![CVRD logo]

C·V·R·D

NOTICE OF
PARKS COMMITTEE MEETING

Wednesday
September 14, 2011
Regional District Board Room
175 Ingram Street, Duncan, BC

3:00 p.m.

AGENDA

7. **INFORMATION**

8. **NEW BUSINESS**

9. **QUESTION PERIOD**

10. **CLOSED SESSION**

Motion that the meeting be closed to the public in accordance with the *Community Charter* Part 4, Division 3, Section 90(1), Subsections as noted in accordance with each agenda item.

11. **NEXT MEETING**

12   **ADJOURNMENT**

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

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Director M. Dorey, Chair   Director G. Giles   Director D. Haywood
Director I. Morrison, Vice Chair   Director K. Kuhn   Director P. Kent
Director L. Duncan   Director K. Cossey   Director L. Iannidinardo
Director B. Harrison

Minutes of the Parks Committee Meeting held on Wednesday, July 13, 2011, at 3:30 p.m. in the Regional District Board Room, 175 Ingram Street, Duncan, BC

PRESENT

Director Mel Dorey, Chair
Director Ian Morrison, Vice-Chair
Director Loren Duncan
Director Gerry Giles
Director Brian Harrison
Director Lori Iannidinardo
Director Phil Kent
Director Klaus Kuhn
Director Mary Marcotte

Absent: Director Ken Cossey
Director Dave Haywood

CVRD STAFF

Ron Austen, General Manager, Parks, Recreation and Culture Department
Warren Jones, Corporate Administrative Officer
Brian Farquhar, Manager, Parks and Trails Division
Mary Anne McAdam, Recording Secretary

APPROVAL OF AGENDA

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

It was Moved and Seconded
That the agenda, be amended with the addition of the following item of New Business:

NB1 Report from Brian Farquhar, Manager, Parks and Trails Division, regarding Ceevacs Shawnigan-Kinsol Half Marathon Event October 20, 2011.

and that the agenda, as amended, be approved.

MOTION CARRIED

M1 - MINUTES

It was Moved and Seconded
That the Minutes of the Parks Committee Meeting of May 25, 2011, be adopted.

MOTION CARRIED

BUSINESS ARISING

1) In response to a motion passed at the May 25th meeting regarding BC Parks 100 year Celebrations – Community Legacy Grant Funding, Brian Farquhar informed the Committee that 85 applications were received by BC Parks for $1.2 M in funding; our application for improvements to Chemainus River Park was not approved.

2) In response to a question raised at the May 25th meeting, Brian Farquhar informed the Committee that Osborne Bay Regional Park was acquired by the Regional District in 1979 for $225,000. One-third of the purchase price was paid by the Regional District, one-third by the Province and one-third by private donor.

3) In response to Director Duncan's request at the May 25th meeting about the history of Sandy Pool Regional Park, Brian Farquhar informed the Committee that the park was purchased in 1984 as a Community Park. In 1997 the Board moved Sandy Pool Park from a Community park to a Regional Park to allow an agreement to be entered into with the Province so it could be included with Cowichan River Provincial Park under their Maintenance Management Agreement. This was done for several years before the CVRD took it back as a Regional Park.

DELEGATIONS

There were no delegations.

STAFF REPORTS

R1 – Cowichan Valley Trail Celebration Events Update

Brian Farquhar, Manager, presented report prepared by Dan Brown, Parks Trails Technician, dated July 6, 2011.

It was Moved and Seconded
That the report be received and filed.

MOTION CARRIED

R2 – Cowichan Valley Trail Use Agreement – Catalyst Waterline Route

Brian Farquhar, Manager, presented report prepared by Ryan Dias, Parks Operations Superintendent, dated July 6, 2011.

It was Moved and Seconded
That That the Board Chair and Corporate Secretary be authorized to execute the necessary documents to renew the Trail License Agreement with Catalyst Paper, not to exceed 5 years, for use of portions of their fee-owned waterline corridor between the Cowichan Exhibition Grounds at Mays Road and Gibbins Road as the Cowichan Valley Trail.

MOTION CARRIED

R3 – Cowichan Valley Trail – Tansor Road Trailhead

Brian Farquhar, Manager, presented report prepared by Dan Brown, Parks Operations Superintendent, dated July 6, 2011.

It was Moved and Seconded
That the report be received and filed.

MOTION CARRIED

R4 – Osborne Bay Regional Park – Hay Cutting Permit

Brian Farquhar, Manager, presented report prepared by Ryan Dias, Parks Operations Superintendent, dated July 6, 2011.

It was Moved and Seconded
That the Board Chair and Corporate Secretary be authorized to execute the necessary legal agreement documents as required to enter into an agreement with Chris Vale for hay cutting at designated areas within the west side of Osborne Bay Regional Park for a maximum five-year term.

MOTION CARRIED

INFORMATION

IN1 – News Articles

Two News Articles – Trans Canada and Cowichan Valley Trails and Trails Enforcement.

It was Moved and Seconded
That the news articles be received and filed.

MOTION CARRIED

NEW BUSINESS

NB1 – Ceevacs Shawnigan-Kinsol Half Marathon Event

Brian Farquhar, Manager, presented report regarding the proposed October 20, 2011, Ceevacs Shawnigan-Kinsol Half Marathon Event 2011.

It was Moved and Seconded
That the application from the Ceevacs RoadRunners to use an approximately 4.0 kilometre section of the Cowichan Valley Trail, inclusive of crossing the historic Kinsol Trestle, for the 36th Annual Shawnigan-Kinsol Half Marathon running event on Sunday October 30, 2011, be approved subject to the following conditions:

1. Proof of a minimum $2.0 million liability insurance coverage be provided by the organizers which covers the event and which also includes the CVRD as an additional insured;
2. A route plan is submitted to the CVRD for review and approval detailing the section(s) of the Cowichan Valley Trail proposed for use as part of the half marathon course;
3. A Course Marshall Plan is submitted prior to the event for CVRD review and approval;
4. Confirmation that there will be appropriate flag persons at all road crossings along sections of the Cowichan Valley Trail corridor used for the event.
5. Confirmation that there will be notices of the event posted along the trail in advance of, and during the day of, the event that will advise other trail users of the race, with such notice wording and locations pre-approved by the Regional District.

MOTION CARRIED

QUESTION PERIOD

CLOSED SESSION

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

MOTION CARRIED

The Committee moved into closed session at 4:00 p.m.

RISE   It was Moved and Seconded
                                 That the Committee rise without report.

                                        MOTION CARRIED

ADJOURNMENT   The meeting adjourned at 4:20 p.m.

_____   _____
Chair   Recording Secretary

C·V·R·D

STAFF REPORT

PARKS COMMITTEE MEETING
OF SEPTEMBER 14, 2011

DATE: September 8, 2011 **FILE NO:**

FROM: Tanya Soroka, Parks and Trails Planner **BYLAW NO:**

SUBJECT: Summary of the Historic Kinsol Trestle Opening Event – July 28, 2011

Recommendation/Action:

That this be received for information.

Relation to the Corporate Strategic Plan:
A "Safe and Healthy Community", identified under the Corporate Strategic Plan, lists one of the key objectives being to *"Promote individual and community wellness"* with three associated strategic actions:

1. Promote a healthy lifestyle strategy to help residents live healthier lives through taking part in parks, recreation and culture services.
2. Develop an accessibility strategy to ensure that all people have access to quality recreation and cultural services and facilities.
3. Increase participation in parks, recreation, and culture programs, events and activities.
4. Promote pedestrian and cyclist friendly roadways and trails between communities and neighbourhoods.

Under "Sustainable Infrastructure" one of the key objectives is for *"Well maintained public facilities"* with a strategic action to develop a plan to safeguard parks, trails and natural assets.

Financial Impact: *(Reviewed by Finance Division:* ___N/A___ *)*

Background:

To report back to the Parks Committee on how the day unfolded during the Historic Kinsol Trestle Opening event

Summary of Opening Event – July 28, 2011
On the morning of the event, which turned out to be a beautiful sunny, warm day, CVRD and Parks staff were at their assigned stations between 7:00 a.m. and 8:00 a.m., situated at the Elsie Miles School site, ensuring the shuttle bus stayed on schedule through to Glen Eagles Road parking lot where the bus dropped people off to attend the public opening event beginning at 11:00 a.m. Cowichan Search and Rescue assisted with traffic control and had their command vehicle on site to assist with event co-ordination and to provide first aid. Staff were also stationed at the parking lot area on the north side of the Kinsol Trestle directing traffic for the pre-opening event which started at 10:00 a.m. In addition, Parks staff were located at a tent on the south side of the trestle to ensure the public did not go on the trestle until the designated time.

On the north side of the trestle the following groups were set up for the festivities and presentations:

- Cowichan Valley/Shawnigan Lake Historical Societies
- South Cowichan Rotary food vehicle
- Cowichan Foundation/Kinsol Campaign
- CVRD Parks and Trails
- CVRD cake tent, with public seating
- A local band was set up to play during the public opening at 11:30 a.m.

The 10 o'clock pre-opening event went very well, with approximately 700 people present who were either invited or were there for the public opening. The opening prayer was provided by councilor Darin George from Cowichan Tribes, with presentations by CVRD Board Chair, Gerry Giles, representatives from the Province of British Columbia, Island Coastal Economic Trust and from the Trans Canada Trail. The Federal Government also provided congratulations on the opening of the trestle. After the speeches were finished, the last spike was pounded into the north end of the trestle decking by the winner of the South Cowichan Rotary - Kinsol Trestle Lottery, Michael Coleman and his grandchildren; they were also the first to walk across the Kinsol Trestle, followed by dignitaries and the general public who met up with the other public members waiting on the south side who walked partially onto the trestle to meet them. The ribbon was cut and everyone walked back across the trestle to the north side for the cake cutting and music.

There was an estimated 1300 people attending both events. The event was very successful and ran smoothly all day. The last of the event participants left by 2:30 and by 4:30 the event cleanup was complete, though many visitors continued to show up at the site. Over the August long weekend, it was reported that a steady stream of visitors, numbering in the hundreds, continued to visit the Kinsol Trestle, with several CVRD staff reporting that they observed full parking lots at both ends at various times over the 3 days. The site's webcam also highlighted numerous visitors over the 3 days since the opening. The trestle specialist contractor has reported that visitors and trail users at the Kinsol Trestle has been steady throughout the month of August. Plans are in the works to install permanent counters to record visitor numbers to the site.

Submitted by,
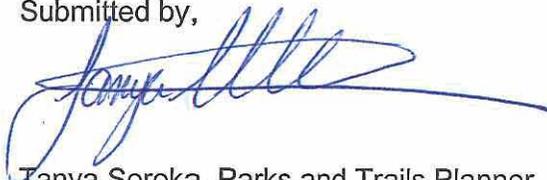
Tanya Soroka, Parks and Trails Planner
Parks and Trails Division
Parks, Recreation and Culture Department

TS/mca
Attachments (news articles)
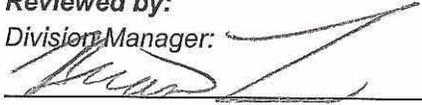
| Reviewed by: |
| Division Manager: |
| Approved by: |
| General Manager: |
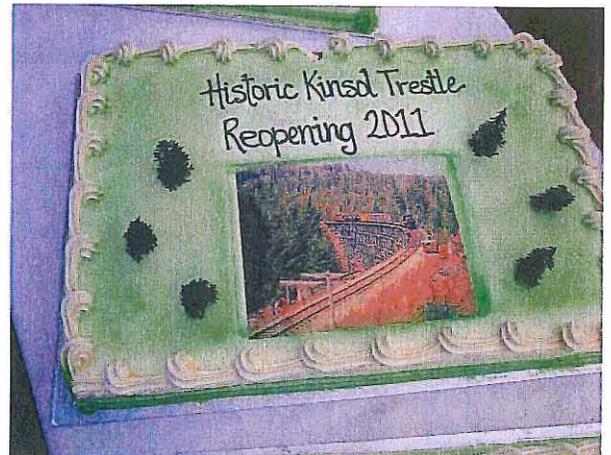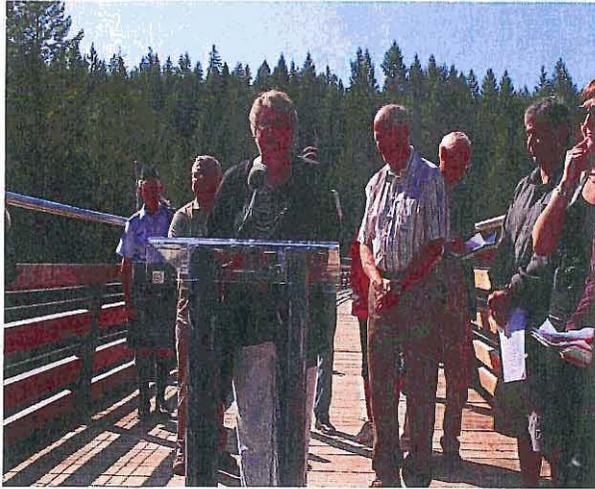
Media Tracking for Kinsol Trestle

By Acumen Comunications Inc.

Updated July 29th 2011

A 13-month restoration project comes to a successful conclusion as Kinsol Trestle reopens

By Kathryn Burnham, timescolonist.com July 28, 2011

Just five years ago the Kinsol Trestle seemed doomed. On Thursday, a reopening ceremony proved wrong anyone who doubted that a wooden bridge could still serve a community 90 years after its construction.

Restoration work that began 13 months ago managed to salvage about 45 per cent of the trestle's existing wood.

While it was former Duncan mayor Mike Coleman, accompanied by his two-year-old twin grandchildren, who made the first official crossing of the bridge in 32 years, he was followed closely by many members of the community who had taken on the cause.

Local support raised

$1.8 million, and came from individual donations as well as the Island Coastal Economic Trust, the Cowichan Valley Regional District and the Trans Canada Trail Foundation. The federal and provincial governments kicked in the rest of the

$7.2 million needed for the project.

"It is great when the government can come to the table and support the generosity of the community — the generosity and energy of the community," said Ron Cantelon, Liberal MLA for Parksville-Qualicum.

"It's a piece of engineering work, but also a piece of art, really. The community saw that and so we needed to support it," he said.

In particular, it was the owners of Macdonald and Lawrence Timber Framing Ltd. who endorsed this project as their cause, taking the initiative to prove that restoration was possible.

"It is a very worthy cause," said Steve Lawrence, the company's production manager. "It's a marvellous piece of industrial heritage."

After examining the neglected bridge, Lawrence said it was "too good to be taken down" and persuaded the Cowichan Valley Regional District to look at restoration as a serious option.

"At that point, it really started to pick up momentum and a lot of the community got behind the project and pushed it to happen," he said.

The restoration work on the trestle, which is 45 metres high and spans 187 metres,

was anything but simple.

"It has kept us on our toes and made us think," Lawrence said.

The challenge included lifting parts of the trestle to replace old beams with new ones.

This was possible because the new bridge actually spans the old structure, without sitting on top of it.

The final product uses only 17 of the original 46 vertical bents, meaning the old trestle isn't burdened with carrying the weight of those using the bridge.

Completion of the bridge — which is open to the public — enables runners, cyclists and horses to use the Cowichan Valley Trail to go between Shawnigan Lake and Lake Cowichan — a distance of 70 kilometres.

The trestle is part of the Trans Canada Trail, a proposed 18,078-kilometre corridor that goes all the way to St. John's, N.L.

The bridge is reinforced with steel as part of "significant, but sympathetic upgrades to the structure to make sure it's safe for the public to use," Lawrence said. "We really tried to do so in a way that doesn't detract from the overall character of the bridge and the sense of place."

The new wood used in the structure was taken from the Alberni Valley and milled locally and on the mainland.

The opening event attracted cyclists, walkers and even some tourists, all checking out the tallest wooden rail trestle in Canada. Gerry Giles, chairwoman of the Cowichan Valley Regional District board, said she hopes the trestle will contribute to tourism.

"If you came out and looked at this structure when it was in disrepair, you couldn't help [but] still marvel at the engineering and the blood, sweat and tears our pioneering families put into building this trestle," Giles said. "To tear it down, to me, would have been a sad commentary of the value we place on history."

Kinsol Trestle more than just another bridge

The Citizen

Published: Friday, July 29, 2011

An historic day for an historic Cowichan Valley monument has finally arrived.

On Thursday morning, visitors packed the majestic Kinsol Trestle, finally restored after years of neglect, vandalism, and talk of tearing it down.

For the many who held it close to their hearts, through even its shabby years, including Cowichan historian and Citizen columnist Tom Paterson, this is a proud and shining moment, the fight to save the trestle a labour of love.

At times the cause was frustrating as rehabilitation proponents struggled to get those in authority to see their vision.

It was the vision of something that wouldn't just be a bridge. Not a simple link in the Trans Canada Trail, vital though that use is. Not just an ordinary walkway spanning the river.

The trestle is living history, as impressive as it comes.

A showcase of engineering coupled with the poetry of the railroad era.

It is the still-standing timber and spike embodiment of hundreds of memories, a chronicle of Cowichan's passing years.

But how to convince those with an eye firmly fixed to the balance sheet that this was something worth saving?

Particularly so many years after anyone had been able to walk atop the span.

Certainly, it was still impressive to see from either side of the waterway, but the memory of being able to cross was faded, and some were more in favour of building a less expensive crossing point simply to complete the Trans Canada Trail, and out with the old.

We are thrilled this argument did not prevail.

The loss to the Cowichan Valley, and indeed to British Columbia and all of Canada,

would have been incalculable.

We owe a huge debt to the many who believed enough in the Kinsol project to fight, and fight hard - then to fundraise.

These people never gave up, and now the dream has come to fruition.

Cowichan can now boast one of the most spectacular sights along the whole of the Trans Canada Trail.

Today's children will now add their own memories of the trestle to those of the past, and future generations will continue to do the same.

The bridge will inspire more wide-eyed visitors from both near and far to stand in awe and excitement, creating new tales to tell.

The fight to save the trestle, too, will now become another whistlestop along the tracks of its days, as the re-opening joins the moments of the last train to travel the span in the history books. Haven't seen the trestle yet? Now you have even more reason to head out for your first look. We bet it won't be your last.

Kinsol Trestle: a treasure saved

TIMES COLONIST JULY 28, 2011

It has come together piece by piece, nail by nail, dollar by dollar. It has been a tough fight, but worth it - for today, the Kinsol Trestle is back in business.

The system, the national network that encourages us to use trestle is a vital link in the Trans-Canada Trail people power to enjoy the great outdoors.

But it is more than that. It is also a vital link with our history, to the days when steam-powered locomotives carried goods and people up and down Vancouver Island, making transportation possible before modern highways started grabbing the traffic away.

The Kinsol can be a centrepiece for the Island's hiking and biking trail system. It is a breathtaking wonder, and many tourists will remember it as a highlight of their time here.

Yet for years, its survival was in doubt. The trestle was built in 1919 and 1920 across the Koksilah River near Shawnigan Lake. It is 45 metres high and 187 metres long, making it the longest wooden trestle in Canada. It curves gracefully across the gorge.

Try to imagine the scale. The trestle is made of timber - a latticework that can support railway trains weighing thousands of tonnes. It does not have driven piles, or steel or concrete beams. Its modern appeal lies in its simplicity, and the knowledge that with enough timber and enough imagination, the engineers of yesteryear could span a valley.

The trestle carried the Canadian National Railway line that served a copper mine, but was decommissioned in 1979. The province acquired the bridge in the 1980s, along with the abandoned Galloping Goose right-of-way between Victoria and Cowichan Lake.

In 1999, a study showed that the trestle was still in good shape, although another study, just seven years later, said it could not be salvaged. So in 2006, the provincial government offered to pay the $1.5 million it would cost to tear down the bridge, but offered nothing for a replacement span.

That raised fears that the span would have to go, to be replaced with a spindly structure. The mass of the Kinsol is one of its features; any pale imitation would be just a river crossing.

It became clear there was plenty of support for a restoration project, and soon people started putting down money to back up their interests. The provincial government found reasons to provide more cash, including the money that it would have had to spend on a replacement, as well as money because the trestle was part of the Trans-Canada Trail.

The Cowichan Valley Regional District decided in 2008 to rebuild the trestle, with money to come from the federal government and the Island Coastal Economic Trust as well as the province. Work started last summer.

The rehabilitation cost about $6.5 million, and today, there can be no argument that it was money well spent.

The Kinsol saga is a reminder of what can be done when the community gets behind an important idea.

Together, it seems, we can move mountains - or at least, cross a major valley.

Trestle brought to life in miniature fashion

By Ashley Degraaf - Cowichan News Leader Pictorial
Published: July 29, 2011 6:00 AM

Shawnigan Lake Museum staffers are tickled about the latest piece donated to the historical headquarters.

After spending about six years on and off sifting through notes and tinkering with tiny chunks of spruce wood, Parksville resident Ken Ortwein's donated to the museum a hand crafted Kinsol Trestle replica, about 1:50 scale size of the real deal.

And, according to the trestle's heritage conservationists, Ortwein's creation is "impressive" and his attention to detail is "amazing," museum staffers said.

A buddy of Ortwein's got the 78-year-old hooked on the trestle about six years ago.

"So I went down to see it and you can say I fell in love with the crazy thing," he said. "The whole thing intrigued me. It was just the mass of it I guess."

The long-time member of the Vancouver Island Railroad Club had no idea what the final product, about 12 feet long, and 37 inches high, would look like.

Over six years, Ortwein visited the trestle about 20 times. Every visit, he took notes on its structure.

The mini-me trestle is now a permanent display at the Shawnigan Lake Museum

Kinsol restoration due to a 'perfect storm'

By **Ashley Degraaf - Cowichan News Leader Pictorial**
Published: July 29, 2011 6:00 AM
Updated: July 29, 2011 9:44 AM

It has become the object of many a Cowichanian's love affair.

And it came to be saved due to a number of curious but exhilarating events.

Local historian and trestle devotee Tom Paterson goes as far as to coin the victory in the battle to restore the Kinsol Trestle a "perfect storm."

Throngs of people gathered Thursday to celebrate the reopening of Cowichan's "Jewel in the Crown" of the Trans-Canada Trail with former Duncan mayor Mike Coleman driving the ceremonial last spike and leading the first public charge across the revamped rail line structure.

"So many have done a lot," a modest Paterson said Wednesday.

But when pressed, the local history buff pointed to a crucial save-the-trestle petition launched by locals Dave Elliot and Marlene Spaeth. It eventually gathered 17,000 names and was presented to the legislature by former Malahat/Juan de Fuca MLA John Horgan.

Also between 1999 to 2008, the Cowichan Valley Regional District spearheaded several studies on the cost of restoration and the possible economic impact of restoration investment.

This came both before and after a 2006 Ministry of Transportation's news flash the trestle was dangerous and therefore should be demolished.

Paterson was among the many heritage and railway buffs who knew the structure — which operated from 1920 to 1979 — was one of the four largest wooden structures in the world

He, like many Cowichan folk, agonized for weeks about what to do.

"I had no clue as to what you have to do to save a derelict trestle," Paterson said.

After reading an editorial in the News Leader Pictorial urging the CVRD to step up, Paterson's passion fueled him to start researching.

"The first thing I did was Google," he said. "I started looking for allies."

And followers he found during his web surfings.

Although Paterson didn't follow up with any of the biker, hiker, horseback rider groups chatting about the trestle, he discovered the Cowichan gem was getting shout outs from all over the world, including Australia.

"The more I Googled, the more ripples I got."

Paterson became an advocate, began showing his face at CVRD meetings and the television news and was quoted in several newspaper outlets.

"Everyone I talked to who saw the trestle was in absolute awe of it," he said.

One such Cowichanian was Gord Macdonald of Macdonald & Lawrence Timber Framing, who eventually became the contractor for the restoration project.

"It never really occurred to anyone to ask the question, 'What is the minimum that could be done in order to conserve the Kinsol and preserve it?'" Macdonald said.

Also in the mix was David Pollock.

Pollock, a heritage contractor from Victoria, happened to be at home with a broken leg watching the bootube, Paterson explained.

He saw T.W. being interviewed on TV about the trestle and was hooked.

The two are now good buddies.

"He's a pit-bull," Paterson described. "He got the private phone numbers for many government officials and would call them at home and yes, he may have alienated some people and ruffled some feathers, but he hit gold."

During one particular phone call, Pollock found out about a fellow named Ralph Morris.

Morris happened to be the chief bridge engineer responsible for the Kinsol Trestle, and who had retired in Edmonton.

Pollock and Paterson got a hold of Morris' plans on the trestle, which Morris had decided to donate to the Cowichan museum. "That set of plans was critical to Macdonald and Lawrence's presentation. It was everything they needed from an engineer's standpoint... dimensions, measurements, etc."

M&L then made a presentation to the CVRD, which, in Paterson's point of view, established concrete details and a trust with the locals pushing restoration.

Paterson recalls CVRD chairwoman, and then Cobble Hill Director Gerry Giles saying at that particular meeting, "We owe it to history."

From there, government grants rolled in, and local support kept sailing.

In June 2009, the Cowichan Foundation launched a fundraising campaign.

The $7.2-million restoration project included replacing unsound timber, reinforcing 17 structural piers, and finishing a new 614-foot walkway atop the structure for hikers, cyclists and equestrians.

Landscaping, a walkway into the Koksilah River canyon, and an information kiosk are also in the plan.

Paterson salutes many key figures in the effort. They include the late Jack Fleetwood, who bid to save the trestle in 1984, Richard Pope, who carried the torch from 1986 to 1990, and former CVRD chairman Jack Peake, who, according to Paterson, once said, I'd rather pay $500,000 to save the trestle, rather than spend $5 to tear it down.

Paterson maintains tourism dollars will roll in if the trestle is promoted properly.

"I've argued all along that the trestle will one day pay for itself.

"Now I say to the trestle, it's your turn."

Kinsol Trestle marks historic day

Kevin Rothbauer, Citizen
Published: Friday, July 29, 2011

The Cowichan Valley's past, present and future came together on Thursday morning when the restored Kinsol Trestle opened.

The last spike was driven into the span by Mike Coleman, a lawyer and former Duncan mayor whose name was drawn following a raffle. Fittingly, he was aided by his two-year-old grandchildren, Grace and Blake. The Coleman family then had the honour of being the first to walk across, their footsteps becoming the first of millions that will use the bridge over the next century.

"This is a very powerful reminder of our history and what brought us to be the community we are today," said Cowichan Valley Regional District Chair Gerry Giles, who presided over the ceremony.

Originally constructed in 1920, the Kinsol Trestle is the largest free-standing wooden trestle in Canada, and possibly in the world, spanning 187 metres (614 feet) long and standing 44 metres (145 feet) above the Koksilah River. The last train crossed the bridge in 1979, and after years of decay and vandalism, it was slated six years ago to be removed and replaced by another structure. At that point, the people of the Cowichan Valley stepped in.

"The community has said, 'we've got to keep this wonderful

piece of our history,'" said Parksville-Qualicum MLA Ron Cantelon, representing the provincial government.

Concerned Valley residents came forward and pursued funding, chipping in with their own money as well. Among the campaign's most vocal leaders was Cowichan Valley historian T.W. Paterson, who was at a loss for words to describe his feelings on Thursday, despite the fact that he makes his living as a writer.

"When you are really put to the test with an emotional challenge, what do you say?" he said. "Words sometimes seem cheap and meaningless. I'm still grappling with it; that's the magnitude of it. This is truly a great day."

Paterson was amazed by how the community and all levels of government answered the call to have the trestle restored.

"I've never seen anything like it," he said.

The $7.2-million project received funding from the federal and provincial governments, the CVRD, the Island Coastal Economic Trust and the Trans Canada Trail Foundation. Additional funds are being raised from community members through the Cowichan Foundation, which has already generated well over half of its goal of $2 million. That money will go toward enhancing the trestle and its surroundings.

"So many people and groups shared an idea to preserve this important aspect of the

Cowichan Valley's history," Giles noted.

Paterson believes that the trestle will return that money to the local economy through the growing field of heritage tourism. "We want the old girl now to pay her way. She can do that by drawing visitors to the Valley."

Valley residents and tourists alike will get to enjoy the trestle, which Giles called "the jewel in the crown of the Cowichan Valley trail system," by hiking, running, cycling or riding horses to and across it. The span is a key connector in the 23,000-kilometre Trans Canada Trail network, as evidenced by the Trans Canada Trail Foundation's $250,000 contribution.

"We believe in this project, just as you have," said Trans Canada Trail Foundation chair Jim Bishop. "We are committed to bringing Canadians together."

As were the original builders of the trestle, as Giles remarked during the opening ceremony.

"When you pause and think about them building this, it was built with great ingenuity, with blood, with sweat, with tears," she said. "There was no heavy machinery to do the lifting at the time."

Paterson acknowledged the creators of the bridge as well, as he stood atop the structure.

"The men who built this trestle, we don't even know their names," he said. "What a tragedy. But look at this work."

Hooray- The Kinsol and Trail is OPEN
www.kinsoltrestle.ca

Today marks the opening of the Historic Kinsol Trestle. A Last Spike ceremony was completed by former Duncan mayor-Mike Coleman and a group of several hundred were then serenaded across the trestle by the lovely sound of bagpipes. The bridge will carry pedestrians ,hikers, and bikers, and will allow all to see more of The Cowichan Valley Trail with ease. The new bridge retains 60 % of its' historic timber.

Local author /historian Tom Paterson who has been an advocate for years,was busy all day like a child with a new toy.Gord Macdonald and Steve Lawrence fielded questions on the massive project of restoring the span.
Members of The Land Conservancy executive also came to see the fuss! The Shawnigan Lake museum had a kiosk along with The Duncan museum. There is a beautiful scale model in the Shawnigan LakeMuseum of the trestle-alongwith many other goodies for sale. Tom Paterson has created a trail map that is for sale directly or in the museum! TWPaterson.ca. A must have for the new through TCT !⬜

A huge thanks to all who brought this project to the limelight! Ramsay Machineworks, Macdonald and Lawrence Timberframing, TripleM, Stantec ,Knappett Projects , Angle 5 Media, South Cowichan Rotary ,Commonwealth Group,and the CVRD along with many other contractors and tireless http://KINSOL.CA fundraisers! In memory and remembered for their kindness and dedication are former CN Rail engineer, Ralph Morris, and local historian Jack Fleetwood ,and photographers David Wilkie and Elwood White. These men contributed to the project for many years. Rotary has once again gone the extra distance and built a beautiful trail along the river for added viewing of the structure-LOOK for the signs and watch for viewing platforms coming soon!! Filmographer Yvonne Mcnabb of ANGLE 5 media is busy producing a documentary of the entire project. They were the only firm to fully document the restoration......⬜

In this day of shout outs-special thanks to -MLA John Horgan,Denise Savoie ,Jean Crowder ,Jack Peake ,Bill Turner (TLC), Dave Elliot and MarleneSpaeth,Kathryn Gagnon and Lori Treloar,Tiffany Weatherston,John Luton(Capital B/W) to name a few...... there are still so many...⍰

The Kinsol Trestle was built by men who knew of no obstacles.The same can be said of those who had the tenacity to save it from being demolished. OUR HISTORY must be celebrated.....

C·V·R·D

STAFF REPORT

PARKS COMMITTEE MEETING
OF SEPTEMBER 14, 2011

DATE: September 8, 2011   **FILE NO:**   Kinsol Trestle

FROM: Norm Olive, P. Eng., Manager, Capital Projects Division
Engineering and Environmental Services Department

SUBJECT: Historic Kinsol Trestle Core Rehabilitation Project Update

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Recommendation/Action:
That this report be received for information

Relation to the Corporate Strategic Plan:
Well maintained public facilities.

Financial Impact: *(Reviewed by Finance Division: _____N/A_____)*

The Kinsol Trestle Core Rehabilitation Project is funded through secured grants, donations and in-kind contributions. As of March 1, 2011 the project has secured grant funds as follows:

• Provincial LocalMotion Grant	$1,611,000
• Federal Provincial Stimulus Grant	$3,770,732
• Island Coastal Economic Trust	$1,000,000
• Trans Canada Trail	$ 250,000
o Total Grant Funding	$6,631,732

In addition, the Cowichan Foundation has raised over $220,000 through community and corporate donations.

The Regional Board also authorized in 2011 the short term borrowing of up to $416,000 to complete additional maintenance repair work to the inactive bents on the structure, with the funds to be repaid through the Regional Parks function (280) over the next five years.

Background:
Following Board approval to proceed with the historic Kinsol Trestle rehabilitation project in 2009 with approved grant funding in place, the detail design of the rehabilitation Kinsol trestle commenced early in the year 2010 and had the follow objectives and deliverables.

Phase I - Detailed Kinsol Trestle Rehabilitation Design:

- Carry out a site investigate of the trestle.
- Develop a detailed design and methodology of the rehabilitation work.
- Develop a preservation design strategy.
- Carry out a structural design and prepare construction drawings.
- Carry out a geotechnical design and prepare construction drawings.
- Carry out a heritage and architectural design and prepare construction drawings.

- Prepare and agree with the CVRD's Quantity Surveyor a Guaranteed Maximum Price (GMP) for the heritage and Timber Specialist work during construction of the trestle rehabilitation including the core and stabilization construction outlined in this report.
- Incorporate all MOTI's requirements in the design and construction of the work.
- Develop an environmental plan for design and monitoring during the construction work.
- Develop a maintenance program strategy for the trestle.

All the above objectives and deliverables have been completed excepting the development of a final maintenance program which will be completed in the coming months. This maintenance program will guide future ongoing maintenance/timber replacement on the trestle, to be funded through the Kinsol Trestle function (283). It is not expected that any significant maintenance work will be required on the trestle over the next several years, as such works were advanced to complete at this time as approved by the Board, in order to take advantage of cost-savings associated with using the resources (equipment and manpower) currently mobilized on-site associated with Phase II works (see below).

The total cost to complete the phase 1 work is **$870,000.**

Phase II - Core Rehabilitation Work and installation of the New Under slung Truss/Walkway

MacDonald and Lawrence Timber Framing Ltd., as the Heritage Timber Specialist Contractor commenced preliminary rehabilitation work on the historic Trestle on the 24th of June 2010. Knappett Projects Inc. was subsequently awarded the general contract in late August 2010 to complete the overhead walkway and assume the role of General Contractor, with the Heritage and Timber specialist Macdonald and Lawrence Timber Framing assigned as a Sub Contractor to this general contract.

The core rehabilitation work has consisted of the following key aspects:

- Dismantle 17 existing trestle bents and railway stringers in preparation of installation of new active structural bents to support the new under-slung truss walkway.
- Excavate and provide foundations for the 17 new active bents.
- Installation of the 17 new Active wooden bents.
- Construction of two abutment walls.
- Fabrication and installation of five steel trusses ranging in depths from 7 feet to 12 feet.
- Installation of new wood and where possible reused trestle wood to construct the decking and stringers to support foot and equestrian traffic.
- Installation of reused wood for hand railing and deck railing.
- Installation of stainless steel guard rail and wire.
- Repair and rehabilitation of 6 Howe Trusses.
- Substantial repair of 9 inactive bents.
- Decommissioning of the site as part of DFO environmental requirements.

The Phase II Kinsol Trestle Core Rehabilitation work was substantially complete as of July 28th, 2011 allowing for the opening of the trestle for the public. Additional effort to complete remaining work has continued by the timber specialist contractor and is expected to be finished by mid-September.

Summation of the Phase I and Phase II Costs:

Phase I Project Cost	$870,000
Phase II Construction Cost	$5,924,967
Total Phase1 and Phase 2 Project Cost	$6,744,967

Project expenditures to date have exceeded the $6,631,732 project budget, due to higher than expected waste disposal costs, minor change orders for unforeseen project costs, permanent protection measures required for the buried Fortis BC gas pipeline as related to heavy construction equipment and advanced acquisition of additional milled timbers for Phase III works. These additional expenses total approximately $163,000 or approximately 2.5 percent of the estimated project cost. The additional expenses will be covered through funds raised by the Cowichan Foundation's community fundraising campaign.

Phase III - Remainder Historic Bents Stabilization – North Side
The cost to complete the Phase III Remainder Bents Stabilization work as an extension to the Phase II work by MacDonald and Lawrence Timber Framing is $394,789 (net of HST and rebate). There are also some minor additional costs associated with environmental monitoring, project engineering management and geotechnical assessment, all of which is covered within the $416,000 in short term borrowing approved by the Regional Board for the Phase III work. It is expected that this work will be completed concurrent with Phase II work by mid September. At that time the Timber Specialist contractor will be removing all of the equipment and remediating the site per the terms of the contract.

The South Cowichan Rotary will be invited at that stage to complete remaining elements of the Kinsol Interpretive Trail, work with the Parks and Trails Division on the fabrication and installation of picnic tables and benches. Slope re-vegetation along both embankments with native vegetation is scheduled for late fall, and project funds remaining will be assessed to determine what other site improvements (i.e. interpretive kiosk, signage, etc.) can proceed at this stage.

Submitted by,
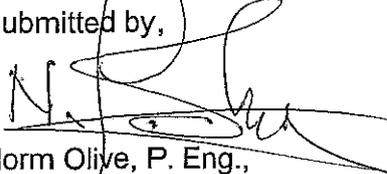
Norm Olive, P. Eng.,
Manager, Capital Projects
Engineering and Environmental Services Department

NO/mca

Approved by:
General Manager:

✳
C·V·R·D

STAFF REPORT

PARKS COMMITTEE MEETING
OF SEPTEMBER 14, 2011

DATE: September 8, 2011   FILE NO:

FROM: Brian Farquhar, Manager Parks & Trails Division   BYLAW NO:

SUBJECT: Kinsol Trestle Listing on Canada's Historic Places

Recommendation/Action:

That this be received for information.

Relation to the Corporate Strategic Plan:

N/A

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

Background:

The historic Kinsol Trestle was recently added to the Canadian Register of Historic Places (CRHP), which provides a single source of information about all historic places recognized for their heritage value at the local, provincial, territorial and national levels throughout Canada. The listing is based on the heritage significance of the trestle, formally recognized by the Cowichan Valley Regional District Board. The attachment is the information as provided on the CHRP website. Application is to be made upon completion of the rehabilitation work on the Kinsol Trestle for a federal heritage designation of the Kinsol Trestle, as previously directed by the Regional Board.

Submitted by,

Brian Farquhar
Manager, Parks and Trails Division
Parks, Recreation and Culture Department

BTF/mca
Attachment

Approved by:
General Manager:

Canada's Historic Places

A Federal, Provincial and Territorial Collaboration

Kinsol Trestle

Cowichan Valley Trail, Shawnigan Lake, British Columbia, Canada

Kinsol Trestle, 1920

Kinsol Trestle showing rehabilitation work

Kinsol Trestle showing deck after rehabilitation

OTHER NAME(S)

Kinsol Trestle

Koksilah River Trestle

LINKS

[Shawnigan Lake Historical Society website including trestle webcam link](#)

[Kinsol Trestle page on Macdonald and Lawrence Engineers' website](#)

[Kinsol Trestle Rehabilitation Project webcam site](#)

[Kinsol Trestle page on CVRD website](#)

[Virtual Museum of Canada Exhibit on Kinsol Trestle](#)

CONSTRUCTION DATE(S)

1914/01/01 to 1920/01/01

STATEMENT OF SIGNIFICANCE

DESCRIPTION OF HISTORIC PLACE

The Kinsol Trestle is a large timber crossing over the Koksilah River. It is located in a rural part of the Cowichan Valley Regional District near Shawnigan Lake on southeastern Vancouver Island. Originally constructed as a railway trestle in 1920 and partially rebuilt several times over the years, the trestle was abandoned when the rail line closed in 1979. It stood unused for almost 30 years until it was rehabilitated for recreational trail use beginning in 2008. The Kinsol Trestle was reopened in July 2011 and is now part of the Cowichan Valley Trail system. The historic place includes the trestle structure, its concrete foundations, the river banks beneath and nearby, and the two approaches at the top of the banks.

HERITAGE VALUE

The Kinsol Trestle has heritage value for its scientific and engineering features, for its socio-economic and historical associations, and for its aesthetic and spiritual qualities.

The Kinsol Trestle is thought to be the highest and largest surviving timber trestle in Canada. Part of a permanent line begun in 1911 by the Canadian Northern Pacific Railway, in direct competition with the Esquimalt and Nanaimo Railway, the Kinsol Trestle was begun in 1914 and finally completed in 1920 by the Canadian National Railway, successor to the Canadian Northern Pacific Railway. The present assembly replaced the original high-level deck Howe Truss in a pragmatic response to damage by high waters in 1931. The patchwork of repairs and evidence of the changing techniques of repair and replacement are representative of continuing trestle maintenance and speak to long-term usage.

As a work of engineering, the Kinsol Trestle has heritage value as an example of the manner in which Canadian railway companies built large timber structures across deep ravines. The technology used tried and true components and assembly methods combined in a unique configuration that responded to particular site conditions. The railway's engineers used large old-growth Douglas-fir timbers to create a hybrid structure that combines eight parallel low-level Howe Trusses (built in 1934) resting on concrete piers and supporting six decks of framed trestlework. The spans at either side of the trusses consist of

multi-decked timber bents. A total of 46 bents combine for a length of 614 feet and a maximum height of 145 feet, all aligned in a seven-degree curve.

As a relic of twentieth-century transportation history, the trestle has value as an illustration of the nation's optimism about resource extraction--primarily timber resources. It provides a window into the logging industry of that era, and to the anticipated agricultural settlement in the Cowichan Valley and the southern interior of Vancouver Island. The trestle's abandonment as a railway structure and its subsequent rehabilitation as part of the recreational trail system represents the recent eclipse of the resource economy by the leisure and tourism economies in this region.

The trestle also has aesthetic value for the elegance of its scale and gentle curve, for the dramatic impact on the visitor of 'discovering' the trestle from the two approaches, and for the patina of its weathered and deteriorating timbers.

The historic place can be said to have spiritual value for the sense of awe evoked by its scale and beauty, for its authenticity, and for our appreciation of the skills of the work crews who assembled and maintained it. Remaining evidence of the wilful fire damage to the deck in 1988 reminds us of the period of abandonment and the changing values of society.

Source: Cowichan Valley Regional District

CHARACTER-DEFINING ELEMENTS

Key character-defining elements of the Kinsol Trestle include:

- its immense scale and complexity
- common techniques of timber trestle construction evident in the structure, including: the multi-decked framed and braced bents with inclined outer posts and intermediate sills and girts (struts) defining the intermediate decks (storeys); the bracing together of groups of bents to form towers; the eight Howe trusses; the caps and stringers that form the top deck; and the mud sills at the base
- large timbers of coastal Douglas-fir, discoloured by preservatives, weathering and the patina of age
- wide, curved, flat bridge deck with strong horizontal emphasis
- barrel stands to support water barrels used for fire-fighting
- complex connections, some with metal hardware such as shoes and washers
- limited use of concrete for piers, abutments and foundations
- unique numbers hand-chiselled into primary timbers
- tool and blade marks on the timbers
- inspection ladders
- signs of damage and neglect, including evidence of the damage from the 1988 arson
- the Koksilah River flowing below the trestle
- the steep banks on either side of the river
- clean, uncluttered approaches along the former rail right-of-way
- dramatic views of the curved trestle from both approaches
- view of the trestle from the banks of the river

🔵 RECOGNITION

JURISDICTION

British Columbia

RECOGNITION AUTHORITY

Local Governments (BC)

RECOGNITION STATUTE

Local Government Act, s.954

RECOGNITION TYPE

Community Heritage Register

RECOGNITION DATE

2009/03/11

🔵 HISTORICAL INFORMATION

SIGNIFICANT DATE(S)

2008/01/01 to 2011/01/01
1934/01/01 to 1934/01/01
1931/01/01 to 1931/01/01
1920/01/01 to 1979/01/01
1979/01/01 to 2008/01/01
1988/01/01 to 1988/01/01

THEME - CATEGORY AND TYPE

Developing Economies
   Technology and Engineering
Developing Economies
   Communications and Transportation
Expressing Intellectual and Cultural Life
   Sports and Leisure

FUNCTION - CATEGORY AND TYPE

CURRENT
Transport-Land
   Bridge, Tunnel or Other Engineering Work
Transport-Land
   Pedestrian Way
Leisure
   Historic or Interpretive Site

HISTORIC
Transport-Rail
   Station or Other Rail Facility

ARCHITECT / DESIGNER

n/a

BUILDER

Canadian National Railway

ADDITIONAL INFORMATION

LOCATION OF SUPPORTING DOCUMENTATION

Source: Cowichan Valley Regional District

CROSS-REFERENCE TO COLLECTION

FED/PROV/TERR IDENTIFIER

DeRw-25

STATUS

Published

RELATED PLACES

n/a

Holy Trinity Cemetery
1319 Mills Road, North Saanich, British Columbia

Mary Spencer Residence

CVRD

STAFF REPORT

PARKS COMMITTEE MEETING
OF SEPTEMBER 14, 2011

DATE: September 8, 2011   **FILE NO:**

FROM: Brian Farquhar, Manager Parks & Trails Division   **BYLAW NO:**

SUBJECT: Mid-Year Budget Report

Recommendation/Action:

That this be received for information.

Relation to the Corporate Strategic Plan:

Our goal is to be an organization where the public, Directors and staff are proactively informed and focused on established practice and outcomes, with increased accountability through regular performance reporting to the Board.

Financial Impact: *(Reviewed by Finance Division: ___N/A___)*

Background:

The following provides the Parks Committee with an update on the status of the various Regional Parks and Trails budgets that fall under the operational authority of the Parks Committee. This report reflects the operational budget status as of July 31, 2011.

Regional Parks (280)

Expenditures

General expenditures, including salaries, benefits, and office expenditures are in line with budgeted expectations. For operation of existing regional parks and the Cowichan Valley Trail, expenditures are on track or slightly under at the mid-year point. In addition, expenditures also include an additional $100,000 under the Cowichan Valley Trail for fuel management work along the trail that is covered by provincial grant funding. The core rehabilitation work on the historic Kinsol Trestle project is nearing completion, with expenditures slightly exceeding the $6,631,732 in grant funding secured for the project (estimated in the order of $163,000 at this time). The additional expenditures are to be accounted within the over $220,000 in community fundraising raised to date by the Cowichan Foundation. Expenses for the Kinsol Trestle Opening Event and site completion works (i.e. interpretive trail in partnership with South Cowichan Rotary, trestle trail approaches, signage, etc) are also to be accounted for through the fundraising efforts of the Cowichan Foundation, though any shortfalls will be accounted for through existing capital funds set aside for this potential under Function 280. These capital funds will otherwise be expended on Cowichan Valley Trail improvements as budgeted. The Kinsol Trestle promotion also includes a $32,000 contribution towards the completion of the Kinsol Trestle documentary

funded through grant fund interest received by the Regional District. Capital expenditures include $400,000 in regional trail surfacing between the Town of Lake Cowichan and Duncan/North Cowichan along the E&N corridor, through grant funds provided by the Trans Canada Trail Foundation.

Revenues

Revenue include secured grants in the order of $6,631,732 total for the historic Kinsol Trestle Rehabilitation project in the provincial and federal governments, Island Coastal Economic Trust and Trans Canada Trail, as well as community funds raised through the Cowichan Foundation. Additional revenues secured through grant funding include $400,000 from Trans Canada Trail for Cowichan Valley Trail work, $100,000 from the Provincial Fuel Management Reduction Program, $16,000 from the BC Heritage Branch, $32,000 in grant interest and short-term borrowing for Cowichan Valley Trail work and Phase III maintenance repair work on the Historic Kinsol Trestle as approved by the Board.

Kinsol Trestle (283)

Expenditures

Maintenance expenditures for the Kinsol Trestle are expected to be within budget for 2011. Such expenditures could include minor repairs to address potential vandalism and post-rehabilitation work engineering inspections.

Regional Parkland Acquisition (285)

Expenditures

Expenditures to date include principle and interest re-payment on borrowing for the purchase of property within Heart/Stocking Lake Regional Park. Expected additional expenditures through year-end will include the purchase expenditures of the 128 acre Sansum Point Property in partnership with The Land Conservancy of British Columbia.

Submitted by,
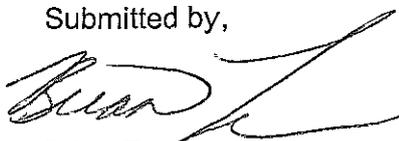
Brian Farquhar, Manager
Parks and Trails Division
Parks, Recreation and Culture Department

BTF/mca

Approved by:
General Manager:

CVRD

STAFF REPORT

PARKS COMMITTEE MEETING
OF SEPTEMBER 14, 2011

DATE: September 8, 2011   FILE NO:

FROM: Dan Brown, Parks Trails Technician   BYLAW NO:

SUBJECT: Cowichan Valley Trail Update

Recommendation/Action:

That this be received for information.

Relation to the Corporate Strategic Plan:

Provide exceptional recreation, cultural and parks services – Continue to provide a diversity of regional parks for both recreational and conservation purposes.

Financial Impact: *(Reviewed by Finance Division:* ___N/A___ *)*

Background:

With the recent opening of new sections of the Cowichan Valley Trail, staff resources have focused improving trail use experience, whether walking, cycling, or horseback riding. This has involved improved signage at key locations and intersections, increased bylaw compliance and enforcement patrols to respond to raised including dogs off leash and motorized vehicles, increased maintenance to improve aesthetics and usability, updating maps and navigational signage, and regular monthly inspections to assess trail condition and safety matters.

Throughout the year, several issues have been noted by staff while on the trail that will require attention though the upcoming winter and through 2012. These issues include:

-   **Navigation:** Now that the trail has increased in length, nearly all of the trail map kiosks require updating and a new trail brochure is needed. Work on the brochure is already underway, but signage update costs will need to be incorporated into the 2012 budget.

-   **Bylaw Compliance and Enforcement:** In many areas, motorized vehicles have been replaced as the number one complaint with concerns regarding irresponsible dog owners. Dogs off-leash and users not picking up after their pets are not only creating conflicts with other trail users, but also with some adjacent landowners. everal landowners have voiced concerns about dogs defecating on their lawns and running around their properties. In some cases, dog owners are using private hay fields adjacent the trail as informal dog runs. Efforts to increase awareness and effectively enforce these rules are being undertaken and will extend into 2012 to not only improve the overall trail experience, but also to promote awareness and respect of trail users of private property adjacent the trail.

- **Information and Trail Promotion:** As mentioned above, a new brochure for the trail is in progress. Staff are beginning to receive questions about the trail, not only from locals but also from people (predominantly cyclists) in Vancouver, Washington State, and even as far as Ontario. This is a great indication sign that the Cowichan Valley is becoming known as a cycling destination and the Parks and Trails Division will be working with the Economic Development Division to increase tourism promotion of the regional trail, Kinsol Trestle, and recreation tourism opportunities along the trail.

- **Invasive Species Management:** Parks and Trails Staff are working towards co-operatively managing the Giant Hogweed patches on the Cowichan Valley Trail with the Ministry of Transportation, who owns the corridor, and Fortis BC (formerly Terasen Gas). This year, two rounds of removal were completed at known infestation sites along the trail in the Shawnigan Lake area, which have been keeping the plants from going to seed and spreading. However, the plants are continuing to grow in great numbers due to the existing seed source in the soil and will involve intensive management over the next several years to fully address.

- **Connectivity of Trail Sections:** Route planning and design work continues to complete remaining sections of the Cowichan Valley Northern Completion Initiative, which will be funding-dependent to undertake in the coming years. Work also continues in collaboration with the Capital Regional District to secure remaining sections of the Trans Canada Trail connection route between the Galloping Goose Trail in Langford and the Cowichan Valley Trail at the south end of Shawnigan Lake. Trans Canada Trail Relocation Funding in the order of $1.0 million was set aside by the Province and CRD in 1997 to construct this new trail connection, with such funds still in place to undertake the work.

- **Ongoing Trail Improvements:** With the opening of the Kinsol Trestle and current standard of trail surfacing on the new sections of trail, trail users are bringing to the attention of staff, concerns about the condition of existing sections of trail between the Kinsol Trestle and the Glenora Staging area, as well as the section of trail through Cowichan River Provincial Park. Grant funding opportunities for the Kinsol to Glenora section of the trail (approximately 10 km) are being explored by the Parks and Trails Division; however, this section of trail still remains outside the existing trail license held by the CVRD from the Ministry of Transportation, though the Province is aware of the Regional Board's endorsement to assume trail management responsibility for this section under an expanded license. Public concerns received about the trail through Cowichan River Provincial Park are directed to BC Parks.

As mentioned above, maintenance of the trail has been a major focus for 2011 and the results are quite evident. Garbage is regularly picked up by CVRD parks maintenance contractor from parking lots, and the areas around signs and gates are regularly raked to maintain their appearance. In addition, vandalism (which at present is noted occurring with more frequency in the urban areas of the trail) is being taken care of almost immediately to maintain aesthetics.

Improvements to the program for the coming year will likely involve shifting resources from some areas to others based on observed maintenance requirements, including rate of grass growth and trail use.

Submitted by,

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

DB/mca
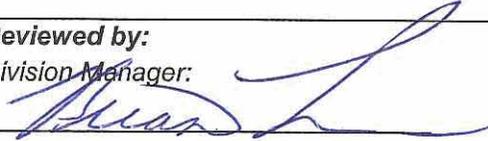
Reviewed by:
Division Manager:
Approved by:
General Manager:

Trail/Park	Location	Counter Type	Date Activated/ Last Check	Time in Field (Days)	Counts	Multiplier	Total Visits	Daily Average
Cowichan Valley Trail	Bings Creek	Trail	Feb 12/Jul 11	152	13793	1	13793	91
Cowichan Valley Trail	Chemainus RWT	Trail	Feb 12/Sept 7	211	17464	1	17464	83
Cobble Hill Mountain Regional Recreation Area	Main Summit Trail	Trail	Feb 12/Jul 11	153	15088	1	15088	99
Glenora Trailhead Park		Vehicle	Jan 29/Sept 7	224	10841	2.5	27103	121

As noted in the summary table above, trail use on the Cowichan Valley Trail and within the Cobble Hill Mountain Regional Recreation Area are quite comparable, with the Main Summit Trail of Cobble Hill Mountain receiving the highest use. The summer averages (May to September) for these locations are higher, with the Bings Creek Bridge on the Cowichan Valley Trail (just west of Duncan/North Cowichan) seeing an average of 101 users per day and the Chemainus section of the regional trail with 98 users per day.

The vehicle counter data collected shows high use at the Glenora Trailhead Community Park (a major entry point to the Cowichan Valley Trail). Data between March and May for the Glenora Trailhead Park was 112 users per day, increasing to 140 visitors per day for the summer months. Each count represents one vehicle entering and leaving (the total counts have therefore been divided by two). The 2.5 persons per vehicle multiplier is a representative of the number of estimated people per vehicle as used by other jurisdictions including the CRD.

Though some inferences can be made immediately regarding this data, it is only representative of one year of use. The cost for each counter is nominal (in the order of $600), and in the coming months an assessment will be made to determine installation points for additional counters (i.e. the historic Kinsol Trestle) to track visitor use on the Cowichan Valley Trail and at regional park sites. Over time this information is invaluable in tracking visitor use trends, both seasonally and weekly, in assisting where resources should be directed to maintain and make improvements to the District's regional parks and trails system.

Submitted by,

Dan Brown
Parks Trails Technician
Parks, Recreation and Culture Department

DB/mca

Reviewed by:
Division Manager:

Approved by:
General Manager:

CVRD

STAFF REPORT

PARKS COMMITTEE MEETING
OF SEPTEMBER 14, 2011

DATE: September 8, 2011   **FILE NO:**

FROM: Dan Brown, Parks Trails Technician   **BYLAW NO:**

SUBJECT: Regional Park and Trail Visitor Use Tracking

Recommendation/Action:

That this be received for information.

Relation to the Corporate Strategic Plan:

Promote individual and community wellness – Increase participation in parks, recreation and cultural programs, events and activities.

Financial Impact: *(Reviewed by Finance Division: __N/A_____)*

Background:

2011 is the first year CVRD Parks and Trails has implemented a full-time vehicle and trail counter program for select parks, and sections of the Cowichan Valley Trail. This type of data is invaluable in park planning, operations and management efforts, including tracking community use as it pertains to supporting the wellness goals of the Corporate Strategic Plan (increasing public participation and use of CVRD's parks and trails).

CVRD Parks and Trails utilizes two different types of digital counters: the trail version, which counts trail users with an infrared beam that detects heat; and the vehicle version, which counts cars by detecting changes in the magnetic field near the device. The trail counter can be effectively hidden in/on trees, stumps, rocks, etc., though is susceptible to vandalism if not hidden perfectly. The vehicle counter can be buried beneath the ground, unlike typical air hose versions you see on public roads, so it is very effective.

The following table is a summary of trail counter data collected to date this year. Sites for the counters were selected based on perception of high use from past years.

Trail/Park	Location	Counter Type	Date Activated/ Last Check	Time in Field (Days)	Counts	Multiplier	Total Visits	Daily Average
Cowichan Valley Trail	Bings Creek	Trail	Feb 12/Jul 11	152	13793	1	13793	91
Cowichan Valley Trail	Chemainus RWT	Trail	Feb 12/Sept 7	211	17464	1	17464	83
Cobble Hill Mountain Regional Recreation Area	Main Summit Trail	Trail	Feb 12/Jul 11	153	15088	1	15088	99
Glenora Trailhead Park		Vehicle	Jan 29/Sept 7	224	10841	2.5	27103	121

As noted in the summary table above, trail use on the Cowichan Valley Trail and within the Cobble Hill Mountain Regional Recreation Area are quite comparable, with the Main Summit Trail of Cobble Hill Mountain receiving the highest use. The summer averages (May to September) for these locations are higher, with the Bings Creek Bridge on the Cowichan Valley Trail (just west of Duncan/North Cowichan) seeing an average of 101 users per day and the Chemainus section of the regional trail with 98 users per day.

The vehicle counter data collected shows high use at the Glenora Trailhead Community Park (a major entry point to the Cowichan Valley Trail). Data between March and May for the Glenora Trailhead Park was 112 users per day, increasing to 140 visitors per day for the summer months. Each count represents one vehicle entering and leaving (the total counts have therefore been divided by two). The 2.5 persons per vehicle multiplier is a representative of the number of estimated people per vehicle as used by other jurisdictions including the CRD.

Though some inferences can be made immediately regarding this data, it is only one representative of one year of use. The cost for each counter is nominal (in the order of $600), and in the coming months an assessment will be made to determine installation points for additional counters (i.e. the historic Kinsol Trestle) to track visitor use on the Cowichan Valley Trail and at regional park sites. Over time this information is invaluable in tracking visitor use trends, seasonality and weekly use, in assisting where resources should be directed to maintain and make improvements to the District's regional parks and trails system.

Submitted by,
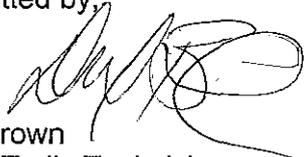
Dan Brown
Parks Trails Technician
Parks, Recreation and Culture Department

DB/mca

Reviewed by:
Division Manager:

Approved by:
General Manager:

Minister of State
Western Economic Diversification

Ministre d'État
Diversification de l'économie de l'Ouest

The Honourable   L'honorable
Lynne Yelich P.C., M.P. c.p., députée
Ottawa, Canada K1P 5J3

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Gerry Giles, Chair
Board of Directors
Cowichan Valley Regional District
175 Ingram Street
Duncan, British Columbia
V9L 1N8

Dear Ms. Giles:

On behalf of the Government of Canada, I would like to congratulate you and the Cowichan Valley Regional District on the official opening of the Cowichan Valley Trail. I would also like to thank the many other organizations for their involvement in the project. It is evident from the impressive results that this initiative was truly a group effort.

The realization of your goal to improve local recreational opportunities by providing Southern Vancouver Island residents with a multi-use trail is commendable. I am pleased that this new part of the Trans-Canada Trail network will provide residents and visitors alike with the opportunity to incorporate fitness and outdoor recreation into their daily routines, year-round.

Our Government is proud to partner with you, and communities across the country, on infrastructure upgrades that are putting Canadians to work, while laying the foundations for future health and prosperity.

Your success with the Cowichan Valley Trail project is an example of how commitment and collaboration through the Recreational Infrastructure Canada program has helped develop strong, viable and economically-diversified communities.

Congratulations again to the Cowichan Valley Regional District and the many others involved in bringing this project to life.

Regards,

The Honourable Lynne Yelich, P.C., M.P.
Minister of State for Western Economic Diversification

Original: B7	Copies to: RA DiRi
Board:	
Committee(s)	
Directed by:	Date: July 25/11
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The Point is made
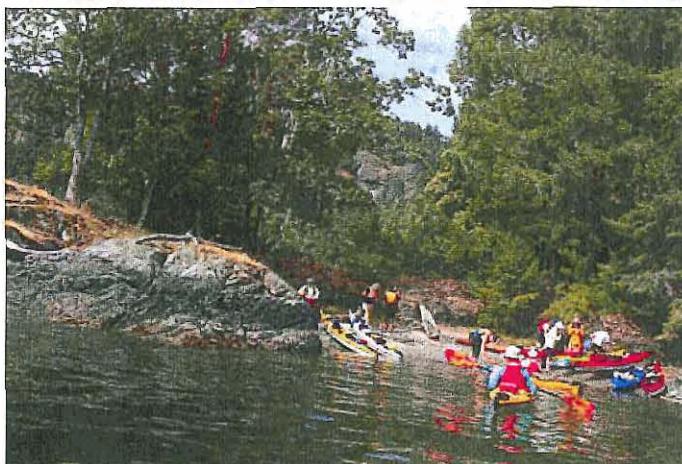
Kayakers arrive at Sansum Point, soon to officially be Cowichan's parks crown.

Peter W. Rusland/file

By Peter Rusland - Cowichan News Leader Pictorial
Published: **August 30, 2011 3:00 PM**
Updated: **August 30, 2011 3:49 PM**

Eco-historic Sansum Point has been bought by today's deadline through unique teamwork between conservation groups and Cowichan taxpayers, stakeholders say.

The landmark deal basically sees the Cowichan Valley Regional District buy the $1.85-million site from America's Sterling family by the Aug. 31 closing date.

Thirty-five per cent of that price tag will be paid back to the CVRD through The Land Conservancy of B.C.

The Point's purchase saves the rare 128-acre property — among 10 on the CVRD's vote-approved parkland acquisition list — from chainsaws and developments.

"Buying Sansum Point this way makes sure it becomes parkland right away," TLC boss Bill Turner said Tuesday of the CVRD's bridge funding.

Regional chairwoman Gerry Giles agreed.

"It's an ideal situation working with the TLC and the Cowichan Land Trust to make our dollars go

much further and help us acquire properties the community has identified as valuable through our regional parkland plan," she said.

"Acquiring Sansum Point is the initial step, and ensures it remains as parkland in perpetuity.

"It's an absolutely gorgeous piece of property and a huge community asset."

Giles had no appetite for allowing roads to be plowed through the verdant Point property boasting marine, forest, and cliff ecosystems — plus ancient spiritual values to Coast Salish people.

"There's no road access — right now, access is from the ocean."

The Point's pebble beach is where paddlers, led by Maple Bay's Wilderness Kayaking, recently landed during a benefit outing.

CLT member Roger Hart also toasted fundraising tastings at Godfrey-Brownell winery, a $50,000 bequest from the late Charles Poole, support from valley artists Sue Coleman and Art Vickers, plus a suite of individuals who helped save Sansum with tax-deductible donations.

"Isn't it exciting? This (buy) sets the scene for a new way of doing things in the valley," Hart said of the three-way partnership forged during the past two years.

"The CVRD gets parkland without having to spend 100 per cent on the purchase price."

Both non-profit groups are still beavering to raise another $495,000 or so to repay the CVRD.

And the TLC's Turner hinted some hefty donations are in the wings to reimburse the region before other parkland properties are pursued.

"Our goal is to finish paying this off as fast as possible — we really can't start another (project) until then.

"We have some good prospects for some big dollars, as well as hard-earned dollars from community projects."

Turner echoed Hart's idea that folks can make a difference by pulling together.

"This (Sansum) project is really important for building community, and showing the provincial government people care about regional parks."

The TLC, he noted, is also working with the Cowichan Legion and others to erect a cairn saluting 11 Canadian airmen who crashed and died at the Point during wartime.

Sansum Point donations can be made by calling 250-479-8053.

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WHERE PERSPECTIVES CONNECT

# Sansum Point joins CVRD parks roster

Sarah Simpson
Citizen

Friday, September 02, 2011

Strike Sansum Point from the Cowichan Valley Regional District's parkland acquisition wish list.

The regional district bought the 182-acre property from the Sterling family this week, thus preserving the majestic plot for years to come and building the foundation for a more extensive regional parks system.

The purchase couldn't have been made without the partnership of the B.C. Land Conservancy and Cowichan Land Trust, who have pledged to pay about $700,000 of the nearly $2 million bill.

CREDIT: Jade Vovers photo

Sansum Point, with the help of fundraisers, is the newest acquisition of the CVRD for parkland.

Various fundraising events supported the effort but the two groups still have a ways to go to meet that goal, needing just over $450,000 to meet their goal.

The partners couldn't wait to have the cash in hand, however.

"We had to go ahead and buy the property because the owners had set a deadline and were serious about their deadline," Bill Turner, the Land Conservancy's executive director explained.

He said though the CVRD had to act fast and pay now to snap up the land, the regional district will get 35 per cent of that money back later.

He said six months of fundraising has taken place and another six months will follow - as long as it takes to meet their total.

From a sports mouth guard-fitting day to wine tastings to Sue Coleman's print sale, a kayaking evening and more, the money has flowed in steadily.

"All those things add up," Turner said. "The $10 here, the $100 there. Over time they'll make up the 35 per cent."

Turner noted that despite the CVRD's comprehensive parks plan, non-governmental support is needed to make purchases like this happen.

"As in just about every region in the province, you can't do it with only

government, you almost always need partnerships with the community," he explained. "There's been a lot of support for the community for this piece."

CVRD board chair Gerry Giles said she's thrilled to work with the B.C. Land Conservancy and Cowichan Land Trust in order to preserve it and other similar spaces.

"We look forward to continuing to work with these groups and with others to ensure that parkland and open spaces are available in the Valley," she said. "When residents in the CVRD voted to implement the Regional Parkland Acquisition Fund during the last election, they said parkland was an important priority. Sansum Point is a wonderful community asset and over time will become even more of a treasure."

That's in part because it is the start of a larger regional parks system, Turner explained.

Located on the Stoney Hill Peninsula, Sansum Point features relatively unscathed coastal bluffs and a vulnerable coastal Douglas fir ecosystem.

"As the population grows it'll become more and more of an asset to have these parks," he said. It's also a catalyst to begin creating a larger park through Sansum Narrows.

"This is going to be the start of something bigger in there over time. You've got to start somewhere putting the jigsaw puzzle together and this is the first piece."

Those wishing to donate to Sansum Point, please visit conservancy.bc.ca or call 1-877-485-2422.

CLOSE WINDOW