



**REGIONAL DISTRICT OF CENTRAL KOOTENAY**

**Nelson, Salmo, E, F & G Regional Parks  
Commission Meeting  
OPEN MEETING AGENDA**

**9:00 a.m. – 10:30 a.m.**

**Tuesday, September 12, 2023**

To promote openness, transparency and provide accessibility to the public we provide the ability to attend all RDCK meetings in-person or remote (hybrid model).

**Held by remote meeting**

**Join by Video:**

<https://nelsonho.webex.com/nelsonho/j.php?MTID=m1f80a6d73321cff61521ffa8585e700a>

**Join by Phone:**

1-844-426-4405 Canada Toll Free

+1-604-449-3026 Canada Toll (Vancouver)

**Join by meeting number**

Meeting number (access code): 2773 546 8379

Meeting password: yPpXBi37nP5

**In-Person Location:** Held by remote meeting until further notice

**COMMISSION/COMMITTEE MEMBERS**

Director K. Page	City of Nelson
Director D. Lockwood	Village of Salmo
Director C. Graham	Area E
Director T. Newell	Area F
Director H. Cunningham	Area G

**OTHERS**

**STAFF**

Joe Chirico

General Manager of Community Services - RDCK

Craig Stanley	Regional Manager – Operations & Asset Management – RDCK
Cary Gaynor	Regional Parks Manager - RDCK
Jeff Phillips	Parks and Trails Supervisor - RDCK
Pearl Anderson	Meeting Coordinator - RDCK

\_\_\_\_\_ out of \_\_\_\_\_ voting Commission/Committee members were present – quorum was met.

**1. CALL TO ORDER**

Chair Page called the meeting to order at [Time] a.m./p.m.

**2. TRADITIONAL LANDS ACKNOWLEDGEMENT STATEMENT**

We acknowledge and respect the indigenous peoples within whose traditional lands we are meeting today.

**3. ADOPTION OF AGENDA**

**MOVED** and seconded,  
AND Resolved:

**RECOMMENDATION**

The Agenda for the September 12, 2023 Nelson, Salmo, E, F & G Regional Parks Commission meeting be adopted as circulated.

**Carried/Defeated/Referred**

**4. RECEIPT OF MINUTES**

The May 9, 2023 Nelson, Salmo and Areas E, F and G Regional Parks Commission meeting minutes have been received.

**5. CORRESPONDENCE**

**5.1 REMOVAL OF MOTORIZED USE – GREAT NORTHERN RAIL TRAIL SALMO SECTION**

Letters and an email of support regarding removal of motorized use on the great northern rail trail (Salmo section) from June and Bill Stockdale (August 19, 2023), Virginia Stockdale (August 17, 2023), Alice Nellestijn (September 2, 2023) and Jon Kinstad (email dated June 6, 2023) has been received.

**6. NEW BUSINESS**

**6.1 VOLUNTEER CONTRACT UPDATE**

The verbal Volunteer Contract update as presented has been received.

**7. STAFF REPORTS**

**7.1 SLOPE AND FLOOD STABILITY ADJACENT TO THE GREAT NORTHERN TRAIL IN YMIR**

The report dated September 1, 2023 from Cary Gaynor, Regional Parks Manager, regarding the slope and flood stability adjacent to the great northern trail in Ymir has been received.

**MOVED** and seconded,  
AND Resolved:

**RECOMMENDATION**

That staff continue to monitor the site of potential erosion and report back to the Commission in summer 2024

**Carried/Defeated/Referred**

**7.2 LICENSE OF OCCUPATION REQUIREMENT FOR GREAT NORTHERN TRAIL**

The report dated September 6, 2023 from Cary Gaynor, Regional Parks Manager, providing information regarding a meeting with Ministry of Transportation and Infrastructure (MOTI) and renewal of the License of Occupation of the Great Northern Trail (GNT) in 2025 has been received.

**MOVED** and seconded,  
AND Resolved:

**RECOMMENDATION**

That the Commission direct staff to provide a report for the November 14<sup>th</sup> NSEFG Commission meeting providing information on potential options for a management plan to meet the requirements of MOTI license of occupation renewal.

**Carried/Defeated/Referred**

**7.3 PARKS OPERATIONAL UPDATE**

The report dated September 6, 2023 from Cary Gaynor, Regional Parks Manager, and Jeff Phillips, Parks and Trails Supervisor, presenting an operational update on parks within the Nelson, Salmo and Electoral Areas E, F and G Regional Parks Service area has been received.

**7.4 2023 S202 Draft Financial Plan**

The 2023 S202 draft financial plan, as of August 16, 2023, presented by Cary Gaynor, Regional Parks Manager, has been received.

**8. PUBLIC TIME**

The Chair will call for questions from the public at \_\_\_\_\_ p.m.

**9. NEXT MEETING**

The next Nelson, Salmo, E, F & G Regional Parks Commission meeting is scheduled for November 14, 2023 at 9:00 a.m.

**10. ADJOURNMENT**

**MOVED** and seconded,  
AND Resolved:

**RECOMMENDATION**

That the Nelson, Salmo, E, F & G Regional Parks Commission meeting be adjourned at [Time].

**Carried/Defeated/Referred**



## REGIONAL DISTRICT OF CENTRAL KOOTENAY

# Nelson, Salmo, E, F & G Regional Parks Commission Meeting OPEN MEETING MINUTES

**9:00 a.m. – 10:30 a.m.**  
**Tuesday, May 9, 2023**

To promote openness, transparency and provide accessibility to the public we provide the ability to attend all RDCK meetings in-person or remote (hybrid model).

**Held by remote meeting**

**Join by Video:**

<https://nelsonho.webex.com/nelsonho/j.php?MTID=m4914ef3385d295437274de121ac8d667>

**Join by Phone:**

1-844-426-4405 Canada Toll Free

+1-604-449-3026 Canada Toll (Vancouver)

**Meeting Number (access code):** 2773 302 3001

**Meeting Password:** GpjAwrcY743

**In-Person Location:** Held by remote meeting until further notice

### COMMISSION/COMMITTEE MEMBERS

Director K. Page	City of Nelson
Director D. Lockwood	Village of Salmo
Director C. Graham	Area E
Director T. Newell	Area F
Director H. Cunningham	Area G

### STAFF

Joe Chirico	General Manager of Community Services
Craig Stanley	Regional Manager – Operations & Asset Management – RDCK
Cary Gaynor	Regional Parks Manager
Jeff Phillips	Parks and Trails Supervisor
Melanie Loutit	Meeting Coordinator



**DELEGATION**

Malcolm Fitz-Earle

Director, Blewett Conservation Society

**5 out of 5 voting Commission/Committee members were present – quorum was met.**

**1. CALL TO ORDER**

Chair Page called the meeting to order at 9:03 a.m.

**2. TRADITIONAL LANDS ACKNOWLEDGEMENT STATEMENT**

We acknowledge and respect the indigenous peoples within whose traditional lands we are meeting today.

**3. ADOPTION OF AGENDA**

**MOVED** and seconded,  
AND Resolved:

The agenda for the May 9, 2023 Nelson, Salmo, E, F and G Regional Parks Commission, be adopted with the following:

- Inclusion of Salmo flood update to item 6.2.

before circulation.

**Carried**

**4. RECEIPT OF MINUTES**

The April 4, 2023 Nelson, Salmo and Areas E, F and G Regional Parks Commission meeting minutes have been received.

**5. DELEGATION**

**5.1 BLEWETT CONSERVATION SOCIETY – MORNING MOUNTAIN ICE RINK ENHANCEMENTS**

Malcolm Fitz-Earle, Director, Blewett Conservation Society, and Blair Adair, Maintenance Coordinator, Morning Mountain Regional Park Rink, presented a report and Power Point presentation regarding a request for a RDCK Community Works Grant for enhancement to the Morning Mountain Park Ice Rink.

The presentation from representatives of the Blewett Conservation Society has been received.

Letter received for future meeting discussion.

**STAFF PRESENT:** Mark Crowe joined the meeting at 9:30 a.m.

**6. STAFF REPORTS**

**6.1 SERVICE S226 2023 FINANCIAL UPDATE**

Cary Gaynor, Regional Parks Manager, presented the 2023 year to date Service Statement for RDCK Service S202 Nelson, Salmo, and Areas E, F, & G Regional Parks Commission.

**6.2 PARKS OPERATIONAL UPDATE AND SALMO FLOOD UPDATE**

Cary Gaynor, Regional Parks Manager, and Jeff Phillips, Parks and Trails Supervisor, provided the Commission with a verbal operational update Salmo flood update.

**Direction to Staff:**

That staff to investigate with the ministry of transportation rail trail bend near the Ymir hotel for slope and flood stability and report back to commission.

**7. PUBLIC TIME**

The Chair will call for questions from the public at 10:10 a.m.

**8. NEXT MEETING**

The next Nelson, Salmo, E, F & G Regional Parks Commission meeting is scheduled for September 12, 2023 at 9:00 a.m.

**9. ADJOURNMENT**

**MOVED** and seconded,  
AND Resolved:

The Nelson, Salmo, E, F & G Regional Parks Commission meeting be adjourned at 10:13 a.m.

**Carried**



Keith Page, Chair NSEFG  
July 12, 2023

To the RDCK Parks Commission

August 19, 2023

I am writing in support of the initiative to remove motorized use of the Great Northern Rail Trail on the Salmo Section. My husband and I have lived here since 1982 and have always enjoyed using the trail as part of our active lifestyle, but in the past few years, this has become less and less possible due to the high volume of motorized traffic on the trail.

We were part of the original initiative to keep the trail non-motorized when the RDCK held community meetings to determine how this section of the trail would be designated. There was strong support for non-motorized use, but somehow the trail ended up being the only section designated as motorized. ATVs are a constant source of noise and dust pollution, not to mention beer cans and garbage which often litter the side of the trail.

It's so awesome to be able to walk from our house to the Trail and bike, cross-country ski, walk, run or snowshoe. In summer, the trail is destroyed by the ATVs and it's really difficult to ride bikes in the loose gravel. Cross-country trails we set are run over and destroyed daily by ATVs. Walking has become hazardous as riders speed by raising dust and infringing on this beautiful piece of trail that could be so valuable to so many.

It seems there are many other places ATVs could go where they would not be impacting home-owners with their dust and noise. Why do we have to have the only section of the Great Northern Rail Trail that allows motorized use, especially as it's in a high density area with many homes impacted by dust and noise. The RDCK is working on an environmental strategy and biking to town for many of us is an option if the trail is non-motorized. Having access to the grants available for non-motorized trail use would allow us to improve the trail and make it safe and fun to use once again, as has been done on other sections in our region.

work to make this valuable community trail an asset for our entire community, not just the motorized ATV community who have basically made the trail unsafe and unpleasant for other users.

I hope you will take steps to remedy this situation which should never have happened in the first place. I anticipate your reply as to what steps will be taken to address this situation so the trail can be improved and returned to general community use.

Sincerely,

June and Bill Stockdale

8859 Hwy 6 N. Salmo. 250-551-2764

To the RDCK Parks Commission

Date: August 17, 2023

This letter is to voice my support for non-motorized use of the Great Northern Rail Trail.

As a long time resident with property and a home next to the rail trail 3km north of Salmo, I have watched the changes first hand over the last 30 years.

When the trail first became motorized, there were few ATV's that utilized the trail. Due to the low numbers, it was still safe for other users to access the trail for walking, biking, cross country skiing etc and provided an active transportation corridor to town and for healthy lifestyles.

Over the years, ATV traffic has increased rapidly and is now to a point where there is a steady stream of ATV and other motorized vehicles speeding along the trail. This causes the trail and surrounding areas to be very dusty including our yard and home. I worry about asthma effects in my children and have not felt safe using the trail myself nor with my children. The few times I have taken my kids (ages 5 and 7 currently) on the rail trail, we have been completely dusted out by the ATV traffic, hiding in the bushes and holding our breath until the worst of the dust clouds subside. There have been multiple aggressive and speeding drivers making us feel very unsafe and that an accident is likely. The ATV traffic makes the trail surface deep loose gravel and is not possible for my kids to bike on it due to this. We have only ever been able to bike along the highway, putting ourselves at increased risk of collision with highway traffic instead of being able to use what could be a lovely transportation corridor to connect our home to the Village of Salmo.

The noise from the ATVs on the rail trail is constant and disrupts our peaceful enjoyment of our property. A property we purchased in order to be able to have peace and quiet.

There have been so many experiences of speeding, underage riders, near miss accidents, and unsafe practices but I will provide an example from two weeks ago (August 3<sup>rd</sup> 2023 roughly). I was walking along the rail trail when an ATV came speeding around a corner and almost ran into me. They were pulling a flat trailer of some sort which had 3 lawn chairs strapped onto it and three men sitting in the lawn chairs drinking alcohol. They yelled and threw their beer cans into the ditch on their way by, then did some 'fish tails' in their ATV to kick up extra dust and continued speeding down the trail. I had to sit down and wait for a few minutes for the huge dust cloud to clear so that I could continue walking. It has become a very unsafe place to be and I rarely see anyone other than ATV users on the trail nowadays.

Who is responsible when an accident occurs and someone is seriously hurt? Who is responsible for decreased property values and reduced quality of life? Who is responsible for the negative effects to vegetation and wildlife?

With climate change being an important aspect of RDCK, and government strategies, using this trail to promote green and active transportation would align with the goals set out by the various regulatory and municipal bodies.

I am strongly in favor of eliminating motorized use and would like to know what actions are going to be taken to investigate the current situation and what solutions will be implemented.

Thank you,

Virginia Stockdale BSc, AAg  
Cell: 250-231-3854

September 2, 2023

To the RDCK Parks Commission:

This letter is to voice my support for the non-motorized use of the Great Northern Rail Trail.

Motorized use of the rail trail is detrimental to the health and safety of other user groups. These users, including walkers, runners, cyclists and others are subject to OHV's and even cars and trucks using the rail trail. The non-motorized user groups don't feel safe with high-speed OHV's, loose gravel and dust on the rail trail and thus use the highway exposing themselves to unnecessary risk.

Having two motorized corridors next to each other is excessive and unnecessary. The lack of clarity around speed control and enforcement leaves the public at risk. Conflicts with motorized users have Homeowners along the trail are subjected to uninsured OHV's that are causing accidents and damaging property. Excessive dust and noise are reducing our property values. Money spent by the RDCK over the last couple of years to grade and widen the rail trail have made it easier for OHV's to go faster and created more dust and noise.

As a resident of the Salmo River Valley, I would like to see the rail trail improved to the same standard as the section from Hall Siding to Nelson and motorized use stopped. Safe access to recreational corridors without OHV's is a priority for myself and my family. Please do your part to provide safe access for non-motorized users. Transitioning the Great Northern Trail to an active transportation route would create a vibrant and healthier community that would help achieve greenhouse gas emissions and attracts tourist dollars.

Thank you,

Alice Nellestijn  
203 Boulder Pit Road  
Box 718  
Salmo, BC V0G 1Z0

**From:** [Parks](#)  
**To:** [Cary Gaynor](#)  
**Subject:** FW: motorized use of the Nelson/Salmo rail trail  
**Date:** June 8, 2023 3:31:03 PM

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## Ashley Grant Administrative Coordinator

**Regional District of Central Kootenay | Creston and District Community Complex**  
**Phone:** 236-532-2034 | **Fax:** 250.428-5700  
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**From:** Jon Kinstad <jonkinstad@gmail.com>  
**Sent:** Tuesday, June 6, 2023 8:21 AM  
**To:** Parks <Parks@rdck.bc.ca>  
**Subject:** motorized use of the Nelson/Salmo rail trail

**CAUTION** This email originated from outside the organization. Please proceed only if you trust the sender.

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Hello

I was trying to connect with Cary but couldn't find his specific email address so I'm hoping this will make its way to him.

I'm following up based on a phone conversation I had with Cary earlier today.

This is my statement of the accident that occurred at my home on Thursday June 1st along the rail trail north of Salmo. My address is 8960 Hwy 6 and my driveway crosses the rail trail before it meets the highway.

At approximately 7:15pm my wife (Johanna Mickle, 250-777-2559) was leaving our home and approached the rail trail crossing at which point a rapidly approaching motorcycle (from the North) collided with the driver side quarter panel and driver door. The motorcyclist was ejected from the bike and across the windshield landing on the other side. According to my wife the motorcyclist said that he was alright and uninjured and that it was his fault for going too fast.

In the chaos of the moment Johanna didn't fully grasp the amount of damage to the vehicle and failed to get the name or contact information of the motorcyclist and he departed without offering it. According to Johanna there was no visible license plate on the motorcycle.

We've filed an accident report with the Salmo RCMP on Friday the 2nd and have reached out to our friends and neighbors hoping to find out the name of the motorcyclist in the hopes of making sure that he is alright and to seek compensation for the damages to our vehicle.

I wanted to add a little bit about our experience of living along the rail trail. We've lived along the rail trail for 10 years now and can say that motorized use has increased measurably. Improvements made to the surface over the last couple of years (grading and dust control)

have allowed for increased speeds which we immediately noticed. The dust (even after the liquid applied last summer) can be overwhelming, especially late in the summer when clouds of dust woft through our property to the point that we can't leave our windows open. Most motorized users are considerate and slow down for other users. However, it is quite common for motorized users to be going well over 20km per hour and not slow down at the approach to our driveway. Between the noise, dust and excessive speeds of the motorized users I can say I'm not supportive of their continued open access to the rail trail. I would prefer to see it used as a non-motorized corridor and support human powered recreation. The ability to be able to ride a bicycle from Salmo to Nelson without having to be on the highway is very appealing to us.

Feel free to contact me if you have any further questions or you need more information.

Thanks  
Jon Kinstad  
250-777-1189



# [Commission/Committee Report]

**Date of Report:** [09, 01, 2023]  
**Date & Type of Meeting:** [09, 12, 2023], [Nelson Salmo and Areas EFG Parks Commission]  
**Author:** Cary Gaynor, Regional Parks and Trails Manager  
**Subject:** SLOPE AND FLOOD STABILITY ADJACENT TO THE GREAT NORTHERN TRAIL IN YMIR  
**File:** 7000-02  
**Electoral Area/Municipality** NSEFG

## SECTION 1: EXECUTIVE SUMMARY

The purpose of this report is to provide the NSEFG Commission with an update on a meeting with MOTI to discuss slope stability and erosion adjacent to the Great Northern Trail in Ymir as per May 9<sup>th</sup> 2023 staff direction.

## SECTION 2: BACKGROUND/ANALYSIS

At the May 9<sup>th</sup> NSEFG Commission Meeting there was a direction to staff: “That staff to investigate with the ministry of transportation rail trail bend near the Ymir hotel for slope and flood stability and report back to commission”.

On August 24<sup>th</sup> 2023, Staff met on site with representatives from MOTI to discuss the slope and slope stability of the section of watercourse adjacent to the rail trail. Staff explained that we have watched the slope erosion get closer to the rail trail over time. After discussion, the MOTI representative informed staff that they would discuss and provide a written response for us to bring back to the NSEFG Commission for the September 12<sup>th</sup> meeting. The response is provided as an addendum.

## SECTION 3: DETAILED ANALYSIS

### 3.1 Financial Considerations – Cost and Resource Allocations:

**Included in Financial Plan:**  Yes  No      **Financial Plan Amendment:**  Yes  No  
**Debt Bylaw Required:**  Yes  No      **Public/Gov’t Approvals Required:**  Yes  No

No financial considerations at this time.

### 3.2 Legislative Considerations (Applicable Policies and/or Bylaws):

N/A

### 3.3 Environmental Considerations

There are no environmental considerations in this report. Considerations to be added depending on future action



### **3.4 Social Considerations:**

Non at this time

### **3.5 Economic Considerations:**

Non at this time

### **3.6 Communication Considerations:**

Non at this time

### **3.7 Staffing/Departmental Workplace Considerations:**

Staffing considerations depending on future action

### **3.8 Board Strategic Plan/Priorities Considerations:**

Non at this time

## **SECTION 4: OPTIONS & PROS / CONS**

Options are:

- direct staff to take further action and continue to monitor the situation at Ymir and report back in summer 2024
- to direct staff to take no further action

## **SECTION 5: RECOMMENDATIONS**

That staff continue to monitor the site of potential erosion and report back to the Commission in summer 2024

Respectfully submitted,

**Cary Gaynor** | Regional Parks and Trails Manager

## **CONCURRENCE**

General Manager of Community Services – Joe Chirico

Regional Manager – Operations & Asset Management – Craig Stanley

### **ATTACHMENTS:**

**Attachment A – Email dated August 25, 2023 from Kevin Lewis**

**From:** Lewis, Kevin MOTI:EX <[Kevin.Lewis@gov.bc.ca](mailto:Kevin.Lewis@gov.bc.ca)>  
**Sent:** August 25, 2023 9:04 AM  
**To:** Cary Gaynor <[CGaynor@rdck.bc.ca](mailto:CGaynor@rdck.bc.ca)>  
**Cc:** Kinnear, Greg MOTI:EX <[Greg.Kinnear@gov.bc.ca](mailto:Greg.Kinnear@gov.bc.ca)>  
**Subject:** RE: Ymir rail trail

CAUTION

This email originated from outside the organization. Please proceed only if you trust the sender.

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Hi Cary,

Thanks for meeting up yesterday. Unfortunately, this year we have committed funding to further improve the trail further north and have a large washout affecting the trail that requires immediate repairs. Looking at the amount it has receded in Ymir and I don't think we are in jeopardy of losing the trail. Further the slope does have rock on it which will protect against and slow erosion, but it needs some large rock and cloth to be completely out of mind for erosion concerns. There would also be long lead times for this season with the required permitting.

However, thank you for bringing this area to our attention as we can help monitor and could capitalize on some economies of scale should equipment already be in the area.

If an emergency did occur this also opens up other funding and if in immediate threat, we could potentially help and mobilize quickly. It does help that the access is good.

We see value in the entire trail, but any work on the non-motorized section takes away from maintenance on vehicular roadways. If this area to Ymir became non-motorized it would help us use the active transportation funding, we can apply for to fix things like this. Unfortunately, if it needs to come out of our base programming, we must prioritize roadway works first which pushes it down the list. However, it would be nice to get ahead of this one as it's always good to be proactive.

I hope this answers your questions with enough detail. As always give me a call if anything changes or new info comes to light.

Cheers,

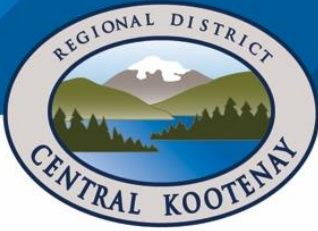
**Kevin Lewis**

A/Operations Manager – SA10, West Kootenay District  
Ministry of Transportation and Infrastructure  
4th Floor – 310 Ward Street  
Nelson, BC V1L 5S4

P: (778)-671-9291

E: [kevin.lewis@gov.bc.ca](mailto:kevin.lewis@gov.bc.ca)





# Commission/Committee Report

**Date of Report:** [09, 06, 2023]  
**Date & Type of Meeting:** [09,12, 2023], Nelson Salmo and Areas EFG Parks Commission  
**Author:** Cary Gaynor, Regional Parks and Trails Manager  
**Subject:** LICENSE OF OCCUPATION REQUIRMENT FOR GREAT NORTHERN TRAIL  
**File:** 7000-02  
**Electoral Area/Municipality** City of Nelson, Village of Salmo, Areas E, F, G

## SECTION 1: EXECUTIVE SUMMARY

The purpose of this report is to provide information to the Commission on a RDCK staff meeting with Ministry of Transportation and Infrastructure (MOTI) and renewal of the License of Occupation of the Great Northern Trail (GNT) in 2025.

## SECTION 2: BACKGROUND/ANALYSIS

The RDCK has held a License of Occupation, granted by MOTI, for the use of the GNT for recreational and transportation purposes since 2005 and that license expires in 2025. Management at MOTI informed us that they will require an updated Management Plan for the Trail as part of the license renewal process. The previous management plan is almost 20 years old and much has changed since its adoption.

Over the last several years staff has put in a great deal of time trying to manage the 48 km rail trail from Troup to Salmo. With the introduction of e-bikes and larger more powerful off-road vehicles (ORVs) as well as higher number of users (up to 30,000 users /month close to Nelson) mitigating conflict and managing risks has become a challenge for staff. With an increase in the number of regional parks and a higher demand for services, staff have neither the tools nor the resources to properly manage the risks associated with the rail trail in its current state. Not limited to the current incident, we are aware of “near miss” incidents and/or non-reported incidents that put users and the RDCK at risk. Staff has worked diligently to promote and enforce reduced speeds, post signage, and educate users but often this has resulted in thousands of dollars of vandalism and theft to our signs and speed control mechanisms.

On June 6<sup>th</sup> 2023 RDCK staff was made aware of an incident on the Great Northern Trail that involved a collision with a car and motorbike. An email was sent to both RDCK staff and the MOTI acting operations manager regarding the incident. Staff had internal conversation regarding the incident and informed the Commissioners via email. The local managers of MOTI informed us they were required to provide a Minister letter in response to the incident. It was at this time that MOTI requested a meeting with RDCK staff to discuss the incident and other issues specific to the rail trail.

On August 31<sup>st</sup> RDCK staff met with MOTI staff, Regional Manager, the Acting Operations Manager and the Acting Roads Manager at the MOTI office in Nelson. The discussion included the aforementioned incident and also additional emails that were received by the RDCK and the Acting Operations Manager regarding trail use and current activities on the Rail Trail. We agreed that RDCK would respond to the specific letters from Virginia

Stockdale, June Stockdale, and Bill Stockdale as they related to the management of the trail. These letters are included as correspondence in the September 12<sup>th</sup> meeting agenda.

Staff will start the process of developing the updated management plan and provide a report to the Commission at the November 4<sup>th</sup> 2023 meeting about options to do so, including estimated costs that will be included in the 2024 operating budget. Staff believes there may be an opportunity to utilize an economy of scale with the successful candidate of the Regional Parks, Trails and Access to Water Strategic Plan – based on staff evaluation of the two proponents being considered to deliver that plan. The recommendation for the award of that contract is on the September 14, RDCK Board Meeting agenda.

### SECTION 3: DETAILED ANALYSIS

#### 3.1 Financial Considerations – Cost and Resource Allocations:

Included in Financial Plan:  Yes  No      Financial Plan Amendment:  Yes  No  
Debt Bylaw Required:  Yes  No      Public/Gov't Approvals Required:  Yes  No

[Indicate Financial (Budgetary) Considerations]

#### 3.2 Legislative Considerations (Applicable Policies and/or Bylaws):

Not at this time.

#### 3.3 Environmental Considerations

Environmental considerations would be part of a management plan

#### 3.4 Social Considerations:

Social considerations would be part of a management plan

#### 3.5 Economic Considerations:

This will be covered in our Commission report for November 4<sup>th</sup> 2023. There will be a cost to a management plan but hope to create savings due to the timing of our Regional Parks, Trails and Access to Water Strategic Plan in 2023/24.

#### 3.6 Communication Considerations:

Staff will continue to maintain communication with MOTI, update the Commissioners and Board, consult with other RDCK Staff, and inform the public about GNT related issues.

Public consultation required as part of the development of the new management should be robust, comprehensive, and should be promoted in advance and with adequate information to ensure all stakeholders, users, affected local and provincial government agencies, and First Nations have an opportunity to provide input.

#### 3.7 Staffing/Departmental Workplace Considerations:

Due to the current demands of regular maintenance of the regional parks and trails the operational staff do not have capacity to develop a new management plan. Parks planning staff are also busy with other strategic priorities and have a full work plan for the next 6-12 months. Staff sees the need for an outside perspective – a non-biased assessment for management of the Trail in its entirety including true cost, safety, liability and risk,

bylaws and enforcement, continued capital costs and an implementation strategy. Staff will bring a report to the commission with options and recommendations on how to proceed with the development of the new management plan.

### **3.8 Board Strategic Plan/Priorities Considerations:**

To excel in governance and service delivery

## **SECTION 4: OPTIONS & PROS / CONS**

Options:

- That the Commission direct staff to provide a report for the November 4<sup>th</sup> NSEFG Commission meeting providing information on potential options for a management plan to meet the requirements of MOTI license of occupation renewal
- That the Commission direct staff to do no further action.

## **SECTION 5: RECOMMENDATIONS**

That the Commission direct staff to provide a report for the November 4<sup>th</sup> NSEFG Commission meeting providing information on potential options for a management plan to meet the requirements of MOTI license of occupation renewal

Respectfully submitted,

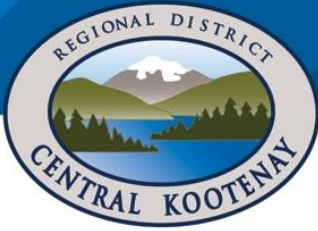


Cary Gaynor

## **CONCURRENCE**

General Manager of Community Services – Joe Chirico

Regional Manager of Operations and Asset Management – Craig Stanley



# Commission Report

**Date of Report:** 09, 06, 2023  
**Date & Type of Meeting:** 09, 12, 2022, NSEFG Parks Commission Meeting  
**Author:** Jeff Phillips/Cary Gaynor,  
**Subject:** PARKS OPERATIONAL UPDATE  
**File:** 13-7010  
**Electoral Area/Municipality** Nelson, Salmo and Electoral Areas E, F and G

## SECTION 1: EXECUTIVE SUMMARY

The purpose of this report is to provide an operational update on parks within the Nelson, Salmo and Electoral Areas E, F and G Regional Parks Service area

## SECTION 2: BACKGROUND/ANALYSIS

The Regional Parks Operations Supervisor and the seasonal staff crew have been working hard all around the Regional District on completing maintenance and capital projects. Attached is a report describing park-by-park work and accomplishments so far in the 2023 financial year. We still have ongoing work that will lead us into winter where rinks at Morning Mountain, Bonnington and Cottonwood Lake will again be a success.

## SECTION 3: DETAILED ANALYSIS

<b>3.1</b>	<b>Financial Considerations – Cost and Resource Allocations:</b>
<b>Included in Financial Plan:</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <b>Financial Plan Amendment:</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>
No	
<b>Debt Bylaw Required:</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>Public/Gov't Approvals Required:</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/>
No	

Operational works are all part of the 2022 Financial Plan

### 3.2 Legislative Considerations (Applicable Policies and/or Bylaws):

N/A

### 3.3 Environmental Considerations

N/A

### 3.4 Social Considerations:

N/A

### 3.5 Communication Considerations:

N/A

### 3.6 Staffing/Departmental Workplace Considerations:

N/A

**3.7****Board Strategic Plan/Priorities Considerations:**

Excel in governance and service delivery, to manage our assets and operations in a fiscally responsible manner and strengthen our relationships with our community partners.

**SECTION 4: OPTIONS & PROS / CONS**

Operational update report only.

**SECTION 5: RECOMMENDATIONS**

That the Nelson, Salmo and Areas E,F and G Regional Parks Commission receive the fall 2022 operational update.

Respectfully submitted,

Jeff Phillips

**CONCURRENCE**

Regional Parks and Trails Manager – Cary Gaynor

A handwritten signature in blue ink, appearing to read "Cary Gaynor", followed by a long horizontal line extending to the right.



## Nelson, Salmo EFG Parks Operational Update Fall 2022

### Balfour Beach Regional Park

- During high water, Kootenay Lake eroded the entrance ramp, the entrance ramp required to be re-built again in 2023.



- Tree clean up from numerous wind storms. This park continues to experience substantial windthrow. Clean up is occurring on a regular basis.





We continue to have a temporary porta-potty outhouse located adjacent to the park available to the public during peak park usage.

## Bonnington Regional Park

- New soccer nets





- Example of some of the general park maintenance projects at Bonnington





- An example of the xeriscape/beatification work occurring in the parks



## Cottonwood Lake Regional Park

- Cottonwood Lake Accessible upgrades were completed this year. Washrooms were installed, accessible pathways created, two viewing platform foundations were installed, new dock and new trails are some of the improvements.







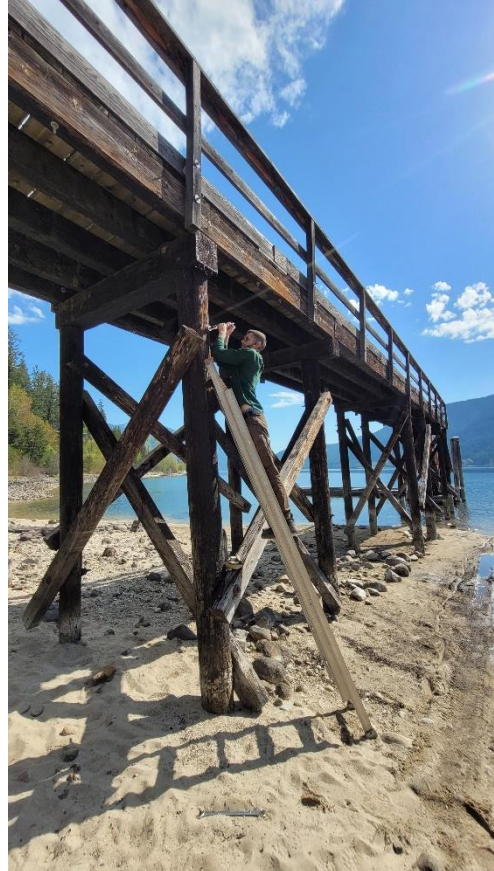






## McDonalds Landing Regional Park

- Inspecting and tightening fasteners is ongoing at the wharf. Pressure washing of the deck allows for the removal of accumulated debris



- New entrance signage



## **Morning Mountain Regional Park**

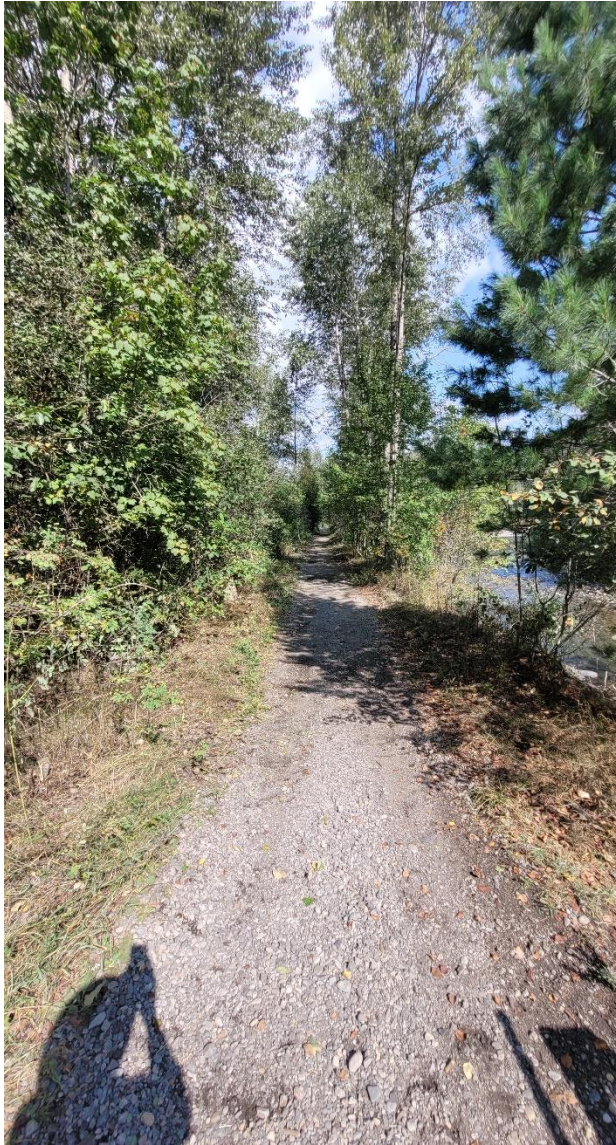
- Planting of tree species that are suited to the dry sun exposed site has been completed. It is hoped these trees will provide shade to park users in the coming years.

## **Nelson Salmo Great Northern Trail**

Brushing of trail between Ymir and Hall Creek is on-going. Over the past years we have contracted this work out to brushing crews or mechanized equipment who, over five years, have completed the entire multi-use section. This has greatly reduced the woody debris (alders, cottonwoods, etc.) on the trail that impedes sight lines and degrades the trail experience. Managing the new growth that appears needs to be a priority as the costs for this contractor work is high. If left unchecked, the new growth can become woody debris over two summers in open areas of the trail. We have been utilizing internal forces to brush back the new growth. This work is substantial and requires a significant amount of time due to the distances involved (20km +).



Work to manage the brush on the non-motorized section is required however due to the high trail usage and resurfacing work done to date, this is not as significant or time sensitive.

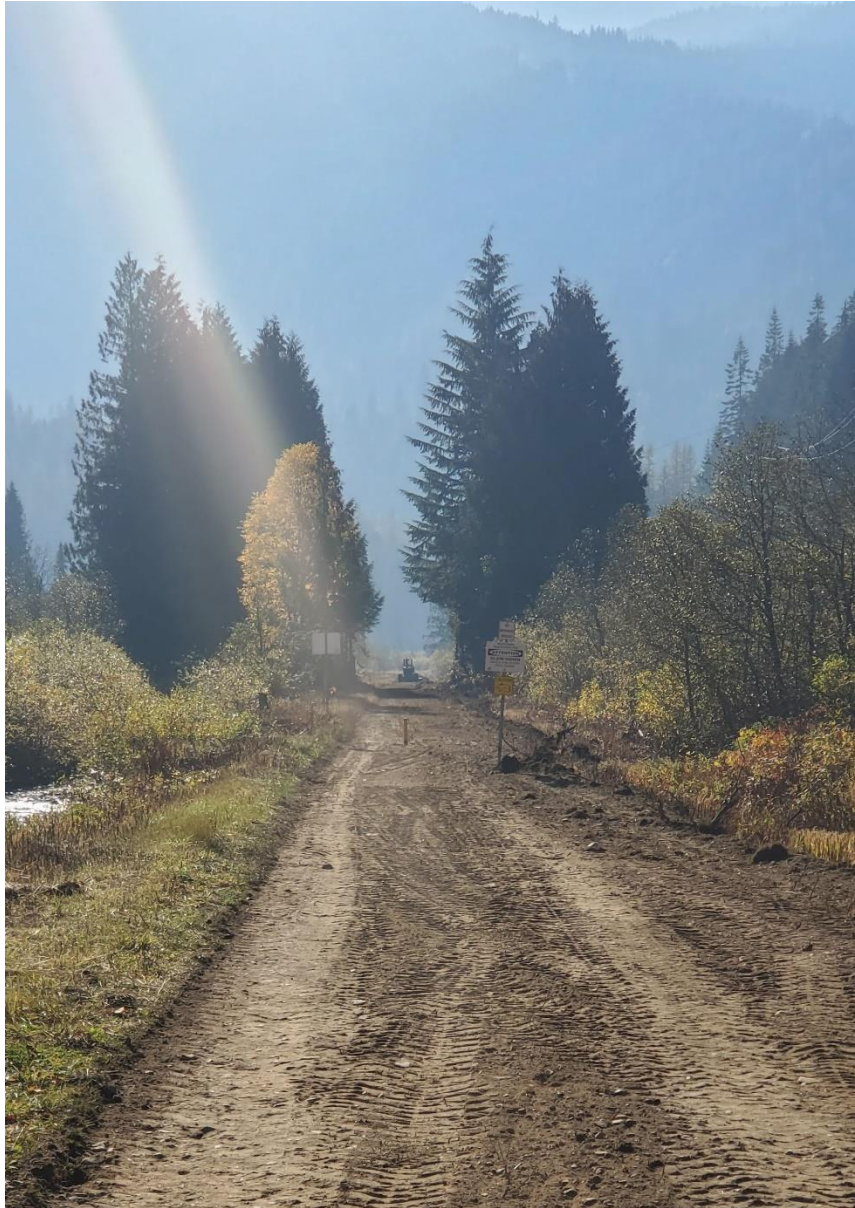




- Water levels in the Apex area require special attention in the spring to ensure erosion does not degrade the trail surface



- Dust control of section approaching Salmo has occurred.
- Additional signage installed due to continued theft on multi-use section.
- Ministry of Transportation and Infrastructure successfully completed another section of resurfacing from Busk nearly to Ivy road.





## Rosebud Lake Regional Park

Routine trail maintenance and inspections are ongoing.

## Sunshine Bay Regional Park

Staff was able to accomplish a great deal at Sunshine Bay this year including the following

- Completion of a new outhouse which replaces a dated facility that required regular septic pumping due to the small storage capacity.





- Substantial limb work on Lombardi poplars occurred again this spring.



- Removal of another section of barbed wire fence occurred this year at the riding centre, replaced with cedar split rail:





- General Facility cleaning





- New lawnmower for sunshine bay greatly reduces time to maintain grass fields.



## Taghum Beach Regional Park

- Trail maintenance.



- We continue to be challenged by a stubborn patch of Poison Ivy at Taghum





**Regional District of Central Kootenay**  
Unaudited Service Statement

**S202 Regional Parks-Nelson, Salmo and Areas E, F and G**  
Period: July 2023

**REVENUE**

Account	Project	Workorder	Current Month	Year To Date Actuals	Total Year Budget	Budget Remaining	Budget Utilization
41010			0	0	965,496	965,496	0%
42035			0	400	0	(400)	0%
42045			0	100	0	(100)	0%
43020			0	35,235	80,000	44,765	44%
43025			0	511	110,000	109,489	0%
49100			0	102,733	103,000	267	100%
<b>Revenue</b>			<b>0</b>	<b>138,980</b>	<b>1,258,496</b>	<b>1,119,516</b>	<b>11%</b>

**OPERATING EXPENSES**

Account	Project	Workorder	Current Month	Year To Date Actuals	Total Year Budget	Budget Remaining	Budget Utilization
51010			3,373	14,586	26,100	11,514	56%
51030			469	1,390	3,310	1,920	42%
53020			0	0	4,000	4,000	0%
53040			0	0	300	300	0%
53050			0	7,887	9,110	1,223	87%
53080			0	690	700	10	99%
54030			8,981	63,539	205,800	142,261	31%
54040			0	3,490	30,000	26,510	12%
55010			278	3,866	77,000	73,134	5%
55020			5,453	9,842	5,700	(4,142)	173%
55030			8,407	8,720	39,000	30,280	22%
55040			26	424	2,800	2,376	15%
55050			620	620	600	(20)	103%
55060			338	338	0	(338)	0%
57010			0	0	386,000	386,000	0%
<b>Operating Expenses</b>			<b>27,946</b>	<b>115,393</b>	<b>790,420</b>	<b>675,027</b>	<b>15%</b>

**CAPITAL EXPENSES**

Account	Project	Workorder	Current Month	Year To Date Actuals	Total Year Budget	Budget Remaining	Budget Utilization
60000			38,560	124,781	182,000	57,219	69%
<b>Capital Expenses</b>			<b>38,560</b>	<b>124,781</b>	<b>182,000</b>	<b>57,219</b>	<b>69%</b>

**NON-OPERATING EXPENSES**

Account	Project	Workorder	Current Month	Year To Date Actuals	Total Year Budget	Budget Remaining	Budget Utilization
56010			0	1,370	6,275	4,905	22%
56020			0	23,065	23,064	(1)	100%
59000			0	60,235	25,000	(35,235)	241%
59510			0	0	13,774	13,774	0%
59530			0	0	217,963	217,963	0%
<b>Non-Operating Expenses</b>			<b>0</b>	<b>84,670</b>	<b>286,076</b>	<b>201,406</b>	<b>30%</b>

<b>Total Service</b>			<b>(66,506)</b>	<b>(185,864)</b>	<b>(0)</b>		
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