are classified as **HIGH**
- Greater than $150,000 are classified **VERY HIGH**

NOTE: Financial projections are approximate

This Regional Trail Strategy Report is intended to serve as an actionable document that can be updated as trail initiatives are completed. The GIS database developed within this plan will serve as a valuable resource moving forward. It is recommended that the CSRD and the Trail Alliance/User Groups work collaboratively to maintain and ensure the GIS database remains current as projects are completed and priorities shift. The following Implementation Matrix represents the short list of high priority recreation initiatives and is intended to highlight the top scoring initiatives for the recreation network throughout Golden and Area A and provide guidance on initiatives that require further rigor and collective decision making moving forward:

TABLE 07: REGIONAL TRAILS STRATEGY IMPLEMENTATION MATRIX

Action Number	Description	PPA	Combined Score	Term	Lead	Financial Projection
HIGH PRIORITY INITIATIVES						
1	Form Trails Alliance for Golden and Area A ◦ Establish Trail Alliance ◦ Create Trail Alliance Website - Information Hub ◦ Begin Meetings per TRAIL ALLIANCE FRAMEWORK 11.01	Regional	**94**	Immed (12 Months)	Partnership: CSRD / Town of Golden + All Trail User Groups	Med - High
2	Complete a phased feasibility study for a multi-modal non-motorized trail within the Highway 95 ROW from Golden to Nicholson (Phase 1)	Regional	**94**	Med (1-5 Years)	Partnership: Trail Alliance, MOTI + CVGTA	Med - High
3	Complete a West Bench Environmental Impact/Cultural Heritage Study	Regional	**92**	Med (1-5 Years)	Partnership: Trail Alliance, Wildsight + SBTO	Med - High
4	Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Nicholson to Parson (Phase 2)	Regional	**90**	Long (5-10 Years)	Partnership: Trail Alliance, MOTI + CVGTA	Med - High
5	Secure annual funding for Asset Management, Trail Maintenance and Rehabilitation	Regional	**88**	Short (1-3 Years)	Trail Alliance /GCC	Med
6	Work with Multiple Stakeholders to Re-Establish the David Thompson Heritage Trail and Access to the Mummery Glacier ◦ Opportunities for Grant Funding and Sponsorship	Regional	**88**	Short (1-3 Years)	Partnership: Trail Alliance BCRST, GDTA	Very High

21	Complete/On-going Road Access Improvements to Gorman Lake and Complete Trailhead Improvements ◦ Opportunities for Grant Funding, Tourism Finding, Sponsorship	Quartz/ Gorman	**88**	Short (1-3 Years)	Partnership: Trail Alliance, MFLNRORD + SBTO	High - Very High
38	Explore Opportunities to Construct an Adaptive Trail within Kicking Horse Mountain Resort Bike Park	KHMR	**88**	Med (1-5 Years)	KHMR	High
7	Complete a phased feasibility study for a multi-modal trail within the Highway 95 ROW from Parson/South (Phase 3).	Regional	**86**	Long (10+ Years)	Partnership: Trail Alliance, MOTI + CVGTA	High
15	Work with BC Rec Sites and Trails to formalize the Help Lake/ Blackwater Climbing Area, Trails, and Staging Area	Kinbasket	**86**	Immed (12 Months)	Trail Alliance/ CVCA	Med
22	Formalize Gorman Climbing Access Trails	Quartz/ Gorman	**86**	Short (1-3 Years)	Trail Alliance/ CVCA	Low - Med
33	Improve Rec Site Facilities at Redburn Creek (OB) Campground	Blaeberry	**86**	Med (1-5 Years)	Partnership: CSRD, RSTBC + Trail Alliance	Med - High
34	Improve Trailhead Facilities at Thompson Falls (Syd's Trail)	Blaeberry	**86**	Immed (12 Months)	Trail Alliance/ GORA	Low
71	Establish a Trailhead and Signage at the Mount 7 Summit Trail from Staging Area	Mt 7/ Mountain Shadows	**86**	Short (1-3 Years)	Partnership: BCRST+ Trail Alliance	Low
72	Complete Schacher Trail to Mt. 7 Summit: Maintenance and Sustainability Improvements	Mt 7/ Mountain Shadows	**86**	Short (1-3 Years)	Trail Alliance/ GCC	High
16	Complete a Kinbasket Heritage Inventory Assessment Study	Kinbasket	**84**	Med (1-5 Years)	Partnership: Trail Alliance + SBTO	Med - High
23	Install Regulatory Signage at Wiseman Lakes indicating Sensitive Environment and Motorized Restrictions if West Bench trail 4 season use is approved.	Quartz/ Gorman	**84**	Short (1-3 Years)	Trail Alliance/ Wildsight	Low
39	Improve Scalli Mag Single Track Trail to Address Environmental Issues and Provide Important Connection within the Trail Network.	KHMR	**84**	Short (1-3 Years)	Partnership: BCRST, KHMR, Trail Alliance	Med
47	Construct Cedar Lake Interpretive Boardwalk in sensitive Riparian Areas	Moonraker/ Cedar Lake	**84**	Short (1-3 Years)	Trail Alliance/ Wildsight/ RSTBC	Med - High
56	Complete Trail Surfacing and Guardrail Improvements for the Rotary Trail to Keith King Memorial Sportsfields	Golden	**84**	Immed (12 Months)	Town of Golden	Med
57	Construct a new Bike Skills Park utilizing Terrain Based Principles	Golden	**84**	Short (1-3 Years)	Partnership: Town of Golden + Trail Alliance	Med - High
73	Plan and Develop New Trails off the Schacher Trail to Create a Looped Trail Network	Mt 7/ Mountain Shadows	**84**	Med		

10.04 INITIATIVES REQUIRING FURTHER CONSIDERATION + ACTION

A number of recreation initiatives did not score as high priorities but require further consideration and action from the Trail Alliance once formed, specific trail user groups, stakeholders, and governing bodies to determine and outcomes that are acceptable to all parties moving forward. In all cases these initiatives were explored throughout the Regional Trail Strategy process but require further study, approvals by governing bodies, or agreements from multiple stakeholder groups. The following summarizes such initiatives requiring further action beyond the scope of the Regional Trail Strategy:

T4 ALPINE TRAIL

The T4 Trail is currently an **unsanctioned alpine trail** accessed from Kicking Horse Mountain Resort (requires purchase of gondola pass). The current trail alignment involves significant exposure, difficult wayfinding sections, and is currently rated double black diamond in terms of difficulty rating. The current T4 Trail alignment enters an RM1 Land Use Designation area (GBRAP) during Winter and Summer. This area is identified as having a high sensitivity to alteration and being an area of high biodiversity and high quality mountain goat habitat. A similar situation exists at the Hobo Creek/Hobo Repeater area.

There are many differing perspectives from stakeholder groups throughout Golden and Area A on what recreation types and levels of use are appropriate for the T4 trail. Stakeholder groups and governing bodies remain at an impasse on what needs to happen on the T4 trail. While this stalemate lingers, the trail is experiencing increasing pressure and degradation through ever-increasing use, organized races occurring on the trail, and a high level of exposure to the non-local population through social and digital media. Informed decisions need to be made about the T4 trail. To begin the process this Regional Trail Strategy outlines two differing sample scenarios to guide the process of discussion and resolution:

T4 Alpine Trail Scenario A - DMM #43:
Implement Use Restrictions to T4 Trail to permit Hiking/Trail Running only and undertake trail and landscape rehabilitation work.
Concerns: Trail restrictions are not respected and unsanctioned use and environmental degradation continues .

T4 Alpine Trail Scenario B - DMM #45:
Complete trail improvements to T4 Trail to Provincial Trail Standards and seek approvals for long-term trail sustainability. Because T4 is a lift access trail from KHMR, there is an opportunity to provide a higher level of public education, control access during sensitive wildlife periods, and to monitor use levels exists. A similar situational precedent can be drawn from Whistler with the "Lord of the Squirrels" Alpine trail developed in joint partnership between the Resort Municipality of Whistler Off Road Cycling Association.

MOTORIZED TRAIL NETWORK + REFLECTION LAKE MOTOCROSS TRACK

Upon approval of a designated motorized single track network and motocross track, discussions and planning around decommissioning the current motocross track adjacent to Reflection Lake should commence. If new motorized infrastructure is not approved, the motocross track should remain to ensure motorized users have recreation infrastructure in place.

COMMUNITY CONNECTION: ANDERSON ROAD/EDELWEISS SLOUGH

The existing trail through the Edelweiss Slough provides an important community connection to the Town of Golden without having to travel along Highway 1. The current trail alignment travels through wetlands and at times is seasonally inundated making it impassable. There is currently a small pedestrian bridge constructed on the Town of Golden side over one wetland area. The construction of a small boardwalk approximately 200 linear meters would allow the trail to be accessible year round for school children and Anderson Road residents. The trail would also offer many bird watching and interpretive wildlife/environmental opportunities being situated within the Columbia Wetlands.

Photo: Golden Rotary Trail
LARCH Landscape Architecture

TRAIL STRATEGY INITIATIVES
CSRD Area A Region

KEY LEGEND

- Priority Planning Area (PPA) Boundary

RANKED PRIORITIES IN DECISION-MAKING MATRIX

- High Priority Recreation Initiatives
- Medium Priority Recreation Initiatives
- Low Priority Recreation Initiatives

CSRD AREA A TRAILS STRATEGY TRAIL STATUS

- Existing Trails
- Planned Trail
- Trail Application Under Review by RSTBC
- Potential Trail Alignment Requiring Further Study
- Critical Trailhead Access Road
- Existing Trails (Parks Canada)
- National Park
- Provincial Park
- BC Rec Site
- Section 58 - Recreation Order
- Private Property
- Highway 1
- Major Road
- Forestry Service Road
- Waterbodies
- Wetlands (Provincially Mapped)

Projection: NAD 83 - UTM 11N

NORTH

Scale 1:300,000

0 5 10 15 20 25

KILOMETERS

These maps have been compiled with data from the Columbia Shuswap Regional District, the Province of British Columbia (data.gov.bc.ca), Parks Canada (trails within National Parks), and various community organizations and non-profits (GPS tracks & points)

CSRD

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Columbia Shuswap Regional District
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ISSUE 2017/05/31
RE-ISSUE 2018/05/29

DRAWN BY FB & JJ
SHEET SIZE 24 X 36 Inches

COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRAEGTY

LARCH
SELKIRK PLANNING & DESIGN

d

01

TRAIL STRATEGY INITIATIVES
Kinbasket Area

KEY LEGEND

- Priority Planning Area (PPA) Boundary

RANKED PRIORITIES IN DECISION-MAKING MATRIX

- High Priority Recreation Initiatives
- Medium Priority Recreation Initiatives
- Low Priority Recreation Initiatives

CSRD AREA A TRAILS STRATEGY TRAIL STATUS

- Existing Trails
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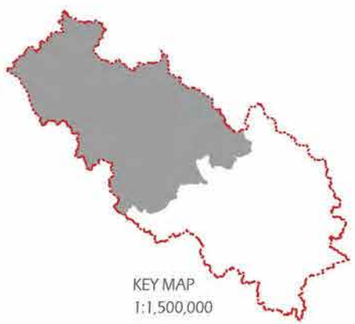
- National Park
- Provincial Park
- BC Rec Site
- Section 58 - Recreation Order
- Private Property
- Highway 1
- Major Road
- Forestry Service Road
- Waterbodies
- Wetlands (Provincially Mapped)



Projection: NAD 83 - UTM 11N

NORTH

Scale 1:200,000

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KILOMETERS

These maps have been compiled with data from the Columbia Shuswap Regional District, the Province of British Columbia (data.gov.bc.ca), Parks Canada (trails within National Parks), and various community organizations and non-profits (GPS tracks & points)

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ISSUE 2017/05/31
RE-ISSUE 2018/05/03

DRAWN BY FB & JJ
SHEET SIZE 24 X 36 Inches

COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRAEGTY

LARCH

SELKIRK PLANNING & DESIGN

d

02

TRAIL STRATEGY INITIATIVES

Quartz-Gorman / Bluewater / Blaeberry

KEY LEGEND

- Priority Planning Area (PPA) Boundary

RANKED PRIORITIES IN DECISION-MAKING MATRIX

- High Priority Recreation Initiatives
- Medium Priority Recreation Initiatives
- Low Priority Recreation Initiatives

CSRD AREA A TRAILS STRATEGY TRAIL STATUS

- Existing Trails
- Planned Trail
- Trail Application Under Review by RSTBC
- Potential Trail Alignment Requiring Further Study
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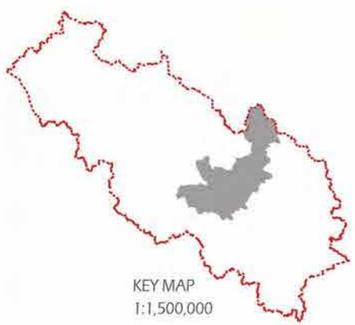
- Provincial Park
- BC Rec Site
- Section 58 - Recreation Order
- Private Property
- Highway 1
- Major Road
- Forestry Service Road
- Waterbodies
- Wetlands (Provincially Mapped)



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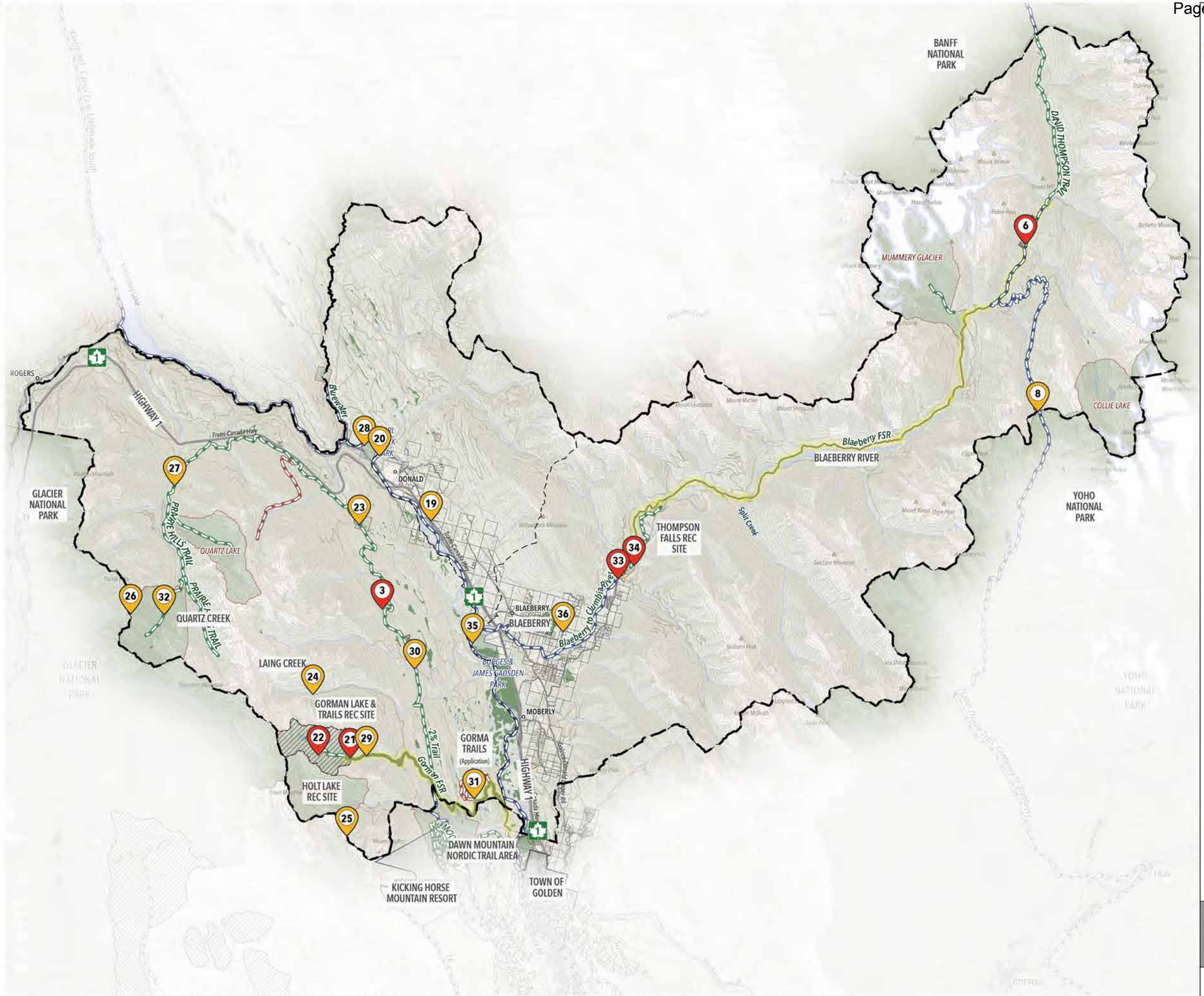

These maps have been compiled with data from the Columbia Shuswap Regional District, the Province of British Columbia (data.gov.bc.ca), Parks Canada (trails within National Parks), and various community organizations and non-profits (GPS tracks & points)

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ISSUE 2017/05/31
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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRATEGY

LARCH

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03

TRAIL STRATEGY INITIATIVES

Quartz-Gorman / Bluewater / Blaeberry

KEY LEGEND

- – – Priority Planning Area (PPA) Boundary

RANKED PRIORITIES IN DECISION-MAKING MATRIX

- High Priority Recreation Initiatives
- Medium Priority Recreation Initiatives
- Low Priority Recreation Initiatives

CSRD AREA A TRAILS STRATEGY TRAIL STATUS

- Existing Trails
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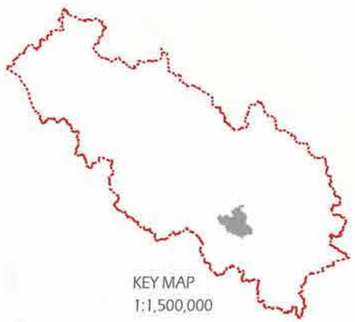

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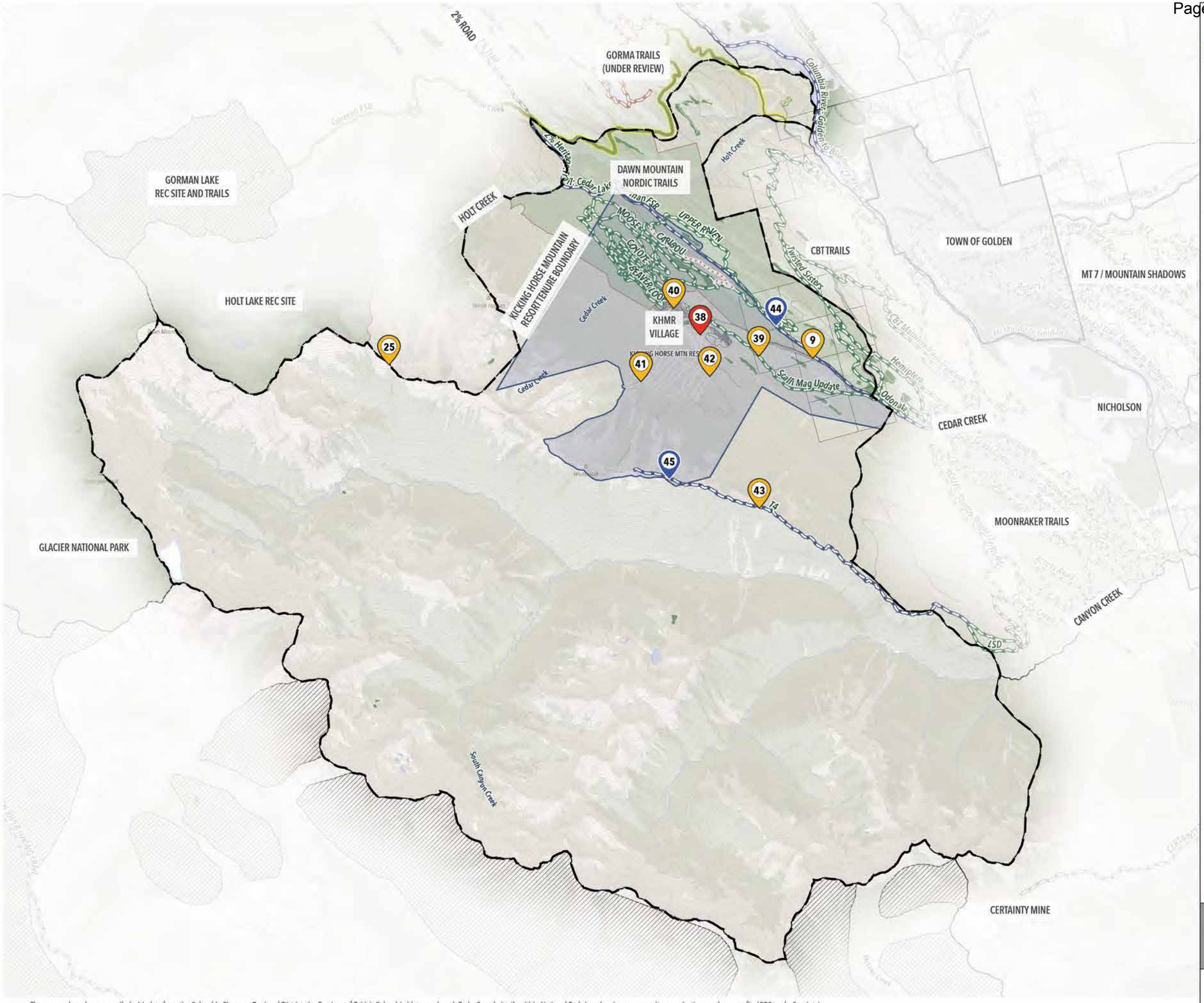

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COLUMBIA SHUSWAP REGIONAL DISTRICT AREA A TRAILS STRAEGTY

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TRAIL STRATEGY INITIATIVES
Moonraker

KEY LEGEND

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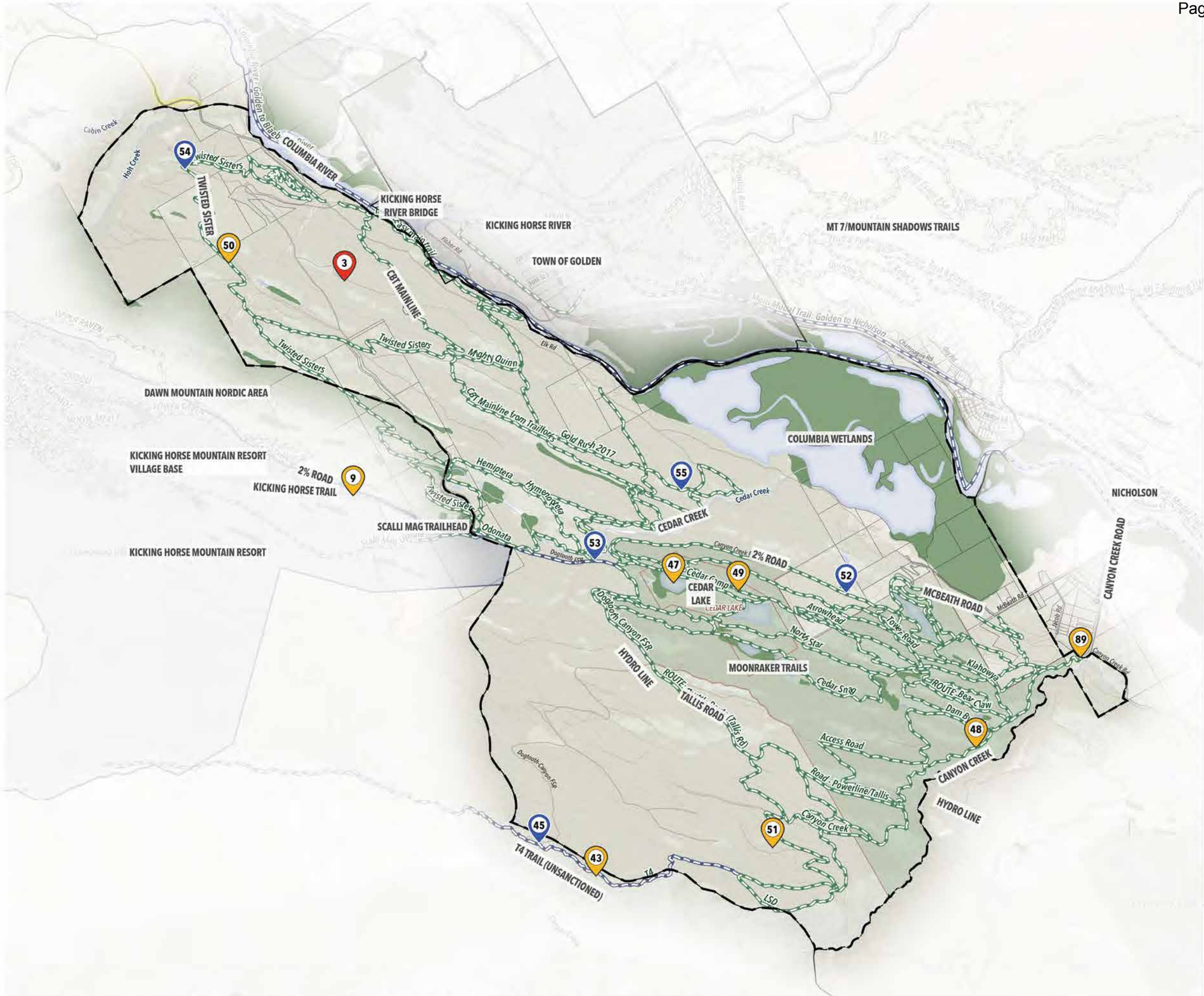

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TRAIL STRATEGY INITIATIVES
Golden / Mt 7 / Mountain Shadows

KEY LEGEND

- Priority Planning Area (PPA) Boundary

RANKED PRIORITIES IN DECISION-MAKING MATRIX

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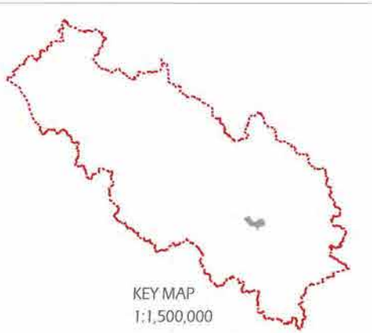

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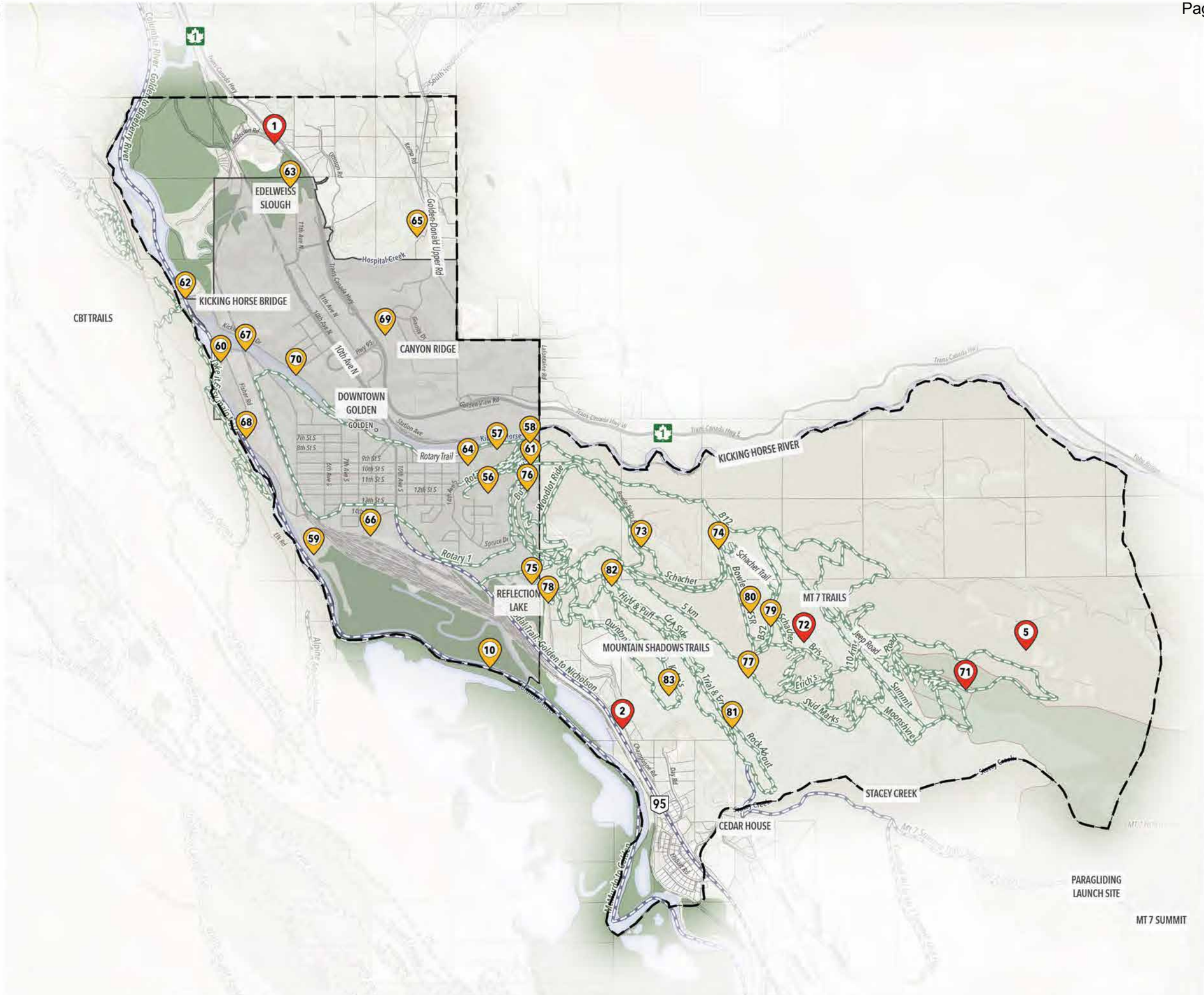

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TRAIL STRATEGY INITIATIVES
Glenogle / Kicking Horse

KEY LEGEND

- Priority Planning Area (PPA) Boundary

RANKED PRIORITIES IN DECISION-MAKING MATRIX

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- Low Priority Recreation Initiatives

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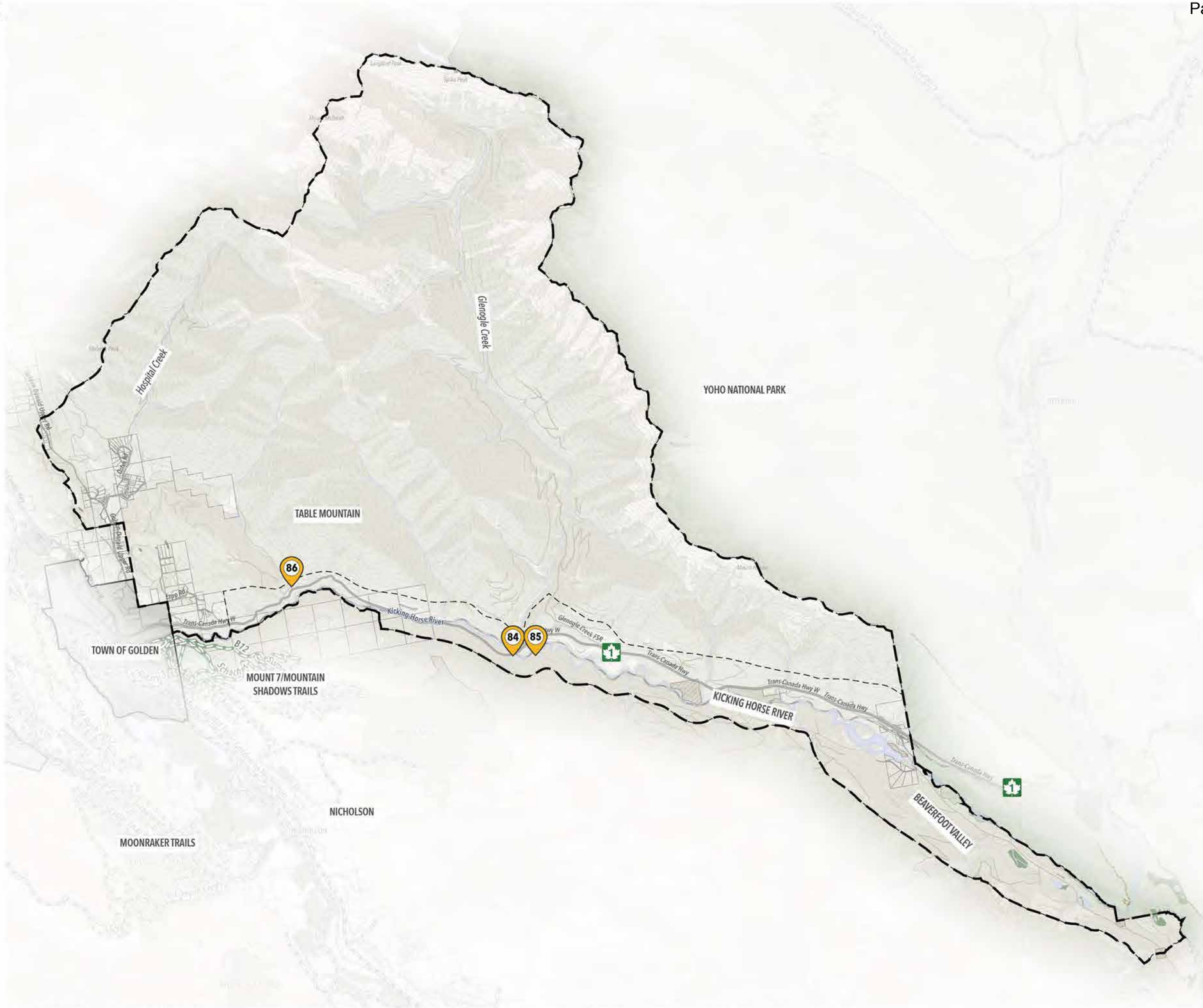

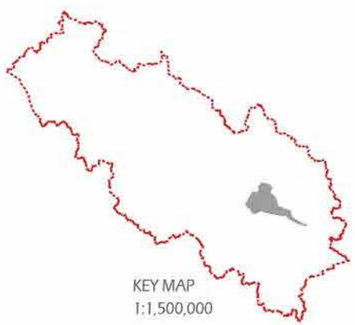

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Scale 1:50,000

NORTH

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TRAIL STRATEGY INITIATIVES
Nicholson / Kapristo

KEY LEGEND

- Priority Planning Area (PPA) Boundary

RANKED PRIORITIES IN DECISION-MAKING MATRIX

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Scale 1:35,000

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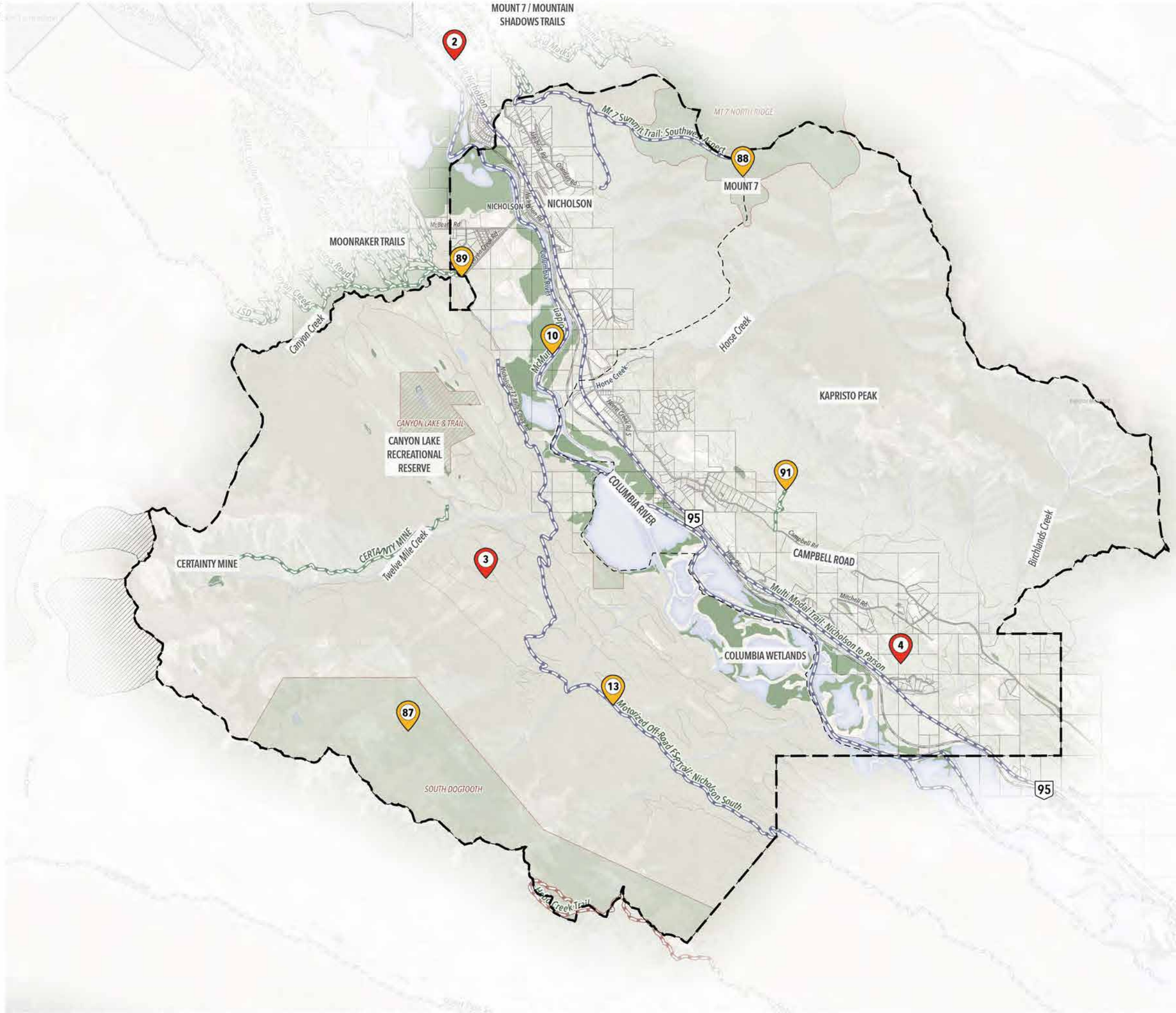

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TRAIL STRATEGY INITIATIVES
Parson / Spillimacheen / Moose

KEY LEGEND

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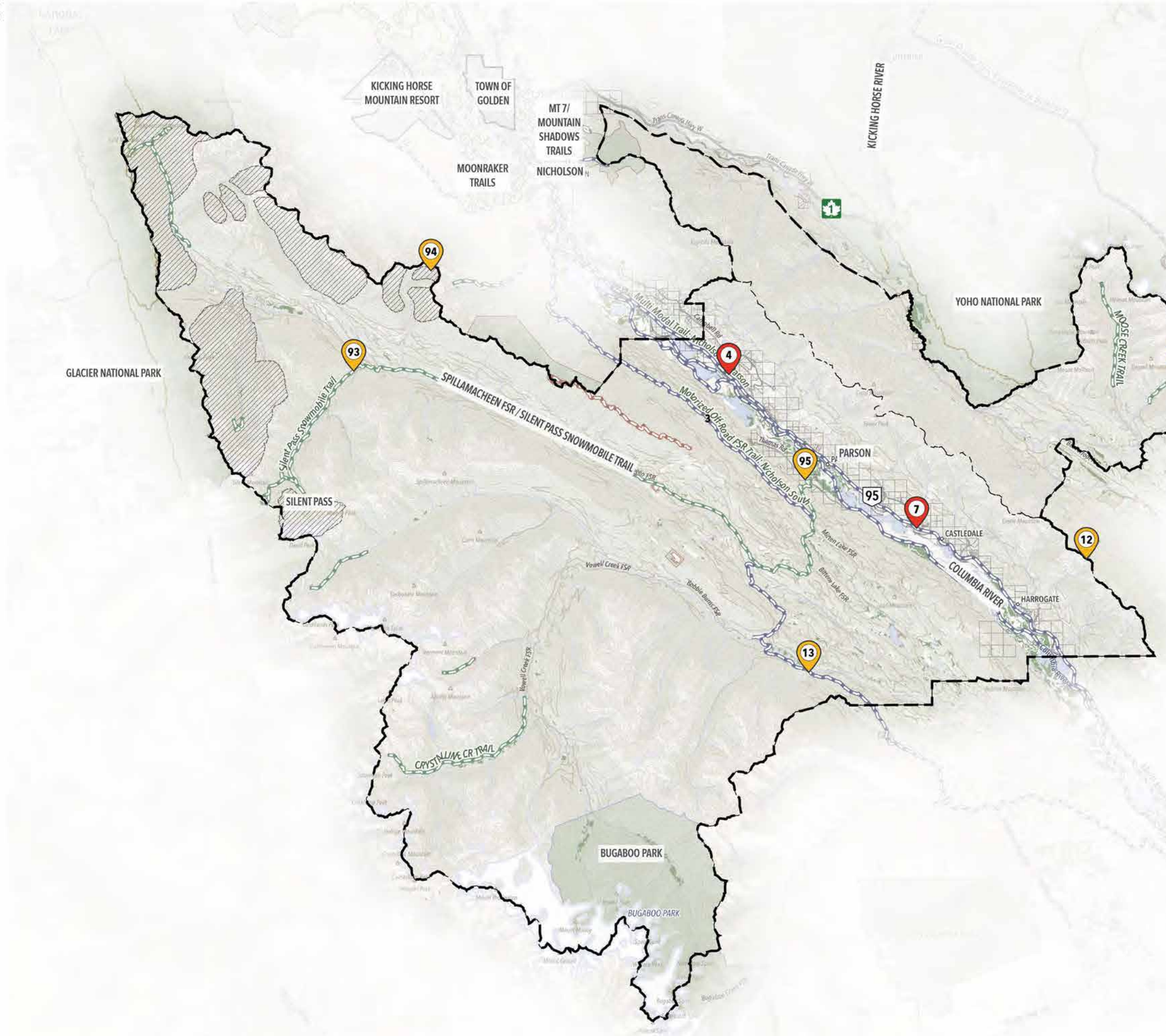

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Photo: LARCH Landscape Architecture

11 NEXT STEPS

The Regional Trail Strategy for Golden and Electoral Area A is intended to be a living document that is updated regularly as initiatives are completed and as priorities shift, and funding opportunities become available. The following represents a draft framework for the formation of a Trail Alliance for Golden and Area A and an annual planning cycle:

11.01 FRAMEWORK FOR THE GOLDEN + AREA A TRAIL ALLIANCE

TRAIL ALLIANCE SPECIFIC TO GOLDEN AND ELECTORAL AREA A

- *Form a collective or non-profit organization to serve as the organizational body through which local and regional leadership work together to develop and implement the Regional Trail Strategy*
- *The title of the trail alliance organization to be determined at a later date*

Figure 08 – Trail Alliance Framework

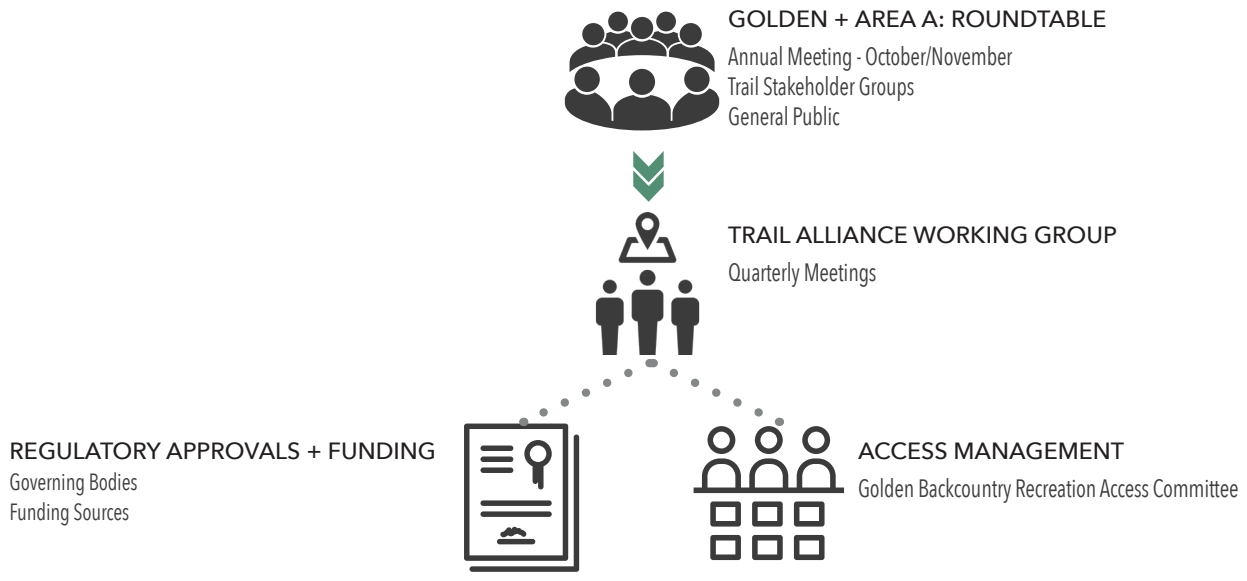


TABLE 08: GOLDEN AND AREA A TRAIL ALLIANCE

Purpose	Composition	Meeting Frequency
• To serve as the primary point of contact for trail planning and development for Golden and Area A • Develop, operate, maintain, and promote the network of recreation motorized, non-motorized, and blueway trails throughout Golden and Area A region in the Province of British Columbia for educational, recreational, economic, and environmental benefit to the public through collaboration and regional partnerships	• All motorized, non-motorized, and blueway trail alliance members	Annual - AGM Refer to 11.02 Annual Planning Cycle

TABLE 09: TRAIL ALLIANCE - WORKING GROUP

Purpose	Composition	Meeting Frequency
• To implement the Golden and Area A Regional Trails Strategy at an operational level, with direction from the Roundtable • To review, clarify, and provide input to trails authorization requests from local, first nations, provincial governments (not supersede decision making authority) • Facilitate meetings, record meeting minutes, compose reports, work plans	• First Nations Representatives • Columbia Shuswap Regional District Representative • Town of Golden Representative • Provincial Government – RSTBC, MFLNRORD, MOTI, BC Parks • Parks Canada • Motorized Trail Representative(s) • Non-Motorized Trail Representative(s) • Blueway Trail Representative(s) • Members of Trail User Stakeholder Groups as required to provide information to the Working Group	Quarterly Refer to 11.02 Annual Planning Cycle

TABLE 10: TRAIL ALLIANCE - ROUNDTABLE

Purpose	Composition	Meeting Frequency
• Opportunity for Trail User Groups and the General Public to participate in the Trail Alliance process • To review, clarify, and provide input to trail planning and development initiatives • Facilitate meetings, record meeting minutes, compose reports, work plans	• First Nations Representatives • Columbia Shuswap Regional District Representative • Town of Golden Representative • Provincial Government – RSTBC, MFLNRORD, MOTI, BC Parks • Parks Canada • Motorized Trail Stakeholder Groups • Non-Motorized Trail Stakeholder Groups • Blueway Trail Stakeholder Groups • Community Members of Area A • General Public	Annual - Round Table Event Refer to 11.02 Annual Planning Cycle

11.02 ANNUAL PLANNING CYCLE

The following is a sample annual planning cycle for Trail Alliance for Golden and Area A:

TABLE 11: TRAIL ALLIANCE - ANNUAL PLANNING CYCLE

Month	Proposed Activity
January	**Trail Alliance Working Group** meets with the following objectives: • Debrief from Trail Alliance Roundtable meeting • Update Annual Work Plan • Review and Provide Input (not decisions) to trails authorization requests from Local, First Nations, Provincial Governments
February + March	No Meetings
April	**Trail Alliance Working Group** meets with the following objectives: • Review and Provide Input (not decisions) to trails authorization requests from Local, First Nations, Provincial Governments
May + June	No Meetings
July	**Trail Alliance Working Group** meets with the following objectives: • Review and Provide Input (not decisions) to trails authorization requests from Local, First Nations, Provincial Governments
August + September	No Meetings
October	**Trail Alliance Working Group** meets with the following objectives: • Review and Provide Input (not decisions) to trails authorization requests from Local, First Nations, Provincial Governments • To prepare for the November Roundtable meeting, including: ◦ Prepare annual report for current year, including monitoring and evaluation of Regional Trail Strategy Progress ◦ Prepare annual work plan for next year for endorsement
November	**Annual Golden and Area A Round Table Meeting** with the following objectives: • Open to all Trail User Groups and the General Public • Open to all Orders of Government • Provide update on progress of the Golden and Area A Regional Trails Strategy current year • To seek feedback on priorities for the Regional Trails Strategy for next year, and endorse the annual work plan • Convene all Trail User Groups, Relationship Building, Sharing of Information
December	No Meetings

11.03 COMMUNITY OUTREACH, EDUCATION + ADVOCACY

Trails have the capacity to play a critical role in community outreach initiatives. There are examples of effective partnerships for community outreach, education, and advocacy initiatives occurring throughout Golden and Area A. These initiatives play a key role in building awareness throughout the community for cultural history, environmental conservation, sustainable trail practices, and trail etiquette. Community awareness, education, and advocacy are key components of maintaining a sustainable recreation network for Golden and Area A.

The following represents some of the community outreach, education, and advocacy initiatives and where potential improvements may be made:

TRAIL MAINTENANCE + SUSTAINABILITY

Golden and Area A is well organized with many volunteer opportunities for trail maintenance events, often led by well established trail experts. Trail building/maintenance tools are readily available and the community participation is impressive. There are annual free workshops with a focus on sustainable trail building principles. The Golden Cycling Club has recently created a social media page dedicated to maintenance and public safety issues within the recreation network. The GCC is establishing a trail maintenance crew for 2018 with two full time (32 hrs/ week) positions. Ongoing and sustained funding for trail maintenance is a priority listed in the Decision Making Matrix within this report. Emphasis on riding and maintaining sanctioned trails while providing public education de-emphasizing unauthorized trail building should be an ongoing high priority.

ENVIRONMENTAL STEWARDSHIP AND CONSERVATION

The Columbia Shuswap Invasive Species Society (CSISS) has recently installed educational signage and brushes at all major trailheads with the "Play, Clean, Go" campaign aimed at reducing the spread of invasive species. This represents an effective partnership between CSISS, BC Rec Sites and Trails, Golden Cycling Club, The Town of Golden, and Wildsight. This Regional Trail Strategy has made recommendations within the Decision Making Matrix for proposed locations requiring signage indicating sensitive wetlands requiring protection, motorized closures, and wildlife closures and detours. Once the update to the Columbia Wetlands Wildlife Management Area is complete, new information and restrictions should be promoted within the community and on social media. Where appropriate additional signage may be required.

MARKETING

At present the trail networks are well marketed by Tourism Golden, the Golden Cycling Club, and Sled Golden through social media and hardcopy Hiking, Biking, and Snowmobile Maps. The Golden Hikes website is also a valuable resource for the trail inventory and trail conditions. These resources are updated regularly/annually and improvements public messaging regarding difficulty rating, access, wayfinding, sanctioned trails, and regulations are included in promotional materials.

TRAIL ETIQUETTE

Informing the community and visiting trail users through public education and messaging is a critical component within an effective and sustainable recreation network. Stakeholder groups are currently developing messaging pertaining to trail etiquette, yielding to other trail users, motorized use, wildlife protocol, off-leash dog use, and alpine responsibility. The Trail Alliance and stakeholder groups should strive for consistency of messaging, symbology, and signage standards. Outreach techniques can include signage, print campaigns, or online information through webpages and social media.

CULTURAL + NATURAL HISTORY

Golden and Area A is rich in cultural and natural history. Many opportunities for developing content at specific locations have been highlighted within the Decision Making Matrix. The Trail Alliance and stakeholder groups should work closely with the Shuswap Territorial Land Stewardship Team and Golden Museum and Archives to appropriately portray the rich history of the area.

APPENDIX A - ACRONYMS + GLOSSARY

ACRONYMS + GLOSSARY

ATV	All Terrain Vehicle
BCTS	British Columbia Timber Sales
BCRST	British Columbia Recreation Sites and Trails
CEA	Cumulative effects assessment
CVGTA	Columbia Valley Greenways Trail Alliance
CVCA	Columbia Valley Climbing Association
CSRD	Columbia Shuswap Regional District
DFO	Department of Fisheries and Oceans
GBRAP	Golden Backcountry Recreation Access Plan
GCC	Golden Cycling Club
GORA	Golden Outdoor Recreation Association
GORMA	Golden Off Road Motorcycle Association
IMBA	International Mountain Bike Alliance
MFLNRORD	Ministry of Forests, Lands, Natural Resource Operations & Rural Development
MOE	Ministry of Environment
MOU	Memorandum of Understanding
MOTI	Ministry of Transportation and Infrastructure
OCP	Official Community Plan
ORV	Off Road Vehicle
PPA	Priority Planning Area
RAR	Riparian Areas Regulation
STRAVA	A website and mobile app used to track athletic activity via satellite navigation and then upload and share such activities. Styled as a "Social Network for Athletes", it can be used for a number of sporting activities however the most popular activities tracked using the software are cycling and running. Users upload their routes and are provided with their times across distances and community-created "segments".
SBTO	Shuswap Band Territorial Operations
TOG	Town of Golden
TSA	Timber Supply Area
TTF	Technical Trail Feature
UWR	Ungulate Winter Range
WMA	Wildlife Management Area

APPENDIX B – ENVIRONMENTAL SCREENING TOOL

ENVIRONMENTAL TRAIL SCREENING - ENVIRONMENTAL CATEGORY: WATER

Environmental Category	Environmental Feature	Potential Environmental Effects of Project	Mitigation Measures	Links to Legislation and Guidelines	Monitoring	Indicators of Negative Effects	Limits of Indicators	Corrective Actions
Water	Riparian Areas (within30mof waterbody)	• Loss of vegetation reduces quality of fish habitat (shade, nutrient inputs: leaf fall and insect drop). • Trampling of stream/lake banks causes erosion, decreases water quality, and harms fish. • Soil disturbance (including compaction) and vegetation removal will encourage introduction of invasive plants.	• Avoid riparian areas. • Minimize vegetation removal within riparian areas. • Use existing trails where possible within riparian areas. • Avoid trail layout parallel to streams. • Conduct invasive plant inventory for baseline information. • Use seasonal trail closure signs if wet conditions increase impact.	Working Near Water: www.pac.dfo-mpo.gc.ca/habitat/index-eng.htm. RAR Implementation Guidebook: www.env.gov.bc.ca/habitat/fish_protection_act/riparian/documents/ImplementationGuidebook.pdf. DFO Operational Statement on Riparian Vegetation Maintenance: www.pac.dfo-mpo.gc.ca/habitat/os-eo/riparian-riveraine-eng.htm.	• Annual maintenance inspections. • Trail user forms. • Record of public complaints • Report invasive species to Report A Weed and/or Notify regional invasive species committee.	• Loss of riparian vegetation. • Increase of invasive plants. • Increased soil exposure. • Evidence of bank erosion and downstream siltation (cloudy sediment-laden water).	• No unnecessary increase of trail surface within riparian areas. • No loss of native riparian vegetation (understory shrubs) from trampling. • No increase abundance and distribution of invasive plants.	• Increase user education efforts (e.g. Stay on Trail!). • Seasonal trail closures. • Remove or relocate trail surface outside riparian area. • Invasive plant removal. • Report invasive species to Report A Weed and/ or Notify regional invasive species committee. • Create rehabilitation plan that presets criteria that are required re-open trail.
	Stream Crossing	• Stream bank instability can cause sedimentation and reduce water quality downstream. • Poorly designed bridge crossings can cause debris jams and floods. • Bridge abutments can fill in channel and remove fish habitat. • Bridge abutments can change hydraulics and cause scouring and erosion downstream	• Use existing stream crossings. • Construct clear-span bridges (follow DFO Operational Statement). • Avoid any instream works. • Schedule instream work within regional fisheries least-impact timing window. • Complete Notification forms to Provincial Environment Ministry and Fisheries and Oceans Canada.	DFO Operational Statement on Clear Span Bridges: www.pac.dfompo.gc.ca/habitat/os-eo/cs-bridge-ponts-pl-eng.htm. Provincial Notification: www.env.gov.bc.ca/wsd/water_rights/licence_application/section9/. Federal Notification: www.pac.dfo-mpo.gc.ca/habitat/steps/praf/form-formulaire-eng.pdf	• Annual maintenance inspections. Trail user forms. Record of public complaints.	• Woody debris collected at bridge crossing. • Increased scouring of banks downstream of bridge. • Bank erosion at crossing and downstream siltation (cloudy sediment-laden water). • Loss of riparian vegetation. • Increase spread and abundance of invasive plants.	• No evidence that bridge deck is restricting stream flow and creating debris jam. • No evidence of bank erosion at crossing. • No loss of native riparian vegetation (understory shrubs) from trampling. • No increase in abundance and distribution of invasive plants.	• Increase user education efforts (e.g. Stay on Trail!). • Seasonal trail closures. • Remove or relocate stream crossing. • Invasive plant removal and invasive species reporting. • Create rehabilitation plan that presets criteria that are required re-open trail.
	Sensitive wetlands	• Wetland soils are sensitive to compaction and erosion. • Many red and blue listed plants are wetland plants. • Damage to native wetland plants • Machinery spread of seed/soil, and soil disturbance creates opportunities for introduction of invasive species.	• Redirect trail to avoid wetlands. • Conduct sensitive plant inventory (Red/Blue list) and avoid areas where these plants are present. • Conduct invasive plant inventory to use as baseline information.	EFlora BC: www.geog.ubc.ca/biodiversity/eflora/. Invasive Species Council of BC: www.bcinvasives.ca/	• Annual maintenance inspections. • Trail user forms. • Record of public complaints.	• Loss of wetland vegetation. • Increased soil exposure. Increase spread and abundance of invasive plants.	• No evidence of soil compaction or loss of wetland vegetation outside of trailbed.	• Increase user education efforts (e.g. Stay on Trail!). • Seasonal trail closures. • Remove or relocate trail outside of riparian area surrounding wetland. • Invasive plant removal and invasive species reporting. • Create rehabilitation plan that presets criteria that are required re-open trail.

ENVIRONMENTAL TRAIL SCREENING - ENVIRONMENTAL CATEGORY: PLANTS

Environmental Category	Environmental Feature	Potential Environmental Effects of Project	Mitigation Measures	Links to Legislation and Guidelines	Monitoring	Indicators of Negative Effects	Limits of Indicators	Corrective Actions
Plants	Red/Blue listed Plants	• Soil disturbance (including compaction) can damage native plants and create conditions for introduction of invasive plants.	• Conduct inventory within trail area for rare and endangered plants, avoid rare plant habitats, conduct baseline inventory of invasive plants.	E-Flora BC:www.geog.ubc.ca/biodiversity/eflora/. Invasive Species Council of BC: www.bcinvasives.ca/	• Annual maintenance inspections. • Trail user forms. • Record of public complaints.	• Decrease in abundance or distribution of red/ blue listed plants. • Increased soil exposure. • Increase presence and spread of invasive plants.	• No decrease in abundance or distribution of red/ blue listed plants. • No increase spread of invasive plants in sensitive areas.	• Increase user education efforts (e.g. Identify red/ blue listed plants). • Seasonal trail closures. • Remove or relocate trail away from red/ blue listed plant location. • Invasive plant removal and invasive species reporting. • Create rehabilitation plan that presets criteria that are required re-open trail.
	Native plants on sensitive sites (grasslands, meadows)	• Soil compaction and erosion can damage native plants and create prime conditions for the introduction of invasive plants. • Removing standing dead trees along trails for safety concerns removes valuable wildlife habitat (e.g., cavity nesting birds).	• Use existing trails where possible. • Learn to identify invasive plants. • Inspect clothing, equipment, pack animals and pets for plant parts before and after activity. • Incinerate or bag and dispose of collected plant parts. • Obey all signs and trail closures. • Leave gates as you found them. • Restrict use of areas with invasive plants to times of the year when spread is unlikely (e.g.,the period from flowering to seed dispersal). • Invasive plants should generally be cut at the ground rather than pulled if pulling is likely to result in dispersal of seed. • Pack-in invasive plant-free seed for pack animals. • Avoid grazing pack animals in infested areas.	E-Flora BC:www.geog.ubc.ca/biodiversity/eflora/. Invasive Species Council of BC: www.bcinvasives.ca/	• Annual maintenance inspections. • Trail user forms. • Record of public complaints.	• Evidence of unnecessary trail widening/braiding. • Increased areas of exposed soil and native plant damage outside of trail bed (especially at view points). Increased soil exposure. • Increase presence and spread of invasive plants.	• No unnecessary trail widening or increased soil exposure outside of the trailbed. • No increase abundance and distribution of invasive plants.	• Increase user education efforts (e.g. Stay on trail!). • Seasonal trail closures. • Create structures at viewpoints to limit trampling/ expansion (e.g., benches, railings). • Invasive plant removal and invasive species reporting. • Create rehabilitation plan that presets criteria that are required re-open trail.
	Steep hillsides, difficult or technical terrain	• Poorly designed trails on steep ground can change drainage patterns and cause erosion. • Erosion will cause trail widening and rutting. • Erosion will remove organic material from soil and expose roots damaging native vegetation. • Erosion causing sedimentation of streams will decrease water quality and harm fish.	• Follow appropriate trail design and construction standards for slopes (e.g., 8-10% grade average). • Design trail to avoid stormwater runoff down trail: Half rule (trail slope does not exceed half the grade of the hill), regular grade reversals (prevents water flow down trail tread).	International Mountain Bike Association: www.imbacanada.com/resources/trailbuilding. Whistler trail standards: www.orcbc.ca/research_pub.htm	• Annual maintenance inspections. • Trail user forms. • Record of public complaints.	• Erosion of trail bed. • Scoured ruts. • Deposition of soil and debris at switchbacks or change in slope. • Sediment-laden water below erosion sites.	• No sediment-laden water as a result of trail erosion. • Minimal increase in trail width and depth from erosion.	• Construct rock armouring, stormwater control structures. • Seasonal trail closures. • Realign or relocate trail to avoid steep slopes where erosion is occuring. • Create rehabilitation plan that presets criteria that are required re-open trail.

ENVIRONMENTAL TRAIL SCREENING - ENVIRONMENTAL CATEGORY: WILDLIFE

Environmental Category	Environmental Feature	Potential Environmental Effects of Project	Mitigation Measures	Links to Legislation and Guidelines	Monitoring	Indicators of Negative Effects	Limits of Indicators	Corrective Actions
Wildlife	Wildlife Red/ Blue listed Wildlife	• Physiological and behavioural disruption to wildlife from increased human (and dog) presence.	• Record wildlife encounters, actions taken, and responses of animals. • Remain on established trails. • Obey all signs and area closures. • Do not harass wildlife. • Do not handle wildlife. • Do not allow dogs to be at large and harass wildlife. • Pack out all garbage. • Yield to wildlife on trails and roads. • Focus activities in areas and at times of the year when wildlife are least likely to be disturbed. • Remain still or retreat when animals are encountered and react to human presence. • Stay at distances sufficient to prevent changes to the behaviour of animals (at least 100 m in open areas is the default for large mammals). • For alpine trails in high quality wildlife habitat, develop these guidelines specifically for large mammal species such as caribou, grizzly bear and mountain goat. • Review list of potential wildlife using area and their critical/high-value habitats. • Conduct cursory wildlife habitat assessment. • Avoid disturbing wildlife habitat features and trail layout in high quality wildlife habitat.	Wildlife guidelines for backcountry tourism/commercial recreation: www.env.gov.bc.ca/wld/twg/index.html. Identified wildlife management strategy: www.env.gov.bc.ca/wld/frpa/iwms/index.html	• Record wildlife encounters, actions taken, and responses of animals. • Consider use of remote trail cameras to monitor changes in wildlife behaviour. • Annual maintenance inspections. • Trail user forms. • Record of public complaints.	• Increased proportion of encounters resulting in an alarm response (movement by animals to safer locations). • Declining wildlife inventory trends in trail area.	• No increase in rate of alarm responses of wildlife over time. • No abandonment of habitats by wildlife. • Consult with regional biologists through Ministry of Environment offices to determine acceptable limits of change, especially for species such as Grizzly bear.	• Trail closures. • Trail relocation outside of prime habitat. • Consult with species specialists to determine specific thresholds for trail closures ahead of time.

ENVIRONMENTAL TRAIL SCREENING - ENVIRONMENTAL CATEGORY: INTERFACES

Environmental Category	Environmental Feature	Potential Environmental Effects of Project	Mitigation Measures	Links to Legislation and Guidelines	Monitoring	Indicators of Negative Effects	Limits of Indicators	Corrective Actions
Interfaces	Forestry Harvest areas, interface with motorized roads and tracks	• Unanticipated consequences of use of non-motorized trails by motorized users can cause trail tread displacement, erosion, trail width and depth impacts and increased spread of invasive species.	• Sign non-motorized trails; utilize stiles and trailhead design (pinches, grade, doglegged starts) to filter for intended use; collaborative planning, monitoring, and education with motorized trail stewardship orgs.		• Annual maintenance inspection plus ongoing user "trail watch". • Monitor trail intersections and motorized vehicle entry points for invasive species.	• Observations of motorized use of non-motorized trails. • Evidence of erosion and soil compaction, tread displacement from unintended motorized use of non-motorized trails	• No sediment-laden water as a result of trail erosion. • Minimal increase in trail width and depth from erosion. • Minimal tread displacement.	• Warning signage. • Construct fencing, stiles, of barriers if appropriate. • Increase user education through media/ print/web, increased patrol and monitoring by stewardship organizations, and trail closure if compliance is not maintained.
	Dry south- facing hillsides near urban interface	• Increased recreational use of an urban interface area can increase threat of wildfire to nearby residents	• Educate users to obey all backcountry closures during high risk fire seasons.		• Annual maintenance inspection plus ongoing user "trail watch".	• Observations of trail use during high fire risk backcountry closures. • Signs of fires in undesignated areas. Fires during fire bans.	• No increase in fire scars in undesignated areas. • No reports of fires during fire bans.	• Increased vigilance and reporting by local trail stewards. • May require posting a contact person and number. • Increase user education efforts. Increase local trail stewardship efforts. • Close trails during high fire risk seasons. • Permanent trail closure or relocation.

APPENDIX C - ONLINE SURVEY RESULTS

REGIONAL TRAIL STRATEGY: GOLDEN+AREA A

STAKEHOLDER + COMMUNITY ENGAGEMENT SESSIONS 2017.10.4

These responses were received at the Stakeholder and Community Consultation Events October 4th, 2017 and have been typed verbatim. Following the in-person responses are the responses from the online and hardcopy survey. A total of **270 online responses** and 4 hardcopy responses were collected from October 5 – 20th, 2017.

***Note: These views do not reflect the views or opinions of the Columbia Shuswap Regional District or the consulting team.**

Q1: WHAT IS THE BEST THING ABOUT TRAILS IN GOLDEN AND AREA A?

- Variety, natural state
- Native Flora & Fauna, Balanced natural state of ecosystem
- Aquaints all folks with the locale and environment i.e. all ages and abilities
- We still live in a place where we have beautiful landscapes, quiet, and wildlife. This needs to be protected!!!
- Absence of car noise on most trails, great vistas
- Views, places accessed, variety of trail type/difficulty… with the exception of a varied trail for seniors/disabled
- Trails not commercialized – let's not become Canmore!!
- Columbia river wetlands bird protection area. We are several years from a possible change with status but possibility should be noted
- Great network of fun trails
- Not too busy/commercialized. Natural + some eveolved from historic trails.
- The aesthetic beauty of the surrounding environment. Also generally speaking there is usually little to no noise. Peaceful.
- Biking – easy access from/to town. Hiking – Stunning views, equivalent to parks but not in them.
- Epic alpine bike trails (long inefficient access though)
- Quiet. Non-motorized. Wildlife viewing.
- Like how the Mountain Shadows is "multi-use" for trials bikes & Mountain bikes. This is a growing trend throughout BC (Whistler, Squamish, Pemberton, etc.)
- Bike club is doing a great job of maintenance!!

- Direct access from town to beautiful natural areas. Uncrowded trails (when there aren't special events!)
- Proximity to our community to get out and access the natural beauty & surroundings via trails
- The hiking trails are good
- One great thing about Golden is the natural beauty and trails that are not overcrowded. We can easily destroy this with overdevelopment and (too many) large events.
- Lots of gorgeous scenery

Q2: WHAT DO YOU DISLIKE ABOUT TRAILS IN GOLDEN AND AREA A?

- The various mountain bike trails are developed via CBT – Community funds, why not trails?
- Is it fair to fund the trail/development at the expense of developing local Parks!
- Commercialization of trails built and maintained by events – guides, races, etc. Do we need to change how trails are funded?
- CBT/Moonraker network needs more variety in difficulty, specifically more black diamond trails/features
- Hiking – poor access from town ex. Long, bad roads, not much close from town, often need major route finding skills. Biking – not enough black trails
- The people that build and use trails that are unsanctioned, in sensitive habitat. Eg. T4. And then… they get used for race events?!?
- Invasive species will proliferate if bikes (motorized + non-motorized) are allowed everywhere
- There doesn't seem to be a realization that no trails should go into the alpine *especially motorized or mountain bikes
- Poorly maintained + underused bike trails
- Lots of old trails that should be reclaimed
- Need to recognize the impact of the national parks on our trails
- Accessibility + parking, trail signage. Garbage bins (need more). Better connectivity, better communication of multi-use(s).
- New trails are made without any approval or documentation
- No access to hiking trails from town
- There are too many random trails with no consideration given to at-risk species or sensitive wildlife. Need designated wildlife corridors.

- Most trailheads require a specific, high-clearance vehicle to reach
- Too many downhill bikes making Canyon Creek dangerous for hiking + goats
- Difficult access. Shortage of outhouses i.e. Certainty Mine, 14 Mile, etc. Need road signage
- Wildlife needs and environmental protection don't seem to be a consideration – trails developed without thought or permits.
- Town of Golden + Tourism Golden not funding many trails
- Knowledge of all options
- Important to ensure that trails + access don't cause damage to environment. Preventing spread of invasive species up trails is important.
- Not enough recognition of Wildlife corridors (x2)
- Trails close everywhere and exclude wildlife
- Terrible road access to Gorman Lake trail – outhouse needs to be maintained (x2)
- Although this is improving a bit, there are not enough especially "through" trails suitable for people who do not want to fall. Almost all have a fairly large element of danger older people do not want to fall
- Forestry road access to hiking trailheads are poor because they are not maintained. Maintenance of trails do not have a regular maintenance plan.
- Don't build trails down the fall-line. This is a fundamental rule of sustainable trail design. However this is what downhill mtn. bikers are doing ex: T3 T4 area
- The lack of access due to private property or bad roads to get to many trails/mtn areas
- Need to maintain trails that are longer and more adventurous

Q3: HOW WOULD YOU RATE THE QUALITY OF TRAILS YOU FREQUENTLY USE AND YOUR OVERALL SATISFACTION?

Q4: WHAT IS SOMETHING THAT COULD GREATLY IMPROVE YOUR ENJOYMENT OF TRAILS AND OUTDOOR RECREATION IN GOLDEN AND AREA A?

- Trail Guide + Maps
- Need to seek opportunities for linkages south to Radium/Invermere (for bicycles/hiking) What about access/trail under the BC Hydro powerlines?
- Riverside + Bench continuity south of Golden i.e. especially Nicholson to Golden
- No noise – limit motorized use! The bike (motorized around Refl Lake has destroyed enjoyment there much of the time)
- Road access, interactive trail maps i.e. ability to leave reviews for current trail conditions
- Improve trailhead access + road quality, improve route + user signage, garbage management + user education, connectivity between trails
- No noise, no motors
- Maps, outhouses, garbage control, protect the environment (x2), keep trails away from sensitive areas (x2)
- Fix/re-build trail to Fairy Meadows hut
- Limit motorized activity – stop the noise (x2)
- A trail in the Parson area, close to Hwy 95, not way up Forestry Road
- Access, maintenance
- Limit motorized use of trails, no motorized use of alpine area (x2), road access + signs
- Leave the trails wild. Less development
- More black diamond mtb trails
- More family friendly options close to town, but in areas already developed

Q5: WHAT IS THE BIGGEST ISSUE CURRENTLY IMPACTING YOUR ENJOYMENT OF TRAILS AND OUTDOOR RECREATION IN GOLDEN AND AREA?

- Land use conflict. No work on Mtn Shadows/Mt 7 trails has been able to proceed in a prompt manner.
- Difficult to access trailhead due to poor roads – Mt. 7, Gorman …
- Blocked trails post windstorm
- No designated hiking trails in Golden or Parson area that start close to town or hwy 95 in Parson
- Difficult to combine walking + dog walking with bikers – Dangerous !!
- Difficulty in access due to poor roads (Gorman Lake, 12 Mile)

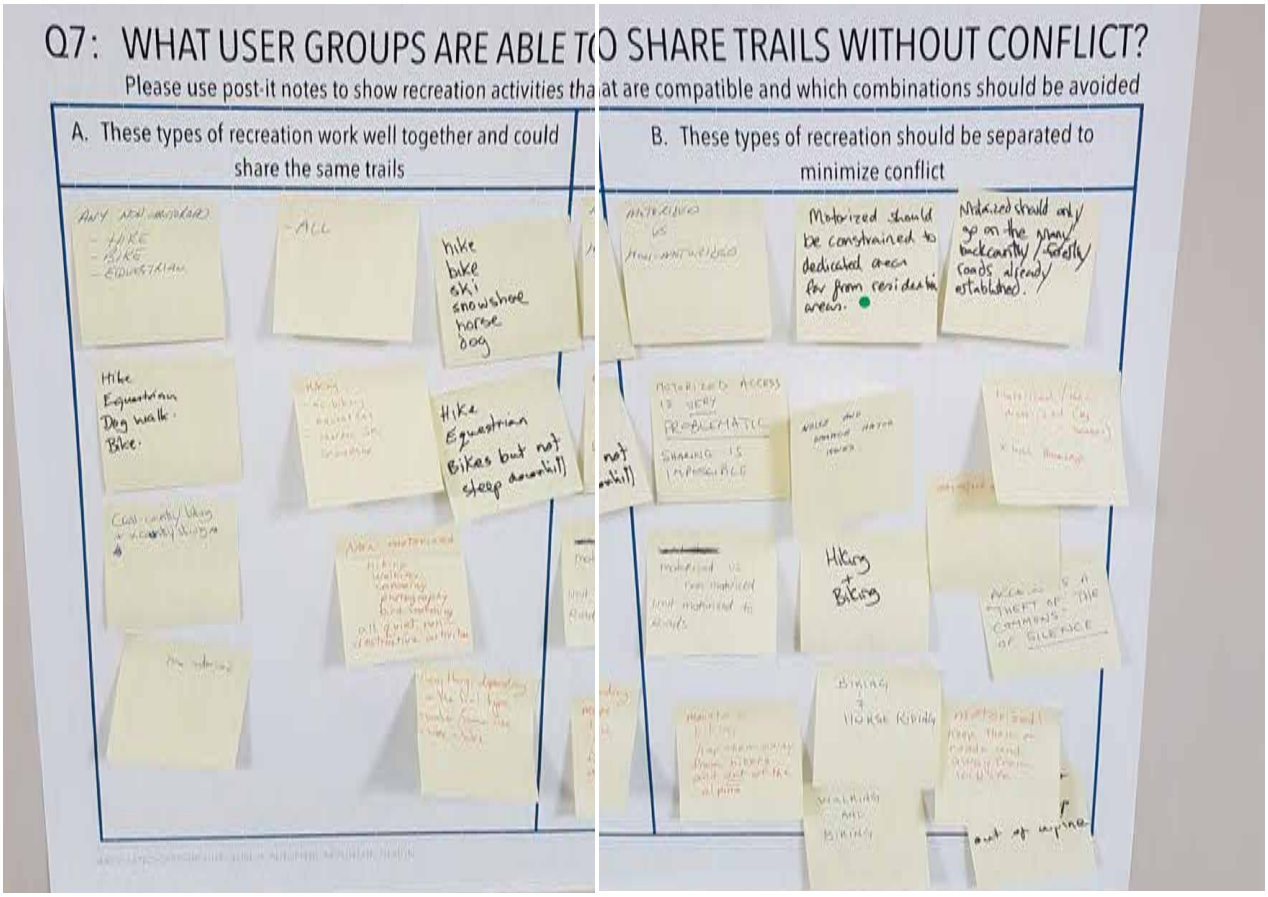
- Develop the parks as per the mandate of the parks commission
- Encounters with motorized users and seeing the damage they cause (x3)
- Bad relationships with land managers (biking), not many hiking trails close to town, need signs, access, good payoff, short hike time
- Noise – snowmobiles, ATVs
- Difficult access to some major attraction/beautiful spots eg. Gorman/Thompson Falls, Mummery

Q6: DO YOU SUPPORT DEDICATED TRAILS FOR SPECIFIC USES TO REDUCE CONFLICT?

- Yes – 18
- No – 2
- Undecided – 1

Q7: WHAT USER GROUPS ARE ABLE TO SHARE TRAILS WITHOUT CONFLICT?

Please use post-it notes to show recreation activities that are compatible and which combinations should be avoided



Q8: ORGANIZED EVENTS AND RACES ARE CURRENTLY BEING HELD IN THE AREA AND CAN CONTRIBUTE TO TOURISM AND ECONOMIC BENEFITS TO THE COMMUNITY, BUT MAY HAVE A SIGNIFICANT IMPACT ON WILDLIFE, TRAIL CONDITION, AND MAINTENANCE. ARE YOU SUPPORTIVE OF THE USE OF GOLDEN AND AREA A TRAILS FOR SUCH EVENTS?

- Yes – 15
- No – 14
- Undecided – 1

Comments:

- Bike races should never be in the alpine
- Races frequently ruin the trails
- More tourism can only improve our trails
- Yes, but event organizers should be responsible for ensuring good behavior – not ok to totally take over
- Yes, events bring awareness + future visitation as well as great economic value. All event organizers are required/do remediate the trails + communicate trail use to mitigate conflict
- Economic development should not have priority over wildlife, wild spaces, habitat, and/or sensitive alpine ecosystems (x2)
- Events and races need to be planned to protect wildlife and the environment. They should not be in the alpine. They should also be limited in number!
- Mountain biking is built on the back of volunteers. The industry abuses this. Commercial trails should be for commercial use. Simple maintenance fees are insufficient as all trails can't be maintained indefinitely, they can't be maintained before dramatically affecting locals and higher use grows for years after event.
- Trails are generally built/maintained by volunteers. Races should contribute
- Don't commodify recreational activity
- Yes but read the economist article re: N.Z. Impacts (Sept 2017)

Q9: SOME COMMUNITIES IN BC ARE ESTABLISHING BROADER UMBRELLA ORGANIZATIONS FOR ALL TRAIL USER GROUPS (MOTORIZED + NON-MOTORIZED).

* Correction- examples given are primarily non-motorized but that does not mean motorized could not be included if an organization was established.

Benefits may include: Pooling of resources, coordinated funding applications, shared trail maintenance. Drawbacks may include:
Competing interests, conflicting user groups, egos.

DO YOU FEEL THAT ESTABLISHING A LARGER TRAIL ORGANIZATION WITH REPRESENTATION FROM EACH USER GROUP WOULD BE BENEFICIAL FOR GOLDEN AND AREA A?

- Yes – 20
- No – 2
- Undecided – 2

Comments:

- As a central hub these alliances tend to work well. Good place for information + coordination
- Able to coordinate things such as protecting sensitive areas + preventing spread of invasives
- Interests are very different
- Umbrella organizations build in acceptance of non-consistent activities i.e. motorized activity
- Yes, I agree that this could be beneficial. There would be more knowledge shared about what other groups are doing and planning to do
- Somehow we need to keep a 'collaborative' approach top of mind
- So far I have seen (very limited) willingness from the motorized sector to agree to restrictions. There are fewer and fewer places for quiet + peace
- A local trail alliance would facilitate communication
- Shuswap trails are many times more numerous and of better quality then when I lived there
- As shown by the Squamish Trail Alliance it's a great idea – multiple user groups = multiple groups help maintain
- Such an alliance will ensure different groups needs are addressed. This group will be an excellent forum for collaborative trail planning

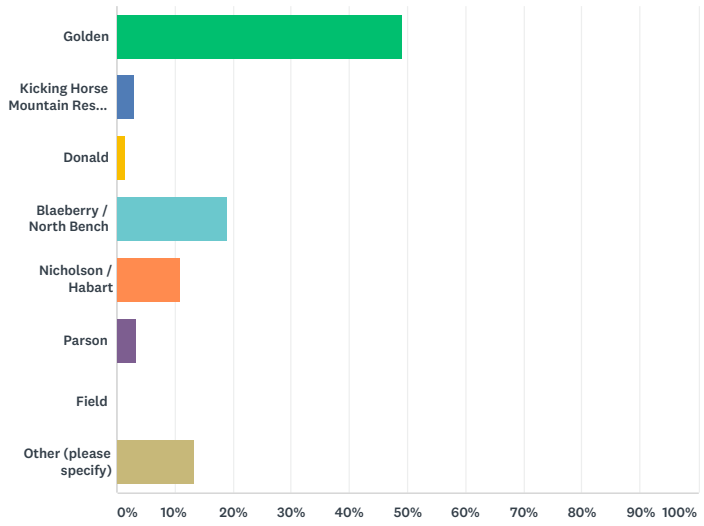
Q10: WHAT ARE THE HIGHEST PRIORITIES FOR TRAILS IN GOLDEN AND AREA A LOOKING FORWARD TO THE NEXT 5-10 YEARS AND BEYOND?

- Invasive species management + education (x2)
- Trailhead access i.e. maintaining access roads (x2)
- Maintaining good access to existing trails
- Recognition of historic trails
- Please include invasive species signage at trailheads! (x2)
- Encourage user groups to promote Play, Clean, Go. – A simple way to reduce invasive species spread (x2)
- Invasive species signage at trail heads, along with boot brushes for hiking trails + bike washing stations at bike trailheads.
- Trail approval process needs to be open and transparent. Long delays in approval only serve to encourage non-compliance.
- Designate areas as wildlife corridors, off-limits to human use. (x2)
- Appropriate trails or visitation sites on the wetlands may assist conservation and economic development.
- The Columbia Wetlands should not be considered for trail development by this group. This type of decision or potential development lies with Canadian Wildlife Services, MFLNRO + CWSP.
- No more trails until more data is gathered (what wildlife is here?)
- Development of a select 1-3 bird watching locations/bird blinds should be built adjacent to the Columbia Wetlands; can encourage economic development + sustainability of wildlife values.
- Issues around long term mtn biking strategy are a concern
- Building an elevated interpretive boardwalk around the wetland (fen) at Cedar Lake. This would provide great opportunity for school groups, locals, tourists, and help prevent further damage to the sensitive fen ecosystem.
- An interpretive boardwalk for birding in the Columbia Wetlands perhaps in Parson, off Parson Xing Rd in an area of sedge grass, not within cattail/bulrush/sensitive breeding habitat.
- Wildlife corridor establishment
- More trails & more people respecting nature are welcome
- We need to protect the wildlife and environment. This means don't start developing trails. Get more info from gov't, envir. Studies.
- Access to the wilderness promotes awareness and further protection of said wilderness. It is NOT all or nothing. Cooperation + Education.

- Unless we limit human activity we will force wildlife out! Wildlife and nature need to be our 1st priority!
- Keep impact areas free from development. We don't need a trail up every valley. (x2)
- Review economic benefit + profile of WILD PACIFIC TRAIL in Ucluelet as an example of appropriate development.
- More educational signage is great for families (history, flora + fauna, ecology)
- Direct hiking trails away from wildlife corridors
- Resolve road access issues
- Ban heli-accessed biking + hiking (x2). Preserve alpine trails by limiting access to human power. Don't be a muffin Heli noise and fuel consumption is more damaging than trail users.
- There should be a map made available that lists wildlife values only, so people understand the significant habitat found here.

Q1 Where do you reside?

Answered: 269 Skipped: 1



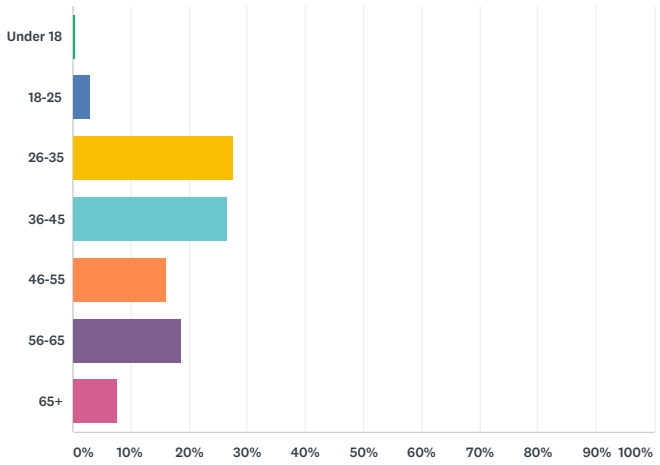
ANSWER CHOICES	RESPONSES	
Golden	49.07%	132
Kicking Horse Mountain Resort	2.97%	8
Donald	1.49%	4
Blaeberry / North Bench	18.96%	51
Nicholson / Habart	10.78%	29
Parson	3.35%	9
Field	0.00%	0
Other (please specify)	13.38%	36
TOTAL		269

#	OTHER (PLEASE SPECIFY)	DATE
1	Vancouver Island	10/22/2017 7:53 PM
2	Vancouver Island	10/22/2017 7:36 AM
3	Cranbrook	10/21/2017 3:29 PM
4	Enderby	10/20/2017 11:25 PM
5	Coldstream	10/20/2017 5:06 PM
6	Cranbrook	10/20/2017 5:02 PM
7	Enderby, BC	10/20/2017 4:10 PM
8	Fraser Valley	10/20/2017 3:38 PM
9	Schuswap	10/20/2017 3:00 PM
10	Calgary	10/20/2017 2:54 PM
11	Fort Steele	10/20/2017 2:47 PM
12	Salmon Arm	10/20/2017 2:43 PM
13	Chase, BC	10/20/2017 2:21 PM
14	Cranbrook	10/20/2017 2:14 PM
15	campbell road	10/20/2017 12:32 PM
16	Crescent Valley BC (RDCK)	10/20/2017 12:12 PM
17	Robson Valley,B.C.	10/20/2017 11:43 AM
18	Vancouver Island	10/20/2017 10:26 AM
19	Calgary	10/18/2017 4:21 PM
20	Rural Golden/Parson	10/18/2017 4:12 PM
21	Campbell Road	10/18/2017 1:55 PM
22	Calgary	10/17/2017 11:58 AM
23	Calgary- second property at Kicking Horse Resort	10/17/2017 10:54 AM
24	Calgary, but just moved from the Golden area	10/16/2017 10:45 AM
25	Campbell Rd	10/16/2017 6:08 AM
26	Mcmurdo Bench	10/15/2017 9:38 PM

27	Banff	10/15/2017 10:16 AM
28	Palumbo Heights	10/12/2017 5:53 PM
29	Campbell Road bench	10/12/2017 10:50 AM
30	West of golden	10/9/2017 8:30 PM
31	Revelstoke	10/9/2017 12:27 PM
32	McMurdo	10/8/2017 8:50 AM
33	South of Nicholson	10/7/2017 3:28 PM
34	Campbell Road bench	10/6/2017 9:24 AM
35	Canmore	10/6/2017 5:34 AM
36	Campbell Road	10/5/2017 10:22 PM

Q2 What is your age?

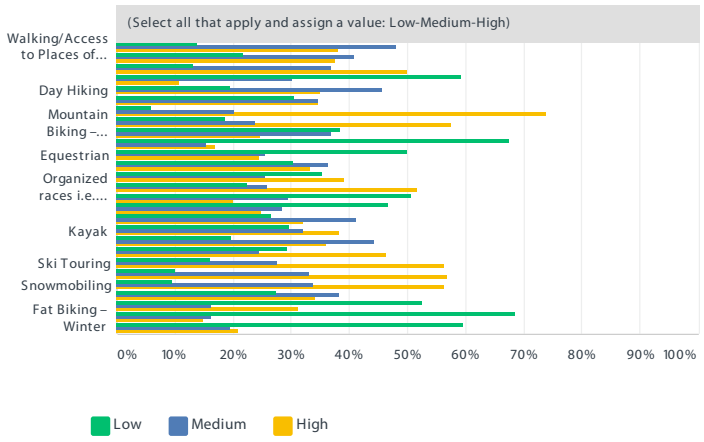
Answered: 268 Skipped: 2



ANSWER CHOICES	RESPONSES	
Under 18	0.37%	1
18-25	2.99%	8
26-35	27.61%	74
36-45	26.49%	71
46-55	16.04%	43
56-65	18.66%	50
65+	7.84%	21
TOTAL		268

Q3 How would you rate the quality of trails you frequently use and your overall satisfaction?

Answered: 267 Skipped: 3



(Select all that apply and assign a value: Low-Medium-High)

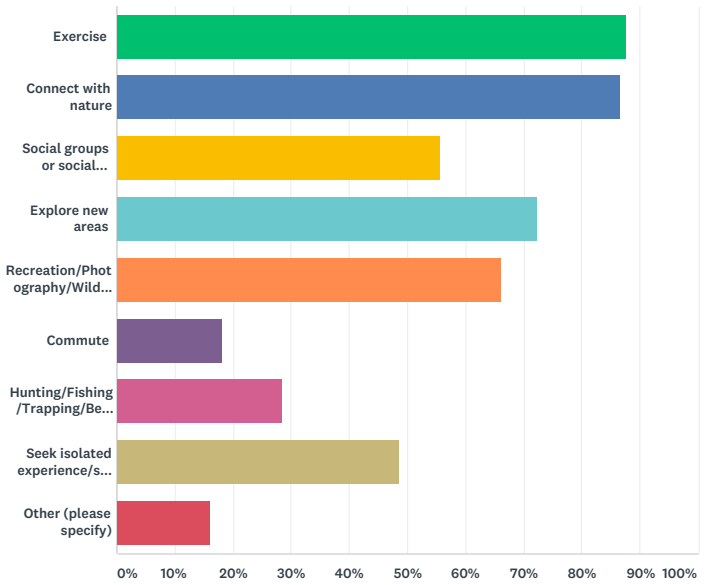
	LOW	MEDIUM	HIGH	TOTAL
Walking/Access to Places of Interest	13.85% 32	48.05% 111	38.10% 88	231
Dog Walking	21.66% 34	40.76% 64	37.58% 59	157
Trail Running	13.16% 20	36.84% 56	50.00% 76	152
Outdoor Rock Climbing	59.29% 67	30.09% 34	10.62% 12	113
Day Hiking	19.53% 42	45.58% 98	34.88% 75	215
Multi-Day Hiking	30.61% 45	34.69% 51	34.69% 51	147
Mountain Biking – Cross Country	5.83% 12	20.39% 42	73.79% 152	206
Mountain Biking – Downhill	18.54% 28	23.84% 36	57.62% 87	151
Cycling – Paved + Gravel Surface	38.55% 64	36.75% 61	24.70% 41	166
E-Bikes	67.53% 52	15.58% 12	16.88% 13	77
Equestrian	50.00% 43	25.58% 22	24.42% 21	86
Hunting / Fishing	30.30% 30	36.36% 36	33.33% 33	99
ATV/Off Highway Vehicle	35.29% 36	25.49% 26	39.22% 40	102
Organized races	22.41% 26	25.86% 30	51.72% 60	116
Motocross	50.59% 43	29.41% 25	20.00% 17	85
Trials Motorbiking	46.59% 41	28.41% 25	25.00% 22	88
Stand-up Paddle Boarding	26.61% 29	41.28% 45	32.11% 35	109
Kayak	29.79% 28	31.91% 30	38.30% 36	94
Canoeing	19.67% 24	44.26% 54	36.07% 44	122
White Water Rafting	29.27% 24	24.39% 20	46.34% 38	82
Ski Touring	16.11% 24	27.52% 41	56.38% 84	149
Nordic Skiing	10.06% 17	33.14% 56	56.80% 96	169
Snowmobiling	9.71% 10	33.98% 35	56.31% 58	103
Snowshoeing	27.50% 33	38.33% 46	34.17% 41	120

Fat Biking – Summer	52.46% 32	16.39% 10	31.15% 19	61
Fat Biking – Winter	68.66% 46	16.42% 11	14.93% 10	67
Trapping	59.68% 37	19.35% 12	20.97% 13	62

#	OTHER (PLEASE SPECIFY)	DATE
1	lovely area to holiday in	10/22/2017 7:36 AM
2	Sure could use safe areas to horse back ride with my children as well as an inexpensive place to camp with horses not too close to highways.	10/20/2017 11:25 PM
3	Gorman Lk poor access	10/20/2017 9:14 PM
4	Equestrian Trails need to be upgraded and allow for parking	10/20/2017 5:02 PM
5	I have commented on trails in my area of Vanc Island	10/20/2017 10:26 AM
6	Please maintain the existing trails. No new trails are required otherwise the beauty of the area is diminished. Do not reopen old trails such as the Old Johnson Road, etc. No additional trails for winter or summer motorized vehicles are required.	10/17/2017 5:41 PM
7	We need better ski touring access near town, more expert biking trail and access to our rivers.	10/17/2017 11:54 AM
8	Not enought easy access walking trails in rural area	10/16/2017 6:27 PM
9	Need trail development in the Blaeberry/Donald, specifically mountain biking and a safe bike trail to town. A boardwalk trail in the wetlands/Columbia would be the best!	10/16/2017 7:18 AM
10	I do NOT use the trails, if used or built these trails should not interfere with PRIVATE property or woodlots...	10/16/2017 6:08 AM
11	How about just plain contemplation?	10/15/2017 9:38 PM
12	I don’t often hike on trails because there doesn’t seem to be many multi-use or designated hiking trails. It feels like everything is designated as a bike trail.	10/12/2017 9:32 PM
13	As a wheelchair user I would like to see access considerations made where it is financially possible	10/12/2017 8:53 PM
14	Access to trails is a huge issue.	10/12/2017 8:05 PM
15	Nature sit spot - high	10/12/2017 12:17 PM
16	what about considering off-limit areas, no trails except for wildlife!	10/12/2017 10:50 AM
17	Trails good for children's outdoor experiences.	10/11/2017 8:49 AM
18	Be great to see an area developed for enduro dirtbiking trails and more trials	10/9/2017 10:51 PM
19	Side by side.	10/9/2017 6:38 PM
20	On the wish list: Paved trails for nordic roller skiing. Something like "rails to trails" between Cranbrook and Kimberley would be wonderful. Its a paved multi use trail with a modest grade. The white water rafting access also needs to be solved. Even though the heli access has helped with this, I'm less enthusiastic about listening to the heli land and take off from the top of the Golden hill.	10/9/2017 12:55 PM
21	Biggest issue is 4x4 road access maintenance to trailheads.	10/7/2017 8:43 PM
22	Highway parallel dual lane trail between areas ... none	10/7/2017 2:58 PM
23	There could be a paved trail from Nicholson to Golden?!	10/6/2017 10:06 PM
24	dont access trails aart from my private property and adjacent crown land	10/6/2017 9:24 AM
25	Skateboarding - high	10/5/2017 5:20 PM

Q4 Why do you use trails in Golden and Area A (select all that apply)

Answered: 268 Skipped: 2



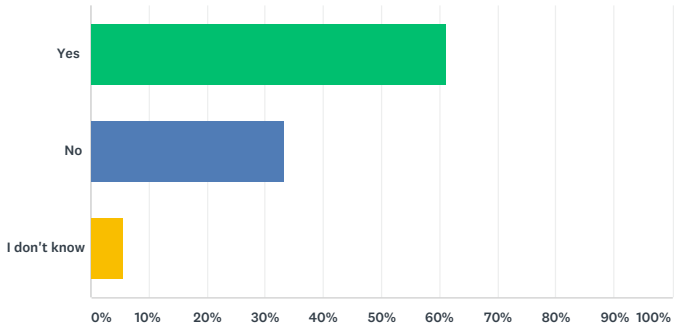
ANSWER CHOICES	RESPONSES	
Exercise	87.69%	235
Connect with nature	86.57%	232
Social groups or social setting	55.60%	149
Explore new areas	72.39%	194
Recreation/Photography/Wildlife Viewing/Picnicking/etc.	66.04%	177
Commute	18.28%	49
Hunting/Fishing/Trapping/Berry Picking/Mushroom Picking	28.36%	76
Seek isolated experience/setting	48.51%	130
Other (please specify)	16.04%	43
Total Respondents: 268		

#	OTHER (PLEASE SPECIFY)	DATE
1	dog walking	10/20/2017 11:56 PM
2	Horseback riding areas and camping with our equines	10/20/2017 11:25 PM
3	Equestrian alone and in groups	10/20/2017 5:06 PM
4	Riding horses	10/20/2017 5:02 PM
5	Horsebackriding	10/20/2017 3:00 PM
6	I represent Horse Council BC. I live in the southern Kootenays. I personally do not use trails in the Golden area; however, in HCBC I represent equestrians that reside in the Golden area.	10/20/2017 2:47 PM
7	Equine trail riding	10/20/2017 2:43 PM
8	Always looking to explore on horseback	10/20/2017 2:21 PM
9	Very interested in using some of the trails in the Golden area for multi day Horse Packing trips.	10/20/2017 2:14 PM
10	Haven't been there yet	10/20/2017 11:43 AM
11	Travel and ride my horse in other areas	10/20/2017 10:26 AM
12	Spend time with two young sons.	10/19/2017 8:52 PM
13	Biking, skiing	10/17/2017 11:54 AM
14	To escape the normal	10/17/2017 11:34 AM
15	Just to have fun on my bike	10/17/2017 11:07 AM
16	I do not use trails	10/16/2017 6:08 AM
17	Take dog for a walk	10/15/2017 9:53 PM
18	Good questions	10/15/2017 9:38 PM
19	Skill enhancement on dirt bike	10/15/2017 9:58 AM
20	Trail running and biking	10/15/2017 9:54 AM
21	Love to show friends and family the reason living here is such an amazing adventure and privilege	10/14/2017 10:32 PM
22	Personal rejuvenation through solitude	10/13/2017 4:44 PM

23	Dog walking/exercising	10/13/2017 7:57 AM
24	Enjoyment (for Fun)	10/11/2017 8:40 AM
25	walk the dog	10/10/2017 7:54 PM
26	Quad and snowmobile	10/10/2017 11:01 AM
27	Training and conditioning/exercising of horses	10/10/2017 9:11 AM
28	Great exsisting trials trails	10/9/2017 10:51 PM
29	Dog walking	10/9/2017 10:23 PM
30	To have fun and to get outside in nature.	10/9/2017 9:35 PM
31	Motorized recreation	10/9/2017 6:38 PM
32	Improve at my sport (mtn biking) Social experience	10/9/2017 11:50 AM
33	Connect with friends	10/8/2017 8:20 PM
34	Equestrian loal and back country trail riding, conditioning and training horses	10/8/2017 1:09 PM
35	Hiking as a group activity is safer in case of accident and bear encounters.	10/8/2017 8:50 AM
36	Also to access rock climbing areas.	10/6/2017 10:06 PM
37	Easy access to natural areas and beautiful landscapes, without large crowds, is a key feature of Golden area trails.	10/6/2017 2:52 PM
38	Climbing	10/5/2017 10:22 PM
39	I am an ACMG Hiking and Ski Guide, so I also do some work on some trails	10/5/2017 9:07 PM
40	seldom use them	10/5/2017 8:56 PM
41	Dog walking	10/5/2017 2:52 PM
42	Dog walking/running	10/5/2017 1:35 PM
43	Teaching Mountain biking	10/5/2017 11:34 AM

Q5 Are you currently a member of a trail user group that contributes to trail funding or maintenance?

Answered: 267 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	61.05%	163
No	33.33%	89
I don't know	5.62%	15
TOTAL		267

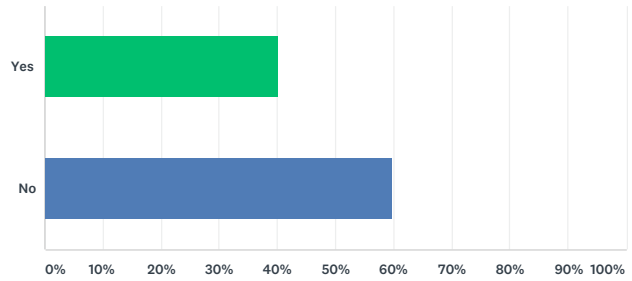
#	IF YOU CARE TO LET US KNOW WHICH GROUP YOU ARE A MEMBER OF PLEASE DO SO HERE	DATE
1	Back Country Horsemen of BC	10/22/2017 7:53 PM
2	Alpine club of Canada Nordic Club Golden Parks Canada Pass	10/22/2017 10:19 AM
3	Back country horsemen association and Horse Council BC	10/22/2017 7:36 AM
4	Mountain Biking Club, Rotary Club	10/22/2017 7:23 AM
5	Backcountry Trail Riders BC Endurance & Competitive Trail Groups	10/20/2017 5:06 PM
6	Shuswap Trail Alliance, Back Country Horsemen of BC	10/20/2017 4:10 PM
7	Back country Horsemen of BC - Yarrow Chapter	10/20/2017 3:38 PM
8	Back Country Horseman(Shuswap Chapter-Equine)	10/20/2017 2:43 PM
9	Back Country Horsemen of B.C. (BCHBC) Shuswap Chapter and Chair of BCHBC Provincial Trails Committee.	10/20/2017 2:21 PM
10	Back Country Horsemen of BC	10/20/2017 2:14 PM
11	golden cycling club	10/20/2017 12:32 PM
12	Horse Council BC Zone 1 Director & President of HCBC. HCBC supports equestrian member organizations through trail development and maintenance grants	10/20/2017 12:12 PM
13	BCHBC	10/20/2017 11:43 AM
14	Back Country Horsemen of BC and Horse Council BC	10/20/2017 10:26 AM
15	Nordic Club	10/20/2017 10:10 AM
16	GOlden Cycling club	10/20/2017 1:18 AM
17	Golden Cycling Club, Golden Nordic Ski Club	10/19/2017 8:52 PM
18	Golden Nordic Golden Cycling	10/19/2017 2:22 PM
19	Golden Cycling Club	10/19/2017 5:44 AM
20	Golden Cycling Club	10/18/2017 9:27 PM
21	Golden Cycling Club	10/18/2017 6:19 PM
22	Great Divide Trail Association http://www.greatdividetrail.com	10/18/2017 4:21 PM
23	Golden Snowmobile Club Golden ATV Club	10/18/2017 4:12 PM
24	GCC	10/18/2017 2:08 PM
25	Golden Cycling Club Golden Nordic Club	10/18/2017 1:55 PM
26	Golden Nordic Ski Club	10/18/2017 12:10 PM
27	Golden Cycling Association	10/18/2017 6:40 AM
28	bike club, snow mobile club	10/17/2017 11:06 PM
29	Golden Nordic Club, Golden Cycling Club	10/17/2017 3:42 PM
30	Golden cycling club	10/17/2017 12:41 PM
31	Golden Cycling club	10/17/2017 11:58 AM
32	Cycling club	10/17/2017 11:54 AM
33	Golden cycle club	10/17/2017 11:16 AM
34	Golden Cycling Club	10/17/2017 11:10 AM
35	Golden Cycling Club	10/17/2017 10:54 AM

36	Golden Cycling Club	10/17/2017 10:39 AM
37	Golden Cycling Club	10/16/2017 10:19 PM
38	Columbia Valley Climbers Ass.	10/16/2017 8:05 AM
39	Mountain bike Snowmobile societies	10/16/2017 7:18 AM
40	Golden cycling club	10/15/2017 6:25 PM
41	GCC and Golden Nordic Ski Club	10/15/2017 5:33 PM
42	Golden Cycling Club Golden Nordic Club	10/15/2017 12:41 PM
43	Golden cycling club	10/15/2017 10:16 AM
44	Golden Cycling Club	10/15/2017 9:54 AM
45	Golden bike club	10/15/2017 9:24 AM
46	Gcc	10/13/2017 7:57 AM
47	Golden Cycling Club	10/12/2017 9:28 PM
48	Golden Nordic Ski Club	10/12/2017 8:53 PM
49	Golden Nordic Cllub	10/12/2017 12:17 PM
50	GCC, GORMA and golden snowmobile club	10/11/2017 5:07 PM
51	golden snowmobile club	10/11/2017 3:51 PM
52	Golden Cycling Club and Columbia Valley Climbers Association	10/11/2017 11:59 AM
53	GCC	10/11/2017 8:49 AM
54	Snowmobile	10/11/2017 12:37 AM
55	Golden Snowmobile Club	10/10/2017 9:57 PM
56	Nordic and Golden Bike club	10/10/2017 9:42 PM
57	Snowmobile club, cycling club, moto club	10/10/2017 9:08 PM
58	GCC	10/10/2017 6:11 PM
59	Golden Cycling Club	10/10/2017 2:12 PM
60	Golden cycling club	10/10/2017 12:09 PM
61	Golden Cycling club Golden Nordic Ski Club	10/10/2017 11:58 AM
62	Golden Light Horse Club	10/10/2017 9:11 AM
63	Golden Cycling Club	10/10/2017 8:57 AM
64	GCC	10/10/2017 8:02 AM
65	bike club, gorma	10/10/2017 7:41 AM
66	Golden cycling club	10/10/2017 7:28 AM
67	Cross country ski club	10/10/2017 3:12 AM
68	GORMA	10/9/2017 10:51 PM
69	Golden Cycling Club	10/9/2017 10:37 PM
70	Golden Cycling Club	10/9/2017 10:25 PM
71	Golden cycling club	10/9/2017 9:46 PM
72	golden nordic club	10/9/2017 8:52 PM
73	Gcc	10/9/2017 7:51 PM
74	Cycling club & snowmobile club	10/9/2017 7:47 PM
75	ORVBC	10/9/2017 6:38 PM
76	If there is an atv/ dirt bike trail maintenance and building crew I'd like to join	10/9/2017 4:37 PM
77	GC2	10/9/2017 3:32 PM
78	Atv club Snowmobile club	10/9/2017 2:37 PM
79	Golden cycling club	10/9/2017 1:22 PM
80	Gorma, golden rod and gun club	10/9/2017 1:19 PM
81	Nordic club, Golden Bike club	10/9/2017 12:55 PM
82	Golden Cycling Club	10/9/2017 12:34 PM
83	Golden Cycling Club	10/9/2017 12:08 PM
84	GORMA	10/9/2017 11:59 AM
85	Cycling club	10/9/2017 11:57 AM
86	Golden Cycling Club	10/9/2017 10:57 AM
87	Golden cycling club	10/9/2017 10:26 AM
88	Gcc	10/9/2017 9:22 AM
89	Nordic Club	10/8/2017 3:35 PM
90	Golden Cycling Club	10/8/2017 10:05 AM
91	GCC	10/8/2017 9:07 AM
92	Cycling club, Rod and Gun Club	10/8/2017 8:14 AM
93	Cycling Club, NOrdic Club	10/7/2017 10:30 PM
94	Golden cycling club	10/7/2017 9:24 PM
95	Golden Rod and Gun Club	10/7/2017 8:20 PM
96	Golden snowmobile club, golden cycling club, golden off road motorcycle club	10/7/2017 6:14 PM

97	Gorma. Golden snowmobile club. Normally a golden cycling club member but didn't get a membership this year.	10/7/2017 3:31 PM
98	Golden snowmobile club Golden cycling club	10/7/2017 2:58 PM
99	Golden cycling club; Nordic club	10/7/2017 10:27 AM
100	Columbia Valley Climbing Association, CVCA	10/6/2017 10:06 PM
101	Columbia Valley Climbing Association uses volunteers for trail building and maintenance to get climbing areas.	10/6/2017 9:50 PM
102	Golden Nordic Club, and GCC.	10/6/2017 2:52 PM
103	Golden Cycling Club	10/6/2017 11:06 AM
104	Golden cycling club	10/5/2017 9:57 PM
105	Bike club, Nordic club	10/5/2017 8:53 PM
106	Mtn Bike Club	10/5/2017 6:46 PM
107	Golden Nordic Ski Club	10/5/2017 5:51 PM
108	GORMA and GCC	10/5/2017 5:20 PM
109	GCC	10/5/2017 3:58 PM
110	Golden Cycling Club	10/5/2017 3:38 PM
111	Golden cycling club Golden snowmobile association	10/5/2017 1:20 PM
112	Golden cycling club	10/5/2017 1:14 PM
113	Golden Cycling Club	10/5/2017 1:13 PM
114	Golden Cycling Club, Nordic Centre	10/5/2017 11:21 AM
115	Golden Cycling Club	10/5/2017 9:51 AM

Q6 Have you experienced conflict with other trail user groups?

Answered: 264 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	40.15%	106
No	59.85%	158
TOTAL		264

Q7 What recreation types have you experienced conflict with? While participating in this type of recreation, I have experienced conflict with (select all that apply)

Answered: 141 Skipped: 129

! We're sorry. We cannot display a chart for a question with this many options.

(Select all that apply)

	WALKING/ACCESS TO PLACES OF INTEREST	DOG WALKING	TRAIL RUNNING	DAY HIKING	MULTI-DAY HIKING	MOUNTAIN BIKING – CROSS COUNTRY	MOUNTAIN BIKING – DOWNHILL	CYCLING – PAVED + GRAVEL SURFACE	E-BIKES	EQUESTRIAN	HUNTIN / FISHIN
Walking/Access to Places of Interest	21.43% 9	26.19% 11	0.00% 0	0.00% 0	4.76% 2	7.14% 3	2.38% 1	7.14% 3	0.00% 0	2.38% 1	0.0
Dog Walking	4.00% 1	52.00% 13	0.00% 0	0.00% 0	0.00% 0	4.00% 1	8.00% 2	4.00% 1	0.00% 0	0.00% 0	0.0
Trail Running	0.00% 0	18.18% 2	36.36% 4	0.00% 0	0.00% 0	18.18% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Day Hiking	4.35% 1	4.35% 1	0.00% 0	17.39% 4	0.00% 0	17.39% 4	4.35% 1	0.00% 0	0.00% 0	0.00% 0	0.0
Multi-Day Hiking	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Mountain Biking – Cross Country	4.00% 2	14.00% 7	4.00% 2	0.00% 0	0.00% 0	22.00% 11	0.00% 0	0.00% 0	2.00% 1	16.00% 8	0.0
Mountain Biking – Downhill	0.00% 0	5.88% 1	0.00% 0	17.65% 3	0.00% 0	11.76% 2	23.53% 4	0.00% 0	0.00% 0	5.88% 1	0.0
Cycling – Paved + Gravel Surface	0.00% 0	12.50% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 4	12.50% 1	12.50% 1	0.0
E-Bikes	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	40.00% 2	0.00% 0	0.00% 0	40.00% 2	20.00% 1	0.0
Equestrian	7.14% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	14.29% 2	14.29% 2	7.14% 1	0.00% 0	28.57% 4	0.0
Hunting / Fishing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	40.00% 4	10.00% 1	0.00% 0	0.00% 0	10.00% 1	20.0
ATV/Off Highway Vehicle	9.38% 3	3.13% 1	0.00% 0	0.00% 0	3.13% 1	31.25% 10	12.50% 4	0.00% 0	0.00% 0	12.50% 4	0.0
Organized races i.e.	0.00% 0	16.67% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 3	0.00% 0	0.00% 0	0.00% 0	16.67% 1	0.0
Motocross	0.00% 0	6.25% 1	0.00% 0	0.00% 0	0.00% 0	18.75% 3	18.75% 3	0.00% 0	0.00% 0	12.50% 2	0.0
Trials Motorbiking	8.33% 2	0.00% 0	4.17% 1	0.00% 0	0.00% 0	33.33% 8	4.17% 1	0.00% 0	0.00% 0	12.50% 3	0.0
Stand-up Paddle Boarding	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.0
Kayak	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.0
Canoeing	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
White Water Rafting	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Ski Touring	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Nordic Skiing	0.00% 0	12.50% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Snowmobiling	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	6.25% 1	0.00% 0	0.00% 0	0.00% 0	0.0
Snowshoeing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Fat Biking – Summer	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Fat Biking – Winter	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0
Trapping	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.0

(Select all that apply)

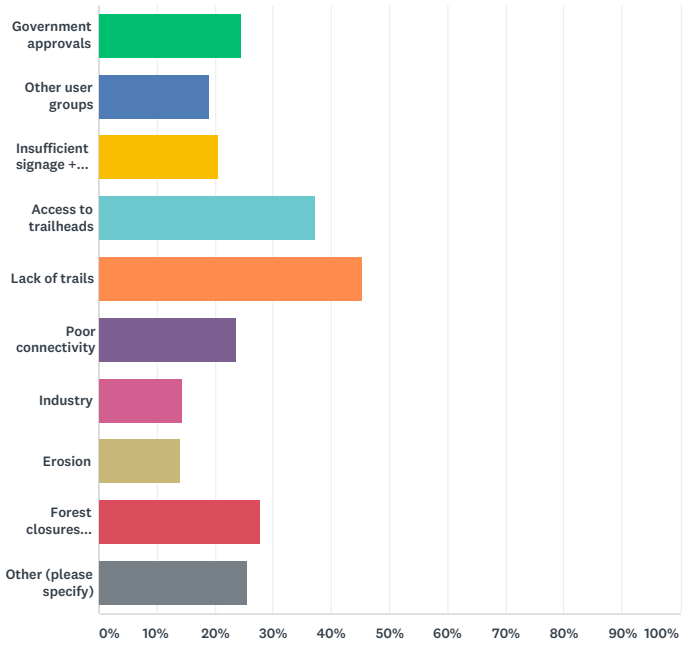
	WALKING/ACCESS TO PLACES OF INTEREST	DOG WALKING	TRAIL RUNNING	DAY HIKING	MULTI-DAY HIKING	MOUNTAIN BIKING – CROSS COUNTRY	MOUNTAIN BIKING – DOWNHILL	CYCLING – PAVED + GRAVEL SURFACE	E-BIKES	EQUESTRIAN	HUNTING / FISHING
Walking/Access to Places of Interest	5.56% 1	11.11% 2	0.00% 0	0.00% 0	5.56% 1	27.78% 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Dog Walking	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	40.00% 2	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00%
Trail Running	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00%
Day Hiking	0.00% 0	16.67% 1	0.00% 0	0.00% 0	0.00% 0	16.67% 1	33.33% 2	0.00% 0	0.00% 0	0.00% 0	0.00%
Multi-Day Hiking	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Mountain Biking – Cross Country	5.26% 1	0.00% 0	10.53% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	15.79% 3	10.53% 2	0.00%
Mountain Biking – Downhill	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	66.67% 2	33.33% 1	0.00%
Cycling – Paved + Gravel Surface	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
E-Bikes	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Equestrian	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00%
Hunting / Fishing	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
ATV/Off Highway Vehicle	12.50% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	37.50% 3	12.50% 1	0.00% 0	0.00% 0	0.00% 0	12.50%
Organized races i.e.	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Motocross	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Trials Motorbiking	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Stand-up Paddle Boarding	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Kayak	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Canoeing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
White Water Rafting	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Ski Touring	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Nordic Skiing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Snowmobiling	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Snowshoeing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Fat Biking – Summer	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Fat Biking – Winter	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Trapping	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%

#	OTHER (PLEASE SPECIFY)	DATE
1	Off leash dogs fighting with my onleash dog is my biggest issue while using trails.	10/22/2017 10:19 AM
2	I've been in an area where an ATV is just leaving - loud and 'smelly' but no altercation with the driver certainly	10/21/2017 7:04 PM
3	We get along as safely as possible.	10/20/2017 11:25 PM
4	Leisure biking - people not understanding trail codes.	10/20/2017 5:06 PM
5	Motorized water craft conflicts with my kayaking and canoeing.	10/20/2017 3:17 PM
6	Horses are prey animals. They are frightened by quiet mountain cyclists, mountain motor bikes, ATVs, Quiet hikers, and gun shots.	10/20/2017 2:47 PM
7	When horseback riding or mountain biking everyone has communicated when encountering others on the trail.	10/20/2017 2:14 PM

8	None	10/20/2017 11:43 AM
9	I find 95% of users are great and respect the YIELD rules	10/20/2017 10:26 AM
10	I have no conflict with any other trail users. I'm always glad to meet others enjoying the outdoors, exploring and discussing routes and conditions. Bicycles and ATV's need to slow down before approaching horses and hikers to avoid surprising/startling people. This is usually done out of common courtesy.	10/18/2017 4:21 PM
11	I find this very confusing to fill out. What I meant was that while Nordic Skiing I have had conflicts with both Fat Biking - Winter and Snowmobiling.	10/18/2017 1:55 PM
12	Others are coming onto our land, thinking that they have the right to access this land because there are paths on our property (e.g., private and public paths such as the Old Johnson Road).	10/17/2017 5:41 PM
13	Haven't had a conflict	10/17/2017 2:09 PM
14	None	10/17/2017 11:58 AM
15	Always good multi use interaction and a willingness to share	10/16/2017 10:19 PM
16	Have in the past experienced conflict with motorised boats while canoeing on the Columbia River. Hopefully with the new Boating regulations that will not be a problem.	10/15/2017 9:38 PM
17	Bears/wildlife - not conflict really, just have to change route to allow them their space	10/15/2017 5:23 PM
18	Stepping in dog shit on the rotary trail	10/12/2017 9:28 PM
19	None	10/12/2017 8:53 PM
20	While riding trials bikes on a trials built trails got yelled at by mtn bikers using our trails.....	10/11/2017 5:07 PM
21	Experienced conflict with Wood lot owners whilst mountain biking.	10/11/2017 11:59 AM
22	The mountain bike club is slowly taking over all the trails I grew up dirtbiking on (they were originally built for dirtbiking) and now I am being frowned upon for riding in the same places I've ridden for the past 15 years	10/11/2017 8:40 AM
23	Not all bad simply lack of signage. Especially in the “pro-motorized” side. As in, trials bike are completely legal in Mountain Shadows. Be nice to see some signage that showcases it.	10/10/2017 9:08 PM
24	Have not experienced conflict	10/10/2017 8:57 AM
25	None	10/10/2017 8:02 AM
26	I have experienced racers disrespecting fire bans or common trail courtesy because in the heat of a race weekend they seem to develop a sense of entitlement.	10/10/2017 7:28 AM
27	Conflict is generally with people that are not informed or choose to be ignorant of the multi use trail system that is in place	10/9/2017 10:51 PM
28	Wood lot owners	10/9/2017 3:32 PM
29	nothing	10/9/2017 2:55 PM
30	Any closure to motorized use of area to only allow no motorized use when it has no environment damage issues when on trails is a issue in area a.	10/9/2017 1:19 PM
31	Off leash dog walking	10/9/2017 12:27 PM
32	Horse poop on Nicholson area trails is getting annoying. Pull your horse over please.. Too much horse traffic is hard on wet trails.	10/7/2017 10:30 PM
33	unclear on how to complete this question format	10/7/2017 10:24 AM
34	Motorboats in wetlands and side channels while canoeing on the Columbia River.	10/6/2017 2:52 PM
35	I find this question too vague to answer.	10/6/2017 11:27 AM
36	None	10/6/2017 5:34 AM
37	Climbing Access	10/5/2017 10:22 PM
38	No conflict	10/5/2017 9:57 PM
39	We have experienced conflict with a wood lot owner while cross country mountain biking.	10/5/2017 6:46 PM
40	Jet boats while rafting on the Blaeberry	10/5/2017 5:51 PM
41	Cross country bikers thinking their own the dirtbike trails..	10/5/2017 5:20 PM
42	None	10/5/2017 2:14 PM
43	no problem everyone are very friendly even the bears!	10/5/2017 11:34 AM
44	All parties are quite respectful and communicate well. Out of town people are sometimes not as familiar with trail etiquette protocol.	10/5/2017 9:51 AM

Q8 What are the biggest obstacles/challenges currently impacting your recreation activities? (select all that apply)

Answered: 258 Skipped: 12



ANSWER CHOICES	RESPONSES	
Government approvals	24.42%	63
Other user groups	18.99%	49
Insufficient signage + wayfinding	20.54%	53
Access to trailheads	37.21%	96
Lack of trails	45.35%	117
Poor connectivity	23.64%	61
Industry	14.34%	37
Erosion	13.95%	36
Forest closures (Temporary)	27.91%	72
Other (please specify)	25.58%	66
Total Respondents: 258		

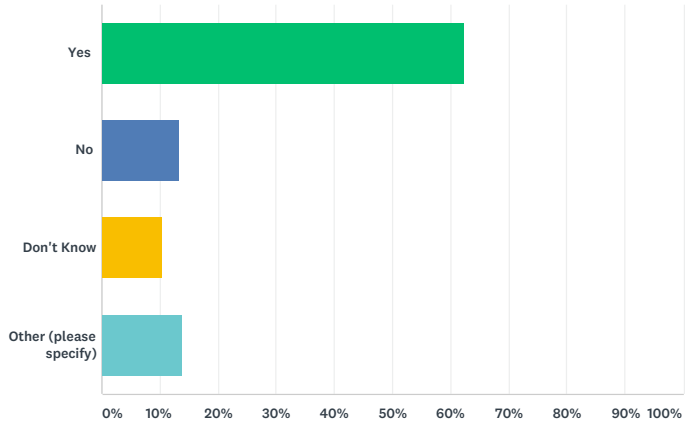
#	OTHER (PLEASE SPECIFY)	DATE
1	Banning of horses from certain trails that would otherwise be appropriate for equestrian use (i.e. in terms of safety, trail impact).	10/22/2017 7:53 PM
2	Highway travel, biking/walking south or north of Golden is dangerous and takes away from the pleasure of a fairly easy commute.	10/22/2017 10:19 AM
3	safe horse trailer parking	10/22/2017 7:36 AM
4	Am hopeful they remain closed to motorized vehicles	10/21/2017 7:04 PM
5	Mostly need an inexpensive camp ground. Everything gets to be such a money grab. Less of a cost more times I could go camping	10/20/2017 11:25 PM
6	Meeting motorized users	10/20/2017 9:14 PM
7	Lake of sizeable trail head parking to get larger trailers in safely, some can't get in at all.	10/20/2017 5:06 PM
8	Conflict with all motorized vehicles!	10/20/2017 3:17 PM
9	In my area, my horse back riding trails have been impacted by gun ranges, sewage irrigation sites, regional landfills and hunters.	10/20/2017 2:47 PM
10	government closing motorized use of Columbia river	10/20/2017 7:00 AM
11	Low user group of winter fat biking. If we had more groomed trails more people would be interested.	10/19/2017 5:53 PM
12	lack of launch sites for access to river	10/18/2017 9:27 PM
13	none	10/18/2017 1:55 PM
14	I believe that user groups - ALL - have to consider the impact on the environment and wildlife. There should be wildlife linkage and corridors planned and respected throughout our area.	10/18/2017 12:10 PM

15	Motorized vehicles.	10/17/2017 5:41 PM
16	So far no obstacles I am still healthy	10/17/2017 2:09 PM
17	Trail usage by large-sized races/events (mostly biking) that damage the trail network significantly in the short term.	10/17/2017 12:57 PM
18	Time	10/17/2017 11:58 AM
19	Lack of more advanced biking trail	10/17/2017 11:54 AM
20	Access to Gorman Trail is totally unacceptable. It is a local trail that is promoted by the local tourism board, and road access is very poor. Would like to have some Dawn Mountain trails summer groomed for family friendly biking and hiking i.e. Beaver Loop and Chickadee.	10/16/2017 3:47 PM
21	Access to the mummery and trail development in that area Mountain biking in Blaeberry/Donald	10/16/2017 7:18 AM
22	I am against more trail development, they do not stay away from private property or other already established industry	10/16/2017 6:08 AM
23	Golden has a large number of trails, but in particular between the west end of Moonrakers and the top of Canyon Creek there are only forest service roads. Would be awesome to see more trails higher up the hill, possible connected by more than the Scalli Mag trail	10/15/2017 5:33 PM
24	The Mt. Shadows wood lot licensees destruction of trails on numerous occasions has negatively impacted some of the trails I enjoy greatly over past years. Furthermore the onerous agreement to preserve merchantable wood has had further negative consequences. It has meant that easy to clear trees have had to remain in users way for sometimes weeks. This summer its short comings where further apparent when a single wind event closed off many trails for the remainder of the season, leaving many dedicated users helpless to re open their trails.	10/14/2017 11:19 AM
25	Gorman Lake approach road to the trailhead is a priority. Without an up-grade, this destination should be taken OUT of our tourism brochures. A tourist going there in a sedan-type vehicle will be in a serious state. This approach road requires a high clearance 4x4 as it currently stands. Signage is not obvious as one gets deeper into the back-country. Front-country signage is well-done, but misleading since it doesn't continue to the trailhead. Easy to get lost if you are not a local.	10/13/2017 4:44 PM
26	Dog friendly x country skiing	10/13/2017 7:57 AM
27	Being banned from biking in the parks	10/12/2017 9:28 PM
28	Lack of access with a wheelchair	10/12/2017 8:53 PM
29	Deactivated logging roads	10/12/2017 8:53 PM
30	Access to the Columbia river for canoe and kayak use.	10/12/2017 5:53 PM
31	no obstacles	10/12/2017 10:50 AM
32	Land owners claiming ownership over Crown land and access which is not theirs. It is difficult to access information that allows us access crown land without crossing private property.	10/11/2017 11:59 AM
33	denial of access	10/11/2017 8:49 AM
34	Downed trees on bike trails and need for someone to come cut the wood for sale instead of bikers taking care of it. And rock climbing lack of trails to access areas. Also roads to reach trailheads only accessible by 4*4.	10/11/2017 12:04 AM
35	For dirt bikes. We are looking for single track. Road are simply too dangerous.	10/10/2017 9:08 PM
36	Time	10/10/2017 2:12 PM
37	There are no specific. Single track. Motorcycle trails identified in the area	10/10/2017 10:18 AM
38	Trail maintenance - each user group uses the trails differently. In maintaining trails we have to consider all users. Many times there are bridges or wooden walkways over swampy ares that are not strong enough to hold a horse. We then have to find a different route sometimes right through the swamp. Also, these bridges have sometimes completely blocked our access on horseback. The other issue is to consider "the box". When I did trail maintenance for Parks Canada we had to clear "the box" 1-1.5 meters either side of the center of the trail as well as 3 meters high so that a horse and rider do not get branches sticks etc. in our faces. This can potentially be dangerous especially at speed.	10/10/2017 9:11 AM
39	very few dirt bike trails and many have been taken over by the mtn bike club	10/10/2017 7:41 AM
40	Golden has a fantastic network of blue trails. However, the networks are seriously lacking in sanctioned green, black, and double black trails. A couple of green trails in a small loop should be sufficient to help beginners quickly become confident in riding the many km's of blue trail. Golden is full of strong intermediate - expert riders and as a rider in this category I feel like my option is limited to dumbed down blues or old school fall line riding. I would be happy and committed to volunteer 10+ hours a month to build and maintain more challenging trail in addition to what exists currently.	10/10/2017 7:28 AM
41	The relationship with the woodlot owner on the mountain shadows trails is a bummer. Trails are often closed and intentionally damaged.	10/9/2017 10:37 PM
42	dog friendly cross country ski trails would be nice.also some trac set trails in nicholson or blaebery	10/9/2017 8:52 PM
43	Non motorized taking over our trails that were built by dirt bikes and jeeps	10/9/2017 6:38 PM
44	The towns inability to move forward	10/9/2017 3:32 PM
45	Unclear rules about e-bikes on mtn bike trails	10/9/2017 11:50 AM
46	Lack of guide book for hiking trails	10/9/2017 10:55 AM
47	woodlot owners	10/9/2017 10:49 AM
48	Races are multiplying and impeding use of trails to locals during those events.	10/9/2017 10:26 AM
49	Lack of consistent funding for bike trail maintenance	10/9/2017 9:22 AM
50	Logging in MOuntain Shadows creates problems for lots of users and visitors.	10/7/2017 10:30 PM
51	The access to Gorman lake is pretty bad	10/7/2017 4:16 PM
52	lack of sustainable access is a major issue	10/7/2017 3:28 PM
53	Not enough off leash dog areas No paved tails connecting towns on the highway for multi person use .	10/7/2017 2:58 PM

54	Concerned about walking on the cycling trails as the cyclists can be rather fast and come up quietly and unexpectedly	10/7/2017 11:26 AM
55	I would like a paved biking trail from Nicholson to golden (similar to Banff Canmore trail)	10/7/2017 8:41 AM
56	Road to Gormon lake needs work!	10/6/2017 10:06 PM
57	Some poorly planned, and/or poorly constructed trails. Specifically: 1. ScalliMag - a trail build primarily for a special event ( ), and that was built in haste in order to meet the deadline for the special event. This trail was built across a wet seepage slope, and is one of the worst examples of managing trail construction on wet soils that I have seen. It was dealt with by simply digging up and ditching the wet soils, and funneling the water through a series of inadequate culverts. Trees were ripped up and piled in heaps. The way this trail was constructed demonstrates a total lack of respect for the beautiful environment that we have the privilege of recreating in. This trail should have been built using extensive boardwalks, small bridges, and potential "turnpike" construction using imported gravel fill instead of material excavated trailside. It could have been a trail to be proud of, instead of the embarrassment that it is. 2. Some recent trail development at the Nordic centre which was quite destructive and resulted in several redundant and confusing trail junctions due to lack of planning, and also diminished the quality of several pre-existing trails by dissecting them into smaller bits (ex: Super Charger, Cougar). 3. T4 alpine trail - portions of this hiking trail are being destroyed by downhill and enduro bikers, who are short-cutting down fall-lines in the alpine. This is causing vegetation loss, and erosion. 4. Selkirk Connector Trail - construction of this trail used aggressive cut-and-fill approaches that included the removal of half of the root systems from many large Douglas fir trees. Many of these trees came down in the recent wind storm, and although other fully-rooted trees also fell, it is likely that the damage would not have been so severe, had these trees' root systems and support structure not been compromised.	10/6/2017 2:52 PM
58	There is a lack of day hiking trails in Golden that can be accessed by regular vehicles. Most require a bit more than a car.	10/5/2017 6:46 PM
59	Private property	10/5/2017 6:03 PM
60	Trees down due to windstorm	10/5/2017 3:22 PM
61	Rough access roads, not maintained or inaccessible roads	10/5/2017 2:52 PM
62	None	10/5/2017 2:14 PM
63	In Donald/blaeberry area	10/5/2017 1:35 PM
64	More challenging trails and government is definitely a challenge to work with as a business point of view, long lengthy process and expensive and no one really verify on it. Which make it challenging for company who do things legally to stay competitive.	10/5/2017 11:34 AM
65	Trail damage in Mount Shadows due to Mother Nature's windstorm; and the apparent veto rights that forestry has to mountain bike trail areas. Concerned about motorized vehicle use expanding in Golden and area a. Motorized vehicles are noisy, disruptive, damaging to ecosystems when users don't stick to trails; dangerous, etc.	10/5/2017 11:21 AM
66	garbage and trash being left behind by certain groups.	10/5/2017 10:17 AM

Q9 Do you support dedicated trails for specific uses to reduce user conflict? (examples - motorized only, mountain bike only, equestrian only)

Answered: 268 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	62.31%	167
No	13.43%	36
Don't Know	10.45%	28
Other (please specify)	13.81%	37
TOTAL		268

#	OTHER (PLEASE SPECIFY)	DATE
1	I support having some trails that are for non-motorized use only. While my interactions with ATVers and dirt bikers have all been positive, their impact on others' enjoyment (noise, trail widening) have a bearing on my attitude. However, I also support having a significant proportion trails that are mult-use, including use by motorized vehicles.	10/22/2017 7:53 PM
2	to a limited degree. I believe non-motorized users can play well together ie biking, hiking, trail running. Motorized use does not work well with non-motorized use.	10/21/2017 7:54 AM
3	In some areas for safety reasons. I think with continuing education opportunities trails can be multi use successfully.	10/20/2017 4:10 PM
4	We can all get along as long as everyone has been educated on trail etiquette and abide by it	10/20/2017 3:38 PM
5	Would support non motorized only trails.	10/20/2017 2:14 PM
6	We need all types of trail use...some dedicated, some non motorized mixed and some moteorized/non motorized mixed.	10/20/2017 12:12 PM
7	It is nice to have some dedicated trail for sure because all the different users have different ideas of an ideal trail. But I do not see a problem with sharing trails when there is no harm done to the trail. And horses should clean up their poop from mountain bike trails cause that's nasty.	10/19/2017 5:53 PM
8	I haven't experienced conflict, and I think it's better to be respectful and all get along.	10/18/2017 9:27 PM
9	Some dedicated trails are fine, ex a mountain biking area. To maximize the length of trails available to all users, I suggest a majority of trails be multi-user group. Kananaskis Country in Alberta has had great success with this approach over 30 years. Motorized users can have a greater impact on others, due to noise and speed. I suggest posting signs in which they are allowed to advise all users of their presence. If enough land is available, a dedicated area could be provided for ATV's.	10/18/2017 4:21 PM
10	Can share the networks we have; signage and education goes a long way	10/18/2017 9:37 AM
11	In some cases yes, especially motorized/non;	10/16/2017 6:27 PM
12	While I support the concept, there needs to be understanding of true conflict. An example is the e-bikes which are perceived as in conflict with the single track but are not properly understood as a vehicle as they are really pedal assist. In relation to opening up terrain for trail running at Kicking Horse, Dawn Mountain could be multi use is currently only dedicated to Cross Country but the terrain is suitable for both trail running and cross country riding that is not single track	10/16/2017 4:51 PM
13	Definitely between motorized and non motorized use.	10/16/2017 3:47 PM
14	Horses not on bike trails please. No problem with e-bikes and pedal bikes together, small cross over with motorbikes/quads should be a continued goal	10/15/2017 5:23 PM
15	Think multi-use trails are a better option	10/15/2017 9:58 AM
16	I think that trails should only deemed single use where it makes sense and clear incompatibilities in trail design and use exist. and that for the most part multi use trails can exist conflict free. Trails bikes, horses, dog walkers, runners and mountain bikers can get along just fine. Dirt bikes could use a designated area perhaps as they are likely the least compatible users and presently have no sanctioned riding areas short of the mt 7 track.	10/14/2017 11:19 AM
17	I support dedicated trails but I believe that multi-use trails are the way to go. Lower maintenance costs, better signage, less trails, larger pool of volunteers.	10/14/2017 9:19 AM

18	motorized vs non-motorized yes. But for non-motorized I like the idea of sharing -- increase signage and enhance right of way education and criteria etc to reduce conflict. Dogs should be allowed on trails	10/12/2017 8:05 PM
19	only in appropriate previously developed areas, not in wilderness areas or alpine	10/12/2017 10:50 AM
20	yes and no. not worried about conflict, but I do like purpose built trails for all the activities. Needs to be a focus for the trail.	10/11/2017 8:49 AM
21	Only as needed and makes sense. Multi user trails are the best use of resources	10/10/2017 6:11 PM
22	Well designed trails for multi use will work. I have seen motorized and non motorized trails work, however proper signage and directions are key. If there are not enough trials then they become over populated and conflict will happen	10/10/2017 10:18 AM
23	Sometimes- common sense still should apply. I.e. I will not ride my horse up a downhill biking trail. There could be signage on a few of those trails and leave them for the bikes only.	10/10/2017 9:11 AM
24	I beleive there should be both dedicated trails and multi use, that should make evryone happy	10/10/2017 7:41 AM
25	Especially when it comes to motorized and non motorized. It's scary for cyclist/hikers/runners to encounter a motorized vehicle at speed (which has never happened to me in golden) and trails would be damaged. Likewise, it's not fun to go out on a quad or dirtbike and be hesitant to let it rip in case you encounter someone on foot, bike, horse. Also don't appreciate horse poop on bike trails - it kicks up in your face :(Again, never seen equestrians on bike trails in golden, but have in other places. I find the communities respectful of one another in golden.	10/9/2017 10:37 PM
26	I don't think you can make it fair. The squeaky wheels get all the greese	10/9/2017 6:38 PM
27	Cooperation share the trails	10/9/2017 2:37 PM
28	It depends where the trails are.	10/9/2017 2:22 PM
29	In some situations, yes.	10/9/2017 12:55 PM
30	in certain cases, DH biking does not mix well with hiking due to speeds, properly maintained trails can support multiple user groups	10/9/2017 12:08 PM
31	As long as it's fair for everyone	10/9/2017 11:57 AM
32	Shared trails work a lot of time but sometimes not	10/9/2017 9:22 AM
33	In some areas (very frequented ones) yes. Otherwise, I think people can share the trails.	10/8/2017 8:20 PM
34	Think there needs to be more shared usage to reduce the number of trails being built. We are building so many specific use trails that we are ignoring the impact on the environment and wild life	10/8/2017 8:50 AM
35	I believe if you build a trail in the bush you should expect that every user should be able to use that trail.	10/7/2017 8:20 PM
36	There are some areas that probably need such designation. The sound from motorized vehicles impacts all other users over long distances so it can work to have motorized areas open to all including them as long as other users realize if you play there, you deal with that. If you are thinking specific use only maybe it would work to keep multiuse with one having priority in other areas as well. A few one use only trails for those, who for whatever reason just can't share (like horses that may spook easily and cause injuries) are okay, but too many limits everyone. To make multiuse areas trail work, etiquette needs to be taught, followed by rules if commonsense doesn't work, followed by sanctions if rules are ignored. It is a privilege, not a right, to be out there. Everyone needs to understand that they will be held responsible as individuals and also as a group for their actions. The hiker is never going to be able to run down the biker. The skier is never going to be able to run down the sledder etc. All of us need to police our own and risk losing something we love if we don't.	10/6/2017 11:27 AM
37	Zonation has to exist in many areas due to wildlife issues and recreation user conflicts.	10/5/2017 2:52 PM

Q10 If you are in favour of shared or multi-use trails, what user groups are able to share the trails without conflict? (select all that apply)

Answered: 176 Skipped: 94

! We're sorry. We cannot display a chart for a question with this many options.

(Select all that apply)

	WALKING/ACCESS TO PLACES OF INTEREST	DOG WALKING	TRAIL RUNNING	DAY HIKING	MULTI-DAY HIKING	MOUNTAIN BIKING – CROSS COUNTRY	MOUNTAIN BIKING – DOWNHILL	CYCLING – PAVED + GRAVEL SURFACE	E-BIKES	EQUESTRIAN	HUNTIN / FISHIN
Walking/Access to Places of Interest	26.56% 34	29.69% 38	14.84% 19	10.94% 14	0.78% 1	9.38% 12	0.00% 0	3.91% 5	0.00% 0	2.34% 3	0.78%
Dog Walking	36.47% 31	25.88% 22	14.12% 12	11.76% 10	1.18% 1	3.53% 3	0.00% 0	1.18% 1	0.00% 0	4.71% 4	1.18%
Trail Running	10.31% 10	9.28% 9	26.80% 26	18.56% 18	1.03% 1	29.90% 29	0.00% 0	1.03% 1	0.00% 0	3.09% 3	0.00%
Day Hiking	8.60% 8	16.13% 15	17.20% 16	23.66% 22	11.83% 11	9.68% 9	1.08% 1	0.00% 0	0.00% 0	4.30% 4	1.08%
Multi-Day Hiking	7.46% 5	8.96% 6	8.96% 6	13.43% 9	23.88% 16	14.93% 10	1.49% 1	0.00% 0	0.00% 0	10.45% 7	1.49%
Mountain Biking – Cross Country	2.04% 2	3.06% 3	30.61% 30	6.12% 6	1.02% 1	20.41% 20	4.08% 4	1.02% 1	9.18% 9	3.06% 3	0.00%
Mountain Biking – Downhill	0.00% 0	0.00% 0	6.52% 3	2.17% 1	0.00% 0	17.39% 8	28.26% 13	0.00% 0	8.70% 4	2.17% 1	0.00%
Cycling – Paved + Gravel Surface	19.05% 8	21.43% 9	2.38% 1	2.38% 1	0.00% 0	7.14% 3	0.00% 0	33.33% 14	7.14% 3	0.00% 0	0.00%
E-Bikes	0.00% 0	2.78% 1	0.00% 0	2.78% 1	0.00% 0	41.67% 15	0.00% 0	16.67% 6	22.22% 8	2.78% 1	0.00%
Equestrian	5.26% 2	2.63% 1	2.63% 1	26.32% 10	5.26% 2	2.63% 1	0.00% 0	0.00% 0	0.00% 0	44.74% 17	10.53%
Hunting / Fishing	9.52% 2	0.00% 0	0.00% 0	9.52% 2	0.00% 0	4.76% 1	0.00% 0	0.00% 0	0.00% 0	9.52% 2	23.81%
ATV/Off Highway Vehicle	3.13% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	6.25% 2	0.00% 0	0.00% 0	3.13% 1	6.25% 2	15.63%
Organized races i.e.	0.00% 0	0.00% 0	34.78% 8	0.00% 0	4.35% 1	34.78% 8	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Motocross	0.00% 0	0.00% 0	3.85% 1	0.00% 0	0.00% 0	3.85% 1	0.00% 0	0.00% 0	11.54% 3	0.00% 0	0.00%
Trials Motorbiking	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2.94% 1	20.59% 7	2.94% 1	2.94% 1	2.94% 1	0.00% 0	0.00%
Stand-up Paddle Boarding	8.33% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Kayak	4.35% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Canoeing	3.85% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3.85%
White Water Rafting	6.25% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Ski Touring	5.26% 1	0.00% 0	0.00% 0	5.26% 1	5.26% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Nordic Skiing	0.00% 0	7.41% 2	0.00% 0	3.70% 1	3.70% 1	11.11% 3	0.00% 0	3.70% 1	0.00% 0	0.00% 0	0.00%
Snowmobiling	5.56% 1	0.00% 0	0.00% 0	0.00% 0	5.56% 1	5.56% 1	0.00% 0	0.00% 0	5.56% 1	0.00% 0	0.00%
Snowshoeing	0.00% 0	9.09% 2	0.00% 0	4.55% 1	0.00% 0	4.55% 1	0.00% 0	0.00% 0	4.55% 1	0.00% 0	0.00%
Fat Biking – Summer	0.00% 0	0.00% 0	0.00% 0	5.26% 1	0.00% 0	57.89% 11	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Fat Biking – Winter	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	18.75% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Trapping	8.33% 1	0.00% 0	8.33% 1	0.00% 0	16.67% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	8.33% 1	16.67%

(Select all that apply)

	WALKING/ACCESS TO PLACES OF INTEREST	DOG WALKING	TRAIL RUNNING	DAY HIKING	MULTI-DAY HIKING	MOUNTAIN BIKING – CROSS COUNTRY	MOUNTAIN BIKING – DOWNHILL	CYCLING – PAVED + GRAVEL SURFACE	E-BIKES	EQUESTRIAN	HUNTIN / FISHIN
Walking/Access to Places of Interest	9.52% 6	17.46% 11	23.81% 15	17.46% 11	4.76% 3	11.11% 7	1.59% 1	6.35% 4	3.17% 2	1.59% 1	1.59
Dog Walking	16.67% 6	5.56% 2	33.33% 12	25.00% 9	2.78% 1	5.56% 2	0.00% 0	8.33% 3	2.78% 1	0.00% 0	0.00
Trail Running	9.30% 4	9.30% 4	6.98% 3	25.58% 11	13.95% 6	16.28% 7	2.33% 1	2.33% 1	0.00% 0	4.65% 2	0.00
Day Hiking	9.52% 4	14.29% 6	23.81% 10	4.76% 2	7.14% 3	21.43% 9	0.00% 0	0.00% 0	0.00% 0	9.52% 4	2.38
Multi-Day Hiking	3.45% 1	6.90% 2	13.79% 4	17.24% 5	10.34% 3	20.69% 6	0.00% 0	0.00% 0	3.45% 1	0.00% 0	6.90
Mountain Biking – Cross Country	0.00% 0	10.26% 4	17.95% 7	20.51% 8	5.13% 2	7.69% 3	0.00% 0	0.00% 0	12.82% 5	2.56% 1	0.00
Mountain Biking – Downhill	0.00% 0	0.00% 0	0.00% 0	14.29% 2	7.14% 1	14.29% 2	7.14% 1	0.00% 0	7.14% 1	0.00% 0	0.00
Cycling – Paved + Gravel Surface	35.71% 5	14.29% 2	0.00% 0	7.14% 1	0.00% 0	14.29% 2	0.00% 0	7.14% 1	7.14% 1	0.00% 0	0.00
E-Bikes	6.67% 1	6.67% 1	13.33% 2	20.00% 3	0.00% 0	13.33% 2	6.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00
Equestrian	5.88% 1	11.76% 2	17.65% 3	29.41% 5	5.88% 1	11.76% 2	0.00% 0	0.00% 0	0.00% 0	5.88% 1	0.00
Hunting / Fishing	20.00% 2	0.00% 0	0.00% 0	10.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 2	0.00
ATV/Off Highway Vehicle	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7.69% 1	7.69% 1	0.00% 0	15.38
Organized races i.e.	0.00% 0	0.00% 0	27.27% 3	0.00% 0	9.09% 1	45.45% 5	9.09% 1	0.00% 0	0.00% 0	9.09% 1	0.00
Motocross	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	11.11% 1	0.00% 0	0.00
Trials Motorbiking	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	10.00% 1	0.00% 0	0.00% 0	20.00% 2	0.00% 0	0.00
Stand-up Paddle Boarding	0.00% 0	0.00% 0	0.00% 0	6.25% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Kayak	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Canoeing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
White Water Rafting	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Ski Touring	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	11.11% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Nordic Skiing	0.00% 0	9.09% 1	0.00% 0	9.09% 1	0.00% 0	9.09% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Snowmobiling	0.00% 0	0.00% 0	16.67% 1	0.00% 0	0.00% 0	16.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Snowshoeing	8.33% 1	8.33% 1	0.00% 0	8.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00
Fat Biking – Summer	0.00% 0	0.00% 0	10.00% 1	0.00% 0	0.00% 0	20.00% 2	0.00% 0	10.00% 1	30.00% 3	10.00% 1	0.00
Fat Biking – Winter	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	12.50% 1	0.00% 0	0.00% 0	0.00
Trapping	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	12.50% 1	0.00% 0	0.00% 0	0.00% 0	12.50% 1	37.50

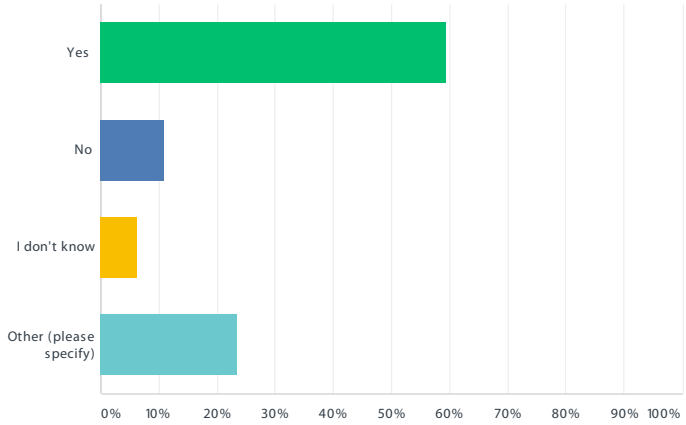
#	OTHER (PLEASE SPECIFY)	DATE
1	I don't understand how to answer this question in the format provided.	10/22/2017 10:19 AM
2	I'm ok with sharing some hiking trails with mountain bikes as long as they are well marked	10/21/2017 7:04 PM
3	All apply as long as everyone is respectful and responsible	10/21/2017 3:29 PM
4	No trapping as i would like to bring our dogs. Please no hunting. Posted motor completions race days.	10/20/2017 11:25 PM
5	Depends on local users	10/20/2017 2:47 PM
6	Where multi user groups are educated on each other's use all can work well. Having climb only trail for Mtn bikes when share with hikers and equestrians works well.	10/20/2017 2:21 PM
7	Not sure how to answer this question?	10/20/2017 2:14 PM

8	Question above to complicated to figure out - Equines can have issues with hunters, and others if the trail design does not allow good visibility. Equines can work with all recreational groups together and determine if the particular trail is suitable for both. An example would be a race conflicting with a equine users or a downhill biker on a winding trail without visibility running into a horse.	10/20/2017 10:26 AM
9	Mostly I think it would be great to see snow shoers and fat bikes use the same trails in the winter since we do not yet have an organized group for grooming fat bike trails in the winter and packing trail is hard work	10/19/2017 5:53 PM
10	weird structure for answering this question. Some areas should be dedicated and some shared.	10/19/2017 5:44 AM
11	All users can share trails with all other trail users without conflict, if common courtesy is used. Clarifications: bicycles, ATV's and snowmobiles need to slow down to 5 km/h within 50 m of hikers or horse back riders. Bicyclists should ring their bell to avoid startling slower users. If XC ski trails are groomed for that purpose, the track should not be disturbed by others, ex. snowshoeing, skate skiing or snowmobiles. Seadoos (personal watercraft) could easily disturb other water users. Recommend max 10 km/h within 100 m of shore for all motorized boats. This is similar to Emma Lake, SK recommendations. Organized events, like trail running or XC ski competitions are great, as long as they are thoroughly cleaned up afterwards, incl. no event signs left on trails. More people enjoying the outdoors is very, very beneficial to all of society. Common courtesy on the trails is like common courtesy while driving a motor vehicle.	10/18/2017 4:21 PM
12	Not quite sure how this question works with the drop downs. I think that walking, dog walking, running, xc biking and hiking can almost always share the same trails. Personal horses can often use those trails without conflicts. Commercial Horse operations should have their own trails, I believe. DH mountain biking and trail running can share trails. Snowshoeing, Fat Biking and Nordic Skiing can share the same trails. Cycling on a paved or gravel surface can easily share with walking.	10/18/2017 2:08 PM
13	the format of this question doesn't work for me so leaving it blank	10/18/2017 1:55 PM
14	This isn't an appropriate format for this question.	10/18/2017 12:10 PM
15	Since when is summer fat biking a user group? These are simply mountain bikes with big tires.	10/18/2017 9:37 AM
16	Keep horses and motor off biking trails	10/17/2017 11:54 AM
17	It all depends on the trail I can coexist with all in differnent parts	10/16/2017 10:19 PM
18	Hard to answer this question. For example cycling might be ok with hiking but when you add equestrian it changes the equation	10/16/2017 6:27 PM
19	I think the main concern is between motorized and non-motorized	10/16/2017 8:05 AM
20	All trail users should be able to co-exist, after all these trails should only be on crown land. do not build special use trails	10/16/2017 6:08 AM
21	I don’t know how to use the drop downs in the question. But generally, motorized ohv’s/motocross and hiking/running/xcountry bike trails probably aren’t compatible. Trap lines and dog walking trails also not compatible.	10/15/2017 10:04 PM
22	This question is not designed in a way that is easy to answer. Cross country biking trails can be shared with dog walkers and hikers and runners. Horses and motorized vehicles damage trails with heavy use.	10/15/2017 6:25 PM
23	Many activities should co-exist and use similar infrastructure, where motorized/mounte cross with human propelled consideration for some trail separation needs to be in place. For winter fat biking to be a success, we need snowshoers to break the trail or a snowmobile grooming system.	10/15/2017 5:23 PM
24	Most can go with each other. I have never had a conflict but under the right circumstances or user density I can envision them. Two groups that use trails in completely different ways or speeds would increase the chance.	10/12/2017 9:28 PM
25	I find this questions confusing to answer...not quite sure what is being asked of me in terms of a response. See response to 9 above for my thoughts on this.	10/12/2017 8:05 PM
26	All should be able to share, get along and respect one another!!!!	10/10/2017 9:39 PM
27	These examples are for select areas only and select trails only. Good signage is key!	10/10/2017 9:08 PM
28	Races such as the enduro should be restricted to private venues as these events tend to be very hard on trails and result in trail braiding/"cheater lines". Bike parks are designed for high volume riding and are less prone to cheater lines and braiding.	10/10/2017 7:28 AM
29	Don’t make zones that cut off connectivity for motorized recreation users	10/9/2017 6:38 PM
30	I am willing to share with everyone ,It is hard being a long time resident of the area and new comers taking over areas.	10/9/2017 6:06 PM
31	All groups can share, as long as everyone is courteous, cautious and respectful.	10/9/2017 3:32 PM
32	*	10/9/2017 2:55 PM
33	Motorized together.	10/9/2017 2:22 PM
34	All non-motorized except equestrian	10/9/2017 1:22 PM
35	All trail should be open to all user and safety rules should apply as per commen sense	10/9/2017 1:19 PM
36	Basically, non-motorized vs motorized. Most non-motorized users can work together. Its when you add noise, exhaust and speed that there ends up being problems. There have been some close calls on trails like CBT where people hike, run and mt bike. Mt bikers need to be informed about muti use trails and watch for runners/hikers.	10/9/2017 12:55 PM
37	Mainly keep motorized use on its own trails and off hiking, biking, dog walking etc trails. Let them have their own trails for safety and other tranquility.	10/9/2017 11:00 AM
38	Motorized vehicles together and the rest together	10/8/2017 8:20 PM
39	Activate Nordic trails for summer biking	10/7/2017 10:30 PM
40	Defective question. Unable to share with multiple usets through my phone	10/7/2017 8:43 PM
41	In general motorized users should not share trails with non motorized users.	10/7/2017 8:15 PM
42	This question is to vague. Lots of people can share trails.	10/7/2017 3:31 PM
43	unclear on how to complete this question format	10/7/2017 10:24 AM

44	Bikers that approach from the rear without warning are a real hazard. Dog owners that allow their dogs to go unleashed and/or do not pick up after their dogs are a real detriment to the enjoyment of trails for everyone else.	10/7/2017 10:04 AM
45	LOL. There is always the potential for conflict. Even within one of your designated groups, it can be a problem. Two or more people sharing anything ...conflict is possible.	10/6/2017 11:27 AM
46	Dedicated trails only for downhill biking. Everything else can be shared.	10/6/2017 5:34 AM
47	Not a very good format, very frustrating .....tried above ....guit ...do not use above	10/5/2017 9:57 PM
48	I would add lots of shared user possibilities but there are spaces for only two....	10/5/2017 6:22 PM
49	All everything is good,	10/5/2017 5:20 PM
50	Am in favour of some trails being shared or mulit-use, and others being single (or compatible use).	10/5/2017 2:52 PM
51	Unsure	10/5/2017 2:14 PM
52	I do not understand the two columns or how to make multiple groups in this question	10/5/2017 2:06 PM
53	I have no problem sharing the trail systems with all groups.	10/5/2017 1:35 PM
54	I am in favour of shared trails between non-motorized users. Motorized users should have seperate areas to recreate where they are not disturbing everything and everyone. (This is the approach in Revelstoke). I am actually in favour of heavy regulation, enforcement, and constraints on motorized off-road vehicles, which the regional district has some authority over; and can advocate to the province on	10/5/2017 11:21 AM

Q11 Organized events and races are currently being held in the area and can contribute to tourism and economic benefits to the community, but may have a significant impact on wildlife, trail condition, and maintenance. Are you supportive of the use of Golden and Area A trails for such events?

Answered: 268 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	59.33%	159
No	10.82%	29
I don't know	6.34%	17
Other (please specify)	23.51%	63
TOTAL		268

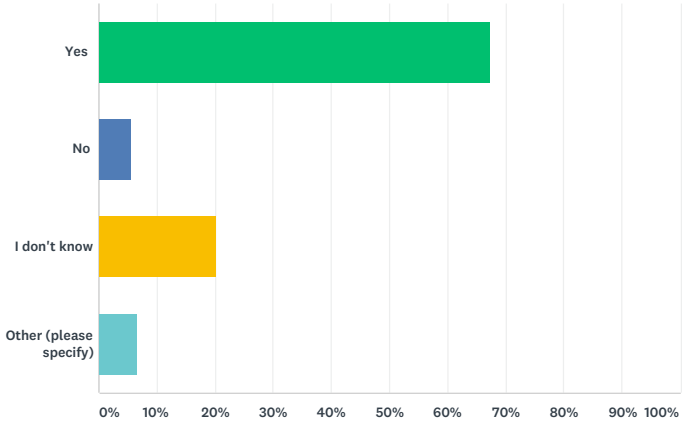
#	OTHER (PLEASE SPECIFY)	DATE
1	Thought and care should be put into events we bring to Golden. We shouldn't sell out our community & nature for for profit events, put on by individuals. Community groups could create events that locals are interested first and then open it up to others, if it is a success. Creating town pride in an event, rather then not having a clue what's happening & wondering why the town is flooded by "racers ".	10/22/2017 10:19 AM
2	events should make significant contributions to trail maintenance if they occur	10/22/2017 7:36 AM
3	Mixed - recognize the need to generate funds to maintain these trails, etc but not in favor of significant impact on wildlife / local terrain / flowers, etc at all.	10/21/2017 7:04 PM
4	As little as impact on wildlife as possible	10/21/2017 3:29 PM
5	Some trails could be used for this purpose but not all.	10/20/2017 2:43 PM
6	Depends on the amount of impact and damage that would be created.	10/20/2017 2:21 PM
7	Organizers should be able to minimize impacts on wildlife, and trails.	10/20/2017 12:12 PM
8	In support of limited events. Events should not be approved on trails that are not sanctioned or approved by local clubs or ministeries	10/20/2017 1:18 AM
9	Needs planning care.	10/20/2017 12:06 AM
10	I am not supportive of these events where they impact wildlife/ sensitive alpine habitats. If the effects are limited to trail condition, I have no problem with funds from the event being used to maintain the trail network.	10/19/2017 8:52 PM
11	Only if these events contribute directly to trail maintenance and have plans to help reduce impacts to wildlife	10/18/2017 9:27 PM
12	As long as the organizers put money or time back into the trail networks and wildlife impacts are measured to make sure they don't have long term effects.	10/18/2017 2:08 PM
13	Not in the way they have been organized. New trails were damaged and eroded by immediate access for races. Bears have been hazed out of areas when they have to make a living in the country that we access for recreation. Respect of our trails for community use and access without massive DAMAGE done to trails that were paid for by CBT monies last year on the Golden XX and with the weather and consumption of activity, ruined the trails for beginner intermediate bikers. This is ludicrous. Hazing a Sow and cubs out of an area is ludicrous and short sighted thinking. Better planning and costing out the wear and tear on the land, bringing awareness to it is of the utmost importance. GoldenXXXalso had issues with bear sightings. An assessment and transparent plan of action needs to be in place if these races are to continue. There should also be a CAP on them. We don't need a million races every year. Some people just want to go out and exercise without having to have a trophy attached to an outcome. AND have the trails in good condition without high access erosion.	10/18/2017 12:10 PM
14	But should have post race trail repair immediately after the event	10/18/2017 6:40 AM
15	I am supportive of the use of Golden trails for events. However, I think there should be a higher level of accountability or return on investment on the part of races that are economically driven in order to maintain and correct damage sustained, because there is significant damage sustained.	10/17/2017 12:57 PM

16	Yes as long as there is direct benefit and money/trail maintenance paid by the event organizers to restore the trails after the event.	10/17/2017 11:58 AM
17	Sometimes they interfere with plans. As long as they don't become to often so the closures stay minimal.	10/17/2017 11:47 AM
18	Yes, when the impacts to the trails and or wildlife are managed properly and enough money and/or time is spent by organizer to help maintain/fix the trails afterwards	10/17/2017 11:16 AM
19	If they support significant amount of money towards the trails they use	10/17/2017 11:07 AM
20	I am supportive of this in concept but concerned as to the impact specifically to wildlife should be mitigated where possible	10/16/2017 4:51 PM
21	I would be more comfortable with it if I knew exactly the economic impact vs. environmental/wildlife impact, and if money is being funneled towards trail maintenance or to support groups like the GCC	10/16/2017 10:45 AM
22	In support of limited use. More maintenance will be required. Local use and economic benefits must be balanced.	10/16/2017 9:30 AM
23	Animal habitat -e.g. grizzly bear - needs to be protected - some downhill biking trails conflict with grizzly moms and cubs.	10/15/2017 9:38 PM
24	I support events but not the amount we see every summer on our trails. 3-4 mtbike events are too many for our limited trail network. Too many events in a season create wear & tear on the trail network that is also used by locals and other tourists who come for multi day use or the day. Hard to bring back trails to original condition. One shot high impact races can deplete trail integrity that other tourists come to use for the remainder of the season. If the limited trails are highly impacted by 2,3 & 4 events, other mtbiker's from out of town who also contribute to the economy will cease to come or the word will get out in the larger mtbike community that the trails are in poor shape. This has happened the last 2 yrs. Something that is perhaps hard to quantify but anecdotally this is so.Golden & Area does not have a huge trail network that can encompass more than 1 event in my opinion. In particular Enduro Race events are particularly hard on trails. Event organizers do contribute a nominal fee per participant. Then it is encumbant on the club to repair the trail by hiring a crew do so. From a local's point of view the trails have changed because of these events. And then there is the continual logging in the wood-lot's that have truly changed the trail and nature experience. That is another subject and a contentious one at that. To clarify:I am not opposed to mtbike or trail running events. Most, but not all:(ie: Enduro series has not been a good thing for our valley) have been very well organized, super fun and good for the community, my point is that 3-4/ summer is way too much	10/15/2017 12:41 PM
25	As long as someone cleans up the mess that's fine, I will just choose to leave town when these events happen	10/15/2017 12:10 PM
26	The financial benefit for the restaurants, hotels and the town of Golden as a whole is huge for these events, but cost of repair and maintance of the trails following is far more costly then the financial consideration that the bike club receives. More public/private money has to go into maintains thes trails.	10/15/2017 10:16 AM
27	While I don't believe we should put a ban on all events. I think that careful planning and consideration needs to be made regarding the events permuted and trails that they utilize. In the past numerous events have relied upon single trails as cornerstones to their events leading to unsustainable trail degradation. Many have offered up trail funds to offset this reality but this rarely suffices. At the very least events should be forced to adopt lesser maintained or used trails so they can leave our networks in better condition rather than the opposite.	10/14/2017 11:19 AM
28	Sometimes, within reason and what our trails can manage and be compensated for	10/13/2017 7:57 AM
29	As long as environmental assessments, appropriate signage, traffic management and external communications are provided/followed I am fine with events. I would like to see an overall strategy for the area so that the right number and type of events are brought to Golden	10/12/2017 9:32 PM
30	No. Commercial events should be on commercial trails. Community events could be given special permission to use trails. The other option is to allow commercial events to build or 'ride in' a new trail for an event and then have it adopted by the club.	10/12/2017 9:28 PM
31	Not for bike races, there is too much erosion on our bike trails after the enduro events and they are left in terrible condition for the hundreds of local riders who bike those trails every day	10/12/2017 9:22 PM
32	Yes, but important to remain vigilant of environmental and other possible negative impacts	10/12/2017 8:05 PM
33	Yes, but need strict guidelines for organizers and trail repair and mantenanc	10/11/2017 8:49 AM
34	Yes but those groups should contribute $ to fixing trails afterwards.	10/11/2017 12:04 AM
35	running events yes mountain biking no	10/10/2017 9:42 PM
36	Yes, if controlled and cleaned up after. Non motorized only, though.	10/10/2017 6:11 PM
37	As long as it’s done with respect to others	10/10/2017 11:01 AM
38	I support yet if the weather is creating poor conditions and in turn can damage the trail integrity, then it should be postponed or cancelled. This has happened in the past	10/9/2017 10:51 PM
39	Yes to trail running because it has very little impact on the trails. Mountain biking races should come with significant donations to the GCC to repair trails and be limited to certain trails that can withstand the volume. T4 and LSD for example we’re signifucantly damaged this year.	10/9/2017 10:37 PM
40	these races bring lots of benefit to our community.Hopefully some of the profits go to trail maintenance.	10/9/2017 8:52 PM
41	I feel impact if any on wildlife should be the first consideration .	10/9/2017 6:06 PM
42	Yes, but the race/event organization need to give back more. It should also be based on the amount needed to restore trails being used.	10/9/2017 3:32 PM
43	Yes, but races need to be giving more to the cycling club for trail maintenance	10/9/2017 1:22 PM
44	I do support the organized races and events, but do believe there is a carrying capacity for the community and the trails. Wildlife can be impacted, trail quality can go down with over use. No doubt Golden has been "discovered" Too many events with camping in the ball fields negatively impacts the people living adjacent to the events. Some trails being loved to death.	10/9/2017 12:55 PM
45	If enough of profit is put into repair and maintenance of trails. Race organizers are profiting off trail builders blood and sweat; especially when races are held on non-sanctioned trails	10/9/2017 11:59 AM
46	Yes as long as they return the trail to the same condition before the race (ex fix damage caused by biking in muddy weather), and that the repairs are done in a timely manner after the race	10/9/2017 11:50 AM

47	Yes but for mtn bike races money needs to be set aside for significant trail work after the race. Repairs need to be done to restore them to the condition they were in prior to the race. This isn't always happening and it is a shame to see trails compromised for the sake of one race.	10/9/2017 10:57 AM
48	Yes with considerations for trail repair	10/9/2017 9:22 AM
49	It depends on the numbers, where and time of year. We should all be respectful to wildlife.	10/9/2017 12:26 AM
50	Yes, but I'd like the event organizers to be considering of wildlife denning sites and overactive areas to plan their course as well as added maintenance to the trails after the events.	10/8/2017 8:20 PM
51	Within reason	10/8/2017 1:09 PM
52	Yes, If the events are limited to only a few a year.	10/8/2017 9:34 AM
53	Running races are great but the bike races rapidly erode the trails	10/7/2017 9:24 PM
54	need to be aware of wildlife corridors	10/7/2017 3:28 PM
55	These need to be addressed on an individual basis. Events and races can build not just the economy but also comraderie between groups. Negative impacts need to be mitigated. perhaps funds for trail rehab, choosing the time of year to lessen wildlife impacts, etc. Organizations that take more than they give or think we owe them the opportunity don't get invited back.	10/6/2017 11:27 AM
56	if it can b shown beyond a doubt that significant impact on wildlife, trail condition, and maintenance has been understood and mitigated against.	10/5/2017 6:22 PM
57	only if an environmental impact study is done or if they are using their own trails i.e like the Nordic club does for Loppets and races	10/5/2017 5:51 PM
58	I am in support but better repairs need to be done to the trails after the races. Race organizers should also be requested to consult with the community or interest groups before using particular trails.	10/5/2017 3:38 PM
59	It depends upon the extent and duration and nature of the impacts, as well as the economic benefits.	10/5/2017 2:52 PM
60	I have serious reservations about the impact of large events/races beyond just trail conditions, but also on parking and general quality of life for residents in the community. Looking to our neighbours in Banff and Canmore, both communities are struggling with the negative consequences for residents given the high frequency of events bringing thousands of visitors into town. It is, in fact, one of the reasons we left Canmore. I don't think the solution is to eliminate these events all together, but to significantly limit them, and to look for ways to mitigate the impacts.	10/5/2017 12:49 PM
61	Yes but must be balanced with significant investment BACK into the trail system. I have felt so far that the races have helped boost the region's local tourism which is great, and that clubs/orgs have put a lot of resources back into the trails to ensure they are welll-maintained. I think more support for the clubs to build/maintain their travels, when they are helping create such local economic stimuli, would be justifiable and more than fair!	10/5/2017 11:21 AM
62	I am in favour of these events being held, but there needs to be better management, insight and action taken after such events. GoldenXXXXis less of an impact then Mountain Biking Enduro races where bikers are going as fast as possible over terrain. For instance, the trail LSD was hammered after the enduro race and its poor condition remained the rest of the summer. There needs to be a price on the use and abuse of these trails for high impact events, so that the general public/local community can still enjoy these great trails after such events. I see the positive impact the Golden bike race, and GoldenXXXX has on the community and I am in full support, but better mitigation is necessary to make this sustainable.	10/5/2017 10:17 AM
63	Yes but smaller events. Large events tend to have a greater negative impact and I question the economic benefits vs. damage	10/5/2017 9:51 AM

Q12 Some communities in BC are establishing broader umbrella organizations for all trail user groups (motorized + non-motorized). Examples of these organizations include The Shuswap Trail Alliance, The Sunshine Coast Trail Alliance, and The Squamish Trail Society.Do you feel that establishing a larger trail organization with representation from each user group would be beneficial for Golden and Area A?

Answered: 266 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	67.29%	179
No	5.64%	15
I don't know	20.30%	54
Other (please specify)	6.77%	18
TOTAL		266

#	OTHER (PLEASE SPECIFY)	DATE
1	Users have to be responsible and respectful of all users and wild life	10/21/2017 3:29 PM
2	While I feel this would be beneficial, the other areas that have a Trail Alliance are much larger and would have a much bigger population to draw from	10/20/2017 11:56 PM
3	Yes, Columbia-Shuswap Region	10/20/2017 5:06 PM
4	Yes, absolutely it will totally help, make new connections	10/20/2017 3:38 PM
5	Doesn't GBRAP already exist in the Golden area so why are we trying to change something that already exists and works?	10/20/2017 3:17 PM
6	I am part of the Shuswap Trail Alliance and find it very valuable.	10/20/2017 2:21 PM
7	Maybe. It depends on the method in which people communicate and the effectiveness of people to work together.	10/18/2017 12:10 PM
8	Depends.	10/18/2017 6:40 AM
9	as long as ALL user groups are represented, not only the ones with paid staff	10/17/2017 9:55 PM
10	There is GORA and existing outdoor recreation group.	10/16/2017 10:19 PM
11	I do not see any reason to change let alone form user groups. Every individual and group has the same rights to enjoy these areas as they see fit	10/14/2017 10:32 PM
12	Everyone should work together a share trails.	10/12/2017 5:53 PM
13	this has been done, see GBRAC	10/12/2017 10:50 AM
14	It will become dominated by the none motorized groups and victimize the less vocal motorized users	10/9/2017 1:19 PM
15	It would benefit the unrepresentated groups like hikers but may slow down well established groups like gcc	10/9/2017 9:22 AM
16	I thought we had a well established user group plan. In fact, I had volunteered by attending meetings during it's inception.	10/9/2017 7:56 AM
17	To many organization get thing way to complicated and expensive to the government to offer fundings	10/5/2017 11:34 AM
18	depends on who's represented, how they engage community, the decision-making process and influence of this group, ETC. I would need more information and thinking to decide if this was a good idea or not.	10/5/2017 11:21 AM

Q13 What are the highest priorities for trails in Golden and Area A looking forward to the next 5-10 years and beyond? Please rank your top 5 (or more if you like)

Answered: 261 Skipped: 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Ongoing maintenance + funding support	38.16% 79	21.26% 44	15.94% 33	9.18% 19	8.21% 17	2.90% 6	0.97% 2	0.48% 1	0.00% 0	0.00% 0	0.00% 0	0.48% 1	0.00% 0	0.00% 0
Trail Connectivity - Making small connections within existing trail network	5.05% 5	16.16% 16	21.21% 21	21.21% 21	15.15% 15	5.05% 5	2.02% 2	1.01% 1	3.03% 3	1.01% 1	2.02% 2	1.01% 1	1.01% 1	1.01% 1
Trail Connectivity - New Trails - Making larger connections to destinations and regional trail networks	20.00% 29	23.45% 34	17.93% 26	12.41% 18	15.17% 22	2.76% 4	0.69% 1	1.38% 2	1.38% 2	1.38% 2	0.00% 0	0.00% 0	0.00% 0	0.69% 1

Signage and Wayfinding Improvements	6.41% 5	21.79% 17	21.79% 17	11.54% 9	8.97% 7	11.54% 9	0.00% 0	7.69% 6	0.00% 0	2.56% 2	0.00% 0	0.00% 0	0.00% 0	1.28% 1
Trail Infrastructure i.e. Parking, Benches, Washrooms, etc.	4.94% 4	13.58% 11	19.75% 16	9.88% 8	22.22% 18	6.17% 5	6.17% 5	3.70% 3	3.70% 3	2.47% 2	2.47% 2	2.47% 2	2.47% 2	0.00% 0
Barrier Free – Accessible Trails	9.26% 5	5.56% 3	11.11% 6	16.67% 9	9.26% 5	9.26% 5	7.41% 4	3.70% 2	5.56% 3	3.70% 2	0.00% 0	1.85% 1	3.70% 2	3.70% 2
Education - Trail Etiquette, Ethics, Other users, Dogs	4.71% 4	11.76% 10	9.41% 8	28.24% 24	11.76% 10	4.71% 4	9.41% 8	4.71% 4	2.35% 2	3.53% 3	3.53% 3	1.18% 1	1.18% 1	0.00% 0
Education or further Study– Environmental Impact, Reducing Wildlife Conflict, Wildlife Corridors, Rare Plants, Sensitive Habitat	13.79% 12	13.79% 12	11.49% 10	21.84% 19	14.94% 13	1.15% 1	0.00% 0	4.60% 4	4.60% 4	2.30% 2	0.00% 0	4.60% 4	1.15% 1	0.00% 0
Interpretive Trails	0.00% 0	0.00% 0	3.23% 1	6.45% 2	19.35% 6	9.68% 3	0.00% 0	9.68% 3	9.68% 3	9.68% 3	9.68% 3	0.00% 0	0.00% 0	3.23% 1
Reclamation of Trails in Poor Condition or Not Receiving Use	5.38% 5	20.43% 19	16.13% 15	15.05% 14	9.68% 9	6.45% 6	1.08% 1	3.23% 3	1.08% 1	4.30% 4	4.30% 4	2.15% 2	0.00% 0	2.15% 2
Preservation/Conservation of Wild Spaces – No Trail Development Zones	19.70% 13	13.64% 9	4.55% 3	9.09% 6	12.12% 8	4.55% 3	9.09% 6	4.55% 3	0.00% 0	4.55% 3	3.03% 2	1.52% 1	4.55% 3	1.52% 1
Green Trails – Non-motorized	6.56% 4	6.56% 4	13.11% 8	16.39% 10	18.03% 11	6.56% 4	3.28% 2	4.92% 3	1.64% 1	1.64% 1	4.92% 3	4.92% 3	1.64% 1	3.28% 2
Blue Trails – Non-motorized	2.86% 2	14.29% 10	11.43% 8	15.71% 11	17.14% 12	8.57% 6	4.29% 3	2.86% 2	2.86% 2	4.29% 3	1.43% 1	0.00% 0	2.86% 2	1.43% 1
Black/Double Black - Non-motorized	14.93% 10	14.93% 10	16.42% 11	5.97% 4	13.43% 9	4.48% 3	7.46% 5	0.00% 0	4.48% 3	0.00% 0	0.00% 0	1.49% 1	1.49% 1	4.48% 3
Skills Park – Non-motorized	2.27% 1	6.82% 3	15.91% 7	13.64% 6	6.82% 3	9.09% 4	4.55% 2	0.00% 0	0.00% 0	2.27% 1	0.00% 0	2.27% 1	2.27% 1	2.27% 1
Alpine Trails – Non-motorized	16.13% 15	13.98% 13	13.98% 13	12.90% 12	16.13% 15	5.38% 5	5.38% 5	2.15% 2	0.00% 0	2.15% 2	1.08% 1	1.08% 1	0.00% 0	1.08% 1
Heritage Trail Improvement i.e. Howe's Pass	10.71% 6	5.36% 3	10.71% 6	14.29% 8	14.29% 8	8.93% 5	10.71% 6	3.57% 2	5.36% 3	3.57% 2	0.00% 0	0.00% 0	3.57% 2	1.79% 1
Hut to Hut Access – Non-Motorized summer	0.00% 0	10.20% 5	6.12% 3	14.29% 7	12.24% 6	10.20% 5	10.20% 5	8.16% 4	6.12% 3	2.04% 1	2.04% 1	0.00% 0	4.08% 2	2.04% 1
Motorized Trail Network	46.77% 29	4.84% 3	3.23% 2	8.06% 5	0.00% 0	1.61% 1	1.61% 1	1.61% 1	0.00% 0	1.61% 1	0.00% 0	1.61% 1	0.00% 0	1.61% 1
Sustainable Trail Design and Construction	10.81% 12	15.32% 17	12.61% 14	9.91% 11	21.62% 24	4.50% 5	3.60% 4	3.60% 4	1.80% 2	1.80% 2	0.90% 1	1.80% 2	0.00% 0	0.00% 0
Working with Provincial Government to tailor policy regarding E-bikes specifically for Golden and Area A	13.16% 5	0.00% 0	15.79% 6	2.63% 1	2.63% 1	2.63% 1	2.63% 1	5.26% 2	5.26% 2	10.53% 4	0.00% 0	2.63% 1	0.00% 0	0.00% 0
Other	20.00% 3	0.00% 0	0.00% 0	6.67% 1	20.00% 3	0.00% 0	6.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0

Q14 Please add any comments, suggestions, or ideas you have regarding the priorities for the Golden and Area A - Regional Trail Strategy

Answered: 117 Skipped: 153

#	RESPONSES	DATE
1	Safe highway trails for walking/biking. Conservation of our natural environment so other species can thrive. Off leash dog park / walk in town. (Example: Nelson bc dog park)	10/22/2017 10:19 AM
2	Maintaining areas that are currently non-motorized as such (Johnsons road for example)	10/21/2017 7:04 PM
3	Learning more about the area we live in and getting back to nature very important for the younger generation	10/21/2017 3:29 PM
4	Here's hoping to seeing everyone out and respectfully enjoying our trails. They are world class and a valuable part of our community.	10/21/2017 7:54 AM
5	Sure would be nice for easy access with large vehicles in a fenced area free from wildlife access to camp ground but access to trails by a lake to go kayaking and bike riding	10/20/2017 11:25 PM
6	Gorman Lake is a beautiful alpine setting but no longer accessible so is the Mummery glacier. I would be happy to pay fees to be able to access these spots in a non 4x4 vehicle. The nordic ski trails are class A. Love them and want them here forever!	10/20/2017 9:15 PM
7	Stay away from motorized use. Make Golden and Area A known for its quietness and don't bend down at the alter of "economic development stats showing how much beer the snow machiners drink and therefore the money that entails. We are blessed here let's keep those aspects real!!	10/20/2017 9:14 PM
8	Improving trail access by way of investments in key FSRs is imperative and not listed on the survey. Also, clarification of whether e-bikes are or are not motorized is key and will reduce future potential conflicts with gasoline-powered motorized user groups.	10/20/2017 6:39 PM
9	Keep motorized vehicles no matter which type AWAY from Equestrian Trails. MV's should include mountain and fat bikes of all kinds.	10/20/2017 5:06 PM
10	I support the improvement of Howse Pass Trail for horses and hiking	10/20/2017 5:02 PM
11	Survey is not clear on green/blue/black and alpine trails and can only assume that it involves use by mountain bikers. I am totally against any use of alpine habitat except for the established walking trails. This includes the increasing bike activity in that area!	10/20/2017 3:17 PM
12	upgrade the trail to Howse Pass, a special place and the TCT.	10/20/2017 2:54 PM
13	Local People need to be listened to.	10/20/2017 2:47 PM
14	Create Equine trails	10/20/2017 2:43 PM
15	Important to have a Regional Trail Strategy and all user groups should be included.	10/20/2017 2:14 PM
16	All trails should be multi-use.....no one activity should get preference over another in any area. We can all get along if we respect and acknowledge eachother and eachother preferred recreation activity	10/20/2017 1:02 PM
17	HCBC supports development/maintenance/restoration of heritage trails for equestrian use.	10/20/2017 12:12 PM
18	It is a great idea to work on the Howse Trail as a hiking/equestrian trail.	10/20/2017 11:43 AM
19	Please contact Brian Wallace (president) from the Robson Valley chapter of Back Country Horsemen of BC on our website at bchorsemen.org under Contacts and Events	10/20/2017 10:26 AM
20	I would like to see road Improvement to Cedar Lake, like grading and dust control measures. Access road to Gorman Lake needs to be improved to allow access by two wheel drive vehicles. Establish road access to upper Blaeberry above km 26 washout for hiking, hunting, fishing, mountaineering, camping.	10/20/2017 1:18 AM
21	Some equations have too many choices and could/should be narrowed down.	10/19/2017 9:24 PM
22	I would like to see any major trail developments undergo robust environmental impacts studies (especially, though not exclusively, in the case of motorized trails). Having said that, a well-planned 'signature' alpine biking trail would be an asset to Golden's growing mountain bike tourism industry. Also- a wide, low-grade, smooth trail that is navigable with a chariot (by bike or foot) would be a fantastic addition for locals and tourists, alike. Portions of the Rotary Trail are fantastic for this, but a forested trail with a more 'backcountry' feel would provide a great outing for families and beginner xc cyclists.	10/19/2017 8:52 PM
23	It would be nice to have some trails for fat biking in the winter, you need trails groomed to get people interested but you need to have people interested to justify grooming. It is tough and I will continue packing a few loops for use this winter	10/19/2017 5:53 PM
24	More access points to the Columbia River for canoes and paddleboards.	10/19/2017 5:44 AM
25	increase access (launch sites) for paddling the blaeberry and Columbia from Golden to Donald efforts to protect alpine environments from eBikes and helidrops by mountain bikers designated eBike Trails	10/18/2017 9:27 PM
26	Please see my comments above. Thank you very much for this opportunity to provide input to shaping the future of the wonderful trails of the Golden area.	10/18/2017 4:21 PM
27	Would like to see more "put in" access points for canoeing/kayaking/paddle boarding along the Columbia River Wetlands. It's a great place to enjoy nature and promote tourism but there are too few areas to enter the river.	10/18/2017 4:12 PM
28	Thank you for this assessment. I look forward to seeing the outcomes from this questionnaire.	10/18/2017 12:10 PM
29	There seems to be a major bias towards non-motorized; the last question lumps all motorized development into one question: what about all the other user groups?? 22 priorities; and only one for motorized; wtf??	10/18/2017 9:37 AM
30	Education should include (1) respecting private land and not entering without permission, and (2) minimizing impact to public land.	10/17/2017 5:41 PM

31	We need to develop more x country trails and snow shoe trails in the valley, not at the resort, to make them more accessible to everyone	10/17/2017 3:42 PM
32	A paved trail from Nicolson to town would be amazing, so we don't have to use the highway.	10/17/2017 11:47 AM
33	We should not allow e-bikes on crown land. They move to quickly up the trail that this could cause a hazard with an on coming downhill walker/cyclist.	10/17/2017 11:10 AM
34	I don't use an e-bike (as yet- possibly one day!), but have ridden with others who use pedal-assist e-bikes and having seen them in action, I believe these bikes do not contribute to trail damage/erosion and are generally speed limited so do not pose a danger to others. It gives older people & people with health issues a chance to get outside and enjoy the trail system and those with differing abilities the ability to ride as a group, so I am in favour of finding a compromise where pedal assist e-bike users are not prohibited from using certain trail systems, such as the moonraker trails.	10/17/2017 10:54 AM
35	River access to the lower canyon should be top priority	10/17/2017 10:16 AM
36	Need more easy access in rural areas like along the Columbia	10/16/2017 6:27 PM
37	Specific suggestion is to make Dawn Mountain trails used for more moderate non-motorized activities. I include e-bikes in that as they are trending upwards with the aging population.	10/16/2017 4:51 PM
38	Better bike connection with the Golden/Donald upper road from the bike/walk paved trail up the hill.	10/16/2017 9:30 AM
39	Thanks for undertaking this important issue. Golden is renowned for its excellent and abundant mountain biking/running trails, while the surrounding parks are famous for their hiking trails. We have the same potential for outstanding hikes to local areas - Mt. Moberly, Kapristo Mtn, the wetlands, etc, etc. It would be nice to see trails to these areas not only developed (for example the hike to Table Mtn is incredible) but to have the associated parking and signage as well. No small feat but thanks for reaching out for input from the community!	10/16/2017 8:05 AM
40	If trails ever get approved on existing commercial use property then the stake holder should be covered for any added insurance costs.	10/16/2017 6:08 AM
41	Protection of our wild areas is paramount. there does not need to be a conflict with economics, because more people are now realising the importance of this	10/15/2017 9:38 PM
42	It would be great for locals and visitors to have 2-3 iconic trails in the Golden area, similar to e.g the Iceline trail. These trails require good accessibility, sufficient length and scenic highlights.	10/15/2017 7:30 PM
43	Keep motorized bikes (inc e-bikes) of trails that suffer from heavier vehicles Create more winter fat biking opportunities Make the lower part of the Kicking Horse River accessible to rafting (other than heli rafting) again. It will help the economy and also make it more accessible for the not so privileged	10/15/2017 5:33 PM
44	There is an economic benefit to our community's cycling and outdoor activity network. Let's keep it an A+ location.	10/15/2017 5:23 PM
45	Alpine trail development for mtbiking is a high priority throughout BC. This is on every mtbiker's radar from around the world. This is where development needs to take place with goodplanning and excellent development the area will see a big bump in #'s from this sector of the sport. Secondly access to.Golden's 2 very high use/high value user areas - Cedar Lake and Gorman Lake. Cedar Lake Road is a dusty dustpit every summer. It needs occasional maintenance for potholes but dust control is an absolute must. Gorman Rd access is pitiful. Left to become far too rugged for many vehicles this gem should have a Publuc/Private/Partnership to get this road up to snuff so that the only really good close to Golden hike with a lake can regain the proper access it should for locals and tourists alike. Otherwise the tourist's just move on to the next town that can offer this experience. The deterioration of this road has limited many users. MOF should also be contributing to this whether they're logging or not. As well as Min. of Tourism, Area A and ToG...a multi-stakeholder funding initiative could be the solution.	10/15/2017 12:41 PM
46	New trials must be approved within a much shorter period, taking 3years to get a trail approved is unacceptable. All levels of government must work together for the greater good of the community!	10/15/2017 10:16 AM
47	After the closure of the Columbia river due to the lack of "actual" user input. Everyone needs to be concerned when there is any talk about any type of change to our back country acess	10/14/2017 10:32 PM
48	Helicopters are for rich people and cause simply outrageous amounts of environmental damage. Please look in to limiting their future summer time use in our area Many of B.C's success stories including Pemberton, Whistler and Revelstoke have made these moves, however I don't believe that they offer appropriate means to access our sensitive trails. Lastly E bikes are silly so please ban them from most trails.	10/14/2017 11:19 AM
49	Communication across the various stakeholders is critical in order to work out a user group plan that is sensible, considerate, and long term.	10/13/2017 4:44 PM
50	I would ban any SUMMER commercial use of the alpine. The alpine is extremely sensitive and does not have an infinite lifespan of maintenance. However, outright banning is not the right approach. Hiking and biking in the alpine is sustainable as long as it follows a natural growth that does not exploit the resource nor promote it excessively. Races and events should not happen in the alpine. Heli drops should be limited to non-commercial use (not as the current tenure program limits, even more controlled). Heli accessed recreating destroys trails, disturbs wildlife, carries an extreme amount of ineffective politics, brings too many people into sensitive habitats, removes a natural crowd filter of physical capability and opens it up to a detached crowd of consumers that know it as nothing more than a product. In the end we will have higher quality trails that last longer and will even become world renowned but to a smaller group, rather than a flash in the pan that gets destroyed or tainted.	10/12/2017 9:28 PM
51	More snowmoblie access to alpine riding.	10/12/2017 5:53 PM
52	I am DEEPLY concerned by the increasing number of events that are using our trails in the last five years or so. These events benefit a very small number of individuals directly, but in my experience (and I have witnessed this first hand) have a negative effect on nature, the trail system, and the experience of locals. While I understand that there is some theoretical economic benefit to these events, these are at best short term, and pale in comparison to keeping people (locals) in our community full time (i.e., not weekenders); people who will invest both financially and culturally in our community over the long term. Many people move here for Golden's uncrowded trails and proximity to undeveloped nature. If you organize it "they" will come, and "they" will bring the crowded, competitive, angst that seems to define the "modern" mountain town (Canmore being a great example). This is the exact opposite of what many of us came to Golden for in the first place. Finally, any events that are allowed to use the community trail system should be organized and run by volunteers (i.e., no one person or for-profit group should be paid or receive payment to put on these events).	10/12/2017 12:17 PM

53	Consider that most if not all our (human) approach to wild lands and wildlife is exploitive and selfish. Wouldn't it be refreshing to consider an attitude where most of our still undeveloped regional district area "A" remains undeveloped with human activity restricted to areas previously developed, where impacts to wilderness and wildlife are minimal and mitigated? This area is special in that we still have the option to make those choices where others have already lost that opportunity. Canmore is a great case in point and a cautionary tale for Golden. What's missing in our approach to conservation, I believe, is a strong sense of altruism. We need to protect landscapes for their intrinsic, wildlife, conservation value, not for what we can get out of them. I know many people believe they have no impact on the environment, especially those who are non- motorized, whether that is hiking or biking or skiing. But we know they have negative impacts and there should be much of our area "A" where it is undeveloped and not promoted for recreational exploitation, wilderness, alpine and sensitive wetland and riparian habitats especially. Mountain biking and all motorized in the alpine should be off limits as we know that from past experience that as soon as trails are in, they are abused and heavily used, with people bring dogs and venturing off trail. Trails that were anticipated low use quickly are "discovered" and promoted through social media and other outlets, with hundreds if not thousands descending on them.	10/12/2017 10:50 AM
54	Motor bike trails	10/11/2017 5:29 PM
55	Golden has a large snowmobile tourism industry and is not tapped into the same people that participate in motorized activities in the summertime. It may encourage more people to make larger and more permanent investments in golden. Studies have shown the the avg motorized user spends more while away on food and drinks than a non-motorized user... just saying	10/11/2017 5:07 PM
56	We need to assure decisions are made with a long term view on Trail development/impact and use group co-existence.	10/11/2017 11:59 AM
57	Communication between user groups, an overall development strategy, focused trails that are activity specific and be very careful not to add to the red tape.	10/11/2017 8:49 AM
58	Enough of this non-motorized crap give us back our trails.	10/11/2017 8:40 AM
59	It would be nice if the trails that aren't currently mapped (some bike trails on mt 7 or behind Campbell road) could be added to existing maps. (Trailforks)	10/11/2017 12:04 AM
60	Motorized trails are a must in our area. We have many non motorized people saying there is lots of options, but no one wants to ride around to roads. It is dangerous and uneventful with very few destination options ei. Viewing areas. It would be great to build a motorized trail into Quartz Creek utilizing the Snowmobile clubs cabin with a sustainable trial (low impact) that reaches the alpine. It would be a huge draw to our area and give us a chance to showcase our incredible backcountry.	10/10/2017 9:08 PM
61	The trails were fine before. The user group making the most noise and claiming to be a green sport is the one doing the most damage with trails all over . It's pretty sad when I can't take my kids for a quad ride or a bike ride without running into someone that all they want to do is complain	10/10/2017 11:01 AM
62	I find the motox track in Golden is too dangerous. It's not a kid friendly track or adult for that matter. The landings are shaped like the ramps. Should be wedge shaped to help prevent injuries. There needs to be more spacing between features.	10/10/2017 10:38 AM
63	Just like snowmobiling, enduro motorized and ohv can have massive positive economic impact. Single track Trails can be very beneficial just like Revelstoke	10/10/2017 10:18 AM
64	The current priority should be to expedite the speed at which new trails can be sanctioned and built while encouraging volunteers to take part and learn what goes into the trails they use every week. This should reduce the feeling that individuals are powerless in the world of sanc trail.	10/10/2017 7:28 AM
65	Making more hiking trails from close to town. We have to drive away for hiking. i.e. improving Table Mountain trail, or impoving road to Gorman Lake trail head.	10/10/2017 3:12 AM
66	I'm interested in the E bike topic and comparing it to a trials bike.	10/9/2017 10:51 PM
67	A lot of people walk or bike along the highway from Habart and Nicholson to town. People even walk their dogs. It would be amazing to have a safe, beautiful path either along the highway or, better yet, near the river. I realize along the river is near impossible because it's CP land but one can dream!	10/9/2017 10:37 PM
68	A bit of a week survey. It's hard to please everyone but I definitely think that we could use more trails for motorized vehicles such as dirtbikes.	10/9/2017 9:35 PM
69	The Town and f Golden should ask the residents who use the trails for input, before doing any work (ex: making a new trail behind the High School and closing the old one , which is still open thanks to someone who spoke up)	10/9/2017 9:25 PM
70	Currently dirtbikers have to go to Revelstoke or Radium/invermere! There is nothing here! Moving from revelstoke to Golden I had to sell my dirt bike because of this. I would really like to get back into it but want to do it locally.	10/9/2017 7:47 PM
71	This is a bullshit one-sided survey that wants to build trails for non-motorized that will cut off access to moto trails	10/9/2017 6:38 PM
72	Brapppppp!!!!	10/9/2017 6:27 PM
73	I would like to see stiffer penalties and more enfourcement in building none approved trails.	10/9/2017 6:06 PM
74	Create new zones. Area's that can be developed to suit a certain skill set, IE Black zone, blue zone...	10/9/2017 3:32 PM
75	Classifying E-Bikes as either pedal assist or motorized (wattage/max speed) and restricting the motorized versions from non motorized trails and allowing pedal assist access would improve the accessibility of trails around Golden.	10/9/2017 12:08 PM
76	Pedestrian trail Nicholson to Golden (not highway shoulder) Diversification of pedal bike trails Reduce sprawl of pedal bike trails (use the areas already in use more effectively and efficiently) Shared	10/9/2017 11:59 AM
77	Need more work on the motocross track	10/9/2017 11:57 AM
78	It would be nice to see the Moto track be safer and easier for everyone. Or maybe something like revel stoke has .	10/9/2017 11:39 AM

79	We need more mountain bike trails that are on the more challenging side. Other areas in close proximity such as our neighbors in Revelstoke, have new trails which are very popular with mountain bikers who like jumps, berms, etc. While providing trails for all ability levels is very important, we already have a lot of blue and green trails. It would be great to see another few trails like hymenoptera! We have no other trails with progressive jumps and drops and it would be awesome to see more of this. It would also be great to have a jump and skills park. This is a great way for bikers if all levels to hone their skills by offering small, med, and large features and jumps in a small area. It would be a great addition to the area! I really hope to see our mtn bike trail system to continue to improve and grow. I just returned from a biking road trip across BC. And there are some amazing trail networks out there. I hope to see Golden bike trails measure up in the future. We have the potential to be awesome in this area but there is a lot of work ahead. I look forward to seeing new trails started in the spring!	10/9/2017 10:57 AM
80	Na	10/9/2017 10:55 AM
81	This survey is vague and broad I don't expect much from the results	10/9/2017 9:22 AM
82	Road access to popular trails has deteriorated greatly. ie: Gorman lake, The Mummery, Jeb and Susan lakes. Let's work on restoring those!	10/9/2017 7:56 AM
83	Ensuring invasive plant species are controlled. Wondering how the Columbia Wetland Management Area would be impacted by the Regional Trail Strategy.	10/8/2017 3:35 PM
84	Moto guys need their own network / area they can build in and develop. Club needs to build something other than green trails. Commuting in golden sucks, drivers are a-holes and the trails go nowhere.	10/8/2017 9:07 AM
85	Priority is to provide decent road access and signage to trailheads e.g.. Mummery Glacier, Gorman Lake	10/8/2017 8:50 AM
86	Work with the Ministry of Forests to revitalize the Forest Recreation Program. There are so many good trails and Rec sites out there that could be brought back to life with just a little TLC. example would be the Giant Cedars Boardwalk on the B road and improvements to Esplanade bay rec site.	10/8/2017 8:14 AM
87	Have qualified people doing the work. The latest “Selkirk Connector” from the campground up is a disaster ! Every tree that blew over in the wind storm was one that had had its roots cut off to make room for an ill designed trail that was someone’s personal agenda with no thought as to sustainability once these trees were compromised.	10/7/2017 9:45 PM
88	I would like to see a proper dirt jumping area within the town boundaries. Dirt jumping is very popular with younger people and helps to develop technical bike skills that cross over to trail riding and downhilling.	10/7/2017 9:24 PM
89	Time to fund a roving trail crew before this fabulous resource returns to nature.	10/7/2017 8:43 PM
90	Some questions were hard to understand. The last one about ranking things especially.	10/7/2017 3:31 PM
91	Access and maintenance along with enforcement	10/7/2017 3:28 PM
92	We need more trails and more networks between communities to provide easier access to everyone and also to commute without having to own a vehicle	10/7/2017 2:58 PM
93	Paved route from	10/7/2017 8:41 AM
94	Solidifying public access to some of the local rock climbing areas. Paved trail from Nicholson to Golden. Fix the road up to Gormon. 123ABC	10/6/2017 10:06 PM
95	It would be great if climbing access trails were incorporated into the trail strategy. We need trails to climbing areas that are built better, maintained, and have parking and signage, and if they were planned well they could connect with/ blend in with other user groups such as hikers, bikers, trail runners, etc.	10/6/2017 9:50 PM
96	Golden and Area A should seek to be exemplary in their planning, design, and execution of trail projects. Any future trail work should adhere to a set of core sustainability principles that ensure trails are built with care and respect for the environment, in a way that will lead to long-term trail and environmental stability, and years of user enjoyment. As most of the trails are on public land, trail groups have a responsibility to demonstrate sound stewardship of these lands. Provincial agencies overseeing trail funding and/or permitting should take a more active role in promoting sustainable trails and in monitoring trail developments to ensure that they do not result in negative impacts such as those described above. Finally, there needs to be some limits put on trail development - we share this land with thousands of other species, and they need their space too. We need to have some humility. We need to constrain our desire to put trails everywhere, and learn to be satisfied with what is already a pretty fantastic trail network.	10/6/2017 2:52 PM
97	there should be much of this area A closed to development of any kind and treated as wilderness, left for nature, biodiversity, and wildlife	10/6/2017 9:24 AM
98	Access to drainage mouths are an issue due to private property and wood lot ownerw	10/5/2017 10:22 PM
99	Priority is to identify a range of trails that the public would want to use and seek funding to open and maintain these trails ...build on a comprehensive trail network for the Go,den area that will satisfy locals and draw tourists to the Golden area	10/5/2017 9:57 PM
100	I think that a huge asset to the valley is being missed in not having a paved, separated bike path from Golden to Radium. Look at the use that the Legacy Trail in Canmore/Banff gets. The Valley between Radium and Golden is a part of the Golden triangle road ride, and if the trail was put in, it would get used by recreationalists and also by guiding outfits (I am the manager of a guiding outfit that would use it)	10/5/2017 9:07 PM
101	This survey seemed really wonky on Android mobile. Might skew your data.	10/5/2017 8:53 PM
102	I would like to see an inventory of trails of all types. Especially in areas where they may be threatened. Specifically, the north bench based on the possibility of a fracking sand project development. We also need to consider continued access issues with road deterioration - specifically regarding hiking trails.	10/5/2017 6:46 PM
103	we probably have enough trails in existence; more trails means more work and it also breaks up areas for wildlife. let's make the trails we have better for the users, and leave the rest alone.	10/5/2017 6:22 PM
104	would love to see signage to Thompson falls and Syd's trail....right now we get people dropping into our business asking for directions...we do not have time for that in our busy times!	10/5/2017 5:51 PM
105	More downhill trails! A skills park for progression for mountain biking inc. jumps, drops, etc from green - double black.	10/5/2017 5:20 PM
106	As an avid user of the mountain bike network most of the on trail interactions have been positive/friendly - I rarely see other user groups. As the popularity of alpine riding increases I think it's important to prioritize sustainable trail development.	10/5/2017 3:58 PM

107	Make mount 7 great again for downhill riding.	10/5/2017 3:22 PM
108	Must align with existing land use plans from the Provincial Government	10/5/2017 2:52 PM
109	It will be important that creating new trails does not impinge on the quality of life for residents who have chosen a quiet and somewhat removed location for a reason.	10/5/2017 2:14 PM
110	Please acknowledge that devopment of trails for motorized vehicles can have a high negative effect on homeowners and business owners ....keep those in areas where they will not disturb/impose the noise on others who do not want this .....sound issues, sleep issues, stress issues, business loss issues.	10/5/2017 2:06 PM
111	I would love to see cross country biking trails and cross country ski trails in the Blaeberry /Donald area dog friendly!!	10/5/2017 1:35 PM
112	Downhill shuttle trails in parson please	10/5/2017 12:57 PM
113	I would love to see parts of the Blaeberry limited to non-motorized traffic in the winter especially.	10/5/2017 12:49 PM
114	It would be fantastic to have new cross country mountain bike trails developed in the Blaeberry area as another area to explore and enjoy.	10/5/2017 12:22 PM
115	Recognizing that not all "values" are equal (i.e., motorized vehicle users have a significantly greater impact than non-motorized vehicle users). Let's get real. There might neeed to be some tough trade-offs and not everyone will be happy with the result, and our local politicians need to stand up for what's right. Motorized vehicle use is fine in limited and controlled ways but is ecologically harmful and also extremely distruptive. Do we want the kind of community where people are coming here from Alberta to rip around on their expensive fuel burning machines, or do we want a community more known for its sustainable development. I think building more trails would be great --- if done carefully with attention to wildlife needs (including plants) and human-wildlife interactions. Continued funding and maintenance of existing trails is just as important - we already have an extensive and wonderful trail network.	10/5/2017 11:21 AM
116	Creating access and protection of the following sites: Mummery Glacier Trail (road access improvement) Willowbank Trail (trail maintenance) Rock Climbing Crags on Kapristo Mountain (trail access created and protected) Gorman Lake (road access improvement) Rock Climbing Crags near Mt. 7 area (new trails developed) Glen/Kicking Horse canyon crags(trail maintenance) Blackwater Crags (trails created) Education and responsibility of motorized users in alpine environments. Specifically sledders in the Quartz, Lang, Gorman areas. Hiked through these zones this summer and was appalled by the amount of garbage left behind from these groups. Sled tracks, gerry cans, tools, wrappers etc littered everywhere. Something needs to be inforced to stop the tourist from disrespecting our sensitive alpine habitats.	10/5/2017 10:17 AM
117	Keep up the good work, Golden and Area A needs a plan to manage this in a smart way	10/5/2017 9:51 AM

What is the CSRD Golden and Area A Trail Strategy?

The Electoral Area A Regional Trail Strategy will be a comprehensive plan to guide the development and management of a sustainable trail network within the region. The plan will embrace a wide diversity of users (motorized/non-motorized) and consider cultural, environmental, social, health, and economic factors across Area A. The Regional Trail Strategy will bring stakeholder interests together to work toward common goals while strengthening area wide collaboration and partnerships. This plan will serve as an evaluation and decision making tool for trail development within Area A for the next 10 years and beyond. This Online Survey will run from **October 5th - October 20th, 2017.**

1. Where do you reside?

- [x] Golden
- [ ] Kicking Horse Mountain Resort
- [ ] Donald
- [ ] Blaeberry / North Bench
- [ ] Other (please specify)
- [ ] Nicholson / Habart
- [ ] Parson
- [ ] Field

2. What is your age?

- [ ] Under 18
- [ ] 18-25
- [ ] 26-35
- [ ] 36-45
- [ ] 46-55
- [x] 56-65
- [ ] 65+

3. How would you rate the quality of trails you frequently use and your overall satisfaction?

(Select all that apply and assign a value: Low-Medium-High)

Walking/Access to Places of Interest	H
Dog Walking	H
Trail Running	H
Outdoor Rock Climbing	
Day Hiking	H
Multi-Day Hiking	
Mountain Biking – Cross Country	
Mountain Biking – Downhill	
Cycling – Paved + Gravel Surface	
E-Bikes	

5. Are you currently a member of a trail user group that contributes to trail funding or maintenance?

- ( ) Yes
- ( ) No
- ( ) I don't know

If you care to let us know which group you are a member of please do so here

6. Have you experienced conflict with other trail user groups?

- (✓) Yes
- ( ) No

7. What recreation types have you experienced conflict with? While participating in this type of recreation, I have experienced conflict with (select all that apply)

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest	Bikes want you off Trail!	
Dog Walking	//	
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country		
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest		
Dog Walking		
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country		
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		
Ski Touring		
Nordic Skiing		
Snowmobiling		
Snowshoeing		
Fat Biking – Summer		
Fat Biking – Winter		
Trapping		

Other (please specify)

13. What are the highest priorities for trails in Golden and Area A looking forward to the next 5-10 years and beyond? Please rank your top 5 (or more if you like)

- [ ] Ongoing maintenance + funding support
- [✓] Trail Connectivity - Making small connections within existing trail network
- [✓] Trail Connectivity - New Trails - Making larger connections to destinations and regional trail networks
- [ ] Signage and Wayfinding Improvements
- [ ] Trail Infrastructure i.e. Parking, Benches, Washrooms, etc.
- [✓] Barrier Free – Accessible Trails
- [ ] Education - Trail Etiquette, Ethics, Other users, Dogs
- [ ] Education or further Study– Environmental Impact, Reducing Wildlife Conflict, Wildlife Corridors, Rare Plants, Sensitive Habitat
- [ ] Interpretive Trails
- [ ] Reclamation of Trails in Poor Condition or Not Receiving Use
- [ ] Preservation/Conservation of Wild Spaces – No Trail Development Zones
- [ ] Green Trails – Non-motorized
- [ ] Blue Trails – Non-motorized
- [ ] Black/Double Black - Non-motorized
- [ ] Skills Park – Non-motorized
- [ ] Alpine Trails – Non-motorized
- [ ] Heritage Trail Improvement i.e. Howe's Pass
- [ ] Hut to Hut Access – Non-Motorized summer
- [✓] Motorized Trail Network
- [ ] Sustainable Trail Design and Construction
- [ ] Working with Provincial Government to tailor policy regarding E-bikes specifically for Golden and Area A
- [ ] Other Snow Mobiling.

14. Please add any comments, suggestions, or ideas you have regarding the priorities for the Golden and Area A - Regional Trail Strategy

CSRD

What is the CSRD Golden and Area A Trail Strategy?

The Electoral Area A Regional Trail Strategy will be a comprehensive plan to guide the development and management of a sustainable trail network within the region. The plan will embrace a wide diversity of users (motorized/non-motorized) and consider cultural, environmental, social, health, and economic factors across Area A. The Regional Trail Strategy will bring stakeholder interests together to work toward common goals while strengthening area wide collaboration and partnerships. This plan will serve as an evaluation and decision making tool for trail development within Area A for the next 10 years and beyond. This Online Survey will run from **October 5th - October 20th, 2017**.

1. Where do you reside?

- [x] Golden
- [ ] Kicking Horse Mountain Resort
- [ ] Donald
- [ ] Blaeberry / North Bench
- [ ] Other (please specify)
- [ ] Nicholson / Habart
- [ ] Parson
- [ ] Field

2. What is your age?

- [ ] Under 18
- [ ] 18-25
- [ ] 26-35
- [x] 36-45
- [ ] 46-55
- [ ] 56-65
- [ ] 65+

3. How would you rate the quality of trails you frequently use and your overall satisfaction?

(Select all that apply and assign a value: Low-Medium-High)

Walking/Access to Places of Interest	High
Dog Walking	High
Trail Running	
Outdoor Rock Climbing	
Day Hiking	High
Multi-Day Hiking	
Mountain Biking – Cross Country	High
Mountain Biking – Downhill	
Cycling – Paved + Gravel Surface	
E-Bikes	

5. Are you currently a member of a trail user group that contributes to trail funding or maintenance?

- [x] Yes
- [ ] No
- [ ] I don't know

If you care to let us know which group you are a member of please do so here

6. Have you experienced conflict with other trail user groups?

- [x] Yes
- [ ] No

7. What recreation types have you experienced conflict with? While participating in this type of recreation, I have experienced conflict with (select all that apply)

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest		
Dog Walking		
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country	Mountian bikers don't like to share trails with motor bikes and have taken over most trails That used to be motor bike trails	
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest		
Dog Walking		
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country		
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		
Ski Touring		
Nordic Skiing		
Snowmobiling		
Snowshoeing		
Fat Biking – Summer		
Fat Biking – Winter		
Trapping		

Other (please specify)

13. What are the highest priorities for trails in Golden and Area A looking forward to the next 5-10 years and beyond? Please rank your top 5 (or more if you like)

- Ongoing maintenance + funding support
- Trail Connectivity - Making small connections within existing trail network
- Trail Connectivity - New Trails - Making larger connections to destinations and regional trail networks
- Signage and Wayfinding Improvements
- Trail Infrastructure i.e. Parking, Benches, Washrooms, etc.
- Barrier Free – Accessible Trails
- Education - Trail Etiquette, Ethics, Other users, Dogs
- Education or further Study– Environmental Impact, Reducing Wildlife Conflict, Wildlife Corridors, Rare Plants, Sensitive Habitat
- Interpretive Trails
- Reclamation of Trails in Poor Condition or Not Receiving Use
- Preservation/Conservation of Wild Spaces – No Trail Development Zones
- Green Trails – Non-motorized
- Blue Trails – Non-motorized
- Black/Double Black - Non-motorized
- Skills Park – Non-motorized
- Alpine Trails – Non-motorized
- Heritage Trail Improvement i.e. Howe's Pass
- Hut to Hut Access – Non-Motorized summer
- Motorized Trail Network
- Sustainable Trail Design and Construction
- Working with Provincial Government to tailor policy regarding E-bikes specifically for Golden and Area A
- Other

14. Please add any comments, suggestions, or ideas you have regarding the priorities for the Golden and Area A - Regional Trail Strategy

I mountian bike and also motor bike it seems that th mountian bikers have taken over all the trail systems even the ones we used for motor bikes not much left for motorized

CSRD

What is the CSRD Golden and Area A Trail Strategy?

The Electoral Area A Regional Trail Strategy will be a comprehensive plan to guide the development and management of a sustainable trail network within the region. The plan will embrace a wide diversity of users (motorized/non-motorized) and consider cultural, environmental, social, health, and economic factors across Area A. The Regional Trail Strategy will bring stakeholder interests together to work toward common goals while strengthening area wide collaboration and partnerships. This plan will serve as an evaluation and decision making tool for trail development within Area A for the next 10 years and beyond. This Online Survey will run from **October 5th - October 20th, 2017**.

1. Where do you reside?

- ( ) Golden
- ( ) Kicking Horse Mountain Resort
- ( ) Donald
- ( ) Blaeberry / North Bench
- (X) Nicholson / Habart
- ( ) Parson
- ( ) Field
- ( ) Other (please specify)

2. What is your age?

- ( ) Under 18
- ( ) 18-25
- (X) 26-35
- ( ) 36-45
- ( ) 46-55
- ( ) 56-65
- ( ) 65+

3. How would you rate the quality of trails you frequently use and your overall satisfaction?

(Select all that apply and assign a value: Low-Medium-High)

Walking/Access to Places of Interest	Med
Dog Walking	/
Trail Running	
Outdoor Rock Climbing	
Day Hiking	High
Multi-Day Hiking	Med
Mountain Biking – Cross Country	High
Mountain Biking – Downhill	
Cycling – Paved + Gravel Surface	Med
E-Bikes	

5. Are you currently a member of a trail user group that contributes to trail funding or maintenance?

- [ ] Yes
- [x] No
- [ ] I don't know

If you care to let us know which group you are a member of please do so here

6. Have you experienced conflict with other trail user groups?

- [x] Yes
- [ ] No

7. What recreation types have you experienced conflict with? While participating in this type of recreation, I have experienced conflict with (select all that apply)

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest		
Dog Walking		
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country	Building trails new/over After being told/asked!	Water Source pickups
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest		
Dog Walking		
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country		
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		
Ski Touring		
Nordic Skiing		
Snowmobiling		
Snowshoeing		
Fat Biking – Summer		
Fat Biking – Winter		
Trapping		

Other (please specify)

13. What are the highest priorities for trails in Golden and Area A looking forward to the next 5-10 years and beyond? Please rank your top 5 (or more if you like)

5	Ongoing maintenance + funding support
8	Trail Connectivity - Making small connections within existing trail network
7	Trail Connectivity - New Trails - Making larger connections to destinations and regional trail networks
	Signage and Wayfinding Improvements
	Trail Infrastructure i.e. Parking, Benches, Washrooms, etc.
6	Barrier Free – Accessible Trails
3	Education - Trail Etiquette, Ethics, Other users, Dogs
2	Education or further Study– Environmental Impact, Reducing Wildlife Conflict, Wildlife Corridors, Rare Plants, Sensitive Habitat
	Interpretive Trails
	Reclamation of Trails in Poor Condition or Not Receiving Use
1	Preservation/Conservation of Wild Spaces – No Trail Development Zones
	Green Trails – Non-motorized
	Blue Trails – Non-motorized
	Black/Double Black - Non-motorized
	Skills Park – Non-motorized
	Alpine Trails – Non-motorized
	Heritage Trail Improvement i.e. Howe's Pass
	Hut to Hut Access – Non-Motorized summer
	Motorized Trail Network
4	Sustainable Trail Design and Construction
	Working with Provincial Government to tailor policy regarding E-bikes specifically for Golden and Area A
	Other

14. Please add any comments, suggestions, or ideas you have regarding the priorities for the Golden and Area A - Regional Trail Strategy

Proper trail building not just fly by night, respect each other's needs. We all want the same thing in the end lets help each other out.'

What is the CSRD Golden and Area A Trail Strategy?

The Electoral Area A Regional Trail Strategy will be a comprehensive plan to guide the development and management of a sustainable trail network within the region. The plan will embrace a wide diversity of users (motorized/non-motorized) and consider cultural, environmental, social, health, and economic factors across Area A. The Regional Trail Strategy will bring stakeholder interests together to work toward common goals while strengthening area wide collaboration and partnerships. This plan will serve as an evaluation and decision making tool for trail development within Area A for the next 10 years and beyond. This Online Survey will run from **October 5th - October 20th, 2017.**

1. Where do you reside?

- ( ) Golden
- ( ) Kicking Horse Mountain Resort
- ( ) Donald
- (X) Blaeberry / North Bench
- ( ) Nicholson / Habart
- ( ) Parson
- ( ) Field
- ( ) Other (please specify)

2. What is your age?

- ( ) Under 18
- ( ) 18-25
- ( ) 26-35
- ( ) 36-45
- ( ) 46-55
- (X) 56-65
- ( ) 65+

3. How would you rate the quality of trails you frequently use and your overall satisfaction?

(Select all that apply and assign a value: Low-Medium-High)

Walking/Access to Places of Interest	M
Dog Walking	L
Trail Running	L
Outdoor Rock Climbing	L
Day Hiking	M
Multi-Day Hiking	L
Mountain Biking – Cross Country	L
Mountain Biking – Downhill	L
Cycling – Paved + Gravel Surface	L
E-Bikes	L

5. Are you currently a member of a trail user group that contributes to trail funding or maintenance?

- [x] Yes
- [ ] No
- [ ] I don't know

If you care to let us know which group you are a member of please do so here

I am a Member of ATV BC

6. Have you experienced conflict with other trail user groups?

- [ ] Yes
- [x] No

7. What recreation types have you experienced conflict with? While participating in this type of recreation, I have experienced conflict with (select all that apply)

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest		
Dog Walking		
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country		
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		

	(Select all that apply)	(Select all that apply)
Walking/Access to Places of Interest		
Dog Walking		
Trail Running		
Day Hiking		
Multi-Day Hiking		
Mountain Biking – Cross Country		
Mountain Biking – Downhill		
Cycling – Paved + Gravel Surface		
E-Bikes		
Equestrian		
Hunting / Fishing		
ATV/Off Highway Vehicle		
Organized races i.e. Golden Ultra, BC Enduro		
Motocross		
Trials Motorbiking		
Stand-up Paddle Boarding		
Kayak		
Canoeing		
White Water Rafting		
Ski Touring		
Nordic Skiing		
Snowmobiling		
Snowshoeing		
Fat Biking – Summer		
Fat Biking – Winter		
Trapping		

Other (please specify)

13. What are the highest priorities for trails in Golden and Area A looking forward to the next 5-10 years and beyond? Please rank your top 5 (or more if you like)

- 5 Ongoing maintenance + funding support
- Trail Connectivity - Making small connections within existing trail network
- Trail Connectivity - New Trails - Making larger connections to destinations and regional trail networks
- Signage and Wayfinding Improvements
- Trail Infrastructure i.e. Parking, Benches, Washrooms, etc.
- 1 Barrier Free – Accessible Trails
- 2 Education - Trail Etiquette, Ethics, Other users, Dogs
- Education or further Study– Environmental Impact, Reducing Wildlife Conflict, Wildlife Corridors, Rare Plants, Sensitive Habitat
- Interpretive Trails
- 3 Reclamation of Trails in Poor Condition or Not Receiving Use
- Preservation/Conservation of Wild Spaces – No Trail Development Zones
- Green Trails – Non-motorized
- Blue Trails – Non-motorized
- Black/Double Black - Non-motorized
- Skills Park – Non-motorized
- Alpine Trails – Non-motorized
- Heritage Trail Improvement i.e. Howe's Pass
- Hut to Hut Access – Non-Motorized summer
- 4 Motorized Trail Network
- Sustainable Trail Design and Construction
- Working with Provincial Government to tailor policy regarding E-bikes specifically for Golden and Area A
- Other

14. Please add any comments, suggestions, or ideas you have regarding the priorities for the Golden and Area A - Regional Trail Strategy

Laura Schumi

From: Minister, ENV ENV:EX <ENV.Minister@gov.bc.ca>
Sent: Thursday, July 12, 2018 4:03 PM
To: Laura Schumi
Subject: RE: Recycle BC Stewardship Plan Update
Attachments: Letter from Chair to Minister of Environment - Recycle BC, June 1 2018.pdf; 2018-05-04 Recycle BC Stewardship Plan Update.pdf

Importance: High

DM
BN
VCH
LS

☐CAO ☐Works ☐DS ☐Fin/Adm | ☐Agenda ☑Reg Board ☐In Camera ☐Other Mtg | Late Agenda July 19, 2018 | Ownership: File # 0410 - 20 - 18

JUL 13 2018

☐Ec Dev ☐IT ☐Parks ☐SEP ☐HR ☐Other | RECEIVED ☐Staff to Report ☐Staff to Respond ☐Staff Info Oly ☐Dir Mailbox ☐Dir Circulate | Ask Sent: ☐Fax ☐Mail ☐Email

CSRD Directors via Late Agenda

Reference: 316734

July 12, 2018

Rhona Martin, Chair
And Directors
Columbia Shuswap Regional District
c/o Laura Schumi
Email: LSchumi@csrd.bc.ca

Dear Chair Martin and Directors:

Thank you for your letter of June 1, 2018, regarding the Columbia Shuswap Regional District's concerns with Recycle BC's proposed extended producer responsibility plan.

I appreciate you sharing your views with me and can assure you that ministry staff are closely tracking all stakeholder comments on Recycle BC's draft plan as it moves forward.

As you already know, Recycle BC recently consulted on a draft of its plan. This was followed by further consultation on May 30, 2018, regarding the methodology used to calculate compensation rates for service providers. Please see the Recycle BC website for details. In response to comments by stakeholders and ministry staff, Recycle BC will repost an updated draft of their plan for consultation this summer. Further details can be found on the Recycle BC website.

In addition, on April 24, 2018, the ministry released a guidance document regarding producers paying the cost of managing obligated materials. This policy will be applied during the review of the Recycle BC plan, and other extended producer responsibility plans.

Ministry staff will continue to closely monitor and engage in the program plan review process, as well as the application of the new policy guidance as it pertains to the Recycle BC program. Should you wish to discuss further, please contact our ministry staff lead, Teresa Conner, Senior Policy Advisor, at 778 698-4882.

Thank you again for taking the time to write.

Sincerely,

George Heyman
Minister

From: Laura Schumi [mailto:LSchumi@csrd.bc.ca]
Sent: Monday, June 4, 2018 11:35 AM
To: Minister, ENV ENV:EX
Cc: Lynda Shykora; Director Martin
Subject: Recycle BC Stewardship Plan Update
Importance: High

Good afternoon,

Please find attached a letter from our Board Chair, Rhona Martin, with regard to the proposed changes to the Recycle BC Stewardship Plan.

Thank you for your attention to this.

Regards,

Laura Schumi | Administrative Clerk
Corporate Administration
Columbia Shuswap Regional District
T: 250.832.8194 | **F**: 250.832.3375 | **TF**: 1.888.248.2773
E: **lschumi@csrd.bc.ca** | **W**: **www.csrd.bc.ca**

This e-mail is CONFIDENTIAL. If you are not the intended recipient, please notify me immediately and delete this communication, attachment or any copy. Thank you.

COLUMBIA SHUSWAP REGIONAL DISTRICT

PO Box 978, 555 Harbourfront Drive NE, Salmon Arm, BC V1E 4P1
T: 250.832.8194 | F: 250.832.3375 | TF: 1.888.248.2773 | www.csrd.bc.ca

June 1, 2018 5360 01

VIA EMAIL: ENV.Minister@gov.bc.ca

The Honorable George Heyman
Minister of Environment and Climate Change Strategy
PO Box 9047 Stn Prov Govt
VICTORIA , BC V8W 9E2

Dear Minister Heyman:

RE: Recycle BC Stewardship Plan Update

At the Columbia Shuswap Regional District (CSRD) Board meeting held on May 17, 2018, the Board endorsed a resolution to send a letter to the Minister of Environment which outlines the CSRD's concerns with Recycle BC's proposed stewardship plan updates (see attached staff report for your reference).

Recycle BC is currently conducting a review of its stewardship program and CSRD staff participated in a consultation process and provided feedback and input to proposed changes in the program. Specifically, the following section from Recycle BC's March 2018 Packaging and Paper Product Extended Producer Responsibility Plan will have serious impacts on the CSRD's ability to establish new curbside recycling programs:

> ***4.3.2 New Curbside Programs***
>
> *Local governments in communities that did not have PPP curbside collection programs by May 2014, when the program was launched, are eligible to join the Recycle BC program as contracted collectors if they implement a PPP curbside collection program, provided each of the following criteria is met:*
>
> ***Packaging and Paper Product Extended Producer Responsibility Plan***
>
> 1) *A curbside garbage collection program was in place by May 2014;*
> 2) *The community represents an incorporated municipality; and*
> 3) *The community has a minimum population of 5,000 residents.*

If this section is accepted by the Province, the District of Sicamous, six Electoral Areas within the CSRD, and numerous other communities within British Columbia will not be eligible to receive any Recycle BC incentives to administer new curbside collection programs in the future. New curbside collection programs initiated to increase diversion of packaging and printed paper will have to be funded solely by the taxpayer. The stewardship group responsible for collecting packaging and printed paper should be responsible for funding new curbside collection programs. This section creates a disincentive that will unfairly marginalize communities, creates assumptions about provincial program motivations, decreases overall program effectiveness and severely reduces the likelihood of program development in smaller urbanized areas.

…/2

Furthermore, on January 1, 2015 the CSRD entered into an agreement with Recycle BC and accepted the market-clearing financial incentive to deliver depot collection at the CSRD's 18 recycling collection depots. In order to fund the total cost of the CSRD's recycle depot program, the CSRD contributes $500,000 annually through taxation, in addition to the financial incentive received.

Tax funded subsidies should be acknowledged and addressed in the March 2018 Packaging and Paper Product Extended Producer Responsibility Plan (Plan). Tax funded subsidization is inconsistent with the stewardship model stated in the Plan that, "the recycling program is funded by businesses that supply packaging and paper products to BC residents".

The CSRD is requesting the Ministry give serious consideration to the concerns contained within this letter. We look forward to continuing to work with Recycle BC to ensure that all British Columbians have access to the Recycling BC services through a fully funded producer responsibility stewardship model.

Yours truly,
COLUMBIA SHUSWAP REGIONAL DISTRICT
Per:

_____
Rhona Martin, Chair

Enclosure

BOARD REPORT

TO:	**Chair and Directors**	**File No:**	5360 01

SUBJECT: Update on Recycling Program Delivery in the CSRD

DESCRIPTION: Report from Ben Van Nostrand, Team Leader, Update on Recycling Program Delivery in the CSRD.

RECOMMENDATION #1: THAT: the Board authorize staff to send a letter to the Minister of Environment outlining the CSRD's concerns with Recycle BC's proposed stewardship plan updates.

SHORT SUMMARY:

On September 12, 2013 the Board authorized acceptance of the Depot Collection Incentive offer with Multi-Materials British Columbia (Recycle BC). Effective January 1, 2015, Recycle BC provided the CSRD with incentive payments for the acceptance of recyclables that are in compliance with the program.

Recycle BC is currently reviewing its stewardship program and CSRD staff has participated in the consultation process, has provided feedback and input to the proposed changes. The Ministry of Environment will be reviewing the Recycle BC plan in 2018. CSRD staff has some concerns with these proposed changes, which, if implemented, would preclude any community with a population under 5,000 or unincorporated community from an agreement with Recycle BC, among other issues.

VOTING:	Unweighted Corporate ☒	LGA Part 14 (Unweighted) ☐	Weighted Corporate ☐	Stakeholder *(Weighted)* ☐

BACKGROUND:

The CSRD's agreement with Recycle BC for its depot collection program, effective January 1, 2015, led to a complete overhaul of the CSRD's recycling depot collection program. With the advance of this program, the CSRD shifted away from the collection of single stream recyclables, through a series of unmanned collection depots that were open 24/7, to a multi stream source separated recyclable collection program with attendants and hours of operation at all eighteen of its CSRD depots.

The Recycle BC multi stream program requires users of the depots to separate their recycling into six separate categories, with a seventh category coming online in June 2018. The separation of recycling at the source lowers contamination and improves efficiencies at the receiving facilities. Furthermore, having depots staffed significantly improves overall quality of recycling, as attendants are able to help screen materials and engage with users of the depot.

The quality of recycling has recently come under scrutiny as China, a global leader in consuming recyclable materials collected in municipal recycling programs, has imposed quality control measures and material import bans. As of January 1, 2018, under China's "National Sword" policy, the allowable contamination rate is 0.5%, and many types of plastics and unsorted mixed paper are now banned. Recycle BC has indicated that contamination rates for multi-stream curbside collection programs are approximately 4% and single stream contamination is at 11%. Contamination levels of non-program material for CSRD depot material, based on Recycle BC auditing information, is 3.8% on average. In an effort to reduce contamination, Recycle BC has stated in its stewardship plan that by July 1, 2020 curbside programs will need to transition away from single use blue/clear bag collection to reusable containers.

Impacts to Recycle BC and the CSRD

The partnership with Recycle BC for depot collection services creates financial benefits for the CSRD through incentive payments. The Recycle BC depot collection service funds 100% of the collection, transportation and processing costs associated with the program. Prior to 2015, the CSRD depot program cost taxpayers approximately 1.2 million dollars per year. Since working with Recycle BC, the program costs have been reduced to $500,000 per year. The CSRD continues to be responsible for costs related to contract staffing and land lease arrangements.

Under the Recycle BC program, the producers of the packaging have to pay for the packaging they put into the residential system, by paying fees to Recycle BC, which are then used to run the province-wide collection system. The majority of plastics are processed in the province and new markets have been found for paper and cardboard.

Unfortunately for local governments in BC that do not have agreements with Recycle BC and are still recycling through single stream depots or curbside programs, the changes to China's acceptance policies have made a major impact on their recycling programs. Materials generated in these communities are either being rejected by processing plants in BC or the processing rates have increased drastically, which has placed a major financial burden on local governments. Many local governments are currently stockpiling recyclables or landfilling as a result of these changes.

Changes to Recycle BC's Stewardship Plan

Given the changes in global markets, there is a focus on reducing the amount of contamination being managed by recycling programs. Recycle BC (through their consultation process to update its stewardship plan with the Ministry of Environment) has indicated its intent will be to require curbside programs transition away from single use blue/clear plastic bag collection methods by June 2020. Recycle BC is also introducing a seventh recycling category to be collected at depots, consisting of "Other Flexible Plastic Packaging" in an effort to provide residents with more recycling options and lower contamination levels. Lastly, Recycle BC has proposed in its stewardship plan that in order for a community to qualify for a Recycle BC offer of administration of recycling collection services, it must meet the following criteria:

- A curbside garbage collection program was in place by May 2014;
- The community represents an incorporated municipality; and
- The community has a minimum population of 5,000 residents.

In general, the CSRD's depot recycling program, due to our agreement with Recycle BC, has not been impacted by global changes to recycling markets. Recycle BC continues to provide servicing and processing, and is adding categories to increase recycling options on June 1, 2018. Proposed changes to collection services related to curbside programs, (i.e. the requirement to implement the use of containers for collection rather than blue/clear bag) will impact the City of Salmon Arm and the City of Revelstoke's curbside recycling programs.

It is recommended that the Board support a letter to the Ministry of Environment which outlines the CSRD's concerns with Recycle BC's language related to offering services to communities that currently do not have curbside recycling programs. The limitations outlined by Recycle BC will exclude the District of Sicamous and Electoral Areas in the CSRD from benefiting from this incentivized program, if in the future they wish to engage in curbside recycling programs. In addition, the current Recycle BC stewardship program continues to be subsidized by the CSRD through the taxpayer funded portion of the program (staffing and land lease agreements). In order to be a true stewardship program, all costs should be borne by the steward (industry). The letter should suggest to the Province to act on improving legislation in order to hold the stewardship agencies accountable for the total cost associated with the delivery of the depot program.

POLICY:

The proposed changes are consistent with solid waste management policies, plans and practices.

FINANCIAL:

A letter from the Board will request that the Minister require stewardship groups to fully fund their programs.

KEY ISSUES/CONCEPTS:

Changes to global recycling markets have impacted many local governments in BC and across North America. The CSRD's depot recycling program, because of the CSRD's agreement with Recycle BC, has not had any service disruptions. Proposed changes in Recycle BC's plan if approved, will impose a potential burden on Electoral Areas and member municipalities that may wish to opt into the program in the future.

IMPLEMENTATION:

The CSRD will continue to work with Recycle BC to ensure the depot program continues to be successfully implemented.

DESIRED OUTCOMES:

The Board endorse the recommendation to send a letter to the Minister of Environment outlining concerns with the Recycle BC's proposed stewardship plan updates.

BOARD'S OPTIONS:

1. *Endorse the Recommendation.*
2. *Deny the Recommendation.*
3. *Defer.*
4. *Any other action deemed appropriate by the Board.*

LIST NAME OF REPORT(S) / DOCUMENT(S) AVAILABLE FROM STAFF:

Report Approval Details

Document Title:	
Attachments:	
Final Approval Date:	

This report and all of its attachments were approved and signed as outlined below:

Report Approval Details

Document Title:	2018-05-04 Recycle BC Stewardship Plan Update.docx
Attachments:	
Final Approval Date:	May 8, 2018

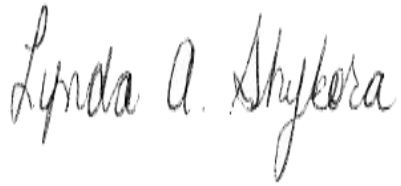
This report and all of its attachments were approved and signed as outlined below:

No Signature - Task assigned to Darcy Mooney was completed by assistant Phaedra Turner

Darcy Mooney - May 4, 2018 - 3:39 PM

No Signature - Task assigned to Jodi Pierce was completed by assistant Sheena Haines

Jodi Pierce - May 4, 2018 - 4:11 PM



Lynda Shykora - May 8, 2018 - 9:49 AM

No Signature - Task assigned to Charles Hamilton was completed by assistant Lynda Shykora

Charles Hamilton - May 8, 2018 - 9:50 AM

BOARD REPORT

TO:	Chair and Directors	**File No:**	1850 20 18
SUBJECT:	Grant in Aid – exception from Policy		
DESCRIPTION:	Report from Jodi Pierce, Manager, Financial Services, dated July 13, 2018.		
RECOMMENDATION #1:	THAT: the Board waive policy with respect to application dates; applications going to the Board within the three months leading up to a Local Government Election; and, the Post-application provisions for prior applications to consider an application from the Blind Bay Community Society for emergent work needed to be completed at the Blind Bay Memorial Hall; AND THAT: the Board approve the following allocation from the 2018 electoral grant-in-aids: Area C $55,000 Blind Bay Community Society (Flood remediation & mitigation work).		

SHORT SUMMARY:

Pursuant to the grant in aid policy, an organization is ineligible for further grant in aid funding if the post-application documentation from a prior grant is outstanding as well and also no grant in aid applications are to go before the Board in the three months prior to a general Local Government Election. The current request is before the Board outside of the regular grant in aid process due to the emergent nature of the application.

The Blind Bay Community Society applied for and was awarded a $5,000 grant in aid in February 2018 for a business and recreational package project to be undertaken this year. The Society had previously provided a request to waive the post-application documentation policy that was approved by the Board in May of 2018. This application is before the Board as the Blind Bay Memorial Hall recently suffered a flood within the building as a result of groundwater flows and saturation of the land surrounding the Hall. The Society hired an engineering firm to determine how and when to best work on the remediation and mitigation as there is some concern with respect to the stability of the foundation of the building. It has been determined that the work needs to be undertaken immediately and the Society does not have the funds to complete this project.

VOTING:	Unweighted Corporate ☐	LGA Part 14 (Unweighted) ☐	Weighted Corporate ☒	Stakeholder *(Weighted)* ☐

POLICY:

Policy F-30 does not permit an application for a grant in aid to go to the Board within the three months prior to a general Local Government Election. With the Board's discretion, the Policy could be waived to allow for the application to be considered.

FINANCIAL:

The request is within the Electoral Areas grant in aid budget for 2018.

COMMUNICATIONS:

The Electoral Area Director will advise the organization of the Board's decision. If successful, the organization will be sent a cheque accompanied by a congratulatory letter.

DESIRED OUTCOMES:

The Board endorse the recommendation.

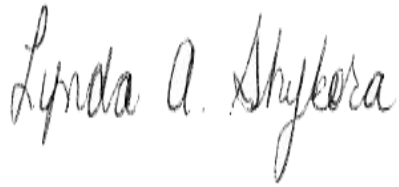
BOARD'S OPTIONS:

1. *Endorse the Recommendation.*
2. *Deny the Recommendation.*
3. *Defer.*
4. *Any other action deemed appropriate by the Board.*

Report Approval Details

Document Title:	2018-07-19_FIN_Grant in Aid - Emergent.docx
Attachments:	- Engineer letters.pdf
Final Approval Date:	Jul 16, 2018

This report and all of its attachments were approved and signed as outlined below:



Lynda Shykora - Jul 16, 2018 - 9:10 AM

Charles Hamilton - Jul 16, 2018 - 9:28 AM

FRANKLIN ENGINEERING LTD.

PO Box 2590, 420A 4th Street NE
Salmon Arm, BC, V1E 4R5
Phone 250.832.8380

July 11th, 2018

Columbia Shuswap Regional District
555 Harbourfront Drive NE
Salmon Arm, BC
V1E 3M1

RE: Letter Regarding Hall Renovations

To whom this may concern,

This letter is in regard to the current status of the Blind Bay Memorial Hall based on the recently observed ground saturation and flooding onsite.

Currently, the upper South-West area of the property is fully saturated due to ground water flows from above. This is causing flooding in the basement of the hall via groundwater flows. It is our professional opinion that due to this recurring flooding, the hall is unable to undertake any renovations required to remediate the damage. The Hall will need to install the proposed drainage system to stop the hall from further flooding's and water damage.

If you have any questions, please send inquiries to mike@franklinengineering.ca.

Prepared by,

Mike Casol, EIT

Reviewed by,

PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA J. FRANKLIN # 34134

Jayme Franklin, P.Eng.

FRANKLIN ENGINEERING LTD.

PO Box 2590, 420A 4th Street NE
Salmon Arm, BC, V1E 4R5
Phone 250.832.8380

July 11th, 2018

Columbia Shuswap Regional District
555 Harbourfront Drive NE
Salmon Arm, BC
V1E 3M1

RE: CSRD's Onsite Wastewater System at the Blind Bay Memorial Hall

To whom this may concern,

This letter is regarding the current state of the CSRD's Wastewater Disposal Area on the Blind Bay Memorial Hall property. The disposal area has been severely compromised from water flowing from the areas above the field. There is standing water on top of the disposal area and pump cycling was observed via small water geysers out of the ground when the pumps were in operation.

Currently, the whole upper South-West area of the property is fully saturated due to water flowing from above. It is our professional opinion that the disposal area is not in a functioning state and should not be used until system remediation by an Authorized Professional or Registered Onsite Wastewater Practitioner has deemed it suitable for use via a Compliance Inspection Report.

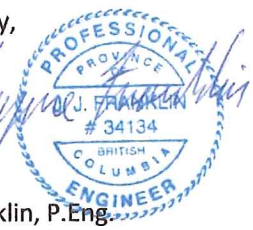
It also appears that the Disposal Area is not within the Registered Easement. Further investigation is recommended.

If you have any questions, please send inquiries to mike@franklinengineering.ca.

Prepared by,

Mike Casol, EIT

Reviewed by,



Jayme Franklin, P.Eng.

BOARD REPORT

TO:	Chair and Directors	**File No:**	BL 5782
SUBJECT:	Proposed Amendments to Ticket Information Utilization Bylaw No. 5776		
DESCRIPTION:	Report from Lynda Shykora, Deputy Manager, Corporate Administration Services, dated July 6, 2018.		
RECOMMENDATION #1:	THAT: "CSRD Ticket Information Utilization Amendment Bylaw No. 5782" be read a First, Second and Third time this 19th day of July, 2018.		
RECOMMENDATION #2:	THAT: "CSRD Ticket Information Utilization Amendment Bylaw No., 5782" be adopted this 19th day of July, 2018.		

SHORT SUMMARY:

A ticketing regime is one of the enforcement tools available to be utilized by Bylaw Enforcement Officers. On May 17th, 2018 the Board adopted a new Ticket Information Utilization Bylaw No. 5776 (replacing a former one). With the adoption of three new regulatory bylaws, there are amendments needed to the ticketing bylaw. The attached amendment Bylaw No. 5782 designates three additional bylaws for issuance of ticketing, and the fine amounts applicable to each offence. The regulatory bylaws being proposed to add to the ticketing regime are:

Building Service Regulation Bylaw No. 660;

Noise Service Regulation Bylaw No. 5754; and

Ranchero/Deep Creek Zoning Bylaw No. 751.

The CSRD Water Rates and Regulation Bylaw No. 5744 is being proposed to be replaced by CSRD Water Rates and Regulation Bylaw No. 5780 at the July Board meeting. Given this change, staff have incorporated the new Water Rates and Regulation Bylaw No. 5780 as part of the Ticketing Amendment Bylaw.

VOTING:	Unweighted Corporate	☒	LGA Part 14 (Unweighted)	☐	Weighted Corporate	☐	Stakeholder *(Weighted)*	☐

BACKGROUND:

When regulatory bylaws are adopted there are typically corresponding amendments needed to the Ticket Information Utilization Bylaw to establish the authority to ticket for offences under the regulatory bylaw, as appropriate.

POLICY:

The Local Government Act provides the Regional District the authority, by bylaw, to establish a ticket information bylaw. The Community Charter provides a local government the authority to designate bylaw enforcement officers, and to authorize the use of tickets for violation of bylaw offences.

FINANCIAL:

Any bylaw enforcement costs are marginally offset by monies collected through the payment of ticket(s) issued for offences identified in the bylaw. Bylaw Enforcement staffing costs are allocated to the Bylaw Enforcement budget function.

KEY ISSUES/CONCEPTS:

It is important to have the authority to ticket for bylaw offences when fines for offences are considered appropriate. The amending bylaw proposed sets out a list of ticketable offences under the newly established CSRD Building Service Regulation Bylaw, the Noise Regulation Bylaw, and the Ranchero/Deep Creek Zoning Bylaw. It also adds an update to reflect a potential change to CSRD Waterworks Rates and Regulations Bylaw number.

IMPLEMENTATION:

The designated Bylaw Enforcement Officers, Animal Control Officer, and the RCMP will be advised of the updated schedule of offences to utilize should a bylaw enforcement complaint result in enforcement action.

COMMUNICATIONS:

Copies of the consolidated version of the CSRD Ticket Information Utilization Bylaw will be distributed to those individuals designated as Bylaw Enforcement Officers, the Animal Control Officer, and to the RCMP detachments that serve the CSRD's electoral areas. The updated bylaw will also be published on the CSRD website.

DESIRED OUTCOMES:

That the Board endorse staff recommendations.

BOARD'S OPTIONS:

1. *Endorse the Recommendation(s).*
2. *Deny the Recommendation(s).*
3. *Defer.*
4. *Any other action deemed appropriate by the Board.*

LIST NAME OF REPORT(S) / DOCUMENT(S) AVAILABLE FROM STAFF:

1. NA

Report Approval Details

Document Title:	Amendments to Ticket Information Utilization Bylaw No. 5776.docx
Attachments:	- BL5782 Ticket Information Utilization Amendment.pdf
Final Approval Date:	Jul 10, 2018

This report and all of its attachments were approved and signed as outlined below:

Charles Hamilton - Jul 10, 2018 - 4:14 PM

COLUMBIA SHUSWAP REGIONAL DISTRICT

BYLAW NO. 5782

A bylaw to amend CSRD Ticket Information Utilization Bylaw No. 5776.

WHEREAS the Board of the Columbia Shuswap Regional District has adopted Bylaw No. 5776, cited as "CSRD Ticket Information Utilization Bylaw No.5776" to authorize the use of municipal ticket information for the enforcement of certain bylaws, to authorize the use of certain words or expressions, to designate certain bylaw offences, and to set certain fine amounts;

AND WHEREAS it is deemed desirable to amend Bylaw No. 5776 to update Schedule 1 and Schedule 2;

NOW THEREFORE the Board of the Columbia Shuswap Regional District, in open meeting assembled, HEREBY ENACTS as follows:

1. Schedule 1 of Bylaw No. 5776 is hereby deleted and replaced with the attached Schedule 1.
2. Schedule 2 of Bylaw No. 5776 is hereby deleted and replaced with the attached Schedule 2-6.
3. This bylaw may be cited as "CSRD Ticket Information Utilization Amendment Bylaw No. 5782".

READ a first time this _____ day of _____, 2018.

READ a second time this _____ day of _____, 2018.

READ a third time this _____ day of _____, 2018.

ADOPTED this _____ day of _____, 2018.

_____ _____

CHIEF ADMINISTRATIVE OFFICER CHAIR

CERTIFIED a true copy of
Bylaw No. 5782 as adopted.

_____

Deputy Manager of Corporate
Administration Services

CSRD Ticket Information Utilization

SCHEDULE 1

COLUMN I DESIGNATED BYLAWS	COLUMN 2 DESIGNATED BYLAW ENFORCEMENT OFFICER
Noise Bylaw No. 5754	RCMP
Lakes Zoning Bylaw No. 900	CSRD Bylaw Enforcement Officer RCMP
Fireworks/Firecracker Regulation Bylaw No. 5509	CSRD Bylaw Enforcement Officer RCMP
Columbia Shuswap Regional District Community Parks Regulation Bylaw No. 5556	CSRD Bylaw Enforcement Officer RCMP
Fireworks/Firecracker Area 'E' Regulation Bylaw No. 5601	CSRD Bylaw Enforcement Officer RCMP
Illegal Dumping Regulation Bylaw No. 5615	CSRD Bylaw Enforcement Officer RCMP
Refuse Disposal Facilities Tipping Fee and Regulation Bylaw No. 5759	CSRD Bylaw Enforcement Officer RCMP
Area 'F' Dangerous Dog Control Regulation Bylaw No. 5669	CSRD Bylaw Enforcement Officer Dog Control Officer RCMP
Electoral Area C Dog Control Bylaw No. 5747	CSRD Bylaw Enforcement Officer Dog Control Officer RCMP
Ranchero Dog Control Bylaw No. 5748	CSRD Bylaw Enforcement Officer Dog Control Officer RCMP

CSRD Ticket Information Utilization

SCHEDULE 1 (Cont.)

COLUMN I DESIGNATED BYLAWS	COLUMN 2 DESIGNATED BYLAW ENFORCEMENT OFFICER
Building Bylaw No. 660	CSRD Bylaw Enforcement Officer CSRD Building Official
Anglemont Zoning Bylaw No. 650	CSRD Bylaw Enforcement Officer
South Shuswap Zoning Bylaw No. 701	CSRD Bylaw Enforcement Officer
Ranchero / Deep Creek Zoning Bylaw No. 751	CSRD Bylaw Enforcement Officer
Magna Bay Zoning Bylaw No. 800	CSRD Bylaw Enforcement Officer
Scotch Creek/Lee Creek Zoning Bylaw No. 825	CSRD Bylaw Enforcement Officer
Electoral Area 'B' Zoning Bylaw No. 851	CSRD Bylaw Enforcement Officer
Rural Sicamous Land Use Bylaw No. 2000	CSRD Bylaw Enforcement Officer
Salmon Valley Land Use Bylaw No. 2500	CSRD Bylaw Enforcement Officer
Salmon Valley Floodplain Management Bylaw No. 2600	CSRD Bylaw Enforcement Officer
Kault Hill Rural Land Use Bylaw No. 3000	CSRD Bylaw Enforcement Officer
CSRD Cross Connection Control Bylaw No. 5726	CSRD Bylaw Enforcement Officer
CSRD Waterworks Rates and Regulations Bylaw No. 5780	CSRD Bylaw Enforcement Officer

CSRD Ticket Information Utilization

SCHEDULE 2

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Noise Bylaw No. 5754:		
Allow or permit noise from real property that disturbs persons on the same property or in the neighborhood or vicinity of that property	3.1(a)	$500
Permitting noise on a highway or other public place that disturbs persons in the neighborhood or vicinity of that place.	3.1(b)	$500
Between the hours of 12:00 AM and 7:00 AM, the use of a megaphone, microphone or other voice amplification device, or shouting, clamouring, banging or making similarly disruptive sounds, whether produced outdoors or from the occupants within a premises, vehicle or vessel, such that the sound can be heard from a neighbouring lot or from another premises in the vicinity	3.2(a)	$500
Between the hours of 12:00 AM and 7:00 AM, sound from a radio, stereophonic equipment, television, musical instrument, computer or other instrument or other apparatus for the production or amplification of sound, whether produced outdoors or from within a premises, vehicle or vessel, such that the sound can be heard from a neighbouring lot or from another premises in the vicinity	3.2(b)	$500
Between the hours of 12:00 AM and 7:00 AM, no person shall construct, erect, reconstruct, alter, repair or demolish any building, structure or thing or excavate or fill in land in any manner so as to generate any noise that can be heard from a neighbouring lot or from another premises in the vicinity	3.2(c)	$500

CSRD Ticket Information Utilization

SCHEDULE 3

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Lakes Zoning Bylaw No. 900		
Obstructing an officer	2.6.1(d)	$500
Unauthorized use or structure	3.2	$200
Exceeding maximum number of swimming platforms	3.4.1	$200
Unauthorized use of swimming platform	3.4.2(a), (b), & (c)	$200
Exceeding maximum size of swimming platforms	3.4.2(d)	$200
Violation of setbacks of swimming platforms	3.4.2(e)	$200
Unauthorized use		
FR1	4.4.1	$500
FR2	4.5.1	
FM1	4.6.1	
FM2	4.7.1	
FM3	4.8.1	
FG1	4.9.1	
FG2	4.10.1	
FC1	4.11.1	
FC2	4.12.1	
FC3	4.13.1	
FC4	4.14.1	
FI	4.15.1	
FP	4.16.1	
FW	4.17.1	
Exceeding maximum number of docks, private mooring buoys or berths		
FR1	4.4.2(a)	$200
FR2	4.5.2(a)	
FM1	4.6.2(a)	
FM2	4.7.2(a), (b)	
FM3	4.8.2(a), (b)	
FG1	4.9.2(a)	
FG2	4.10.2(a)	
FC1	4.11.2(a)	
FC2	4.12.2(a), (b)	
FC3	4.13.2(a), (b)	
FC4	4.14.2(a), (b)	
FI	4.15.2(a)	

CSRD Ticket Information Utilization

SCHEDULE 3 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Lakes Zoning Bylaw No. 900 (cont.):		
Exceeding maximum size of docks or walkways, including length and width		
FR1	4.4.2(b)	$200
FR2	4.5.2(b)	
FM1	4.6.2(b)	
FM2	4.7.2(c)	
FM3	4.8.2(c)	
FG1	4.9.2(b)	
FG2	4.10.2(b)	
FC1	4.11.2(b)	
FC2	4.12.2(c)	
FC3	4.13.2(c)	
FC4	4.14.2(c)	
FI	4.15.2(b)	
Violation of setbacks for docks, private mooring buoys or boat lifts		
FR1	4.4.2(c)	$200
FR2	4.5.2(c)	
FM1	4.6.2(c)	
FM2	4.7.2(d)	
FM3	4.8.2(d)	
FG1	4.9.2(c)	
FG2	4.10.2(c)	
FC1	4.11.2(c)	
FC2	4.12.2(d)	
FC3	4.13.2(d)	
FC4	4.14.2(d)	
FI	4.15.2(c)	
Fireworks/Firecracker Regulation Bylaw No. 5509:		
Selling or distributing Fireworks	4	$300
Possessing, Firing, Setting Off or Discharging Firecrackers	5	$200
Possessing or discharging Fireworks without a Permit	6	$200
Discharging Fireworks in contravention of a Permit	12	$200

CSRD Ticket Information Utilization

SCHEDULE 3 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Columbia Shuswap Regional District Community Parks Regulation Bylaw No. 5556		
Causing a nuisance	2(1)	$200
Obstructing or interfering with use of a park	2(2)	$200
Using obscene language	2(3)	$100
Making or causing a noise disturbance/undue noise	2(4)	$200
Operating devices that make noise or disturb the peace between 10 pm & 7 am	2(5)	$200
Setting or maintaining a fire in a location other than provided	3(1)	$200
Burning vegetation	3(2)	$200
Leaving a fire unattended	3(3)	$200
Discarding burning material	3(4)	$200
Storing material in an unauthorized location	4	$100
Possessing or using alcohol	5	$200
Bringing equine/pack animals into a park	6	$100
Bringing domestic animals into prohibited areas	7(1)a)b)c)	$100
Allowing animals off leash in designated leash areas	7(3)	$100
Uncontrolled animal	7(4)	$100
Animal causing disturbance	7(5)(a)	$100
Animal causing injury	7(5)(b)	$200
Animal damaging property	7(5)(c)	$100
Animal chasing wildlife	7(5)(d)	$100

CSRD Ticket Information Utilization

SCHEDULE 3 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Columbia Shuswap Regional District Community Parks Regulation Bylaw No. 5556 (cont.):		
Animal damaging vegetation	7(5)(e)	$100
Animal at large	7(5)(f)	$100
Failing to remove pet/animal excrement	7(6)	$100
Failing to comply with order to remove pet/animal from a park	7(7)	$200
Failing to obey day use area hours	8(1)	$100
Carrying out commercial activities within a park	9	$100
Parking illegally	10(1)a)	$100
Blocking or obstructing traffic	10(1)b)i	$100
Vehicle/watercraft causing damage	10(1)b)ii	$100
Vehicle/watercraft interfering with park use	10(1)b)iii	$100
Vehicle/watercraft in park after hours	10(2)	$100
Parking in non-designated areas	10(2)b)	$100
Operating/using a motor vehicle, ATV or snowmobile in non-designated areas	11	$100
Using a watercraft in a swim area	12(1)	$100
Using a watercraft within 30 meters of a swimming area	12(2)	$100
Docking, mooring or anchoring watercraft contrary to posted sign	12(3)	$100
Operating aircraft	13	$100
Possessing firearms, bows or crossbows	14(1)(2)	$400
Feeding wildlife	15	$100
Using fireworks or firecrackers	16	$200

CSRD Ticket Information Utilization

SCHEDULE 3 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Columbia Shuswap Regional District Community Parks Regulation Bylaw No. 5556 (cont.):		
Vandalizing, damaging or destroying park structures/equipment	17(1) a)	$200
Damaging, destroying or removing natural resources	17(1) b) c)	$200
Engaging in research or collection without a permit	17(1) d)	$200
Removing water excerpt for personal consumption while in a park	17(1) e)	$200
Littering	18(1)	$200
Transporting refuse or soil into a park for disposal	18(2) (4)	$200
Allowing waste to contaminate the ground or air	18(3)	$200
Camping without registering	19(1) (2) 20(1)	$200
Failing to comply with park regulations	19(4)c)	$100
Being in a park after hours without registering	19(5)	$100
Exceeding one vehicle per campsite	21	$100
Exceeding six persons per campsite	22	$100
Failing to pay park use fees	23	$100
Failing to comply with park use permit	25-26	$100
Disobeying eviction/refusing to leave the park	29	$300
Obstructing or interfering with an enforcement officer	30(2)	$500
Fireworks/Firecracker Area 'E' Regulation Bylaw No. 5601:		
Selling or distributing Fireworks	3	$300
Possessing, Firing, Setting Off or Discharging Firecrackers	4	$200
Possessing or discharging Fireworks without a Permit	5	$200
Discharging Fireworks in contravention of a Permit	11	$200

CSRD Ticket Information Utilization

SCHEDULE 3 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Illegal Dumping Regulation Bylaw No. 5615		
Depositing or Disposing of Refuse at a location other than an authorized facility	1	$500
Depositing or Disposing of Refuse in a container that is scheduled for delivery to a location other than an authorized facility	1	$500
Refuse Disposal Facilities Tipping Fee and Regulation Bylaw No. 5759:		
Disposing of waste which originated from outside the Regional District	5	$200
Disposing of prohibited waste at a facility	6	$200
Disposing of waste at a facility when the facility is closed	7	$200
Entering a facility when the facility is closed	7	$200
Disposing of waste in a location that is not designated for that purpose	8	$200
Acting in a manner contrary to instructions	10	$200
Unsecured load	1.1 of Schedule B	$200

CSRD Ticket Information Utilization

SCHEDULE 4

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Area 'F' Dangerous Dog Control Regulation Bylaw No. 5669:		
Obstructing a Dog Control Officer	4	$200
Attacking, biting, inflicting injury, assaulting or viciously pursuing a person or domestic animal	8	$200
Dog Control Regulation Area C Bylaw 5747 **Dog Control Regulation Ranchero Bylaw 5748**		
Obstructing a Dog Control Officer	6	$200
Keeping more than four (4) dogs where unauthorized by zoning bylaw	10	$100
Unlicensed Dog	11	$100
Dog tag not affixed	17	$50
Dog running at large	23	$50
Barking dog	24	$100
Dog in prohibited area	26	$50
Nuisance dog	28	$100
Aggressive dog	28	$200
Attacking or viciously pursuing a person or domestic animal	28	$200

CSRD Ticket Information Utilization

SCHEDULE 5

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Building Bylaw No. 660:		
Commence or continue any construction, alteration, excavation, reconstruction, demolition, removal, relocation or change the use or occupancy of any building or structure, including other work related to construction	4.1	$500
Occupy or permit the occupancy of any building without a final inspection or contrary to the terms of any permit or any notice given by the Building Official	4.2	$500
Knowingly submit false or misleading information to a Building Official in relation to any permit application or construction undertaken under this bylaw	4.3	$500
Erasing, altering or modify plans or supporting documents already approved by Building Official	4.4	$500
Reverse, alter, deface, cover, remove or in any way tamper with any notice, permit or certificate posted or affixed to a building or structure pursuant to this bylaw	4.5	$500
Unauthorized variance from accepted design or plans for which a permit has been issued	4.6	$500
Interfere or obstruct entry of a Building Official or other authorized official of the Regional District	4.7	$500
Contravene a notice issued by a Building Official issued under section 6.6	4.9	$500
Changing use, occupancy or both of a building or structure or a part of a building or structure without first applying for and obtaining a building permit under this bylaw	4.10	$500

CSRD Ticket Information Utilization

SCHEDULE 6

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Anglemont Zoning Bylaw No. 650:		
Obstructing an officer	2.5(d)	$500
Unauthorized use of land, building(s) or structure(s) each zone		$500
RR-60	5.3.1	
RR-4	5.4.1	
CR	5.5.1	
RS-1	5.6.1	
RS-5	5.7.1	
RM-2	5.8.1	
CG-2	5.9.1	
P-4	5.10.1	
Violation of setbacks regulations for buildings, structures and uses		$200
RR-60	5.3.2(f)	
RR-4	5.4.2(f)	
CR	5.5.2(g)	
RS-1	5.6.2(g)	
RS-5	5.7.2(g)	
RM-2	5.8.2(f)	
CG-2	5.9.2(e)	
P-4	5.10.2(e)	
Exceeding maximum number of dwelling units		$500
RR-60	5.3.2(d)	
RR-4	5.4.2(d)	
CR	5.5.2(e)	
RS-1	5.6.2(e)	
CG-2	5.9.2(g)	
Exceeding maximum density of dwelling units per parcel		$500
RS-5	5.7.2(e)	
RM-2	5.8.2(e)	
Exceeding maximum height regulations for buildings or structures		$200
RR-60	5.3.2(e)	
RR-4	5.4.2(e)	
CR	5.5.2(f)	
RS-1	5.6.2(f)	
RS-5	5.7.2(f)	
RM-2	5.8.2(d)	
CG-2	5.9.2(d)	
P-4	5.10.2(d)	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Anglemont Zoning Bylaw No. 650 (cont.):		
Exceeding maximum parcel coverage regulations RR-60 RR-4 CR RS-1 RS-5 RM-2 CG-2 P-4	 5.3.2(c) 5.4.2(c) 5.5.2(d) 5.6.2(d) 5.7.2(d) 5.8.2(c) 5.9.2(c) 5.10.2(c)	$200
Exceeding maximum floor area of accessory building regulations RR-4 CR RS-1 RS-5 RM-2	 5.4.2(i) 5.5.2(i) 5.6.2(i) 5.7.2(i) 5.8.2(i)	$200
Exceeding minimum horizontal dimensions of largest floor of a single family dwelling regulations RR-60 RR-4 CR RS-1 RS-5	 5.3.2(h) 5.4.2(h) 5.5.2(h) 5.6.2(i) 5.7.2(i)	$200
Exceeding minimum parcel size on which limited agriculture is permitted	5.6.2 (k)	$200
Violation(s) of parking and loading regulations	Part 4 Table 1	$200
Violation(s) of home business regulations	3.4	$200
Violation(s) of campsite regulations	3.14	$500
Violation(s) of guest accommodation regulations	3.10	$500
Violation(s) of accessory building regulations	3.7	$200
Violation(s) of basement suite regulations	3.9	$500
Violation(s) of floodplain regulations	3.5 and 3.6	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
South Shuswap Zoning Bylaw No. 701:		
Obstructing an officer	2.5.5	$500
Unauthorized use of land, building(s) or structure(s)		$500
AR1	5.1	
AR2	6.1	
RR1	7.1	
RR2	8.1	
RR3	9.1	
RR4	10.1	
R1	11.1	
R2	12.1	
CH1	13.1	
CH2	14.1	
LH	15.1	
MHP	16.1	
SH	17.1	
C1	18.1	
C2	19.1	
C3	20.1	
C4	21.1	
C5	22.1	
C6	23.1	
C7	29.1	
C8	25.1	
P1	24.1	
GC	27.1	
M1	28.1	
M2	30.1	
CDC 1	31.1 & 31.3	
CDC 2	32.1, 32.3, 32.5, 32.7, & 32.9	
CDC 3	33.1 & 33.2	
CDC 4	34.1, 34.3, 34.5, 34.7, & 34.9	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
South Shuswap Zoning Bylaw No. 701 (cont.):		
Violation of setbacks regulations for buildings, structures and uses		$200
AR1	5.2.5 & 5.2.6	
AR2	6.2.5 & 6.2.6	
RR1	7.2.5	
RR2	8.2.5	
RR3	9.2.5	
RR4	10.2.5	
R1	11.2.4	
R2	12.2.6	
CH1	13.2.3	
CH2	14.2.3	
LH	15.2.5, .6, & .7	
MHP	16.2.6	
SH	17.2.4	
C1	18.2.5	
C2	19.2.3	
C3	20.2.3	
C4	21.2.5	
C5	22.2.5	
C6	23.2.5	
C7	29.2.4	
C8	25.2.4	
P1	24.2.4	
GC	27.2.3	
M1	28.2.4	
M2	30.2.5	
CDC 1	31.2.4, 31.4.3	
CDC 2	32.2.4, 32.4.4, 32.6.4, 32.8.4, & 32.10.3	
CDC 3	33.3.5, 33.4.4, & 33.5.3	
CDC 4	34.2.6, 34.4.5, 34.6.5, 34.8.3, &34.10.3	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
South Shuswap Zoning Bylaw No. 701 (cont.):		
Violation of height regulations for buildings, structures and uses		$200
AR1	5.2.4	
AR2	6.2.4	
RR1	7.2.4	
RR2	8.2.4	
RR3	9.2.4	
RR4	10.2.4	
R1	11.2.3	
R2	12.2.5	
CH1	13.2.2	
CH2	14.2.2	
LH	15.2.3	
MHP	16.2.5	
SH	17.2.3	
C1	18.2.4	
C2	19.2.2	
C3	20.2.2	
C4	21.2.4	
C5	22.2.4	
C6	23.2.4	
C7	29.2.3	
C8	25.2.3	
P1	24.2.3	
GC	27.2.2	
M1	28.2.3	
M2	30.2.3	
CDC 1	31.2.3, 31.4.2	
CDC 2	32.2.3, 32.4.3, 32.6.3, 32.8.3, & 32.10.2	
CDC 3	33.3.4, 33.4.3, & 33.5.2	
CDC 4	34.2.5, 34.4.4, 34.6.4, 34.8.2, & 34.10.2	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
South Shuswap Zoning Bylaw No. 701 (cont.):		
Exceeding maximum number or density of dwellings		$500
AR1	5.2.2	
AR2	6.2.2	
RR1	7.2.2	
RR2	8.2.2	
RR3	9.2.2	
RR4	10.2.2	
R1	11.2.2	
R2	12.2.2 & 12.2.8	
CH2	14.2.5	
LH	15.2.1	
MHP	16.2.2 & 16.2.3	
SH	17.2.2 & 17.2.6	
C1	18.2.3 & 18.2.6	
C4	21.2.3	
C5	22.2.2	
C6	23.2.2	
C7	29.2.2	
C8	25.2.2	
P1	24.4.2	
M1	28.2.2	
M2	30.2.2	
CDC 1	31.2.2	
CDC 2	32.2.2, 32.4.2, 32.6.2, & 32.8.2	
CDC 3	33.3.2, 33.4.6, & 33.5.5	
CDC 4	34.2.4	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
South Shuswap Zoning Bylaw No. 701 (cont.):		
Exceeding maximum number of cottages		$500
AR1	5.2.3	
AR2	6.2.3	
RR1	7.2.3	
RR2	8.2.3	
RR3	9.2.3	
RR4	10.2.3	
CH2	14.2.6	
LH	15.2.2	
CDC 2	32.6.3, 32.8.3	
Exceeding maximum coverage regulations		
RR1	7.2.6	$200
RR2	8.2.6	
RR3	9.2.6	
RR4	10.2.6	
R1	11.2.5	
R2	12.2.7	
CH1	13.2.4	
CH2	14.2.4	
MHP	16.2.4	
SH	17.2.8	
C1	18.2.7	
C2	19.2.4	
C3	20.2.4	
C4	21.2.7	
C5	22.2.7	
C6	23.2.6	
C7	29.2.5	
C8	25.2.5	
M1	28.2.6	
M2	30.2.6	
CDC 1	31.2.5	
CDC 2	32.2.5, 32.4.5, 32.6.5, 32.8.5	
CDC 3	33.3.6, 33.4.5, & 33.5.5	
CDC 4	34.2.7, 34.4.6, & 34.6.6	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
South Shuswap Zoning Bylaw No. 701 (cont.):		
Exceeding maximum gross floor area R2 CDC 4	 12.2.4 34.4.7 & .8, 34.6.7 & .8	$200
Exceeding maximum number of seasonal modular buildings and/or resort residential spaces	34.4.2 & 34.6.2	$200
Exceeding maximum number of seasonal modular buildings and/or resort residential spaces per parcel	34.4.3 & 34.6.3	
Violation(s) of parking and loading regulations	Schedule B	$200
Violation(s) of home business regulations	3.12	$200
Violation(s) of home industry regulations	3.13	$200
Violation(s) of bed and breakfast regulations	3.14	$200
Violation(s) of portable sawmill regulations	3.15, 15.2.7 & .8	$200
Violation(s) of screening regulations LH MHP C1 C2 C3 C4 C5 C7 C8	 15.3 16.3 18.3 19.3 20.3 21.3 22.3 29.3 25.3	$200
Violation(s) of sight triangle regulations	3.7	$200
Violation(s) of floodplain specification regulations	3.16, 3.17, & 3.18	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Ranchero/Deep Creek Zoning Bylaw No. 751:		
Obstructing an officer	1.8 (d)	$500
Violation of visibility at intersections regulations	3.4	$500
Violation(s) of floodplain specification regulations	3.11 & 3.13	$200
Violation(s) of accessory building and use regulations	3.14.1 & 3.14.2 3.15	$200
Violation(s) of second dwelling regulations	3.16	$200
Violation(s) of home occupation regulations	3.17	$200
Violation(s) of bed and breakfast regulations	3.20	$200
Violation(s) of vacation rental regulations	3.21	$200
Violation(s) of outdoor storage regulation	3.22	$200
Violation(s) of residential campsite regulations	3.23	$200
Violation(s) of fences regulations	3.24	$200
Violation(s) of shipping containers regulations	3.25	$200
Violation(s) of cannabis production facilities	3.26	$200
Unauthorized use of land, building(s) or structure(s) RSC RH AG1 MH RR1 MHP1 RM1 VR CDD1 DA1 CDD1 DA2 CDD1 DA3 HC ID1 GC PI PK	 4.4.2 & 4.4.3 4.5.2, 4.5.3, 4.5.4(j) 4.6.2 & 4.6.3 4.8.2 & 4.8 3 4.9.2 & 4.9.3 4.10.2 & 4.10.3 4.11.2 & 4.11.3 4.12.2 & 4.12.3 4.13.1 & 4.13.2 4.13.1 & 4.13.2 4.13.1 & 4.13.2 4.14.2 & 4.14.3 4.15.2 & 4.15.3 4.16.2 & 4.16.3 4.17.2 & 4.17.3 4.18.2 & 4.18.3	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Ranchero/Deep Creek Zoning Bylaw No. 751 (cont.):		
Unauthorized use FW FP FR1 FM1 FG1	 4.19.2 & 4.19.3 4.20.2 & 4.20.3 4.21.2 & 4.21.3 4.22.2 & 4.22.3 4.23.2 & 4.23.3	$500
Exceeding maximum parcel coverage regulations RSC RH AG1 MH RR1 MHP1 RM1 VR CDD1 DA1 CDD1 DA2 CDD1 DA3 HC ID1 GC PI PK	 4.4.4(c) 4.5.4(c) 4.6.4(c) 4.8.4(c) 4.9.4(c) 4.10.4(c) 4.11.4(c) 4.12.4(c) 4.13.3(c) 4.13.3(c) 4.13.3(c) 4.14.4(c) 4.15.4(c) 4.16.4(c) 4.17.4(c) 4.18.4(c)	$200
Exceeding maximum number of dwellings RH AG1 MH RR1 MHP1 (caretaker) VR CDD1 DA1 CDD1 DA2 HC ID1	 4.5.4(d) 4.6.4(d) 4.8.4(d) 4.9.4(d) 4.10.4(d) 4.12.4(d) 4.13.3(d) 4.13.3(d) 4.14.4(d) 4.15.4(d)	$500
Exceeding maximum number of secondary dwelling units RH AG1 MH RR1 VR ID1	 4.5.4(e) 4.6.4(e) 4.8.4(e) 4.9.4(e) 4.12.4(f) 4.15.4(e)	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Ranchero/Deep Creek Zoning Bylaw No. 751 (cont.):		
Exceeding maximum height regulations for buildings or structures Exempted structures, radio transmission towers, or water towers Fencing RSC RH AG1 MH RR1 MHP1 RM1 VR CDD1 DA1 CDD1 DA2 CDD1 DA3 HC ID1 GC PI PK	 3.6.2 3.24.1 – 3.24.3 4.4.4(d) 4.5.4(f) 4.6.4(f) 4.8.4(f) 4.9.4(f) 4.10.4(i) 4.11.4(e) 4.12.4(h) 4.13.3(f) 4.13.3(e) 4.13.3(d) 4.14.4(f) 4.15.4(f) 4.16.4(d) 4.17.4(d) 4.18.4(d)	$200
Exceeding maximum habitable floor space of secondary dwelling unit regulations RH AG1 MH RR1 VR	 4.5.4(g) 4.6.4(g) 4.8.4(g) 4.9.4(g) 4.12.4(g)	$200
Exceeding maximum density MHP1 RM1 FR1 FM1 FG1	 4.10.4(e) 4.11.4(d) 4.21.3(a) 4.22.3(a) 4.23.3(d)	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Ranchero/Deep Creek Zoning Bylaw No. 751 (cont.):		
Violation of setbacks regulations for buildings, structures and uses Ministry of Transportation and Infrastructure setback Agricultural setbacks RSC RH AG1 MH RR1 MHP1 RM1 VR CDD1 DA1 CDD1 DA2 CDD1 DA3 HC ID1 GC PI PK	 3.3 3.19 4.4.4(e) 4.5.4(i) & 4.5.4(j) 4.6.4(i) 4.8.4(j) 4.9.4(j) 4.10.4(m) 4.11.4(i) 4.12.4(i) 4.13.3(g) 4.13.3(f) 4.13.3(e) 4.14.4(g) 4.15.4(g) 4.16.4(e) 4.17.4(e) 4.18.4(e)	$200
Exceeding the maximum gross floor area of an accessory building MH RR1 MHP1 RM1 VR PI	 4.8.4(h) 4.9.4(h) 4.10.4(h) 4.11.4(j) 4.12.4(e)	$200
Violation of maximum number of accessory buildings MHP1 RM1	 4.10.4(f) & 4.10.4(g) 4.11.4(f)	$200
Violation of minimum gross floor area of manufactured home	4.10.4(j)	$200
Exceeding the maximum gross floor area of a home occupation MHP1 RM1	 4.10.4(l) 4.11.4(h)	$200
Exceeding the maximum size of accessory buildings	4.11.4(g)	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Ranchero/Deep Creek Zoning Bylaw No. 751 (cont.):		
Violation of minimum separation distance between manufactured homes	4.10.4(n)	$200
Exceeding the maximum number of beds for overnight accommodation	4.13.3(e)	$200
Exceeding the combined maximum number of commercial lodging units	4.14.4(e)	$500
Violation of vehicle repair and manufacturing regulations	4.14.4(h)	$200
Violation of screening regulations HC ID1 GC	4.14.5 4.15.5 4.16.5	$200
Violation of kennel regulations	4.15.4(h)	$200
Exceeding dock, walkway, swimming platform size regulations FP FR1 FM1 FG1	4.20.3(a) 4.21.3(a) 4.22.3(b) 4.23.3(e)	$200
Violation of location and siting regulations for docks, swimming platforms, or buoys FP FR1 FM1 FG1	4.20.3(b) 4.21.3(b) 4.22.3(c) 4.23.3(f)	$200
Violation(s) of parking and loading regulations	5.0 - 5.7 and Tables 2 & 3	$200
Violation(s) of signage regulations	6.0 – 6.7	$200
Violation(s) of manufactured home park regulations	7.0 – 7.10	$200
Violation(s) of beekeeping regulations	8.0 – 8.5	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Magna Bay Zoning Bylaw No. 800:		
Obstructing an officer	2.5(d)	$200
Unauthorized use of land, building(s) or structure(s) A R CR RS MSR GC IG P CD-1	 5.2(1) 5.3(1) 5.4(1) 5.5(1) 5.6(1) 5.7(1) 5.8(1) 5.9(1) 5.11(1), (3), and (5)	$500
Violation of setback regulations for buildings, structures and uses A R CR RS MSR GC IG P CD-1	 5.2(2)(f) 5.3(2)(f) 5.4(2)(f) 5.5(2)(f) 5.6(2)(d) 5.7(2)(f) 5.8(2)(c) 5.9(2)(e) 5.11(2)(e), (4)(f), & (6)(e)	$200
Exceeding maximum number or density of dwelling units A R CR RS MSR GC CD-1	 5.2(2)(d) 5.3(2)(d) 5.4(2)(d) 5.5(2)(d) 5.6(2)(c) 5.7(2)(d) 5.11(2)(c), 5.11(4)(c), & 5.11(6)(c)	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Magna Bay Zoning Bylaw No. 800 (cont.):		
Exceeding maximum number or density of dwelling units A R CR RS MSR GC CD-1	 5.2(2)(d) 5.3(2)(d) 5.4(2)(d) 5.5(2)(d) 5.6(2)(c) 5.7(2)(d) 5.11(2)(c), 5.11(4)(c), & 5.11(6)(c)	$500
Exceeding maximum height regulations for buildings or structures A R CR RS MSR GC IG P CD-1	 5.2(2)(e) 5.3(2)(e) 5.4(2)(e) 5.5(2)(e) 5.6(2)(f) 5.7(2)(e) 5.8(2)(d) 5.9(2)(d) 5.11(2)(d), 5.11(4)(e), & 5.11(6)(d)	$200
Exceeding maximum parcel coverage regulations A R CR RS GC P CD-1	 5.2(2)(c) 5.3(2)(c) 5.4(2)(c) 5.5(2)(c) 5.7(2)(c) 5.9(2)(c) 5.11(2)(b), 5.11(4)(d), & 5.11(6)(b)	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Magna Bay Zoning Bylaw No. 800 (cont.):		
Exceeding maximum number or density of dwelling units A R CR RS MSR GC CD-1	 5.2(2)(d) 5.3(2)(d) 5.4(2)(d) 5.5(2)(d) 5.6(2)(c) 5.7(2)(d) 5.11(2)(c), 5.11(4)(c), & 5.11(6)(c)	$500
Exceeding maximum gross floor area of an accessory building regulations CR RS MSR	 5.4(2)(g) 5.5(2)(g) 5.6(2)(g)	$200
Violation(s) of minimum building separation regulations MSR	5.6(2)(e)	$200
Violation(s) of parking and loading regulations	Part 4 Table 1	$200
Violation(s) of Home Business Regulations	3.14	$200
Violation(s) of outdoor storage regulations	3.16	$200
Violation(s) of residential campsite regulations	3.17	$200
Violation(s) of standalone residential campsite regulations	3.18	$200
Violation(s) of accessory building and use regulations	3.7 and 3.8	$200
Violation(s) of basement suite regulations	3.10	$200
Violation(s) of bed and breakfast regulation	3.11	$200
Violation(s) of campground regulations	3.12	$200
Violation(s) of home industry regulations	3.15	$200
Violation(s) of guest accommodation regulations	3.13	$200
Violation(s) of floodplain specification regulations	3.4 and 3.5	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Scotch Creek/Lee Creek Zoning Bylaw No. 825:		
Obstructing an officer	2.5(d)	$500
Unauthorized use of land, building(s) or structure(s) A RU1 RU2 CR R1 R2 MHP MR RR MU C1 C2 C3 C4 I1 P IN CDF1 CDF2	 5.3 (1) & (2) 5.4 (1) & (2) 5.5 (1) & (2) 5.6 (1) & (2) 5.7 (1) & (2) 5.8 (1) & (2) 5.9 (1) & (2) 5.10 (1) & (2) 5.11 (1) & (2) 5.12 (1) & (2) 5.13 (1) & (2) 5.14 (1) & (2) 5.15 (1) & (2) 5.16 (1) & (2) 5.17 (1) & (2) 5.18 (1) & (2) 5.19 (1) & (2) 5.21 (1), (2), (4), (5), (7), (8), (10), & (12) 5.22(1), (3), (6), (7), & (9)	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Scotch Creek/Lee Creek Zoning Bylaw No. 825 (cont.):		
Violation(s) of setbacks regulations for buildings, structures and uses		$200
A	5.3(3)(g)	
RU1	5.4(3)(f)	
RU2	5.5(30(f)	
CR	5.6(3)(f)	
R1	5.7(3)(f)	
R2	5.8(3)(f)	
MHP	5.9(3)(f)	
MR	5.10(3)(f)	
RR	5.11(3)(i)	
MU	5.12(3)(g)	
C1	5.13(3)(h)	
C2	5.14(3)(g)	
C3	5.15(3)(f)	
C4	5.16(3)(f)	
I1	5.17(3)(f)	
P	5.18(3)(f)	
IN	5.19(3)(e)	
CDF1	5.21(3)(h), (6)(g), (9)(g), & (11)(c)	
CDF2	5.22(2)(g), (5)(d), & (8)(c)	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Scotch Creek/Lee Creek Zoning Bylaw No. 825 (cont.):		
Exceeding maximum number of dwelling units, manufactured home spaces, recreational space parcels, recreational vehicles, or motel sleeping units or maximum density		$500
A	5.3(3)(e)	
RU1	5.4(3)(d)	
RU2	5.5(30(d)	
CR	5.6(3)(d)	
R1	5.7(3)(d)	
R2	5.8(3)(d)	
MHP	5.9(3)(c)	
MR	5.10(3)(c)	
RR	5.11(3)(d), (e), & (f)	
MU	5.12(3)(e)	
C1	5.13(3)(d), (e), & (f)	
C2	5.14(3)(d) & (e)	
C3	5.15(3)(d)	
C4	5.16(3)(d)	
I1	5.17(3)(d)	
P	5.18(3)(d)	
CDF1	5.21(3)(b) & (e), (6)(b) & (e), & (9)(d) & (e)	
CDF2	5.22(2)(b) & (d), & (5)(b)	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Scotch Creek/Lee Creek Zoning Bylaw No. 825 (cont.):		
Exceeding maximum height regulations for buildings or structures A RU1 RU2 CR R1 R2 MHP MR RR MU C1 C2 C3 C4 I1 P IN CDF1 CDF2	 5.3(3)(f) 5.4(3)(e) 5.5(30(e) 5.6(3)(e) 5.7(3)(e) 5.8(3)(e) 5.9(3)(e) 5.10(3)(e) 5.11(3)(h) 5.12(3)(f) 5.13(3)(g) 5.14(3)(f) 5.15(3)(e) 5.16(3)(e) 5.17(3)(e) 5.18(3)(e) 5.19(3)(d) 5.21(3)(g), (6)(f), (9)(f), & (11)(b) 5.22(2)(e), (5)(c), & (8)(b)	$200
Exceeding maximum floor area regulations CR R1 MHP MR CDF1	 5.6(3)(g) 5.7(3)(g) 5.9(3)(g) 5.10(3)(g) 5.21(6)(h), & (9)(h)	$200
Exceeding maximum floor area regulations CR R1 MHP MR CDF1	 5.6(3)(g) 5.7(3)(g) 5.9(3)(g) 5.10(3)(g) 5.21(6)(h), & (9)(h)	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Scotch Creek/Lee Creek Zoning Bylaw No. 825 (cont.):		
Exceeding maximum parcel coverage regulations A RU1 RU2 CR R1 R2 RR MU C1 C2 C3 C4 I1 P IN CDF1 CDF2	 5.3(3)(c) 5.4(3)(c) 5.5(3)(c) 5.6(3)(c) 5.7(3)(c) 5.8(3)(c) 5.11(3)(c) 5.12(3)(d) 5.13(3)(c) 5.14(3)(c) 5.15(3)(c) 5.16(3)(c) 5.17(3)(c) 5.18(3)(c) 5.19(3)(c) 5.21(3)(d), (6)(d), & (9)(c) 5.22(3)(c)	$200
Violation(s) of parking and loading regulations	Part 4 Table 1	$200
Violation(s) of Home Business Regulations	3.13	$200
Violation(s) of guest accommodation regulations	3.11	$200
Violation(s) of residential campsite regulations	3.15	$200
Violation(s) of standalone residential campsite regulations	3.16	$200
Violation(s) of outdoor storage regulations RR MU C1 C2 C3	 3.14 5.11(3)(j) 5.12(3)(h) 5.13(3)(i) 5.14(3)(h) 5.15(3)(g)	$200
Violation(s) of accessory building and use regulations	3.7 and 3.8	$200
Violation(s) of tourist cabins and tourist suite regulations	3.12	$200
Violation(s) of bed and breakfast regulations	3.10	$200
Violation(s) of floodplain specification regulations	3.4, 3.5, and 3.6	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Electoral Area 'B' Zoning Bylaw No. 851:		
Obstructing an officer	2.6 (d)	$500
Unauthorized use of land, building(s) or structure(s) RSC RH SH RR2 RR1 RS3 HC NC RC1 RC2 VR ID1 IS PI PK FW OR1	 5.3(1) & (2) 5.4(1) & (2) 5.5(1) & (2) 5.6(1) & (2) 5.7(1) & (2) 5.8(1) & (2) 5.12(1) & (2) 5.13(1) & (2) 5.14(1) & (2) 5.15(1) & (2) 5.16(1) & (2) 5.17(1) & (2) 5.18(1) & (2) 5.19(1) & (2) 5.20(1) & (2) 5.21(1) 5.22(1) & (2)	$500$500
Unauthorized use of land, building(s) or structure(s) CDB1 • Development Area 1 • Development Area 2	 5.9 (1) & (2) 5.9 (1) & (2)	$500
Unauthorized use of land, building(s) or structure(s) CDB2	5.10	$500
Unauthorized use of land, building(s) or structure(s) CDB4 • Development Area 1 • Development Area 2 • Development Area 3 • Development Area 4	 5.11(1) & (2) 5.11(4) & (5) 5.11(8) & (9) 5.11(11) &(12)	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Electoral Area 'B' Zoning Bylaw No. 851 (cont.):		
Violation of setback requirements for buildings, structures and uses RSC RH SH RR2 RR1 RS3 HC NC RC1 RC2 VR ID1 IS PI PK OR1	 5.3(3)(g) 5.4(3)(i) 5.5(3)(i) 5.6(3)(j) 5.7(3)(j) 5.8(3)(j) 5.12(3)(l) 5.13(3)(j) 5.14(3)(l) 5.15(3)(l) 5.16(3)(g) 5.17(3)(h) 5.18(3)(g) 5.19(3)(e) 5.20(3)(e) 5.22(3)(d)	$200
Violation of setback requirements for buildings, structures and uses CDB1 • Development Area 1 • Development Area 2	 5.9(3)(i) 5.9(3)(e)	$200
Violation of setback requirements for buildings, structures and uses CDB2	5.10	$200
Violation of setback requirements for buildings, structures and uses CDB4 • Development Area 1 • Development Area 2 • Development Area 3 • Development Area 4	 5.11(3)(i) 5.11(6)(l) 5.11(10)(i) 5.11(13)(j)	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Electoral Area 'B' Zoning Bylaw No. 851 (cont.):		
Exceeding maximum building or structure height regulations RSC RH SH RR2 RR1 RS3 HC NC RC1 RC2 VR ID1 IS PI PK OR1	 5.3(3)(f) 5.4(3)(f) 5.5(3)(f) 5.6(3)(f) 5.7(3)(f) 5.8(3)(f) 5.12(3)(k) 5.13(3)(i) 5.14(3)(k) 5.15(3)(k) 5.16(3)(f) 5.17(3)(g) 5.18(3)(f) 5.19(3)(e) 5.20(3)(d) 5.22(3)(c)	$200
Exceeding maximum building or structure height regulations CDB1 • Development Area 1 • Development Area 2	 5.9(3)(e) 5.9(3)(c)	$200
Violation of setback requirements for buildings, structures and uses CDB2	5.10	$200
Violation of setback requirements for buildings, structures and uses CDB4 • Development Area 1 • Development Area 2 • Development Area 3 • Development Area 4	 5.11(3)(h) 5.11(6)(k) 5.11(10)(h) 5.11(13)(i)	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Electoral Area 'B' Zoning Bylaw No. 851 (cont.):		
Exceeding maximum number of single family dwellings per parcel regulations		$500
RSC	5.3(3)(d)	
RH	5.4(3)(d)	
SH	5.5(3)(d)	
RR2	5.6(3)(d)	
RR1	5.7(3)(d)	
RS3	5.8(3)(d)	
HC	5.12(3)(e)	
NC	5.13(3)(d)	
RC1	5.14(3)(e)	
RC2	5.15(3)(d)	
VR	5.16(3)(d)	
ID1	5.17(3)(d)	
CDB1 Development Area 1	5.9(3)(c)	
CDB2	5.10	
Exceeding maximum number of secondary single family dwellings per parcel regulations		$500
RSC	5.3(3)(e)	
RH	5.4(3)(e)	
SH	5.5(3)(e)	
RR2	5.6(3)(e)	
RR1	5.7(3)(e)	
RS3	5.8(3)(e)	
HC	5.12(3)(f)	
NC	5.13(3)(e)	
RC1	5.14(3)(f)	
RC2	5.15(3)(e)	
VR	5.16(3)(e)	
ID1	5.17(3)(e)	
CDB1 Development Area 1	5.9(3)(d)	
CDB2	5.10	

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Electoral Area 'B' Zoning Bylaw No. 851 (cont.):		
Exceeding maximum parcel coverage regulations RSC RH SH RR2 RR1 RS3 HC NC RC1 RC2 VR ID1 IS PI PK OR1 CDB1 Development Area 1 CDB1 Development Area 2 CDB2	 5.3(3)(c) 5.4(3)(c) 5.5(3)(c) 5.6(3)(c) 5.7(3)(c) 5.8(3)(c) 5.12(3)(c) 5.13(3)(c) 5.14(3)(c) 5.15(3)(c) 5.16(3)(c) 5.17(3)(c) 5.18(3)(d) 5.19(3)(c) 5.20(3)(c) 5.22(3)(b) 5.9(3)(b) 5.9(3)(b) 5.10	$200
Exceeding maximum parcel coverage regulations CDB4 • Development Area 1 • Development Area 2 • Development Area 3 • Development Area 4	 5.11(3)(b) 5.11(6)(b) 5.11(10)(b) 5.11(13)(b)	$200
Exceeding maximum gross floor area of a secondary dwelling unit regulations RSC RH SH RR2 RR1 RS3 HC NC RC1 RC2 ID1 CDB1 Development Area 1 CDB2	 5.3(3)(h) 5.4(3)(g) 5.5(3)(g) 5.6(3)(g) 5.7(3)(g) 5.8(3)(g) 5.12(3)(g) 5.13(3)(f) 5.14(3)(g) 5.15(3)(f) 5.17(3)(f) 5.9(3)(f) 5.10	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Electoral Area 'B' Zoning Bylaw No. 851 (cont.):		
Exceeding maximum gross floor area for a home occupation regulations RH SH RR2 RR1 RS3 HC NC RC1 CDB1 Development Area 1 CDB2	 5.4(3)(h) 5.5(3)(h) 5.6(3)(i) 5.7(3)(i) 5.8(3)(i) 5.12(3)(h) 5.13(3)(g) 5.14(3)(h) 5.9(3)(h) 5.10	$200
Violation(s) of kennel regulations RSC RH	 5.3(3)(i) 5.4(3)(j)	$200
Violation(s) of small-scale sawmill regulations RSC RH SH	 5.3(3)(j) 5.4(3)(k) 5.5(3)(j)	$200
Violation(s) of parking and loading regulations	4.0 – 4.7 (Tables 1 & 2)	$200
Violation(s) of home occupation regulations	3.17 (1) (a – l)	$200
Violation(s) of residential campsite regulations	3.19 (1 – 4)	$200
Violation(s) of standalone residential campsite regulations	3.20 (1 – 5)	$200
Violation(s) of vacation rental regulations	3.21 (1 – 10)	$200
Violation(s) of fencing regulations	3.22 (1 – 2)	$200
Violation(s) of medical marihuana production facility regulations	3.23 (1) (a – g) (2)(a-d) (3) (a – b)	$200
Violation(s) of signage regulations	3.24 (1) (a – h) (2) (a – e)	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Electoral Area 'B' Zoning Bylaw No. 851 (cont.):		
Violation(s) of outdoor storage regulations	3.18	$200
Violation(s) of tourist cabin regulations	3.16 (1) (a – d)	$200
Violation(s) of secondary dwelling unit(s) regulations	3.15 (1)(a – j) (2)(a)	$200
Violation(s) of bed & breakfast regulations	3.14 (1)(a – h)	$200
Exceeding maximum number of swimming platforms	5.21 (2)(e)	$200
Violation(s) of swimming platform regulations	5.21 (2)(e)(i-iii)	$200
Exceeding maximum size of swimming platform	5.21 (2)(e)(iv)	$200
Exceeding maximum number of docks, private mooring buoys or berths	5.21 (2) (a), 5.21 (2) (d)	$200
Exceeding maximum size of docks or walkways, including length and width	5.21. (2)(b)	$200
Violation(s) of setbacks for docks, private mooring buoys or boat lifts	5.20 (2)(c)	$200
Violation of accessory building regulations	3.11	$200
Violation of accessory use regulations	3.12	$200
Violation(s) of floodplain regulations	3.10 (1 – 7)	$200
Violation(s) of provision(s) for a second single family dwelling within the ALR	3.6 and 3.7 (1) – (6)	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Rural Sicamous Land Use Bylaw No. 2000:		
Obstructing an officer	2.2.6(d)	$500
Unauthorized use of land, building(s) or structure(s)	2.5 to 2.43	$200
Violation of setbacks regulations for buildings, structures and uses	2.5 to 2.43	$200
Exceeding maximum number of dwellings	2.5 to 2.43	$200
Exceeding maximum number of cottages	2.5 to 2.43	$200
Exceeding maximum height regulations for buildings and structures	2.5 to 2.43	$200
Exceeding maximum number of manufactured homes	2.13	$200
Exceeding maximum parcel coverage regulations	2.5 to 2.43	$200
Exceeding maximum floor area regulations	2.5 to 2.43	$200
Exceeding maximum number of special residential units	2.5 to 2.43	$200
Exceeding maximum number of bunkhouses	2.5 to 2.43	$200
Violation(s) of parking and loading regulations	2.4 and Table 2	$200
Violation(s) of home business regulations	2.3.17	$200
Violation(s) of accessory building and use regulations	2.3.12 and 2.3.13	$200
Violation(s) of bed and breakfast regulations	2.3.14	$200
Violation(s) of farm and garden centre regulations	2.3.15	$200
Violation(s) of golf course regulations	2.3.16	$200
Violation(s) of mobile home park regulations	2.3.18	$200
Violation(s) of screens regulations	2.3.19	$200
Violation(s) of service station regulations	2.3.20	$200
Violation(s) of owner operator dwelling regulations	2.3.21	$200
Violation(s) of floodplain specification regulations	2.3.6	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Salmon Valley Land Use Bylaw No. 2500:		
Obstructing an officer	3.2.8.4	$500
Violation of design and construction standards for organic matter composting facility	2.2.18	$500
• Store materials improperly	.1 a),b),c),d),e),f)	$500
• Failure to use impermeable surface	.2	$500
• Operate compost facility below a minimum parcel area of 30 ha	.3	$500
• Exceed storage area for primary composting and curing of 500 m^2 per parcel	.4	$500
• Building(s) or structure(s) within setback areas	.5 a),b),c),d)	$500
Unauthorized use of building(s) or structure(s) R RH RR RS RM RHD MHP C LC RC AP GI IG P GC	 2.4.1 2.5.1 2.6.1 2.7.1 2.8.1 2.17.1 2.9.1 2.10.1 2.11.1 2.12.1 2.13.1 2.14.1 2.15.1 2.16.1 2.18.1	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Salmon Valley Land Use Bylaw No. 2500 (cont.):		
Violation of setback requirements for buildings, structures and uses R RH RR RS RM RHD MHP C LC RC AP GI IG P GC	 2.4.2.2 & .3 2.5.2.2 & .3 2.6.2.3 & .4 2.7.2.2 2.8.2.3 2.17.2.3 2.9.2.5 2.10.2.2 2.11.2.2 2.12.2.2 2.13.2.1 2.14.2.2 2.15.2.2 2.16.2.2 2.18.2.3	$200
Exceeding maximum number of dwellings R RH RR RS RM C LC RC GI IG P GC	 2.4.2.1 2.5.2.1 2.6.2.1 2.7.2.1 2.8.2.1 2.10.2.1 2.11.2.1 2.12.2.1 2.14.2.1 2.15.2.1 2.16.2.1 2.18.2.1	$500
Exceeding maximum number of guest cottages	2.6.2.2	$500
Exceeding maximum density RM MHP RHD	 2.8.2.2 2.9.2.1 2.17.2.1 & .2	$500

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I OFFENCE COMMITTED	COLUMN 2 SECTION	COLUMN 3 FINE
Salmon Valley Land Use Bylaw No. 2500 (cont.):		
Violation of height restrictions for buildings or structures R RH RR RS RM RHD MHP C LC RC GI IG P GC	 2.4.2.6 2.5.2.6 2.6.2.7 2.7.2.6 2.8.2.7 2.17.2.7 2.9.2.4 2.10.2.6 2.11.2.5 2.12.2.8 2.14.2.5 2.15.2.6 2.16.2.5 2.16.2.5	$200
Violation of maximum parcel coverage RM RHD C RC IG	 2.8.2.5 2.17.2.4 2.10.2.4 2.12.2.6 2.15.2.5	$200
Violation(s) of maximum floor area	2.12.2.3 & .4	$200
Violation(s) of off street parking and loading requirements (Schedule B)	2.2.17	$200
Violation(s) of home occupation requirements	2.2.3	$200
Violation(s) of storage requirements	2.2.16	$200
Violation(s) of screening requirements	2.2.14 2.18.3	$200
Violation(s) of floodplain provisions	2.3 and Bylaw No. 2600	$200

Salmon Valley Floodplain Management Bylaw No. 2600:		
Violation(s) of floodplain specification regulations	3, 4, and 6	$200

CSRD Ticket Information Utilization

SCHEDULE 6 (Cont.)

COLUMN I	COLUMN 2	COLUMN 3
OFFENCE COMMITTED	**SECTION**	**FINE**
Kault Hill Rural Land Use Bylaw No. 3000:		
Obstructing an officer	2.2.6(d)	$500
Unauthorized use of land, building(s) or structure(s)	2.6, 2.7, 2.8, & 2.9	$200
Violation of setbacks regulations for buildings, structures and uses	2.6, 2.7, 2.8, & 2.9	$200
Exceeding maximum number of dwelling units	2.6, 2.7, 2.8, & 2.9	$200
Exceeding maximum number of cottages	2.6, 2.7, & 2.8	$200
Exceeding maximum height regulations for buildings and structures	2.6, 2.7, 2.8, & 2.9	$200
Violation(s) of parking and loading regulations	2.4 & Table 2	$200
Violation(s) of home business regulations	2.3.15	$200
Violation(s) of accessory building and use regulations	2.3.12 & 2.3.13	$200
Violation(s) of bed and breakfast regulations	2.3.14	$200
Violation(s) of floodplain specification regulations	2.3.6	$200
CSRD Waterworks Rates and Regulation Bylaw No. 5780:		
Unnecessary wasteful use of water	15	$200
Violation of watering or sprinkling regulations	15,16,17,18 19	$100
Unauthorized connection	11,12	$250
Interference/tampering with pipes, curbstops, fixtures or fittings connected to the Waterworks	12	$500
CSRD Cross Connection Control Bylaw No. 5726:		
Fail to install a backflow preventer	9, 10	$500
Fail to test a backflow assembly	17, 18	$200
Unauthorized removal of a backflow preventer	19	$200
Fail to maintain a backflow preventer	17	$200
Unauthorized connection to a fire hydrant or temporary water use connection without a backflow preventer device	20	$200
Unauthorized connection to an auxiliary or not potable water supply to the CSRD waterworks system	21, 22	$500

BOARD REPORT

TO:	Chair and Directors	**File No:**	BL 5774
SUBJECT:	North Shuswap Economic Development (Tourism Promotion) Service Establishment		
DESCRIPTION:	Report from Lynda Shykora, Deputy Manager, Corporate Administration Services, dated July 9, 2018. Consideration of First, Second and Third Readings.		
RECOMMENDATION #1:	THAT: "North Shuswap Economic Development (Tourism Promotion) Service Establishment Bylaw No. 5774" be read a First, Second and Third time this 19th day of July, 2018.		

SHORT SUMMARY:

Director Morgan has requested that a service be established in Electoral Area F to provide the ability for economic development and area business support services, and tourism activities, on a contractual basis.

The Service Establishment Bylaw No. 5774 as drafted is proposed to take effect on December 31, 2018. The recommendation is for the Board to consider First, Second and Third Readings of Bylaw No. 5774 at the July Board meeting. Inspector of Municipalities approval is needed before the bylaw is adopted.

VOTING:	Unweighted Corporate	☒	LGA Part 14 (Unweighted)	☐	Weighted Corporate	☐	Stakeholder *(Weighted)*	☐

BACKGROUND:

As mentioned in the Short Summary above, the Electoral Area F Director has requested the establishment of this service for Electoral Area F.

POLICY:

Local Government Act.

Participating area approval may be given by the electoral area Director consenting in writing to the adoption of the service. The Electoral Area Director has provided written consent to the adoption of Bylaw No. 5774.

FINANCIAL:

The proposed service establishment bylaw sets a maximum of $25,500 annually to be collected by a property value tax levied against the net taxable value of land and improvements. At $25,500, the annual cost to the average residential taxpayer in Electoral Area F would be $5.35. The tax will apply to all properties within Electoral Area F, starting in the 2019 taxation year.

The taxation level can be chosen through the 2019 budget process which would be for the contracted services and a small administration fee (approximately $400) for the service.

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KEY ISSUES/CONCEPTS:

Establishment of the service in order to contract for economic development/support services and tourism activity services in Electoral Area F, in accordance with the bylaw provisions, effective in 2019.

DESIRED OUTCOMES:

Bylaw No. 5774 be given Three Readings so that it can be forwarded to the Inspector of Municipalities for approval.

BOARD'S OPTIONS:

1. *Endorse the Recommendation.*
2. *Deny the Recommendation.*
3. *Defer.*
4. *Any other action deemed appropriate by the Board.*

LIST NAME OF REPORT(S) / DOCUMENT(S) AVAILABLE FROM STAFF:

1. N/A

Report Approval Details

Document Title:	Bylaw 5774 North Shuswap Economic Development (Tourism Promotion) Service Establishment.docx
Attachments:	- Bylaw No. 5774 North Shuswap Economic Development (Tourism Promotion) Service Establishment.pdf
Final Approval Date:	Jul 12, 2018

This report and all of its attachments were approved and signed as outlined below:

Charles Hamilton - Jul 12, 2018 - 10:58 AM

COLUMBIA SHUSWAP REGIONAL DISTRICT

BYLAW NO. 5774

A bylaw to establish a North Shuswap Economic Development (Tourism Promotion) Service for Electoral Area F

WHEREAS a regional district may, by bylaw, establish a service under the provisions of the *Local Government Act*;

AND WHEREAS the Board of the Columbia Shuswap Regional District wishes to establish the service of providing economic development in the form of tourism promotion for Electoral Area 'F.'

AND WHEREAS the Board has obtained approval for the service from the participating Electoral Area Director in the form of written consent pursuant to the Local Government Act and the service can be established without borrowing;

NOW THEREFORE in an open meeting assembled, the Board of Directors of the Columbia Shuswap Regional District enacts as follows:

SERVICE

1. Economic Development in the form of business development, business retention and tourism promotion is hereby established as a service and shall be known as the "North Shuswap Economic Development (Tourism) Service Area"."

PARTICIPATING AREA

2. The participating area for Tourism-Economic Development established by this bylaw consists of the entirety of Electoral Area 'F' of the Columbia Shuswap Regional District.

SERVICE AREA

3. The boundary of the service area is the boundary of Electoral Area 'F.'

COST RECOVERY

4. The annual costs shall be recovered by one or more of the following:

    a) requisition of money to be collected to a maximum of $25,500 annually by a property value tax levied against the net taxable value of land and improvements in accordance with the *Local Government Act*;
    b) revenues raised by other means authorized under the *Local Government Act* or another Act; and/or
    c) revenues received by way of agreement, enterprise, gift, grant or otherwise.

PROVISION OF SERVICE

5. The Regional District may enter into contract(s) for the provision of this service.

FORCE and EFFECT

6. This bylaw will come into effect on December 31, 2018.

CITATION

7. This bylaw may be cited as the "North Shuswap Economic Development (Tourism Promotion) Service Establishment Bylaw No. 5774."

READ a first time this _____ day of _____, 2018.

READ a second time this _____ day of _____, 2018.

READ a third time this _____ day of _____, 2018.

RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES this _____ day of

_____ 2018.

ADOPTED this ___ day of _____, 2018.

CHIEF ADMINISTRATIVE OFFICER

CHAIR

CERTIFIED a true copy of
Bylaw No. 5774 as read a third time.

Manager of Corporate
Administration Services

CERTIFIED a true copy of
Bylaw No. 5774 as adopted.

Manager of Corporate
Administration Services

BOARD REPORT

TO:	Chair and Directors	**File No:**	BL 5774
SUBJECT:	Addendum to Report – North Shuswap Economic Development (Tourism Promotion) Service Establishment Bylaw No. 5774		
DESCRIPTION:	Report from Lynda Shykora, Deputy Manager, Corporate Administration Services, dated July 17, 2018 For information.		

SHORT SUMMARY:

The Area F Director has asked for some additional information regarding contractual arrangements for economic development/tourism promotion services for the proposed service establishment in the North Shuswap.

KEY ISSUES/CONCEPTS:

The Board Report dated July 9, 2018 indicates the establishment of a service in order to contract for economic development/support services and tourism activity services in Electoral Area F, in accordance with the bylaw provisions set out in Bylaw No. 5774, effective 2019.

The agreement would clearly outline a contractual relationship between the CSRD and the North Shuswap contractor(s) envisioned to be though a service delivery partnership with the North Shuswap Chamber of Commerce. As with a standard contract the terms, key dates in terms of payment dates, work plan/deliverables would be identified. The formation of an agreement would be upon adoption of the Service Establishment and in conjunction with the 2019 Financial Plan.

The arrangement proposed for contract services is anticipated to be similar to that currently in place for the South Shuswap Area C. The contract would be for the provision of funds to carry out economic development in the form of tourism promotion services within Electoral Area F, including contractor Recipient responsibilities that the CSRD contributed funds would be utilized to help the Recipient coordinate the necessary tasks needed to leverage, approve and fund economic development and tourism promotion services to the North Shuswap. Though the agreement is not yet formulated, and it is expected to be tailored to the service deliverables, it is expected that the Recipient would provide specific core function to promote the economic development and tourism promotion services for Area F / for the Regional District such as:

- Promote business interests of the trade and commercial sector;
- Provide advocacy and business development information to businesses to ensure awareness of decisions affecting business activity;
- Promote economic development by encouraging and supporting new business development in partnership with local government and other economic development organizations in the region;
- Host networking events and educations workshops for businesses;
- Host community events that promote tourism within Electoral Area “F”;
- Assist to provide visitor information to Electoral Area “F”.