

**REGIONAL DISTRICT OF NANAIMO**

**ELECTORAL AREA 'B' PARKS AND OPEN SPACE ADVISORY COMMITTEE**

**TUESDAY APRIL 2, 2013**

**7:00 PM**

*(Gabriola Island Women's Institute Hall)*

**A G E N D A**

**PAGES**

**CALL TO ORDER**

Welcome New Committee Member

Election of Secretary

**DELEGATIONS**

*Motion to receive late delegation.*

**MINUTES**

Review notes of October 30, 2013 meeting as there was not a quorum.

*Motion to approve Minutes.*

**BUSINESS ARISING FROM THE MINUTES**

**UNFINISHED BUSINESS**

Huxley Community Park Planning Process

707 CP - South Road Gate

## **REPORTS**

Monthly Update of Community Parks and Regional Parks and Trails Projects – November/December 2012

Monthly Update of Community Parks and Regional Parks and Trails Projects – January 2013

Electoral Area 'B' Community Park 2013 Detailed Project Plan

Electoral Area 'B' Community Park 5-Year Project Planning: 2013-2017

Draft – Mudge Island Water Access: Survey #1 Compilation of Responses

*Motion to receive Reports.*

## **NEW BUSINESS**

## **COMMITTEE ROUND TABLE**

## **IN CAMERA**

That pursuant to Section 90(1)(c) and (e) of the Community Charter the Board proceed to an In Camera meeting for discussions related to land issues.

## **ADJOURNMENT**

*Motion to adjourn.*

## **NEXT MEETING**

**July 2, 2013 – 7:00pm**

**Gabriola Women's Institute Hall**

Disbursement: H. Houle (Chairperson), M. Dickinson, J. Eastick, N. Crozier, J. Young, J. Phillipoff, T. Osborne, W. Marshall, E. McCulloch

**REGIONAL DISTRICT OF NANAIMO  
NOTES OF THE ELECTORAL AREA 'B' PARKS AND OPEN SPACE ADVISORY  
REGULAR COMMITTEE MEETING HELD  
TUESDAY OCTOBER 30, 2012, 7:00PM  
AT GABRIOLA WOMEN'S INSTITUTE HALL**

**Attendance:** Howard Houle, Director, RDN Board, Chair  
Jacinthe Eastick  
Randy Young

David Laidlaw representing Mudge Island

**Absent:** Catherine Williams  
Stephen O'Neill  
Megan Dickinson  
Nancy Crozier

**Staff:** Wendy Marshall, Manager of Park Services  
Elaine McCulloch, Parks Planner

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**CALL TO ORDER**

Chair Houle called the meeting to order at 7:05pm noting that as a quorum was not met, this was to be an information only meeting without motions.

**MINUTES**

Minutes of the Electoral Area 'B' Parks and Open Space Advisory Committee meeting held May 29, 2012, were reviewed without any revisions noted.

**UNFINISHED BUSINESS**

**South Road Stairs Update**

A set of plans titled 'South Road Park' by Topographics Landscape Architecture (Cameron Murray) detailing the replacement for the stairs were reviewed. Three contractors were contacted for a request for proposals, and one proposal was received. Staff are working on the contract to begin work. Expected completion date is December 31, 2012, with estimated costs of \$24,000. An existing public access sign will be moved to the new entrance.

**Mudge Island Water Access – Community Consultation update.**

A Mudge Island Water Access Development Questionnaire together with a Mudge Island Water Access Survey by Bill Curell, Steve Holroyd, Dave Laidlaw and Harvey Taggart was presented. The questionnaire will provide community input on development of the 27 Mudge Island Water Access points. Recreation access requests will be handled by POSAC, barge landing requests by the RDN transportation department. The survey will be available on the RDN web site, with a notice sent to all Mudge Island addresses, and e-mailed to Harvey Taggart's e-mail list. The completion date was advanced from November 23, 2012 to December 10, 2012 to enable summer residents to respond.

A question indicating property ownership as waterfront or inland was requested, as the access requirements may be quite different. The difficulty of delineating the public access limits was discussed. Permits for signs are necessary on public lands. Showing public access as opposed to private access from the beach is also a difficult problem that also occurs on Gabriola.

### **707 Signage update**

Most signs in the 707 have been installed according to Ms. McCulloch's installation schedule over the summer period. Changes to the 707 access from South Road include a proposed locked fire gate installed by the Gabriola Fire Department at the South Road entrance of Dean Gaudry's road into the 707. GaLTT has obtained a trail license called "Wilkinson Way" to a north trail to allow pedestrian and bicycle access from South Road to the 707. When the gate is installed, GaLTT will install a 'Road Closed' sign at the 707 entrance to the road.

In order to allow access to the trail to South Road, an installation of a 6x6 post, with side arrow signs "Wilkinson Way to South Road", face sign "Erratic Trail", and a top map sign with the 'you are here' red dot at the Wilkinson Way trail intersection with the Erratic Trail was suggested.

Further suggestions of maps at the Ricki Road entrance, #18 and the 'stumps' entrance #25 were not part of the original mandate because the intent was to provide maps at the first trail diversions within the 707. Unfortunately the boundary post at the first trail diversion from the stumps was removed as directed. The Ricki Road entrance also has three unofficial trails diverging before the sign at #16. More review may be necessary.

## **REPORTS**

### **Monthly Update of Community Parks and Regional Parks and Trails Projects**

Culvert installation on the Tin Can Alley trail was completed.

Rollo McClay and waterfront parks mowing continued. Magnesium chloride was applied to Rollo McClay parking areas for dust control. Emcon has information available on magnesium chloride.

Plans for structural augmentation of the Coats Marsh cabin were finalized to allow the present caretaker to continue in residence to 2017. Plans for the bat colony survival after that date were also obtained.

Rollo McClay irrigation pond liner and pump house replacement is currently underway, expected completion by November, 2012.

Contracts for garbage collection at several sites were monitored.

Park use permit applications follow parks bylaws for accepted use and impact on parks users.

### **Rollo McClay Parking**

Plans for the expansion of the Rollo McClay parking lot to accommodate 60 cars were initiated. This will help reduce the Ritchie Road overflow during ball tournaments. Rollo McClay parking lot improvements can proceed with removal of some stored material in the upper parking lot.

Ritchie Road access is still required for emergency services access and storage.

## **Huxley CP Community Consultation & Master Plan Process**

A physical survey is currently underway. A process plan for user group input, stakeholder input, community open house, public idea input, concept plan and cost estimates and phasing, was presented by E. McCulloch. Timing could be during the summer, in order to involve summer residents, using local media.

Discussion of local users and stakeholders then followed. The Recreation Society is recognized as a stakeholder. Sam Betts mentioned ball hockey group, pickle ball, tennis group, and bicycle ramp jumpers. Concern over tennis court paving and tree removal to avoid moss buildup was also mentioned. The Hope Center, Commons, and RCMP are also involved due to trees versus security issues. Trail connections with the Commons with restricted access, and the Village Market are required. Parking is an issue. A covered players resting bench for ball hockey games has been requested. Water service is not available at this time. A sign has been removed for restoration.

The Community Trail location will depend on the room available either on or adjacent to North Road.

## **5 – Year Project Planning: 2013-2017 Worksheet**

The 5-year project plan was presented by E. McCulloch.

### **High Priority Projects**

The Shaw Road stairs are scheduled for 2013 and 2014 with \$5000.00 to start for planning.

A Federal trail access agreement into the 707 is necessary for 2013.

Huxley park community consultation is budgeted with \$10,000 for possible project implementation

### **Medium Priority Projects**

With the 707 gate from South Road being installed by the Gabriola Fire Department, the \$5000 project might be used for the North Road parking survey and planning in 2013 provided the trail license agreement is completed.

### **Low Priority Projects**

Coats Drive parking presently scheduled for 2015 and 2016 will depend on community input closer to the time, but was budgeted in order to provide long term budget planning.

Invasive plant mapping and removal has been a RDN Board directed plan coming from the original management plan. The Coast Invasive Plant Committee has been assisting mapping projects on Vancouver Island and could provide an invasive species map of the 707 by next summer with RDN funds. Timely approval for volunteer projects for Daphne Laureola, Tansy and Broom are required to prevent seasonal seeds spreading.

Rowan Road is in the future.

### **Additional Project Suggestions**

Sir Williams/St. Catherines Water Access site assessment and survey is required for the existing trail to the Gabriola Passage viewpoint.

Ivory Way Water Access site assessment showed a short section would allow water access. The parks manager requested a formal gate into the park, which could be locked during the summer to match campground closing times.

Rollo boulder sitting/viewing area in the lower field will be augmented by the existing contractor moving large boulders to allow for seating.

Legislation is required to allow the RDN to have approval authority over road side trails and sidewalks, with the timing uncertain. The MacDonald to Peterson trail does not fall under the RDN approval mandate for sidewalks or road side trails, so would have to follow the standard RDN application procedure to MOTI. The first stage of this procedure will be boardwalk engineering drawings provided by GaLTT. The intent is to provide a walkway similar to the recently completed Commons walkway to the south garden.

Rollo McClay parking lot improvements can proceed with removal of some stored material in the upper parking lot.

In order for the Ivory Way and Rollo parking suggestions to be implemented, the High Priority Project Group was modified to delay the Shaw Rd Water Access stair design for one year, from 2013 to 2014 with construction deferred to 2015.

### **Maintenance Items**

Bell's Landing repair involves grading and diversion of water runoff into a left hand ditch, best done after the winter storms.

Joyce Lockwood stair upgrade would involve adding concrete stairs at the beach entry.

### **NEW BUSINESS**

#### **COMMITTEE ROUND TABLE**

Progress over the summer has been excellent.

A new GaLTT trail license, called "Wise Acre Woods" has been obtained adjacent to the eastern side of the Petroglyph trail. A license from Thompson Road into the Robinson Woods adds to the extensive Robinson Woods trails.

The white sign at the entrance to the Petroglyph conservation area could be refurbished, which would require contact with the Heritage division of the B.C. Government.

### **ADJOURNMENT**

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Chair

## Public Consultation and Schedule

The public consultation process and schedule is summarized in the following table:

Timeline	Public Engagement	Planning Phase	Outcomes
July	POSAC review #1 Stakeholder Interviews Open House #1 Online Survey #1	Issues, Program, Principles & Visioning	<ul style="list-style-type: none"> <li>List of Issues &amp; Constraints</li> <li>Park Program (elements)</li> <li>Draft Principles</li> <li>Draft Vision</li> </ul>
November	POSAC review #2 Stakeholder Review Open House #2 Online Survey #2	Goals, Concept Plan Review	<ul style="list-style-type: none"> <li>Vision</li> <li>Principles</li> <li>Management Goals</li> <li>Preferred design/program direction</li> </ul>
December	POSAC review #3 Online Open House #3 Online Survey #3	Final Plans & Implementation	<ul style="list-style-type: none"> <li>Final Draft Concept Plan</li> <li>Management Actions &amp; Priorities</li> <li>Cost Estimates</li> <li>Phasing Plans</li> </ul>

Several modes of engagement are proposed and include: Open Houses, Online Survey (using Survey Monkey), stakeholder interviews (via meetings, email and telephone correspondence). The RDN website ([www.rdn.bc.ca/parks](http://www.rdn.bc.ca/parks)) will serve as a window into the project and the various means of participation.

General advertising for engagement events will occur, with specific invitations provided to community interest groups (a preliminary list of stakeholders is provided below).

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Community Organizations:	Hope Centre, Gabriola Recreation Society; The Gabriola Commons; Gabriola Tennis Club; Gabriola Ball Hockey Players, Huxley Park Sports Association (?), Gabriola Youth Group (Mike Johanson)
Government Organizations:	RCMP (Trevor Mackay); SD 69 (Gabriola Elementary & Parent Advisory Council)
Other Organizations:	Folklife Village;

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March 25, 2013

## Parks Functions Report

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**TO:** Tom Osborne  
General Manager of Recreation and Parks

**DATE:** January 16, 2013

**FROM:** Wendy Marshall  
Manager of Parks Services

**FILE:**

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

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During November and December staff have been involved with the following projects and issues.

### Electoral Area Community Parks

#### **Area A**

Weeding, pruning and trail brushing was completed at both Woodridge Community Park and the Morden Colliery Trail entrance.

At Nelson Road staff removed storm debris from the ramps while at Pylades Road staff inspected the park for tree issues and cleared the trail. A damaged picnic table was repaired at Thelma Griffiths Community Park.

Staff prepared and distributed the November 21<sup>st</sup> PRC Commission meeting agenda package and attended the meeting. Staff prepared an Area A Parks work book and provided a parks tour to most of the Community Parks to Commission members at the November 4<sup>th</sup> PRC Planning Session.

#### **Area B**

Major works were completed for the replacement of an irrigation pond liner, and renovation of the interior of the pump house at Rollo McClay Community Park. Additional plumbing and fencing work is required to complete the project. A large, in-ground garbage can was also installed by the concession, and tree pruning along the hydro line was completed.

Staff prepared a webpage and online survey regarding Water Accesses on Mudge Island. A notification of the survey was mailed to all island residents. Residents were able to participate in the survey until December 10<sup>th</sup> and then extended until January 7<sup>th</sup>, 2013. Staff answered questions and took comments on the survey. Approximately ten survey responses were mailed in and inputted by staff.

Beach access stair replacement work was begun at South Road Community Park. Completion of this project is expected in mid-January.

The volunteer-constructed entrance sign at Huxley Community Park was removed and refinished. Installation will be carried out this winter.

Several large hazard trees were removed along a section of the Whalebone area trails.



Staff assisted the RDN Emergency Coordinator with park and trail mapping requests from the Gabriola Emergency Preparedness team.

***Area C - Extension***

Staff attended a site meeting with the applicant and their agent for a subdivision application on Myles Lake.

***Area C – East Wellington***

Site clearing and removal of fences and out-buildings was begun at Anders and Dorrit's Community Park. Hydro service was also reinstated at the house. Creek crossing and additional clearing work will continue into January.

Staff prepared and distributed the November 26<sup>th</sup> EW/PV POSAC meeting agenda package and attended the meeting.

***Area E***

Staff prepared a webpage and online survey regarding the Blueback Community Park public consultation process. Residents of Electoral Area 'E' were able to participate in the survey until December 10<sup>th</sup>. Staff organized; coordinated advertising for; and attended an Open House at the park on Saturday, November 24<sup>th</sup>. Approximately 25-30 people attended. Staff continued to answer questions and take comments on the Blueback Community Park online survey throughout December. The deadline for the online survey was extended until January 7<sup>th</sup>, 2013.

At Nanoose Road Community Park staff removed tree blow down and debris from trail. BC Hydro line clearing work was also carried out, to be completed in January. This involved the removal of two large arbutus trees along the road frontage.

Stair replacement work was completed at Jack Bagley Community Park. Staff installed additional parking signage at Nanoose Place and at Ainsley Road staff cleared the trail and stairs and repaired the approach.

Staff prepared and distributed the November 5<sup>th</sup> Area 'E' POSAC meeting agenda package and attended the meeting.

Staff attended a Fairwinds rezoning meeting with Planning Staff and the applicant's agent.

***Area F***

Results from the final Open House in October and online survey were summarized and were included in the final report. The Phase 1 design plan is being finalized with a target date of early 2013 for construction tender and park construction in the summer. Staff are also working with community volunteers to source labour and materials that could be used towards completion of Phase 1 construction.

Staff met with board members from the Errington Hall Society to discuss the operation agreement for Errington Community Park.

Trail maintenance and clearing work was carried out along the Arrowsmith Community Trail.

Staff prepared and distributed the November 19<sup>th</sup> Area 'F' POSAC meeting agenda package and attended the meeting.

### **Area G**

At Dashwood Community Park downspout and eaves trough maintenance and repair work was completed.

At Miller Road Community Park staff repaired stairs impacted by erosion and staff conducted trail maintenance work along the Stanhope Trail.

A community built sign was refinished and remounted on new posts at the entrance of Maple Lane Community Park following damage to one of the posts.

Staff reported to the board on the state of several large Cottonwood trees at Boulton Community Park in response to a park neighbour complaint. A hazard tree report was investigated at Riley Road Community Park.

Staff prepared and distributed the December 10<sup>th</sup> Area 'G' POSAC meeting agenda package and attended the meeting.

Staff attended a meeting with Planning staff, the developer and their agent regarding the rezoning application for 691 Wembley Rd (Yellowbrick).

The works at Miller Road are complete. Monitoring the structures after rain events has confirmed their integrity. Final report is expected in December.

### **Area H**

Public tender for the construction of the park closed on November 30<sup>th</sup> and the proposals were evaluated in December and the RDN has begun negotiating a final contract with IWC Excavating. The bid was over budget so the scope of work is being reduced to fall in line with the budget. Building and Development Permits have been received. The Hydro poles have now been moved out of the Park. Request for Quotations for the design/build of the pump track component were received November 5<sup>th</sup> and Jay Hoots was the successful candidate. Sports and playground equipment was ordered for the park.

At Sunnybeach Road staff removed storm debris. At Crane road staff removed storm debris and reported to the Department of Fisheries and Oceans following the discovery of a dead sea lion. At Thompson Clarke Trail the ditch and trail was cleared of debris.

Staff prepared and distributed the November 28<sup>th</sup> Area 'H' POSAC meeting agenda package and attended the meeting.

### **Community Parks and Greenways Strategy**

Staff continue to work on Phase 1 research. Staff has created and posted a dedicated web page on the RDN website. Work continues on the draft plans and preparations for the first Advisory Committee meeting in January.

## **Regional Parks and Trails**

### ***Beachcomber Regional Park***

Park staff inspected and maintained the trail and upgraded signs in the park and conducted trail maintenance.

### ***Benson Creek Falls Regional Park***

Park staff cleared winter storm debris off trails.

### ***Coats Marsh Regional Park***

Park staff assisted with the old barn demolition. Staff also cleaned the pond leveler for the winter months and removed some old barbed wire in the park.

### ***Descanso Bay Regional Park***

Park operator removed old barriers in the day use area and installed split rail fencing. Fencing was also installed along the cliffs on the points.

### ***Englishman River Regional Park***

Park Staff carried out routine inspections of Englishman River Regional Park and Top Bridge Park. Staff responded to maintenance issues identified by the Volunteer Park Warden including; garbage issues, ATV trespass, vandalism, graffiti and suspect hazardous trees. High river signage was installed and winter storm debris cleared from trails. A sign inventory was also conducted.

Trail construction signs were posted to inform the public about what is happening over the next 6 months. The Community Fisheries Development Centre work crew built a new bridge at the beaver pond and pedestrian only signs were posted. The Community Fisheries Development Centre work crew are also developing a new trail.

### ***Horne Lake Regional Park***

Park staff removed the old life preserver stands on the beach and replaced them with no lifeguard on duty signs. Staff built stairs for the fuel tank. Park staff continue to monitor and trouble shoot the water and power system.

Parking lot improvements were carried out and the South road was graded.

Park staff photo inventoried the park (data collected includes signs, facilities and fire pits).

Staff prepared and issued an RFP for park operator 2013-2018. The mandatory site visit was held with participation by RDN Utilities and Regional Parks Operations Coordinator. Four companies participated in the site visit and three submissions were received by the RFP deadline. The successful proponent was RLC Parks Services, the same firm that operates most BC Parks on Vancouver Island. The five-year operator agreement with RLC was developed and it included clarification of standards, processes and expectations. Staff organized the first meeting between RDN Parks and RLC. Staff worked with outgoing park operator on picnic table inventory and registration history.

### ***Lighthouse Country Regional Trail***

Construction of the accessible parking area and installation of two portable toilets, surrounds and signage and parking lot improvements are completed.

Terms of Reference were developed for an interpretive sign program for Lighthouse Country Regional Trail Pilot. Preliminary design concepts were received from the consultant.

Park staff emptied the deep bin garbage cans and maintained the trail.

#### ***Little Qualicum River Estuary Regional Conservation Area***

Staff worked with BC Conservation Foundation on terms of reference for a vegetation plan at the spit to be cost shared. The plan will include specific directions regarding invasive removal that can be carried out by volunteer assistants QB Streamkeepers.

#### ***Little Qualicum River Regional Park***

The Little Qualicum River Regional Park Management Planning process is now in its final phase. Results from the October 13<sup>th</sup> Open House and online survey were summarized as part of the final submission to the RPTSC December 4<sup>th</sup> meeting for their consideration. The Management Plan will be before the Board for final approval at their January 22<sup>nd</sup> meeting.

#### ***Moorecroft Regional Park***

The Draft Moorecroft Regional Park Management Plan was reviewed at the December 4<sup>th</sup> RPTSC meeting and will go before the Board at their January 22<sup>nd</sup> meeting. Signage about park improvements and changes was posted in the park in conjunction with construction of split rail fencing at Vesper Point (for protection of Garry Oak habitat). Staff met with the Moorecrofters in December to discuss volunteer possibilities in the park.

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

- Staff installed two double bear proof garbage cans (One at Vesper Point and one in the parking lot)
- Ballenas Secondary School class is installing a split rail fence at Vesper Point to protect the sensitive rare Gary Oak ecosystem
- Staff delivered split rail fencing material for the students
- Staff installed expanded metal on the new boardwalk for traction
- Staff removed garbage from the barn
- Staff conducted trail maintenance
- Staff checked all of the cabins stairs to determine if they were a safety concern. Stairs on cabins 3B and 9 were removed.
- Parking lot loop road was repaired

#### ***Morden Colliery Regional Trail***

Park staff inspected and maintained the trail.

#### ***Mount Benson Regional Park***

The trailhead kiosk was completed as well as parking lot improvements. The trailhead sign board is being designed and will be installed in the spring. An emergency access bollard with signs is being fabricated and will be installed by the spring.

Park staff finished GPSing the Mount Benson trails. The City of Nanaimo located their boundary at the Witchcraft parking lot and removed a couple of trees where the new kiosk will be installed in December.

Staff participated in a meeting with the NALT Covenant Committee to provide feedback on their draft covenant. It was agreed to work together to produce a simpler document.

### ***Nanaimo River Regional Park***

Park staff conducted trail maintenance and emptied the deep bin garbage can on Frey road

### ***Top Bridge Regional Trail***

Park staff conducted trail maintenance.

### ***Trans Canada Trail***

Damaged signs for Extension Ridge Trail were removed and one sign replaced as requested by Island Timberlands.

### ***Parksville - Qualicum Links***

Staff worked with Parksville, Qualicum Beach and MoTI to conclude on a way-marking scheme for the Links Route. All signage to be installed during the last two weeks of March 2013 in advance of Bike to Work Week with MoTI paying for the RDN's share of road signage.

### **Miscellaneous**

Staff attended a district Joint Health and Safety Meeting.

Numerous park inspection visits and maintenance projects were conducted throughout the district including garbage removal, brushing and trail maintenance, new sign layouts and installations, and sign maintenance, and numerous information requests were received from the public. A lift gate was ordered for one of the fleet vehicles.

Staff attended an International Mountain Bike Association (IMBA) Trail Care workshop held in Nanaimo. This was a great refresher course on trail layout and building techniques.

Park staff designed and produced fire and emergency signs for Parks that fall under the MoF Fire control cost sharing agreement.

Staff received MoTI's engineering study of the Hwy 19A bridge over French Creek and cost projections to fix the inadequate side-passage shared by pedestrians, medi-scooters and cyclists. Staff liaised with the Oceanside Cycling Coalition on the review process.

Staff attended the BC Hydro Distribution Line Services workshop on vegetation practices.

### ***Park Use Permits and Events***

Staff liaised with the Nanaimo Mountain Bike Club regarding pursuit of permit for mountain bike trail along the Harrow undeveloped road allowance. MoTI supports the plan given RDN holding a permit for the works. The Club will initiate exploration of the route including GPS, with a view to the RDN pursuing permit from MoTI in 2013.

Assisted North Island Film Commission with land information and contacts regarding TV filming at the base of the Saddle Route up Mount Arrowsmith.

**Recommendation**

That the Parks Update Report for November and December 2012 be received as information.

*Original copy signed by W. Marshall*

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Manager of Parks Services

*Original copy signed by T. Osborne*

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General Manager Concurrence

## Parks Functions Report

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**TO:** Tom Osborne  
General Manager of Recreation and Parks

**DATE:** February 19, 2013

**FROM:** Wendy Marshall  
Manager of Parks Services

**FILE:**

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

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

### **Electoral Area Community Parks**

#### ***Area A***

At the Nelson Road boat ramp improved parking signage was installed by Ministry of Transportation and Infrastructure, and storm debris was removed from the boat ramp.

Repairs were made to the toilet building at Pylades Drive beach access. At Ritten Road a garbage clean-up was carried out. A culvert was installed at Whiting Way Community Park, on a damaged section of causeway trail across the pond.

#### ***Area B***

At Rollo McClay Community Park plumbing, electrical, roof repair, painting, and fencing work is underway around the irrigation pond. A hazard tree assessment was ordered following a report from a park neighbour.

Beach access stair replacement work continues at South Road Community Park. Completion of this project is expected in mid-February.

#### ***Area C – East Wellington***

At Meadow Drive Community Park staff cleared garbage from the park and inspected the playground and swings. A hazard tree inspection was also carried out.

Site clearing and bridge replacement work continues at Anders and Dorrit's Community Park.

#### ***Area E***

Staff investigated potential parkland dedication opportunities at a property on Dorcas Point Rd by attending a site visit and through discussions with Planning staff and the potential future applicant.

At the Fox Run end of Schooner Ridge Path Community Park staff installed a new anti-vehicle bollard and large boulders to control unwanted access. Golf cart access for community members has been preserved at the site.

Staff conducted garbage clean up at Jack Bagley Community Park and at Brickyard Community Park staff cleared the trails and removed garbage. At Ainsley Road staff cleared the trail and stairs and repaired the approach.

Staff met on site to discuss requested tree removal and transplanting options at Nanoose Place in preparation for the possible development of the adjacent private lands.

#### ***Area F***

Trail planning and assessment work was carried out for the Arrowsmith Community Trail network. Staff reviewed the Carrothers Rd trail (ACT 2) and arrangements were made for an assessment of hazard trees by a professional faller. Fifteen trees were identified for removal and once the cost estimate is received a MoTI permit application will be submitted. Staff also completed an evaluation of Cranswick Rd (ACT 3) and the area is ready for volunteers to carry out initial trail blazing in 2013. Staff provided MoTI with a written brief on ACT progress.

Staff assisted local equestrians with an introduction to the Crown Lands Recreation and Trails Officer who provided both with RDN Crown lands mapping.

#### ***Area G***

Staff attended a meeting with Planning staff and Ministry of Transportation representatives to discuss the road and pedestrian network along Wembley Rd and Yellowbrick Rd in relation to the rezoning application for 691 Wembley Rd.

Staff cleared the trail and inspected newly installed bank stabilization works at Miller Road Community Park. Staff conducted a park clean up and trail clearing work at Columbia Drive Community Park.

Following one in December, another hazard tree report was investigated at Riley Road Community Park, resulting in the tree's removal.

#### ***Area H***

The tendering process for Henry Morgan is complete. IWC Excavating was selected as the contractor for the construction of Phase 1 works including play elements, pathways, landscaping, sport court, and temporary parking. Work has begun on sourcing materials and preparing the rootwad features. Clearing and grubbing is expected to take place during February if the weather conditions are favorable. The RDN has also hired Hoots Inc. to design/build the bike pump track. Works are scheduled to be completed by the end of April.

Staff visited Leon Rd/Marshall Rd parks to assess the feasibility of developing a trail/bridge connection through the parks.

Staff also visited Dunsmuir Community Park to look at future improvements. Staff liaised with a service contractor regarding ongoing vandalism issues at porta potty sites.

#### ***Community Parks and Greenways Strategy***

Staff continued to research and assemble information on parks and land use in the four Electoral Areas. The first Advisory Committee meeting was held in January. Based on a Committee recommendation the public engagement process has been expanded to include Open House sessions in each of the four Electoral Areas. The first Open House is scheduled for the end of February in Electoral Area H. A survey will be available on the RDN website prior to the Open House date. A second round of Open Houses will take place in May.



Staff coordinated and set the 2013 meeting dates for the Electoral Area A Parks, Recreation and Culture Commission and the Electoral Area B, East Wellington Pleasant Valley, E, F, G, and H Parks and Open Space Advisory Committee as well as the Open House dates for the Community Parks and Trails Strategy.

## **Regional Parks**

### ***Benson Creek Falls Regional Park***

Staff completed the Terms of Reference for the development of a 10-year management plan (2013-2023). The Terms of Reference and Staff Report will be forwarded to the Regional Parks and Trails Select Committee meeting on February 5<sup>th</sup> and for to the Board for approval late February.

Park staff completed a sign inventory and replaced a post and sign along the trail. Park staff also cleaned up garbage that was dumped in the parking area.

### ***Coats Marsh Regional Park***

The extent of the wetland has increased in recent years due to beaver activity which has resulted in increased water levels on an adjacent property. Parks has hired a consulting firm to assist with environmental approvals and engineered flood protection measures to control the flooding of the neighbour's land. Once the design and approvals are in place, the work will be scheduled for this summer during the dry season.

### ***Englishman River Regional Park***

Park Staff carried out routine inspections of Englishman River Regional Park and Top Bridge Park and responded to maintenance issues identified by the Volunteer Park Warden including; garbage issues, ATV trespass, vandalism, graffiti and suspect hazardous trees. Park staff removed danger trees along the trails, cleaned up metal from the burn pile and maintained vegetation around the Allsbrook kiosk. As well Park staff installed split rail fence at the Middlegate ATV barrier.

The Community Fisheries Development Centre work crew continue to develop new trail connecting the park to the Top Bridge Trail.

### ***Horne Lake Regional Park***

Staff continue to work on the transition to a new contractor at Horne Lake. Staff worked with the outgoing park operator on the termination of services at the end of January, final payments, clearing out of goods, and transfer of operations to the new, incoming park operator, RLC Parks Services.

Numerous meetings were held on and off site with the new operator to get them familiarized and established at the park. Topics included reviewing requirements and proposals, and negotiating operating plans and systems. Staff also met with RLC, RDN Building Inspection, and Fortis on the set-up and location of operational structures at the park entrance. Staff met with RDN Utilities to clarify and correct their records and reports, and confirm water related processes as per VIHA requirements. A surveyor was hired to confirm flood covenant level at the park entrance and to update the survey record there and fire equipment inspection was conducted with the Fire Center. Staff continues to work on details of the five-year Agreement with RLC and has begun updating the HLRP pages on RDN web site.

### ***Lighthouse Country Regional Trail***

Staff liaised with MFRNRO regarding erection of a Douglas-fir protected area zone sign at an RDN park/trail site in Bowser area. The sign is to be added to an existing post at the entrance to Wildwood Community Park and Lighthouse Country Regional Trail (north loop).

### ***Little Qualicum River Estuary Regional Conservation Area***

Park staff inspected and repaired the western section of fence which was knocked over during a king tide event.

### ***Little Qualicum River Regional Park***

The 2012-2022 Little Qualicum River Regional Park Management Plan was approved by the Regional Board on January 22nd. The final plan will be posted on the RDN website.

### ***Moorecroft Regional Park***

The 2013-2023 Moorecroft Regional Park Management Plan was approved on January 22<sup>nd</sup>. The web page will be updated and the final management plan posted. Information and regulatory signage about fencing for environmental protection, dogs on leash and trail closures are being further developed. A temporary park entrance sign is being planned to inform visitors of the upcoming changes in the park. Staff have also been working and communicating with the Moorecrofters on possible volunteer opportunities.

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

- Ballenas Secondary School class installed a split rail fence at Vesper Point to protect the sensitive rare Gary Oak ecosystem
- Staff delivered split rail fencing material for the students
- New trail closure and park regulation signage was installed throughout the park
- Staff used steel wool and expanding foam to fill holes in Kennedy Lodge to keep mice out
- Doors and windows were repaired on Kennedy Lodge. Gutters were also installed.
- Structural Engineers assessed two buildings in the park

### ***Mount Benson Regional Park***

Four large trees were removed from trail just across the boardwalk at Witchcraft Lake. A new post and a no skating sign was installed by the lake

Staff met with the NALT conservation covenant specialist to discuss broad directions for a park covenant. It was clarified that the RDN intends to join NALT as a covenant holder, and the value of using the management plan process to underpin a covenant. More meetings will be held over the next few months to develop the covenant.

### ***Nanaimo River Regional Park***

Park staff completed a sign inventory. New posts and park regulation signage was installed throughout the park. Park staff inspected and maintained the trail.

### ***Top Bridge Regional Trail***

Staff received notice and photos of elaborate bicycle jumps within DL129 near the Trail. Staff contacted the landowner, advised of concerns, and made another attempt to hold a joint site meeting to review the trail in general. The jumps were removed swiftly by the landowner who appreciated the notice.

***Trans Canada Trail***

Staff conducted an assessment of damage to the Spruston Road TCT kiosk and a contractor will provide estimate for repairs. The damage was caused by the tree falling on the kiosk.

***Parksville - Qualicum Links***

The way-marking signage has been installed in Parksville and staff confirmed the way-marking signage plan for the Area G section with MoTI, who will complete the works for the RDN by the end of March.

The quarterly meeting of Cycling Working Group was held and a presentation made on Community Parks and Trails Strategy. A tentative Saturday date in mid-April was identified for a pedestrian-cyclist event to mark the official opening of the way-marked route, and an event planning committee established.

***Miscellaneous***

Numerous park inspection visits and maintenance projects were conducted throughout the district including garbage removal, brushing and trail maintenance, new sign layouts and installations, and sign maintenance, and numerous information requests were received from the public.

An ordered lift gate was received and installed on one of the parks operations vehicles, and hands-free systems were installed in all three parks vehicles to facilitate safe cellular phone use.

***Park Use Permits and Events***

- Staff assisted Nanaimo Search and Rescue with identifying site for survival skills training workshop and directed them to the VIU Woodlot manager.
- Staff received and approved a park use permit for MFRNRO to use the Park for boat launching as part of steelhead monitoring in the Englishman over the winter and spring.

***Recommendations***

That the Parks Update Report for January 2013 be received as information.

*Original copy signed by W. Marshall*

\_\_\_\_\_  
Manager of Parks Services

*Original copy signed by T. Osborne*

\_\_\_\_\_  
General Manager Concurrence

## RDN ELECTORAL AREA 'B'

### Community Parks 2013 Detailed Project Plan updated March, 2013

A suggested schedule for completion of each phase of the project is presented in the following chart.  
This schedule is provided for planning purposes only and is subject to change to accommodate the needs of staff and budget.

✓ = completed task

AREA B													
PROJECT													
Huxley Master Plan	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
0.1 Staff Working Group Meeting #1 (Review TOR/public engagement)													
0.2 Prepare Terms of Reference for design consultants													
0.3 Review quotes & issue P.O													
0.4 Project start-up meeting with design consultant													
0.5 Develop project webpage (TOR)													
Phase 1	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
1.1 Develop list of key & general stakeholders													
1.2 Base map & background info													
1.3 Key Stakeholder interviews (in person)													
• send out intro packages													
• prepare questions (re: issues, program, principles & vision)													
• prepare interview summary (have interviewee approve)													
1.4 Prepare Open House #1 materials:													
• site analysis													
• issues, program, principles & vision													
• draft online survey: issues, program, principles & vision													
• advertising material (web, newspaper, posters)													
1.5 Staff Working Group Meeting #2 (Review OH.1 materials)													
1.6 Organize Open House Event													
• book venue													
• catering													
1.7 POSAC Meeting - Review #1							★ 2-Jul						
• prepare agenda package: draft survey #1; OH #1 presentation;													
draft stakeholder letters													
• review meeting minutes													
1.8 Update webpage (background info; OH.1 date; survey.1)													
1.9 Stakeholder Contact													
• survey.1 & Open House.1 invites													
1.10 Launch & administrate online survey.1													
1.11 Implement Open House .1:							▲ 13-Jul						
• presentation													
• record proceedings													
• distribute & collect surveys													
• prepare Open House #1 minutes													
1.12 Prepare Phase 1 Engagement summary:													
• Open House summary													
• Survey.1 summary													
• stakeholder summaries													
• issues & constraints, program, principles & vision													
1.13 Prepare proposed design/program direction for Phase 2													
1.14 Staff Working Group Meeting #3 (Review engagement summary & design direction)													

1.15	POSAC Review (email)												
1.16	Update webpage (phase 1 materials)												
<b>Phase 2</b>		<b>JAN</b>	<b>FEB</b>	<b>MARCH</b>	<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>	<b>JULY</b>	<b>AUG</b>	<b>SEPT</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>
2.1	Prepare Open House.2 materials: • draft vision, principles & program • draft conceptual master plans (2-3 options) & associated cost estimates • draft open house.2 online survey • advertising material (web, newspaper, posters)												
2.2	Key Stakeholder interviews (in person) • provide Engagement.1 summary/design direction/draft concept plans • prepare questions & share with stakeholders in advance • prepare interview summary (have interviewee approve)												
2.3	Staff Working Group Meeting #2 (Review OH.2 materials)												
2.4	Organize Workshop Event • book venue; catering												
2.5	POSAC Meeting - Review #2 • prepare agenda package: Phase 1 engagement summary; proposed Phase 2 design/program direction, OH presentation; draft survey; draft stakeholder letters • review meeting minutes											★ 5-Nov	
2.6	Update webpage (OH.2 date & survey.2)												
2.7	Stakeholder Contact • survey.2 & Open House.2 invites												
2.8	Launch & administrate online survey.2												
2.9	Implement Open House.2: • presentation • record proceedings • prepare Open House.2 minutes											▲ 16-Nov?	
2.10	Prepare Phase 2 Engagement summary: • Open House.2 summary • Survey.2 summary • stakeholder summaries • final vision, principles, design goals & site program												
2.11	Prepare proposed preferred concept plan direction for Phase 3												
2.12	Staff Working Group Meeting #3 (Review engagement summary & plan direction)												
2.13	POSAC Review (email)												
2.14	Update webpage (phase 2 materials)												
<b>Phase 3</b>		<b>JAN</b>	<b>FEB</b>	<b>MARCH</b>	<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>	<b>JULY</b>	<b>AUG</b>	<b>SEPT</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>
3.1	Prepare Open House.3 materials: • final draft vision, principles & program • draft preferred conceptual master plan; phasing plan & cost estimates • draft open house.3 online survey • advertising material (web, newspaper, posters)												
3.2	Staff Working Group Meeting #2 (Review OH.3 materials)												
3.3	Key Stakeholder contact (email) • provide Engagement.2 summary/draft preferred concept plans/ phasing plan/cost estimates • prepare feedback summary (compile email responses)												
3.4	POSAC Meeting - Review #2 • prepare agenda package: Phase 2 engagement summary; final draft vision, principles, program, on-line OH layout; draft survey.3; draft preferred concept plan, phasing plan & cost estimate; draft stakeholder contact • review meeting minutes												

3.5	Update webpage (OH.3 date & survey.3)														
3.6	Stakeholder Contact														
	• on-line Open House.3/survey.3 invites														
3.7	Implement Open House.3 (on-line via RDN website):														
	• update webpage														
	• launch & administrate online survey.3														
3.8	Prepare Phase 3 Engagement summary:														
	• Survey.3 summary														
	• stakeholder summaries														
3.9	Prepare final preferred concept plan; phasing plan; cost estimates														
3.10	Prepare Board Report														2014
3.11	Present Board Report to POSAC														2014
3.12	Submit Board Report														2014
3.13	Final Revisions to Plans (if required)														2014
3.14	Update webpage (final report & plans)														2014

Mudge Island Water Access Planning		JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
✓	4.1 Prepare & Administer Survey #1 (Nov-Dec 2012)												
✓	4.2 Prepare Draft Survey #1: Compilation of Responses			★	2-Apr								
	• Final Survey #1 Compilation of Responses												
	• update Mudge Island Water Access webpage												
	• email webpage link to Mudge contacts												
	4.3 Prepare & Administer Survey #2 (?)												
	4.4 Mudge Island Open House												
	4.5 Prepare Open House/Survey #2 summary report; present to POSAC							★	2-Jul				
	• update Mudge Island Water Access webpage												
	• email webpage link to Mudge contacts												
	4.6 Prepare Preliminary Work Plan for Mudge Island Water Access Improvements											★	5-Nov
	• update Mudge Island Water Access webpage												
	• email webpage link to Mudge contacts												

Rollo Parking Lot		JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
5.10	Prepare Report for POSAC							★	2-Jul				

# RDN Electoral Area 'B' Community Parks

## 5-Year Project Planning: 2014-2018

### PLANNING WORKSHEET

April 2013

A suggested schedule for completion of each phase of the process is presented in the following chart.

This schedule is provided for planning purposes only and is subject to change to accommodate the needs of staff and fundraising efforts.

Community Parks Capital Reserve Account: \$101,462.54

Community Parks Cash in Lieu of Park Land Provision Account: There is no Cash in Lieu for Area B

Average Yearly Expenditure on development/planning projects: \$ 13,500 (based on last 5 years)

Average Yearly Transfer to Other Organizations: \$ 7,340 (based on last 5 years: \$12,200 for 2008 -2010 & \$0 in 2011 - 2012)

Average Yearly Transfer to Reserve Account: \$ 14,000 (based on last 5 years: \$20K, \$11K, \$11K, \$11K & \$17K )

- \* required projects identified in Risk Control Survey (2010), Municipal Insurance Association
- ✓ completed projects

	Park Code	2013	2014	2015	2016	2017	2018	2013 Budgeted Amount	Budget Notes	General Notes
<b>High Priority Projects</b>										
Administrative support for Electoral Area 'B' POSAC								—		
Mudge Island water access - community consultation								—	staff time	
Mudge Island water access - development								\$10,000		
Huxley CP: community consultation & park concept design	B-32							\$15,000		
707 CP: gate installation (North Road)	B-26							\$5,000		
707 CP: parcel consolidation	B-26	■	■					—	staff time	
707 CP: conservation covenant	B-26	■	■					—	staff time	
707 CP: trail access agreements	B-26	■	■					—	staff time	
Ivory Way Water Access - site assessment	n/a	■	■					—	staff time	
Shaw Rd Water Access: stair design	GI-43								\$5,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
<b>Medium Priority Projects</b>										
Huxley CP: Phase 1 redevelopment?	B-32								\$20,000 - \$50,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
Shaw Rd Water Access: MoTI permit, stair construction, signage	GI-43								\$20,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
Eastholme Rd. Water Access: MoTI permit, survey, bench, signage	B-27								\$5,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
707 CP: plan/design parking area - North Rd.									\$2,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
<b>Low Priority Projects</b>										
707 CP: develop parking area - North Rd.	B-26								\$20,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
707 CP: invasive plant mapping & removal	B-26									
707 CP: plan/design parking area - Coats Dr.	B-26								\$2,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
Rowan Rd. Water Access: MoTI permit, survey, trail development, signage	GI-52								\$5,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
707 CP: develop parking area - Coats Dr.	B-26								\$20,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
Review/install community park/water access signage	n/a									
Water Access Project (to be determined)	n/a									
707CP: management plan item (to be determined)	B-26									
<b>Maintenance Items</b>										
707 CP: bank stabilization at 880 Christine Close*	B-26							\$20,000		
The Strand Boat Ramp: repair	GI-87							\$5,000		
Joyce Lockwood Park (Whalebone Dr) stair upgrade*										pour concrete pad @ beach & replace lower steps
Hummingbird CP (Whalebone Dr): repair of concrete stairs	B-5									
QueeQueg CP (Whalebone Dr): repair drainage/flooded stairs	B-7									
<b>Additional Project Suggestions</b>										
Rollo CP: parking lot improvements	B-14							\$25,000		
Macedonald Rd to Peterson Rd trail: MOTI Permit, boardwalk construction, signage	n/a									POSAC Motion: Feb 27, 2012
Rollo CP: boulder sitting/viewing area - lower field	B-14								\$2,000	order of magnitude estimated cost; not based on official estimate (for planning purposes only)
Sir Williams/Saint Catherines Water Access - site assessment	B-58									
<b>2012 Projects</b>										
✓ Spring Beach Water Access: stair construction	GI-44									stairs were completed by an unknown party
✓ 707 CP: installation of trail signage	B-26									
✓ Tin Can Alley Trail: MoTI permit, survey, water crossing	n/a									
Mudge Island water accesses - community consultation	n/a									
✓ South Rd: removal & replacement of wood stairs to beach* & park sign install	B-10									
✓ Huxley CP: site survey	B-32									
✓ Rollo McClay Community Park: irrigation pond replacement	B-14									
Huxley CP: Master Plan Terms of Reference	B-32									

## Mudge Island Water Access Survey #1 Compilation of Responses

Access to the waterfront is important to Mudge Island residents. The foreshore is used for walking, beachcombing, swimming, bird and wildlife viewing, fishing and boating among other activities.

There are 27 public water accesses on Mudge Island. Over the past few years, residents have become increasingly concerned about encroachment of water access rights-of-way by neighboring properties; another concern is the lack of signage to identify the location of these foreshore accesses.

Public access to the waterfront is provided along road rights-of-way that end at the foreshore. In regional districts the rights-of-ways are owned by the Province (Crown) and are under the jurisdiction of the Ministry of Transportation and Infrastructure (MOTI). MOTI does not take an active management role over undeveloped water accesses. Some residents have asked that the Regional District of Nanaimo (RDN) get involved in signing, developing and managing water accesses in key locations.

Each Electoral Area within the RDN pays for its own water access development through its community parks budget. Some examples of improvements the RDN has undertaken on water accesses under permit from MOTI include trail development, the installation of stairs, signage, benches and picnic tables, toilets as well as boat launches and associated parking areas.

Mudge Island residents completed an inventory of public water accesses in 2005 which describes all the water accesses and makes suggestions with respect to possible improvements (see [www.rdn.bc.ca/parks](http://www.rdn.bc.ca/parks) for the report).

The RDN direct mailed 359 notifications to property owners on Mudge Island (359) requesting them to review this inventory and to provide feedback on issues and concerns regarding the water accesses and to help prioritize potential development opportunities they may want the RDN to focus on. The survey was officially open from November 14 to December 10th, 2012, however the online survey continued to be available until January 9, 2013 in order to accommodate any late submissions.



A total of 138 responses were received - 11 responses were received by mail; the remainder were completed online. Paper copies of the survey were entered into surveymonkey.com and are therefore included in the compilation of responses.

The following is a summary and compilation of the survey results.

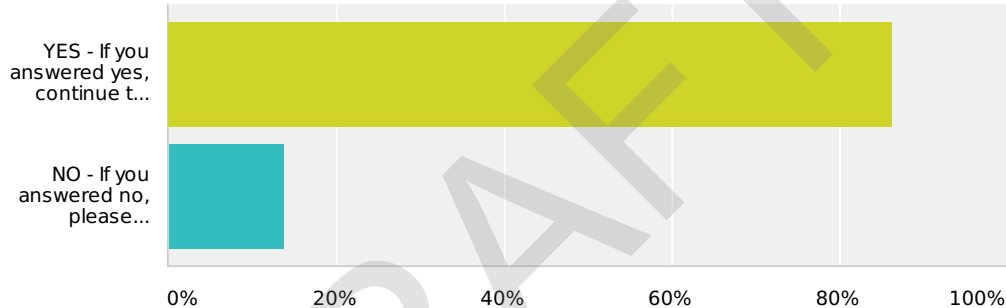


**Question 1:** Water access rights-of-way are managed by the Ministry of Transportation and Infrastructure. The Regional District of Nanaimo may obtain a permit to put up a sign saying “water access” or to develop and maintain the access.

**Do you think the Regional District should sign water access and take over management over select ones that need improvement?**

Answered: 124 Skipped: 17

The majority of respondents, eighty-six percent (86%), support the RDN signing beach accesses and making improvements on select ones.



**Question 2:** Please categorize the water accesses according to what improvements you think are needed.

Answered: 124 Skipped: 17

This question identified a number of potential options for water access development. The following list identifies the top sites for each potential development option:

cartop boat launch (canoes, small boats) - M-6; M-14; M-11;M-12; M-15; M-17

boat ramp (trailer launch) - M-6; M-15; M-14; M-12

barge landing site - M-6; M-15

viewpoint - M-1; M-26; M-21; M-27; M-22 (in general all sites ranked quite high)

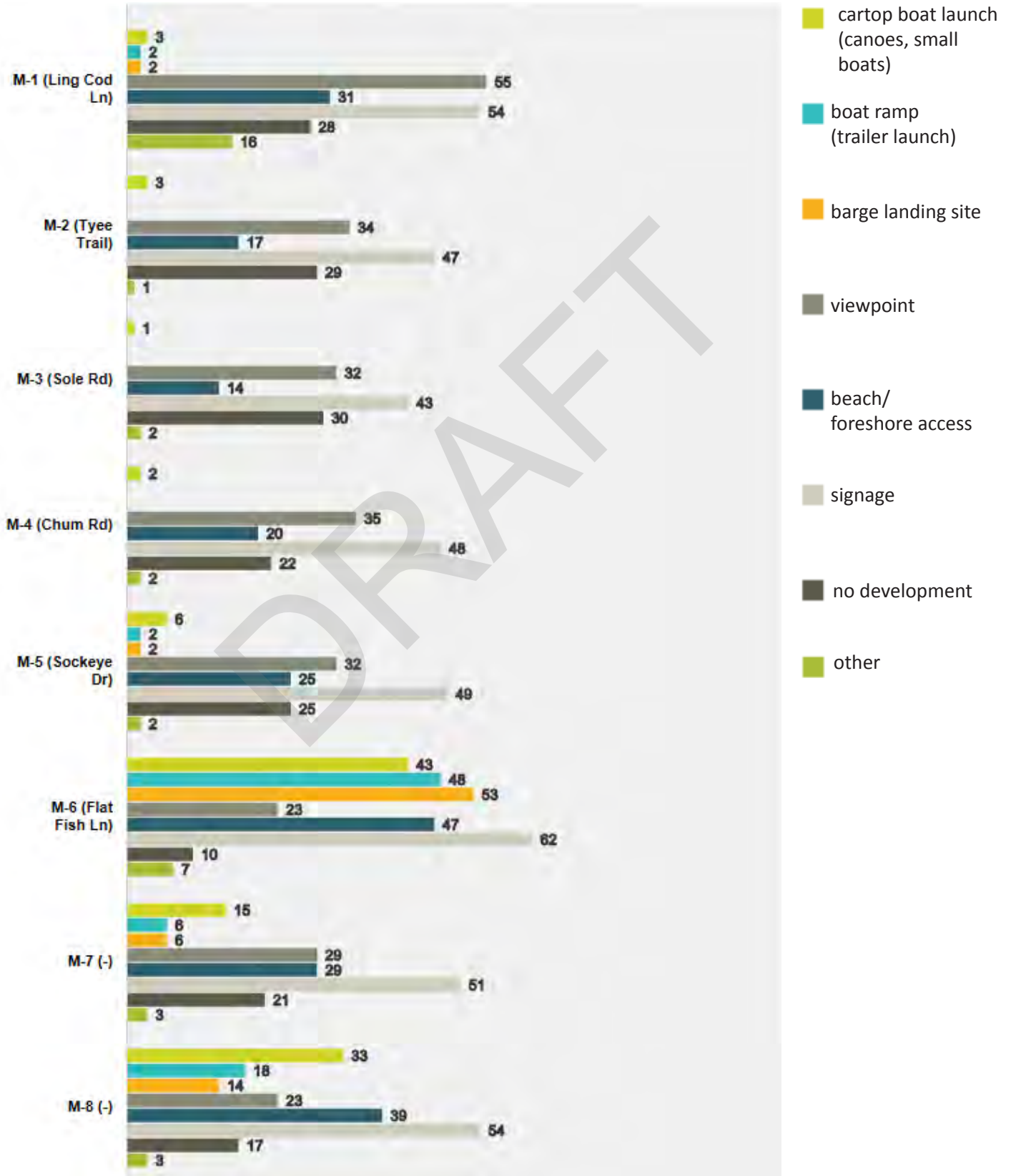
beach/foreshore access - M-12; M-18; M-13; M-17; M-6; M-11; M-14

signage - all site ranked high in this category

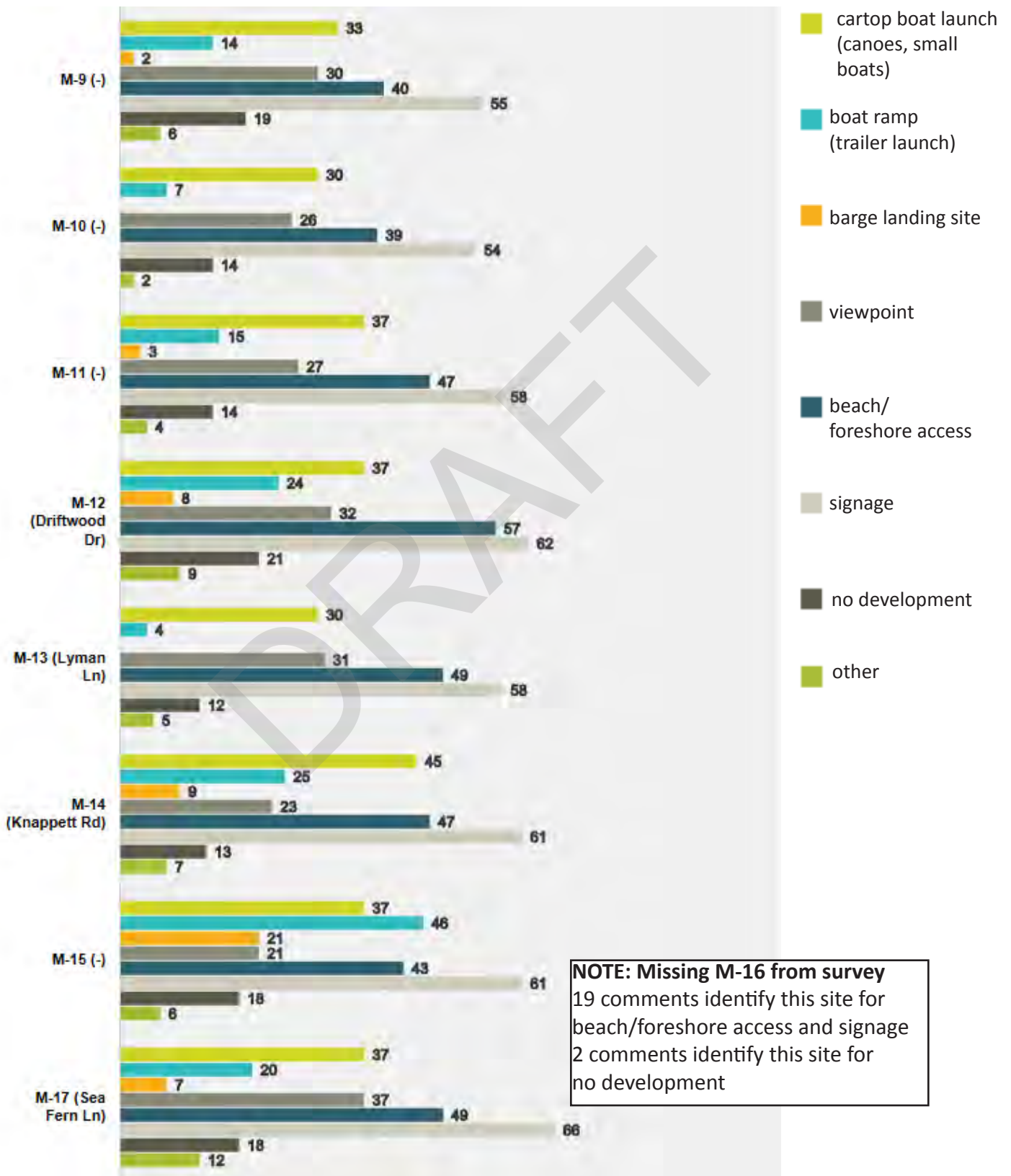
no development - M-3; M-2; M-1

other - M-17; M-1 (see comment section for more detail)

# Mudge Island Water Access Survey #1 Compilation of Responses

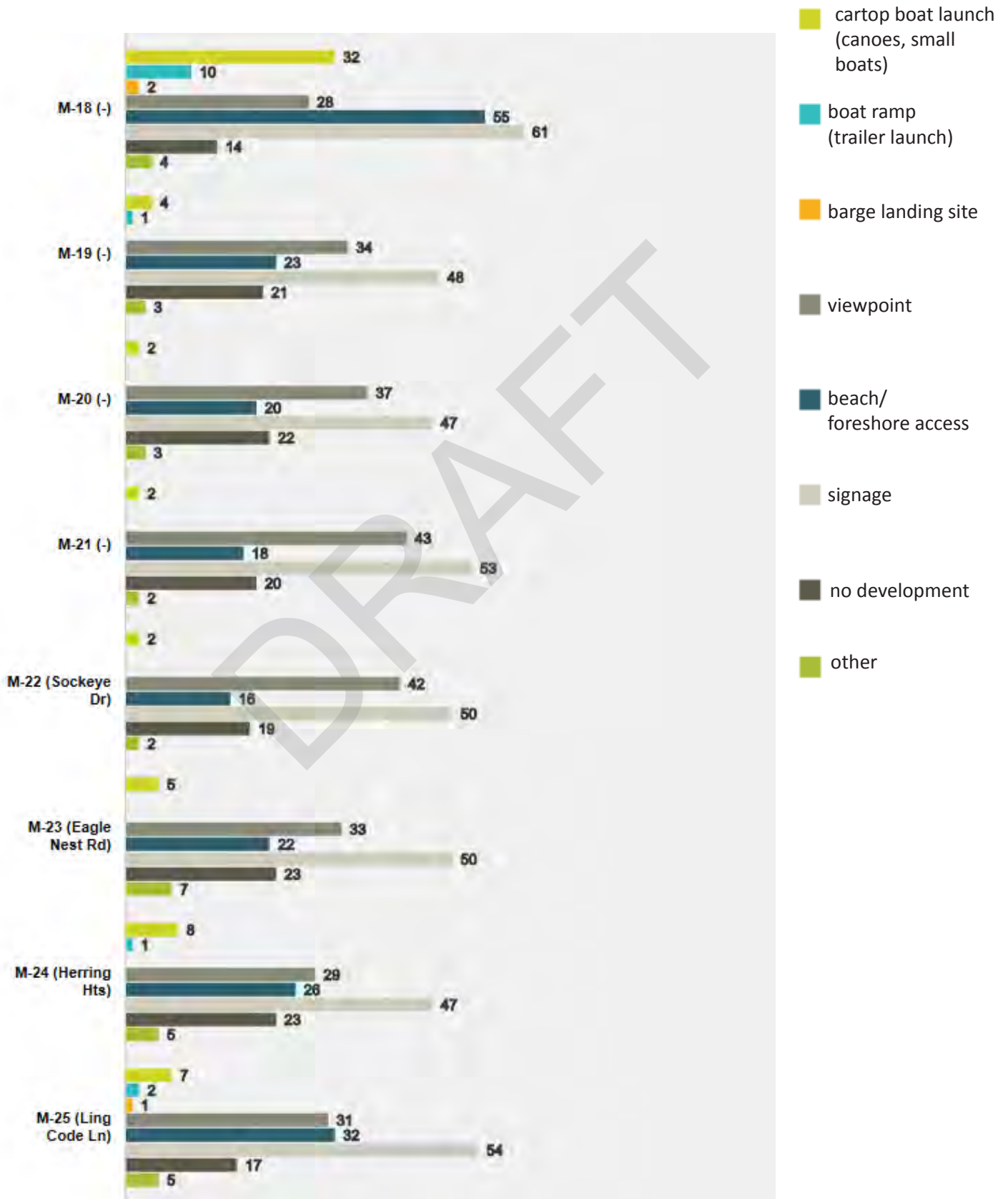


# Mudge Island Water Access Survey #1 Compilation of Responses



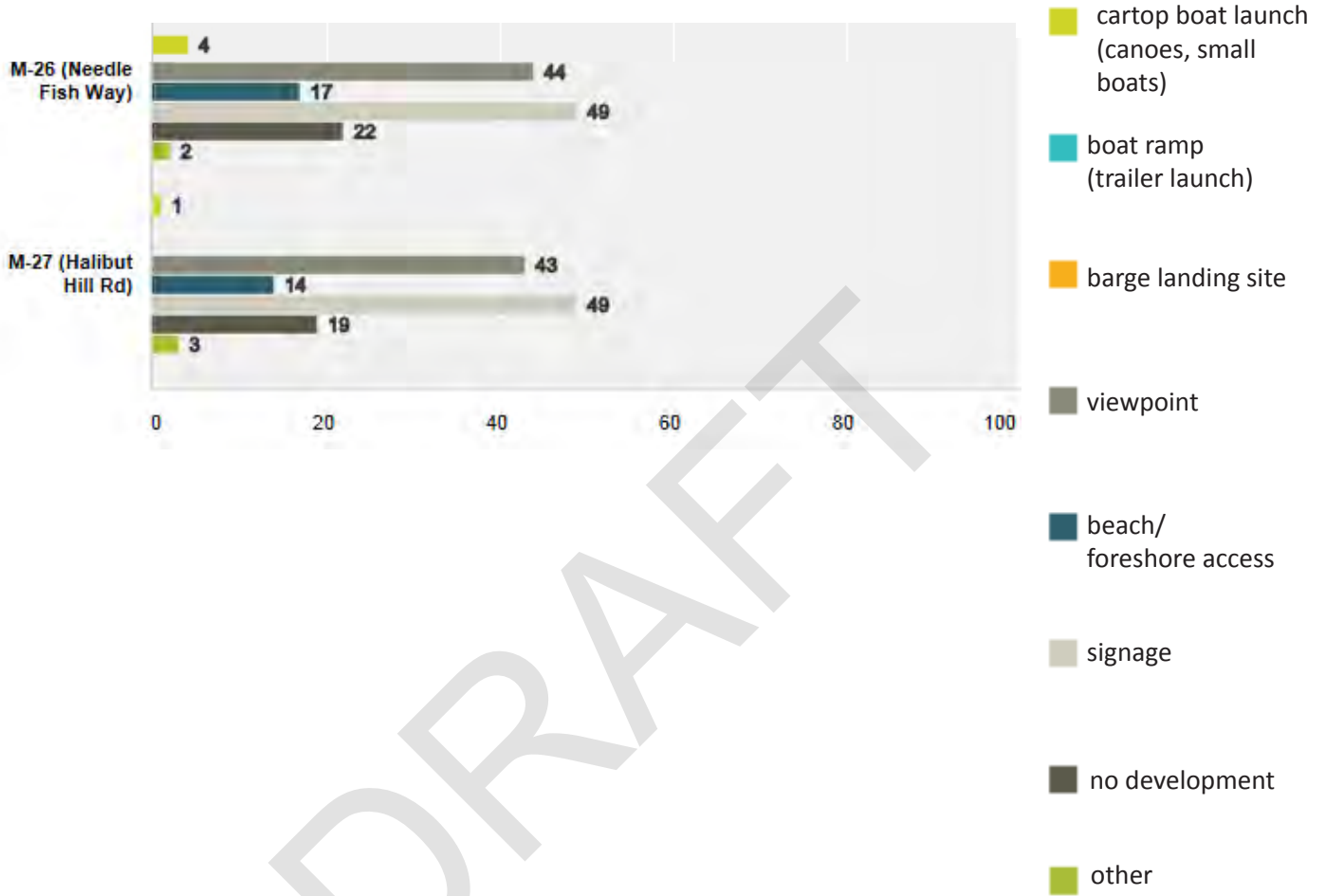
# Mudge Island Water Access Survey #1

## Compilation of Responses



# Mudge Island Water Access Survey #1

## Compilation of Responses

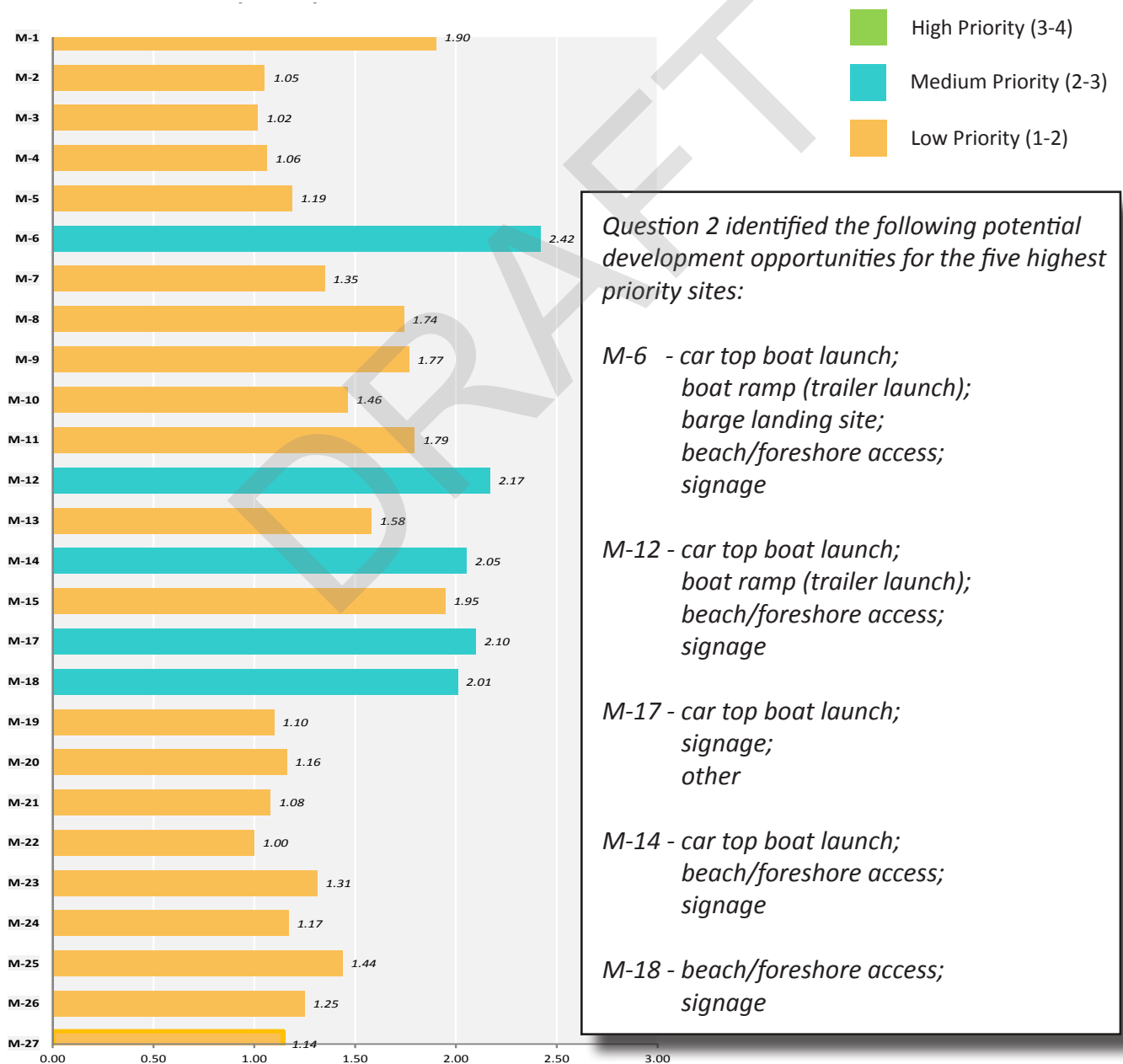


DRAFT

**Question 3: For each Water Access, please select either HIGH Priority, MEDIUM Priority or LOW Priority (if no development is required, please leave blank).**

Answered: 112 Skipped: 26

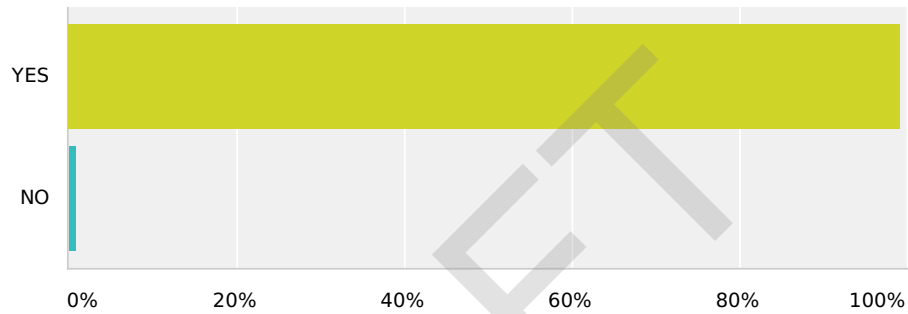
The following five (5) water access sites were identified as being the highest priority for development: M-6; M-12; M-17; M-14; M-18



Mudge Island Water Accesses

### Q4 Do you live or own property on Mudge Island?

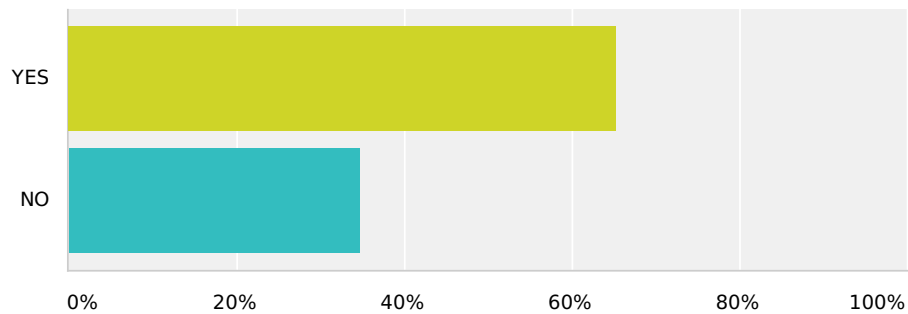
Answered: 124 Skipped: 14



Mudge Island Water Accesses

### Q5 If yes, is your property located on the waterfront?

Answered: 124 Skipped: 14



The following pages show the detailed responses for those questions that allowed people to include comments, in particular questions 1 and 2.

These comments have been compiled and presented by category. In many cases individual responses have been separated and divided into various categories; comments have been repeated in as many categories as they are relevant.

DRAFT



## **Q1 – Do you think the Regional District should sign water access and take over management over select ones that need improvement?**

### **SUMMARY OF COMMENTS BY CATEGORY**

#### **YES - SIGNS**

- If you identify one, you should identify all. Many areas have been purposely left unmaintained or grown over (M10-14 and M19-27). therefore appears not a factor in decision making related to availability for public use. Also, people on the island appear to be confused as to what 'public use/access/water access' means. They now seem to think that they can do whatever they want, leave derelict vehicles, boats, garbage.
- Please do.
- These accesses are crucial to the enjoyment of Mudge Island's marine environment and should all be surveyed and marked/signed so that the public can enjoy them without fearing that they are treading on private property.
- It is very important that all signage be to the actual location as per survey pins and not where people 'think, or have been told' where the accesses are.
- I think that the Ministry should mark USEABLE water accesses. Those that are unsafe or unuseable should not be identified or used as water accesses.
- Mark all accesses or none at all.
- Only if you are going to apply and enforce restrictions on use as well. Left unchecked, people will park trailers, boats, vehicles etc. and ruin them. This is already occurring whereby people think "public land" means they are entitled to do anything they want on them. There are no parks on Mudge (expect M-17) so these are the only opportunity for green space.
- Signs for everyone, please. We don't know what we've got otherwise!
- However should not MOT be responsible for defining the area's first ?
- Only if ALL public road allowances are identified.
- Identify all or none. Many accesses to viewpoints and the beach are purposely impeded by adjacent owners and/or left overgrown to restrict access. This puts pressure on other accesses such as Davidson Bay. The comments on the "Access Inventory" document seem to indicated that accesses that are currently inaccessible to the public should remain that way. Over time all should be made accessible.
- I think signage is a good idea to mark a boat ramp. Local residents can help maintain the boat launch at times the RDN is not available.
- Every water access should be marked

## NO - SIGNS

- No development for Mudge Island water accesses should be undertaken for the following reasons. Emergency access for medical or fire emergencies. Personnel accessing the island such as forestry services, coast guard, medical evacuation, access the island using a large water vessel or aircraft. Access for such vehicles already exists at the most advantageous points on the island. Given tides, currents, wind patterns, and contours of the land and ocean floor, development of many other small accesses would be counterproductive and wasteful of resources. If a fire emergency required evacuating the island, boats, because of the nature of the island, are launched at, or kept at, only three areas, Moonshine Cove (private) Davidson Bay (M15) or Sea Fern Lane (M17). These areas need little development. Emergency egress in case of medical or fire emergency. Again, the best locations for this type of activity have already been, de facto, determined and reasonably improved by the citizens of Mudge. Further development is unnecessary and wasteful of resources. Convenience of access. Mudge does not have any infrastructure. There is no fire protection, no police presence, no maintenance services, no public sanitation facilities, and no trash collection. The development of more water accesses on Mudge Island will encourage more visitations by people who do not understand the implications and consequences of these facts. Mudge Island residents and landowners understand the responsibilities of remote island life and have already developed patterns of access even though some wish for sweeping changes. Convenience of egress. Once again, There are only a very few spots on the island that can be effectively used for access and egress. That is the nature of the island even though some want to believe that development should be encouraged everywhere. People who commute regularly to the island either take their boats out of the water, or moor them in Davidson Bay or at the private facility at Moonshine Cove. Water accesses require ongoing maintenance to keep them clear, safe and free from liability. The past experience of many Mudge Islanders indicates that this service will not be provided by any government body, including the RDN; we have largely cleaned up for ourselves. We do not relish additional areas developed that become an eyesore, if not a danger, and that need to be policed. The 2005 survey of water access contains some glaring errors, and should not be taken at face value. Considerable research and study are needed. A case in point: The M14 access is listed as a "good small boat access". In fact, to launch a canoe at a high 15 foot tide requires carrying the boat 80 feet, and at a moderate 10 foot tide it must be carried 200 feet. There is no possibility, because of the shallow bay and rocky reefs, of launching any boat with a trailer. Mudge Island property owners are already taxed at the current RDN rates, yet do not receive many of the benefits of that taxation. Increased taxes to fund the development of additional water accesses that do not serve the needs of the island will not be welcomed.
- I have said no because I don't want to see signs that do not fit the overall scenery. And, I do not know what your management plan might look like or who would do the work and what the expense might be.
- we don't need signs just the right to use each and everyone and adjoining landowners adhere to this. No blocking public accesses with vegetation, fences etc. and no intimidation
- This is a quiet, rural island that is difficult to get to unless you are in the know. Leave it alone please! I live beside an easement that people use - I do not want it to become a thorough-way beside my residence. That just invites theft and vandalism to our little safe abode. I don't want signage either -I have that here in the city!!
- Actually moneies could be spent on more pressing issues such as roads, not many visitors on Mudge Is. & the locals know where access points are.
- We use M-9 to land our boat and bring our supplies to our truck. It seems like a lot of money to spend to make this a little easier to do, however I would like it to stay open to the public. As for signage it seems a little redundant, if you spend time on Mudge, chances are you probable no where you are as it's a small island and if you don't buying a map would be a cheap easy alternative.

## PROCESS/PLANNING

- It is very unfortunate that a public forum was not provided prior to release of this survey.
- I am uncertain as to what the terms of the agreement would mean? More clarity on what the transfer of power or responsibility should be identified to us taking the survey. We need to know what the RDN would be able to do re: improvement and management. Please clarify this and give us an opportunity to decide once we have all the information
- You did not state your objective for improving water access. Is it to enhance the facilities on the island for the benefit of those who live there; for example, by creating better moorage so residents can have an easier commute to neighbouring islands? We might be able to support that objective to a limited extent. Or, is it to make Mudge Island more accessible and attractive to visitors who have no connection to the island? If it is the latter, be aware that you will be opening the island to unwanted problems. Easier access means more people arriving to party on our beaches, more ATV's and dirt bikes disturbing our peace, trespassers exploiting our private property, more garbage and other human waste, more dogs running after wildlife, our public wells running dry and campers lighting fires in the middle of tinder dry forests putting everything at risk. When you refer to "management", you have not defined what that entails. Are you prepared to provide rules to protect residents and their enjoyment of the island? Are you planning to hire personnel to prevent visitors from breaking Regional District bylaws as well as provincial and federal laws? Will there be police and fire services on call around the clock to prevent trespassing, vandalism, public drinking, drug abuse, environmental degradation and dangerous campfires? Will you hire Regional District employees to go around the island picking up the garbage and cleaning up other waste? The addition of signs and minor improvements may simply be an invitation for people to come and create trouble. I think you get the picture: Joe Blow and his buddies arriving on the weekend to booze it up and race their dirt bikes across everyone's property. Unfortunately, people like Joe Blow are attracted to rural areas like Mudge Island because they can get away with activities they don't dare do at their homes in the suburbs. "Let's head over to Mudge Island where we can do whatever we want. There are no police to stop us." I've seen it happen in other rural areas, where parks officials built access so everyone and their dogs could "come and enjoy the park". They said they had rules, but they never enforced them. The natural environment was spoiled. The dirt bikes arrived and the owls left. If you intend to make Mudge Island a more attractive tourist destination, please provide more information about how you plan to manage the influx of visitors and how you intend to protect the island, its natural environment and its residents.
- I support any initiative that will identify and develop accesses with significant value as a means to get to from the island and trails to useable beaches. Many do not have useable access or do not end at foreshore of significant usable beach. Only those that are useable as beach accesses or viewpoints should be identified with appropriate signage at both road and water. Any development must respect the Mudge Island OCP and respect the rights of adjacent properties to privacy, security and any permitted current use. A comprehensive inventory should be undertaken to update current conditions, identify encroachments and provide a photographic record to aid Area B POSAC and Staff in making determinations regarding what, if any, development should take place.
- WE ARE COMPLETING THIS SURVEY QUESTIONNAIRE UNDER DURESS. WE DO NOT AGREE WITH THE METHODOLOGY OR HOW IT IS CONDUCTED. HOWEVER, IF WE DO NOT RESPOND WE WILL NOT BECOME PART OF THE PLANNING PROCESS.
- We have notified Wendy Marshall of RDN Parks that we object to this anonymous survey. Only registered land owner should be able to participate, similar to RDN election criteria. As we are certain that this survey will form (in part) a plans for development of the Water Accesses for Mudge Island. This complaint was made to Ms Marshall and dismissed as unimportant. We were told that we could attend a Parks Board meeting (assuming we were given adequate notice) and voice our opinion at that time. This would involve considerable travel and an overnight stay on Vancouver Island. Remember we have no permanent transportation connection with Vancouver

Island, so solutions which work for others do not necessarily work for Mudge Island residents. Water Accesses on Mudge Island are a "Hot Button" topic and there are several persons who have vested interests in swaying the results of this survey for their personal gain. There are also a number of residents with very definite opinions on the subject who do not have either fax machines or computer internet skills. Why was the survey not mailed out and included with the notification of the Survey. Ballot box stuffing is almost a certainty by conducting this Survey in this manner. I would suggest that you review each reply and audit the results.

- This is federal jurisdiction and any improvements should be paid for by this jurisdiction
- What other implications are there - in terms of control over the process and over the costs; do all access points have to be signed, or can it be limited to a sub-set?
- start with most contentious ones and ones for commuting to Gabriola/Van Isle.
- Too many questions for yes and no answers-I suggest only selected accesses be improved initially i.e. those most frequently used.

### **WATER ACCESS DEVELOPMENT-General Comments**

- Access to the island is difficult for a number of residents and visitors not able to access via Moonshine Cove memberships. It is also a safety issue due to the steep and slippery foreshore - particularly for the very young and the elderly.
- free the access on wharf road so people may come and go with out any problems and put safe parking in place
- except for the lack of a proper boat launching ramp, we have no problem with present beach access sites.
- I think that it is important to maintain access where now available and expand access where it is lacking. I also think there should be additional community uses of some access (such as community meeting room, and room for fire trucks).
- I support any initiative that will identify and develop accesses with significant value as a means to get to from the island and trails to useable beaches. Many do not have useable access or do not end at foreshore of significant usable beach. Only those that are useable as beach accesses or viewpoints should be identified with appropriate signage at both road and water. Any development must respect the Mudge Island OCP and respect the rights of adjacent properties to privacy, security and any permitted current use. A comprehensive inventory should be undertaken to update current conditions, identify encroachments and provide a photographic record to aid Area B POSAC and Staff in making determinations regarding what, if any, development should take place.
- As it is necessary to respect neighbouring private property, some of the water accesses are hard to clearly see the pathway. So pathways, or some sort of clearing should be undertaken as well.
- Except for a handful of locations, most Road allowances are not known, accessible or clear. Have all identified and made accessible is important. Mudge has one small park area. All beach accesses should have restrictions that do not allow parking, storage of boats or trailers. If people are allowed to keep boats and vehicles on the land they will very quickly become an eyesore and junkyard.
- Yes, especially MI-15 Davidson Bay which needs improved deep water concrete boat ramps. The approach road to this access should be developed to include additional parking for vehicles. Due to proximity to El Verano boat ramp on Gabriola and safe access MI-8,9,10 & 11 access points on False Narrows require boat ramp improvements. MI-25 requires improved stairs and a decision on the road access issue.

- At this time many of these access points have been annexed into adjoining properties in a hope that they will go un-noticed by the general public. These lands are owned by the people of BC and should be accessible to all, regardless of whether they hold a meaningful water access or simply a view point of the water.
- sea conditions need to be a factor in development. For instance m12driftwood drive is located on false narrows which is extremely hazardous to boat traffic and is clearly marked with day makers. Use of M12 would mean ignoring the day markers and traversing 3 known dangerous reefs. Similar consideration for M1 Dodd narrows which is an extremely hazardous tidal rip channel. Recommend access and development away from these known sea hazards.
- I am only interested in development of #15 and #17 as water accesses
- M-12 especially needs a closer look as it actually has traditionally provided excellent beach access and is directly across from the El Verano boat launch on Gabriola, and the "pond/swamp" mentioned on the description is NOT natural but was made in trespass by the adjacent landowner.
- I do not think any management of water access sites on Mudge is needed. However, if the RDN decides to manage these areas, management should be limited to signage only.
- Used to use M-12 to boat to Gabriola until property owner began to manipulate land - there was no naturally occurring pond or swamp previous to their arrival - the area was wet but usable for foot traffic/wheelbarrow year round! It is no longer possible to access the beach by this access due to pond, debris placed in the way and electric fencing. This access is directly across from the main parking area for Mudge Islanders on Gabriola (GI38) and is the most direct route from Gabriola to Mudge from El Verano boat Launch - via row boat. 1) this is public land-everyone should have the right to come and go without harassment. 2) shell fish harvesters want to use this access. We land locked residents deserve to have this situation dealt with seriously by the authorities. I think the logs and stumps and the electric fence should be removed and the pond restored to its natural state. I do not want to be fighting with people. I just want to be left alone to come and go. As is my right. We need clarity!

## **Q2 – Please categorize the water accesses according to what improvements you think are needed.**

### **SUMMARY OF COMMENTS BY CATEGORY**

#### **BOAT/EMERGENCY ACCESS**

- With respect to the survey of water access rights-of way on Mudge Island, the prime concern of some property owners appears to be boat accesses. Individuals who bought in the "north-west" subdivision originally called Coho Cove Estates which has some 180 plus lots should have, at time of purchase, determined how and where they were going to come and go from Mudge. This is particularly true of inland lots. As the Island has developed and more and more of these properties are used it has become pressing on available facilities and usable accesses. The docking facility, which was made available when the subdivision was developed for the use of property owners in that area, has turned into a private business for those able to afford the fees charged with a limit of spaces available. Another issue is the fact that Littlejohn property on the north side of Mudge facing Gabriola is for sale (Parcel A, Plan DD, 5023N, Section 28, Nanaimo Land District, PID 008-128-651). The property virtually cuts off one end of the island from the other and this has been common knowledge for years. Although some choose to ignore the fact and most residents trespass through this property using the hydro ROW which is not legally for public use. It appears the majority of residents looking for access come from the north-west end subdivision and are basically inland lot owners. It would seem something closer to these properties would be more beneficial to the majority. I suggest that if more accesses are developed then provision of parking must be available away from main thoroughfares and no-through roads, also they should not be in conflict with adjacent and neighbouring owners right of privacy.
- There may not be a need to have each of 8, 9, 10, and 11 developed to the extent recommended but I would recommend that 2 of the 4 be accessible by boat. The points which I did not indicate a necessity for development may need signage but if dangerous should not be developed. I do not know if they need to be developed at viewpoints but as they look at the town and some of the areas in the town not necessarily believed to be aesthetically pleasing this may also be unnecessary.
- There is a great need for a community boat ramp, the only safe boat ramp is private. Private boat launch is very expensive to use \$50.00 in and \$50.00 out. Access to water or view is important for inside lot owners. There are a few beach accesses that could be made for boat ramp and barge landing.
- There definitely needs to be some public access that small boats can have access to all year around with some safe moorage. There needs to be defined areas for park, private land and right of way so residents know where they can moor, where they can land small boats and how to get from water's edge to public roadways, etc.
- Currently there is no public barge landing or boat trailer access on Mudge. A safe public boat launch is desperately needed so boats can be removed from the water during inclement weather or when owners leave Mudge for extended periods of time. It would also serve as a safe access point for inland owners.
- Any small boat access or boat launch needs to be on the False Narrows side of Mudge - not on the Dodds Narrows side of Mudge - for the safety of people and their smaller boats. This is very important.
- the public should have FREE access and use of the shores of Moonshine Cove.
- There should be at least 2 barge access and boat trailer points, since Moonshine Cove has made itself exclusive, private, and non-community friendly.

- Ideally a bridge from Gabriola only 2nd choice - a public dock protected from SE winds urgently required: a proper launching ramp at Davidson Bay M15.
- Both boat access and recreational access is required and is a must for people living here on Mudge Island.

***BOAT/EMERGENCY ACCESS continued...***

- Access is limited to the island because accesses are not marked, and the ones that are identifiable are either not suitable for landing a boat (steep rock), grown over with vegetation (not passable), or taken over by neighbouring land owners (fenced, treated as own land). Water accesses, in the least, should be identified and marked, so as to allow everyone the right to safe access without the fear of trespassing. Without safe access, in-land owners continue to struggle with maintaining their homes and lifestyle, and contend with depressed house and land values. Other options, such as raising a great deal of money to join a private marina, are not in financial reach for all of the residents. I know that living on an island presents its challenges, however, when we bought land on Mudge Island, there were clearly surveyed accesses noted on maps, but in reality the accesses are not readily identifiable and usable. Thank you for providing this survey to the residents of Mudge Island as a step to clearing up the existing confusion, and possible safe development for safe access to our island.
- Currently there is not good access to the south side of the island forcing residents with small boats to go to Gabriola and enter on the north side of the island. We need to open up the south side of the island and give residents and visitors better access.
- In planning for 10+ years out, we need to be mindful that the public and private transportation options for this region will change. The population will increase which will put more demand on current infrastructure. Let's also assume that BC Ferries and/or a small private company(s) will run foot passenger only shuttles to several of these islands. They will need a safe access point with proper facilities. We should be planning for at least one location on Mudge to accommodate a small taxi ferry. We don't necessarily need to build anything now, but should at least identify an appropriate location(s).
- An emergency dock, and a loading and unloading dock for the community would also be an asset as there is no provision of this on Mudge Island. This would provide the aging community members to live a longer life here, as well as any other emergencies that arise; it would also mean less need for more docks around the area, not to mention the impossibility of docks in certain locations.
- I would like to see a centrally located water access to load and unload my boat when going to my home. Currently the only one that works is at Moonshine Cove but you have to be a member or pay the \$50 to launch.
- There is a significant need for safe access for residents and visitors, a place for them to moor/launch their boats, and for barges to deliver goods/services. M6 and M15 are well suited for these purposes.
- the important point to me is managing a balance between water access development and respecting the secluded nature of the island's lots.
- The accesses in -West side of False Narrows are good for viewpoints only as there are many very dangerous reefs and for the majority, a serious navigational risk.
- All weather/tide boat launches on both the north and south sides of the island are needed. The best candidates for these are M-15 and M-17

## **PARKING**

- I suggest that if more accesses are developed then provision of parking must be available away from main thoroughfares and no-through roads, also they should not be in conflict with adjacent and neighbouring owners right of privacy.
- No picnic tables or long term parking at accesses or parks
- MI 15 - Davidson Bay. Would some limited parking also be available here?

## **GARBAGE**

- Remove any objects that property owners have placed on public access right of ways.
- Need garbage cans and porta potties.
- Note also that garbage cans, tables, biffies, are NOT needed and result in problems if available (litter, garbage, etc.).
- There are other public accesses facing Gabriola/False Narrows side where people have abandoned old junk vehicles, boats and trailers. M-17 dead truck (be there 5-10yrs) M16 2 dead trailers, metal oil drum, shed? M05 several non-moving vehicles M06 non-moving vehicles (abandoned?) M07 non-moving vehicles; Our public areas and green spaces should not be used for storage of people's questionable property - other than short term. I believe that if it was made perfectly clear through public notices (newspapers) that disposing of or abandoning property is no longer acceptable, most of it would stop.

## **NO DEVELOPMENT**

- Locals are aware of what access work best for them or their visitors. I do not see a need to develop anything. Each end of the island has a park/beach access that are very popular. These 2 places should be our main focus. All the others are known and used as needed by locals. If there are disputed areas they should be marked somehow in a very unobtrusive way.
- All other accesses should be left alone except for the ones that should be marked as dangerous.

## **VIEWPOINTS**

- Clear all public accesses right of ways for viewpoints. We have identified all the accesses as being viewpoints, and needing beach/foreshore access. Clearing of vegetation, debris, and development of trails may be needed as such.
- The accesses in -West side of False Narrows are good for viewpoints only as there are many very dangerous reefs and for the majority, a serious navigational risk.
- As for a viewpoint, Dodd Narrows,( M-1) and the spit( M-17) are the two I would choose.
- Those that don't have good water access can become viewpoints.
- The points which I did not indicate a necessity for development may need signage but if dangerous should not be developed. I do not know if they need to be developed at viewpoints but as they look at the town and some of the areas in the town not necessarily believed to be aesthetically pleasing this may also be unnecessary.



## PUBLIC INFORMATION/PROCESS

- People need to be informed as to what is permitted on ROWs because there are many problems with regard to appropriate and legal use of these ROWs. There needs to be a public meeting to have an open discussion on ROW development so that concerns of all can be heard in a public forum and proceedings recorded. I am concerned about who gets to see and use the results of this survey and what the results may be used for. Could you please set up a meeting and consult with residents in an open forum so that questions can be asked, ie budgets, timelines, survey results, next steps, elements of the process etc. are explained. I appreciate the chance to comment but don't feel I have enough information to make reasonable comments or suggestions. Thank you for the initial consultation but I would respectfully request more chance for deeper discussion on this topic.
- I would like to see a notice sent to all Mudge owners identifying the public access points so we are all aware of them.
- Although I have been a property owner on Mudge for over 30 years I do not feel qualified to individually categorize each right-of-way without knowing the demand and use of each. It needs to be determined how many users benefit from each access this is the only way to obtain an accurate and fair accounting.
- Some of these accesses are noted as clear on the inventory provided, however some are certainly not boat friendly because of off shore reefs which make them inaccessible during low tides and very dangerous in other climatic conditions such as wind.
- The Mudge Island Official Community Plan needs to be considered when making any decisions regarding development of Water Accesses. Most Mudge residents do not support development that changes the rural and natural character of our island. The RDN will need to consider development of Policy and Guidelines for the development and use of Mudge Island Water Accesses. Policies and Guidelines must address issues that impact residents, public users and property owners adjacent to Water Accesses. Some suggestions: - Limit long term parking of vehicles, boat trailers and storage of boats at water accesses and encourage that these be stored on private property unless being regularly used. Work with MOTI to encourage the long term parking of vehicles on private property, not the road or water access areas. - Identify and eliminate any encroachments onto Water Accesses. - Put a moratorium on any further benches or other such structures until a Community based policy can be developed to identify location, type and style and long term maintenance issues. (Memorial Benches?) - Develop and support a Maintenance Program for all permitted and licensed areas. This could be a Community volunteer effort. This could be an extension of what Mudge islanders already do to keep our island clean and safe for people and wildlife. - Liaise with IBLM and the Coast Guard Navigable Waters Protection to restrict the placement of moorings and other obstructions in the foreshore areas of potential boat and barge landings. - Provide designated areas for the short term storage of small row boats etc. at identified suitable water accesses. Thanks for the opportunity to contribute to this survey!
- I would like to see a notice sent to all Mudge owners identifying the public access points so we are all aware of them.
- Most, if not all, public water access locations are steep from shoreline and difficult to traverse. Any infrastructure improvements should be focused on upgrades (e.g. stairs) to enable safe passage to easements and roadways. I suggest only a selecting a few strategic locations where there has traditionally been lots of activity

## SIGNAGE

- The suggestion to mark accesses along with viewpoints and other scenic areas is admirable but costs for policing, clearing, maintaining and providing improvements could be very costly. It is likely all property owners will be required to meet this expense whether it is of benefit to them or not.
- All other accesses should be left alone except for the ones that should be marked as dangerous.
- Over time all accesses should be signed so the public knows that the access exists, its location, and the adjacent property owners know if they are encroaching on a public access - it is difficult to identify and comment on many of the accesses right now because they are not signed or identified.
- While all accesses should eventually be signed, I recognize resources are limited and therefore development of high priority accesses should be given emphasis over signage for low priority areas. Mudge taxpayers should, over time, get DIRECT benefit for some of the existing taxes they pay, rather than augmenting the money used for Gabriola community parks.
- All public accesses should be posted with signs to allow public access if people so desire to access beach shore from these designated accesses otherwise nearby land owners will take these accesses as their coveted property which could result in undesirable arguments etc... Otherwise why would they be public access land if not signed and understood by all just what these access points are meant to be. I am glad that the Regional District of Nanaimo where our taxes are paid to with the cooperation of the Ministry of Transport is going to maintain access points for the public and residents of Mudge Island. Thank you.
- The points which I did not indicate a necessity for development may need signage but if dangerous should not be developed
- As an in-land owner it is crucial that I have safe access to my home. As it is now, accesses are not marked, and there are issues in determining if a person is trespassing on private property, or indeed on public access. Access is limited to the island because accesses are not marked, and the ones that are identifiable are either not suitable for landing a boat (steep rock), grown over with vegetation (not passable), or taken over by neighbouring land owners (fenced, treated as own land). Water accesses, in the least, should be identified and marked, so as to allow everyone the right to safe access without the fear of trespassing. Without safe access, in-land owners continue to struggle with maintaining their homes and lifestyle, and contend with depressed house and land values. Other options, such as raising a great deal of money to join a private marina, are not in financial reach for all of the residents. I know that living on an island presents its challenges, however, when we bought land on Mudge Island, there were clearly surveyed accesses noted on maps, but in reality the accesses are not readily identifiable and usable. Thank you for providing this survey to the residents of Mudge Island as a step to clearing up the existing confusion, and possible safe development for safe access to our island.
- Signage on all public accesses.
- It would be nice to have signage on the water side and the road side where the beach is accessible.
- Where beach access is available a sign at both ends of the access would be required.
- First step would be to establish the boundaries of the access points and to mark them (signage). Signs should be provided on both the road and waterfront side for beach access points.
- Definitely needs to be some public access that small boats can have access to all year around with some safe moorage. Defined areas for park, private land and right of way so residents know where they can moor, where they can land small boats and how to get from water's edge to public roadways, etc.
- I think all accesses should have signage with at least a walking trail to the foreshore.

### **SIGNAGE continued...**

- I don't want to see the budget spent on signs, which will not improve our access to/from the island.
- It would be a huge task to accurately identify all the access' in order to correctly sign these sites. I don't want to see moneys spent on signage!
- At a minimum we need to have every water access Marked and signage put up as we have none at the moment and it is causing issues with people who have encroached on the access and are trying to scare people from using it.
- All r/w should be signed as some residents have taken over the property as their own. For example MI-12 has a long standing issue related to it which must be resolved by allowing beach access. It allows for low bank access. All access needs to be signed to allow people access to viewpoint or beach regardless of boat launching capability.
- Aside from these issues, I firmly believe that all public access's should be posted as such, regardless of water accessibility.
- Viewpoint only sites should be marked as such.
- I have marked signage on all sights just to be fair but it is really not a priority for spending money
- Signage should be on all or none
- All access needs to be signed to allow people access to viewpoint or beach regardless of boat launching capability.
- All public access-points / right-of-ways need to be clearly labeled.

### **ENCROACHMENT**

- We would like an identifiable government department to take responsibility for any development of M-11. We would like the responsible government department to remove neighbouring encroachments on public accesses that are unrelated to access (eg, piles of gravel, flagpoles, etc.). Residents should be permitted to keep their access equipment at the public accesses (boats, trailers, etc.)
- Additionally, those property owners encroaching on public access must be compelled to remove offending material or buildings.
- Remove any objects that property owners have placed on public access right of ways.
- I would also like to see clarification on locations and borders. i am also not in favour of adjacent owners or anyone else to purchase any public lands. I may be convinced to back up the possibility of a land swap as a way of clearing up access' of contention, or as a way to provide the community of better access to the island.
- I would also like to see clarification on locations and borders
- I am also not in favour of adjacent owners or anyone else to purchase any public lands. I may be convinced to back up the possibility of a land swap as a way of clearing up access' of contention, or as a way to provide the community of better access to the island
- I am not in agreement to anyone buying access', though I would be willing to listen to such considerations. I also think it's very important for public wells, especially those on access' be made available back to the community as they were originally intended. Not only to those whom have high-jacked them to the extent disabling others access. M-07 is the best known example of this. All community water wells should be for all community.
- Remove any objects that property owners have placed on public access right of ways.

## M-1

- M 01 is one of the most beautiful beaches in the gulf islands and routinely utilized by kayakers/boaters, as well as Mudge residents and visitors. Provision of facilities i.e. toilets would benefit all users.
- M18 is the ONLY public access to the beautiful beach in this location. Please do all you can to protect and enhance these areas for public benefit.
- I believe that Dodd Narrows should become a park area that is allowed to be natural. I don't think we need picnic tables, toilets or any infrastructure on any ROW on Mudge. People tend to abuse or take advantage and leave garbage or build camp fires or other structures on ROWs
- We feel that sites M1, M18 and M14 should have a Parks permit from MOTI so that they are protected from any development/use other than park purposes. M1 is the ONLY public access to the Dodds Narrows location at the moment.
- M-1 - is used by many islanders as a "park" and acquisition of the adjacent privately owned land, if and when available, would result in an important community park for residents and visitors.
- Our current mandate as directed by the membership is to have the public accesses MI-01, MI-14, and MI-18, granted RDN Park Permits.
- m1 - would be in favor of option to purchase adjoining lot for parkland
- MI 1 Yes. Enlarge park. Add benches.
- M-1, Purchase lots on both sides of right-of-way and establish as a park.
- M-1 This 20m wide area should be licensed as RDN Park to protect the natural beauty of this spot. This needs to be the core of a future Regional Park if the opportunity to lease or purchase adjacent lots arises. City of Nanaimo Joan Point Park opposite side of Dodd Narrows protects the viewscape. No 'improvements' wanted or required beyond existing unpermitted benches. Access along the foreshore is limited and difficult without trespassing on adjacent private property.
- MI-01 SHOULD BE PRESERVED AND ADDED TO ADJACENT PROPERTIES TO CREATE AN INCREDIBLE AND UNIQUE PARK ON DODDS NARROWS.
- HIGH PRIORITY ON MI-1 WHICH SHOULD BE INCREASED IN SIZE AND PRESERVED AS PARK SPACE PERMANENTLY.
- M-1 must be kept for a viewpoint and park. The lands on either side should be acquired to make it usable for multi families.
- Mi-01 needs to become the basis for a park. This park would provide a natural viewscape for people viewing Mudge across Dodds narrows as well as the boaters who travel through Dodds. Development of the two lots on either side of the r/w would be a shame.
- M1 at Dodd narrows is a lovely spot as is. It would be nice to purchase the accompanying properties to protect this site. Perhaps some of the unusable/controversial accesses could be sold off and the money put to this use.
- As for a viewpoint, Dodd Narrows,( M-1) and the spit( M-17) are the two I would choose.

## M-2

- M-2 MOTI permitted private driveways to access 7 adjacent lots through registered easements or private agreements. Walking access to high bank above foreshore but beach is steep, rocky and exposed to wake and wind wave action. Steep bank is subject to erosion making foreshore access difficult.
- M2-M5 are not very useable but could be opened up as footpaths/viewpoints. As they are it is impossible to tell what is public.

### M-3

- M-3 Crossed by private driveway at south end. Possible encroachments at NW corner. Steep slope to water and very steep smooth rocky foreshore. Not suitable for any safe access without considerable construction.
- M2-M5 are not very useable but could be opened up as footpaths/viewpoints. As they are it is impossible to tell what is public.

### M-4

- M-4, There is a steep hill to access the beach, however, there is room at the beach to land small boats.
- M-4 Existing rough trail to head of Moonshine Cove breakwater. Private aerial and buried power service serving Moonshine Cove Leased area located on this water access. Trail should be improved for safer use. Foreshore very steep, smooth rock. Not suitable for safe beach access.
- M2-M5 are not very useable but could be opened up as footpaths/viewpoints. As they are it is impossible to tell what is public.

### M-5

- M-5 Drive up access but drops steeply to deep water foreshore. Would be suitable for future Community Emergency Evacuation and Water Taxi Dock or small boat access only.
- M05 several non-moving vehicles
- M15 is not an all-weather all tides access for either large boats or barges. It is accessible for barging only at high tides, generally 12 ft and above.
- M2-M5 are not very useable but could be opened up as footpaths/viewpoints. As they are it is impossible to tell what is public.

### M-6

- M6 - emergency services site (boat)
- There is a significant need for safe access for residents and visitors, a place for them to moor/launch their boats, and for barges to deliver goods/services. M6 and M15 are well suited for these purposes.
- M6 best area for barge, boat ramp and potential boat moorage
- M6 (Flatfish) is already used as a public launch/barging area and, ideally, should be developed as a barge landing, small boat dock, boat ramp. It would be the only facility for the public at this end of Mudge Island. Moonshine Cove is a private facility but does allow barge landings by non-members for a fee.
- M-6 - is the best access on the west portion of the island for access by small boats to the land. Without this access, inland owners, not having membership to the private "marina," would not be able to reach their homes safely (or at all). A barge landing and boat ramp would be great but priority should be given to upgrading this access for small boat users. All parties, including MOTI contractors, trespass on private property in this area because the actual access has not been upgraded for safe and easy landing and access to the land.
- M6 is used for small boats but is crossing private land and could be upgraded. Once moved to the proper location it won't be as usable, it might turn out that M7 would be easier to upgrade.
- M6 - Boat Ramp (deep water)
- m6 - needs grading and road straightening
- M6 best for barge - boat ramp (deep water)

### **M-6 continued...**

- M-6, Build a small dock for launching boats at a boat ramp and to tie up small boats.
- M-6 Existing water access crosses onto private property at north end. This is best spot at west end of Mudge Island for all tide boat launch and heavy barge access if properly developed. Possible location for future Community dock facility. Currently used by a number of inland owners for access and small boat storage. Barge and boat launching on existing private property. Emcon accesses Mudge for road maintenance at this point.
- M6-Best location for barge, boat ramp and possibly boat storage - deep water is essential.
- MI6 best location for boat ramp and barge
- Need public access on Gabe side - Best is M6
- MI-06 IS THE BEST ALL TIDE BARGE LANDING SPOT ON MUDGE ISLAND MI-08 IS A GREAT COMBINATION DEEP WATER AND SMALL BOAT LANDING
- M-6 is good for boat and barge traffic.
- I think the ideal location for a trailer launch and barge landing is M-6 as it could be accessed in all tides and it is across from Green Wharf and it would good access for everyone.
- M-6 is a good barge landing area, and a flat beach....unfortunately we have to cross private property to get to that area....M-6 goes through a small wooded area on the water, and then is rocky shoreline...
- Flat Fish Ln. is a wide road allowance that needs some work so it can be used safely and without crossing private property. Most of the time MOTI uses Flat Fish Ln. when bringing a barge load of highway improvement equipment, such as graders, mowers, dump trucks, etc. I would hope that MOTI would be interested in improving this access as well.
- More importantly is a boat launch ramp site and all tide barge ramp site at M6 Flat Fish Lane available to everyone. Please note!! There is no public boat launch ramp site or barge landing ramp on Mudge Island.
- MI 06 could be developed for barge site as well as beach access etc.
- I may be convinced to back up the possibility of a land swap as a way of clearing up access' of contention, or as a way to provide the community of better access to the island. along with M-6, or another access, an emergency dock, and a loading and unloading dock for the community would also be an asset as there is no provision of this on Mudge Island.
- MI6 as used and commented on is actually someone's private property.

### **M-7**

- I also think it's very important for public wells, especially those on access' be made available back to the community as they were originally intended. Not only to those whom have high jacked them to the extent disabling others access. M-07 is the best known example of this. All community water wells should be for all community.
- M07 non-moving vehicles
- M8-M13 are very tidal.
- M7-M10 very tidal - medium bank and only good as viewpoint and greenspace,
- M6 is used for small boats but is crossing private land and could be upgraded. Once moved to the proper location it won't be as usable, it might turn out that M7 would be easier to upgrade. This is important for many islanders.
- M-7 Rocky foreshore with possible encroachments on west side. Currently only 10m wide. If adjacent acreage is subdivided MOTI can require the remaining 10m to be added.

## **M-8**

- M8-M13 are very tidal.
- M8-M11 are fine as they are
- M7-M10 very tidal - medium bank and only good as viewpoint and greenspace,
- M-8 Open drive up access, low bank to rocky sloping foreshore. Could be developed for trailer boat launch with and is suitable for small boat access.
- M8 to M14 are very tidal - 125-150 feet at low tide.
- MI-08 IS A GREAT COMBINATION DEEP WATER AND SMALL BOAT LANDING

## **M-9**

- M8-M13 are very tidal.
- M8-M11 are fine as they are
- M7-M10 very tidal - medium bank and only good as viewpoint and greenspace,
- M8 to M14 are very tidal - 125-150 feet at low tide.
- M-9 Site of Community events such as Craft Fair. Provides small boat access to surrounding properties. Rocky sloping foreshore.

## **M-10**

- M8-M13 are very tidal.
- M8-M11 are fine as they are
- M7-M10 very tidal - medium bank and only good as viewpoint and greenspace,
- M8 to M14 are very tidal - 125-150 feet at low tide.
- M-10 Rocky foreshore, possible small boat access.
- M10, M11, M13 and M14 should be cleared and leveled for beach access and greenspace.
- MI10 to MI14 should be made accessible and cleared to allow for green space and public beach access.

## **M-11**

- M8-M13 are very tidal.
- M8-M11 are fine as they are
- M8 to M14 are very tidal - 125-150 feet at low tide.
- M10, M11, M13 and M14 should be cleared and leveled for beach access and greenspace.
- MI10 to MI14 should be made accessible and cleared to allow for green space and public beach access.
- We'd like to see the remains of the forest in M-11 preserved. It has been butchered, unauthorized, by a local resident with a chainsaw.
- M-11&14 would make great accesses for small boat owners with relatively little work. M-11, 14 and 15 might benefit from some extra off road parking.
- m11 - would make a great community park due to the large area, needs clearing, good access for smaller boats
- M11 is very wide allowance and close to El Verano boat ramp.
- M11-M14 - Closest to Gabriola boat ramp and low bank - develop access for boats and trailers

### ***M-11 continued...***

- M-11 Treed with drive-up access to foreshore, used for small boat access. Some trees illegally removed but still reasonably natural. Should be licensed as Community Park to protect its natural state and continue to provide small boat access.

### **M-12**

- M8-M13 are very tidal.
- M8 to M14 are very tidal - 125-150 feet at low tide.
- MI10 to MI14 should be made accessible and cleared to allow for green space and public beach access.
- M-12 is on the end of my street DRIFTWOOD DRIVE, also is the short way to Gabriola, EL VERANO, for non-motorized boats, that have to put up with bad weather or water tides.
- M12 has been very controversial for ages. It would be nice to see it either opened and made usable for the public or bought from the adjoining owners and the money spent elsewhere.
- m12 - closest to el verano launch - very good at most tides and is the most direct route across to Gabriola - safe route in rough water and wind conditions. This site is often used for emergency and helicopter landing as it is very open. The pond could be easily re-filled. This road connects to Driftwood drive and would allow all residents the option to make a safe crossing in many conditions.
- M12 is closest access from El Verano (bypass or infill the pond)
- M-12 Clearly define access! It looks like it has been made into Private property!
- MI 12. Is this the Helicopter access for emergency health evacuation situations? If so, this needs to be widely known and identified as such. Has there always been a pond there? Is there a "road" for a vehicle to access a helicopter landing area? This seems highest priority to me. It's also Mudge's closest boat landing area to El Verano beach on Gabriola, where the vast majority of Mudge Islanders embark to get to Mudge. Could there also be limited parking for Mudge vehicles here?
- M-12 This undeveloped access crosses seasonal wetlands and what was at one time a farm field. Low bank to rocky foreshore. Boat access blocked at most tides by extensive reefs. Most practical development, if any, would be a trail sited appropriately and a boardwalk across the wetland area. The balance of the area should be encouraged to naturalize and could be planted to respect the privacy of the adjacent property. A trail could be a Community Project, planned and supervised by parks staff and completed by Mudge volunteers.
- m12 - has very poor boating access due to offshore reefs, and is a virtual swamp in the wet months
- Need public access on Gabe side - Best is M6, M12 (directly across from el verano)
- MI12 is directly across from El Verano boat ramp
- MI-12 IS UNIQUELY SITUATED ACCESS WHICH IS PERFECT FOR SMALL BOAT COMMUTERS TO GABRIOLA. CURRENTLY THIS ACCESS IS BLOCKED BY THE LAND OWNERS ON THE ADJACENT PROPERTIES AS THEY ATTEMPT TO ANNEX IT IN A "LAND SWAP"
- MI-12 IS A HIGH PRIORITY FOR DEVELOPMENT ON MUDGE AND IS CURRENTLY BEING ANNEXED BY THE OWNER OF THE TWO ADJACENT PROPERTIES.
- M12 does not have a lake in the winter as I recall from the old days. It can get a little boggy but not too bad. I myself do not need that access but I know that the owner of the property on both sides (the same one) does not let people use that access. I believe they have no right to kick people out of that access as it is public property. Some of the people wanting to use that access in the winter do not have power boats and in rough weather should be able to use that access as it is the closest to Gabriola. Safety, if for no other reason.



### **M-12 continued...**

- needs definition and clear public access: M-12, because of its location directly across from the landing on Gabriola and current issue around complete exclusion by "The Farm".
- M12, we first came to Mudge in 1979. We used to walk through this access pushing a baby stroller. There was no swamp at that time. It was dug out by Rowan Excavating of Gabriola Is., years later. This is the closest link from Mudge to Gabriola Is., for emergencies.
- MI-12 has a long standing issue related to it which must be resolved by allowing beach access. It allows for low bank access.
- M11-M14 - Closest to Gabriola boat ramp and low bank - develop access for boats and trailers
- M12 provides the closest access to Gabriola and could be the safest access across with extensive development.

### **M-13**

- M8-M13 are very tidal.
- M13 and 14 could be cleared as more green space on the island.
- M8 to M14 are very tidal - 125-150 feet at low tide.
- M10, M11, M13 and M14 should be cleared and leveled for beach access and greenspace.
- MI10 to MI14 should be made accessible and cleared to allow for green space and public beach access.
- M-13 would make a nice picnic site. Would be nice in central island to have helicopter landing area for emergencies instead of using private property and needing permission.
- M13-M14 are level and low bank - good potential as boat launch.
- M-13 This access is used by a number of residents in the vicinity. Access drops steeply to the foreshore but recently a resident constructed stairs for safe public use. Good for small boat access and vehicle parking.
- M11-M14 - Closest to Gabriola boat ramp and low bank - develop access for boats and trailers

### **M-14**

- M13 and 14 could be cleared as more green space on the island.
- M8 to M14 are very tidal - 125-150 feet at low tide.
- M10, M11, M13 and M14 should be cleared and leveled for beach access and greenspace.
- MI10 to MI14 should be made accessible and cleared to allow for green space and public beach access.
- M-11&14 would make great accesses for small boat owners with relatively little work. M-11, 14 and 15 might benefit from some extra off road parking.
- M13-M14 are level and low bank - good potential as boat launch.
- We feel that sites M1, M18 and M14 should have a Parks permit from MOTI so that they are protected from any development/use other than park purposes.
- M14 has heritage apple trees on it along with a nice water view. Please do all you can to protect and enhance these areas for public benefit.
- Our current mandate as directed by the membership is to have the public accesses MI-01, MI-14, and MI-18, granted RDN Park Permits.
- M14 is also one of my top priorities, again not really needing much cash but needing to be surveyed and marked somehow so the public knows what is theirs.

### **M-14 continued...**

- M14 would be easy to upgrade to a boat launch site but would also benefit from being surveyed so we can see just how much area is public here. There is quite a bit of space and if surveyed so the adjoining landowners can't complain then we could use this area for community functions
- m14 - this should be the other main boat launch as is
- M-14 Access crosses seasonal stream to sloping gravel beach. Useable for small boats. Riparian issues with stream may limit development beyond a foot trail.
- Needs definition and clear public access: M-14 because it is currently implied to be a private access by use patterns of neighboring properties. (mowing, exclusive collection of fruit from heritage orchard, driveway position).
- Down by East False Narrows, the beach is walkable but very tricky for boats with the exception of M14&15
- We feel that sites M1, M18 and M14 should have a Parks permit from MOTI so that they are protected from any development/use other than park purposes.
- M11-M14 - Closest to Gabriola boat ramp and low bank - develop access for boats and trailers.
- M14 sheltered from South easterly and good access.

### **M-15**

- M-15 might benefit from some extra off road parking.
- There is a significant need for safe access for residents and visitors, a place for them to moor/launch their boats, and for barges to deliver goods/services. M6 and M15 are well suited for these purposes.
- M15 is quite well developed for it's uses, perhaps a couple of trees removed to allow more parking
- ideally a bridge from Gabriola only 2nd choice - a public dock protected from SE winds urgently required: a proper launching ramp at Davidson Bay M15
- m15 - it would allow the island residents access to Davidson Bay without having to go all the way up and around the island. It is a very nice sandy beach/park-like area, and is a safe harbour for small boats.
- MI 15 - Davidson Bay. Would some limited parking also be available here? It's an excellent small boat landing site at most tide levels.
- M-15 Locally known as Davidson Bay. Wide frontage to sloping beach, two existing small trailer boat launch accesses and some parking/storage areas. The area should become a Community Park to control and manage road development and parking. One of the better beach areas on Mudge widely used by Mudge residents for access, boat launching and recreation.
- MI-15 IS THE BEST ALL-TIDE TRAILERABLE SMALL BOAT LAUNCH ON MUDGE ISLAND AND SHOULD BE IMPROVED.
- MI-15 IS A CRITICAL COMMUTING ACCESS AND SHOULD BE DEVELOPED AND IMPROVED
- I have used M-15 as a boat launch but it is not ideal in all tides and would not be that good for a barge or larger boat. All weather/tide boat launches on both the north and south sides of the island are needed. The best candidates for these are M-15 and M-17
- Down by East False Narrows, the beach is walkable but very tricky for boats with the exception of M14&15

## M-16

- M16 - 20 ft lane; one of the best walking trails to the beach HIGH PRIORITY
- M16 not included in survey but should be cleared & signed as Beach Access
- Why is m16 not included in the above list? This is another access where the owner next door has basically annexed the property and has tried for years to confuse and exclude other Mudge islanders from using it. He has built a gate and fence at the beach end of the access and changed the lay of the land using an excavator to push stumps and boulders into a pile and burying them under soil and debris. This causes the access to be unusable to most foot traffic, all wheelbarrow, bikes etc. He also has 2 old dead trailers and old metal oil drum and a few other bits of clutter lying about obstructing the beach access. The access should be marked and the fence/gate completely removed. Trailers removed. Access restored.
- M-16 is missing from the survey but should have beach/foreshore access and signage.
- MI-16 is missing from this survey, MILTA's opinion is that a viewpoint, beach/foreshore access, and signage/markers are required for this access.
- M-16 Missed on Survey Form. This access needs to be surveyed, cleared and marked for access to the foreshore. Currently location is not well known and somewhat overgrown at road end. A trail should be constructed and could be completed under Parks Staff supervision by volunteers as a Community Project.
- M-16 signage and beach access
- You have omitted M-16. This is only approx 4 lots from my lot. so would be interested in being able to have beach access and car top boat launch for my canoe.
- M16 on Sea Fern missing from survey -requires signage and a footpath.
- M16 missing from survey-requires footpath + signage
- M16 needs to have access to beach / cleared foot path & small boat access
- M16 has a beach access but is overgrown and needs work.
- M-16: Viewpoint and Signage
- m16 should be a beach access
- M16 is third on my list, it doesn't need much cash spent on it, it just needs to be reclaimed from the adjoining landowners.
- You have missed M16 on your comments section. This is a small but crucial access for people walking beaches. The adjoining landowners usually have it blocked off so some attention here is very important- signage and removal of gates etc.
- Number 16 is not on the list above. I would suggest signage and view point there
- M-16 should also be considered for beach access
- M-16, not listed, should be signed, have beach access, and viewpoint. As an in-land owner it is crucial that I have safe access to my home.
- M-16 is missing from above list. It should be left undeveloped.
- MI-16 - beach/foreshore access, signage, other (trail). High Priority.
- M-16 is missing from above list. It should be left undeveloped.

## M-17

- All weather/tide boat launches on both the north and south sides of the island are needed. The best candidates for these are M-15 and M-17
- M17 - "park area" helicopter landing and emergency evacuation/landing
- M17 provides a truly unique view of Dodd Narrows, one of the most unique and fast flowing narrows in the gulf islands.
- M17 is the most used public access and seems fine as it is, It just needs to be protected.
- MI 17 - Beautiful Site. Great park potential. Also needs day parking for picnickers, and hikers. Maybe even washroom facilities and a few park benches. And a formal boat ramp would be easy here, I believe, on the south side.
- M-17 End of Sea Fern Lane, adjacent to B17 Community Park. The end of the road alignment is a steep earth bank subject to erosion and not suitable for direct foreshore access. The area adjacent to the Park could be used for vehicle parking and turnaround for Park and beach users. B-17 Only Community Park on Mudge. This area is heavily used by both Mudge residents, boaters and kayaks transiting the area. Small islets and Link island are private property. Large midden area exists above beach area, possibly limiting any 'improvements'. The east bank is subject erosion from winter high water wave action. Vehicle traffic should be discouraged and parking limited to an area on adjacent Sea Fern Lane. Park property boundary needs to be identified.
- MI-17 (LINK ISLAND BEACH) IS DEBATEABLY THE MOST POPULAR BEACH ON MUDGE ISLAND FOR RECREATIONAL PURPOSES AND SHOULD BE PRESERVED AND IMPROVED.
- MI-17 IS ONE OF THE MOST POPULAR BEACH SPOTS FOR MUDGE RESIDENTS AND VISITORS ALIKE AND SHOULD BE IMPROVED AND PRESERVED TO COMPLIMENT THE EXISTING SMALL PARK.
- M-17 ends at a park, the potential for public development here is very great.
- M17 needs improvements.
- m17- should have garbage bins and a picnic area, covered. Also portable toilets. This will require regular maintenance and garbage collection in the summer as the area is heavily used by kayakers who are not presently using property sanitary procedures. It is becoming a problem (buried in the sand) Garbage must be maintained daily in summer months as wildlife such as raccoons, otters and rats are present. This is a high priority! Please do this.
- As for a viewpoint, Dodd Narrows,( M-1) and the spit( M-17) are the two I would choose.
- All weather/tide boat launches on both the north and south sides of the island are needed. The best candidates for these are M-15 and M-17.

## M-18

- We feel that sites M1, M18 and M14 should have a Parks permit from MOTI so that they are protected from any development/use other than park purposes. However, stairs to the beach at M18 would be very beneficial and help to enhance safety.
- Our current mandate as directed by the membership is to have the public accesses MI-01, MI-14, and MI-18, granted RDN Park Permits. MI-18 as requires development of stairs to access the beach.
- We need to open up the south side of the island and give residents and visitors better access. There used to be an old dock on M-18 as evidenced by the pilings. We need a public government dock, boat ramp and barge landing site developed on M-18.
- M18 would benefit from a set of stairs.
- M18 was former off load site for logging on the island - good southern access point.

**M-18 continued...**

- M-18 Salal Drive. This large access should be licensed as a Community Park to protect the natural beauty of the undeveloped upland area. South facing beach has small boat access and a good beach. MILTA (Mudge Island Land Trust Association) has previously identified this area for conservation.
- MI-18 could also be developed as a park area for picnicking etc.
- M18 is the ONLY public access to the beautiful beach in this location. Please do all you can to protect and enhance these areas for public benefit.

**M-19**

- M19 and M20 can only be beach access but all of the access on this side are very important since there is virtually no way to get on and off of the beach on this side.
- We want a park at Dodds and Salal. No picnic tables or long term parking at accesses or parks.
- M-19 This access is extra wide with some trees and drops steeply to the foreshore. A quiet, south facing area with some foreshore access at lower tides.

**M-20**

- M19 and M20 can only be beach access but all of the access on this side are very important since there is virtually no way to get on and off of the beach on this side. If a zig-zag path could be placed going down to the beach at M20 it would be very helpful.
- M20-22 are far too rugged and steep to be used for anything other than an observation point of the cliffs.
- M20 is the only public access close to my residence and is dangerous to get down to water level. Could use some development around making an accessible trail with railings down cliff side to water level.
- M-20 is a great beach\foreshore access allowing users to walk from accesses further east and coming back inland without having to double back or risk getting stuck if tide rises. Bank is steep but with some work beach could be accessible.
- M-20 Steep drop to foreshore. This could be an excellent View Point if a trail was developed, providing southern vistas as far as Saltspring Island. High Bluff would make foreshore access difficult.
- There is absolutely no access to this whole side of the island without crossing private property. It shouldn't be too hard to develop a path down to the beach. Next on my list is M20 for the same reason, this one might be more difficult though depending on where the actual access is.

**M-21**

- M20-22 are far too rugged and steep to be used for anything other than an observation point of the cliffs.
- M-21 This is a 10m wide access which terminates a steep bank. Erosion caused by high tides and wave action along with drainage from above make this impractical for any foreshore access.
- M 21&22 are viewpoints only

**M-22**

- M20-22 are far too rugged and steep to be used for anything other than an observation point of the cliffs.
- M 21&22 are viewpoints only
- M-22 Sockeye Drive terminates here at a very high bluff. Suitable for a viewpoint with little development but no foreshore access is practical here.
- M22-27 Good southern exposure viewpoints

### M-23

- I think the most important access to spend money on is M23. There is absolutely no access to this whole side of the island without crossing private property. It shouldn't be too hard to develop a path down to the beach.
- M23 should be opened up with a marked path down to the beach, this one should be quite easy to accomplish and would open up a whole side of the island to the public that is at the moment inaccessible without crossing private property.
- Trail to beach at Herring Heights 23.
- M-23 This access has a rough trail from the undeveloped portion of Herring Heights. Another rough trail connects a private driveway off Halibut Hill with this trail and the lower portion of Herring Heights. The foreshore is one of the best beaches on the south side of Mudge Island. A survey to identify the actual alignment of the undeveloped portion of Herring Heights and the 40' wide water access will be required as it is not entirely clear where the adjacent property lines are. A private driveway crosses the water access from the private property on either side but does not provide public access to the trail. This trail improvement could be supervised by Parks Staff and completed by Mudge volunteers as a Community Project.
- MI-23 & MI-24 PROVIDE ACCESS TO BEAUTIFUL BUT ISOLATED SECTIONS OF BEACH. ACCESS TO MI-23 IN PARTICULAR IS NOT CLEAR AND THE ADJACENT LAND OWNERS WOULD PREFER THAT THIS BEACH ACCESS NOT BE USED IN ORDER TO SLOW/STOP PUBLIC USE (WHICH IS CURRENTLY DOES)
- MI-23 IS CURRENTLY BEING BLOCKED AND MADE INACCESSIBLE BUT OFFERS ACCESS TO ONE OF THE NICEST BEACHES ON THE ISLAND. THIS ACCESS SHOULD BE "HIGH PRIORITY" FOR IMPROVING ACCESS.
- M-23 goes to a lovely beach that is good for family picnics with no access.
- I notice that you feel M-23 is unusable....I have lived on Mudge for 20 years, and have used this as my way down to one of the nicest beaches on Mudge Island....we have had to straighten out many new people who bought ocean front there, and then tried to deny us access to said beach
- Some of the water access right of ways that you have considered not useable, such as M-23. M-23 leads down to one of the nicest beaches on Mudge Island, and we have had issues with people who bought property on the water, and then tried to deny access to said beach. I have lived on Mudge for 20 years, and I regularly go down M-23 to access the beach....we have built steps near the bottom, and when they have washed away, we build more....so I would question your wording in this and other areas...maybe not useable to some people, and maybe not useable to get to the water, but we use all water access areas, even if it is just to go and sit and look at the sunset.
- M22-27 Good southern exposure viewpoints
- 

### M-24

- MI-23 & MI-24 PROVIDE ACCESS TO BEAUTIFUL BUT ISOLATED SECTIONS OF BEACH.
- M24 and M25 are beach access points quite close together accessing a small beach. There is a set of stairs making this a nice accessible area. I am not sure if the stairs are on the access though. However it works just fine at the moment.
- M24-M25 sheltered bay with excellent moorage.

**M-24 continued...**

- M-24 This access is relatively steep and difficult to use. Due to a problem with road alignment at the time of subdivision development, the actual roadway is placed south of the original layout and provides a large reasonably level grass area that has been used for community events in the past. A private stairway exists in the north east corner of the bay and is used to access the beach below. This stairway may be on private property and a careful review of the actual road and Rights of Way across private property in this area is required to determine if public access exists in the vicinity of Lot 117 as shown on the provided map. The road actually goes through from Ling Cod Lane to Herring Heights but that is not apparent on the map provided.
- M24 and M25 located in sheltered bay - good potential for boat ramp - close to boat harbour and cedar boat ramp.
- M24 and M25 would be ideal for development
- MI-24 ACCESS AN ISOLATED SECTION OF BEACH AND SHOULD BE IMPROVED AND PRESERVED.
- M22-27 Good southern exposure viewpoints

**M-25**

- M24 and M25 are beach access points quite close together accessing a small beach. There is a set of stairs making this a nice accessible area. I am not sure if the stairs are on the access though. However it works just fine at the moment.
- M24-M25 sheltered bay with excellent moorage.
- M24 and M25 are beach access points quite close together accessing a small beach. There is a set of stairs making this a nice accessible area. I am not sure if the stairs are on the access though. However it works just fine at the moment.
- M24 and M25 located in sheltered bay - good potential for boat ramp - close to boat harbour and cedar boat ramp.
- M24 and M25 would be ideal for development.
- M-25 An access to the small beach below would be possible from the east end of Ling Cod Lane adjacent to Lot 1. A broad area was created here when the road alignment was extended across to Herring Heights. This bay is used by a number of Mudge residents for moorings and small boat access and an access in this area would be of value to those residents. As with many roads on Mudge, the actual alignment will need to be confirmed to identify possible encroachments and the actual property location for Lot 1.
- M22-27 Good southern exposure viewpoints

**M-26**

- M26 and M27 can be viewpoint only.
- M-26 This access terminates at a high rocky bank which can provide access for those able to climb down to the rocky foreshore. A good view point overlooking Dodd Narrows requiring no actual development to be used. The property owners on either side use this roadway for access to their properties.
- M26 is excellent flat southern viewpoint.
- MI-26 has good deep water access potential, but requires a good set of concrete stairs.
- M22-27 Good southern exposure viewpoints

**M-27**

- M26 and M27 can be viewpoint only.
- M-27 This undeveloped access located at the west end of Halibut Hill Road remains in its natural state and has high bluff vistas to the south, overlooking Dodd Narrows. This area should be licensed as a Community Park to protect its natural state and only developed with a trail to a viewpoint overlooking Dodds Narrows.
- M22-27 Good southern exposure viewpoints

**OTHER**

- What is taking so long to give us all access!?
- Why has this not been done already...?

DRAFT