

Municipality of North Cowichan
Regular Council
ADDENDUM AGENDA

December 16, 2020

Pages

1. PUBLIC INPUT

The following public input was received by 5:00 p.m. on December 15, 2020. Submissions are listed below under the agenda item they are in relation to. If a submission has referenced multiple agenda items, it is included under each agenda subject and noted as a duplicate. The author's personal information is not relevant and has been redacted from the document prior to publishing.

- | | | |
|--------------|--|-----------|
| 2.1. | In relation to Consent Agenda Items 2.12 and 2.14 | 1 |
| | 26 Emails received in relation to Consent Agenda items 2.12 (Kaspa Road traffic and the Mount Tzouhalem parking lot) and 2.14 (Kaspa Road parking lot and comments in relation to a review of the Parks and Trails Master Plan). | |
| 10.2. | In relation to Regular Agenda Item 10.2 | 45 |
| | 1 Email received in relation to Regular Agenda Item 10.2 (Affordable Housing). | |

From:

[REDACTED]
Sunday, December 13, 2020 12:32 PM

FIPPA s. 22(1)

Sent:

To:

Agenda

Subject:

Traffic and safety issues on Kaspia Rd

To the Municipality of North Cowichan Council Members:
Dear Council Members:

I would like to address several concerns that I have as a property owner on Kaspia Road and the ongoing and increasing issues related to traffic to Mount Tzouhalem. We are experiencing an increase of dangerous driving conditions related to the increase of traffic during this pandemic. For example, we have had increasing concerns about safely exiting our driveway as car parking encroaches from beyond the established forestry parking lot onto our streets. Specifically: 1) vehicles crowd the street and encroach onto our driveways; 2) bicycles race down the laneway at high speeds onto the street; 3) our already narrow streets become more dangerous as cars line them and obstruct visibility, especially as several residents have young children and grandchildren that play outdoors; 4) reduced access and egress at the street level, particularly on the weekends as cars double park while waiting in line at the street level for cars to leave the parking lot and create space for their vehicle to park. This impacts those of us that need quick and safe street access when we need to urgently get to our place of employment ([REDACTED] frequently on call [REDACTED]) and; 5) my wife was almost struck by a biker as we were approaching a trail intersection on the mountain. As we have lived here, trail

FIPPA s. 22(1)

biking on the trails has increased and speed issues and aggressive biking has also. Is there any way to monitor how our trails can be more safely managed for both the enjoyment and safety of both our bikers and the trail walkers?

I have other major safety concerns about street crowding and increased traffic and access for emergency vehicles. Two summers ago, a car spontaneously ignited, requiring fire trucks to access Mt Tzouhalem parking lot to put out the fire and ensure that no sparks were spread to the mountain. As bike traffic has increased at all times of the day (on Thursday, Dec 10, I counted approximately 25 bikers with helmet lights coming down the trails after dark between 5-8pm), I am concerned about an increase of potential injuries and ambulance access for those who may become injured while using the mountain trails.

I wholeheartedly support people's access to the outdoors during this pandemic, but I have witnessed large groups of youth led by an adult and I am concerned about increasing commercial use of the mountain, perhaps by several groups that are not from this area. This increases our health risks during the COVID pandemic when we need to be conscientious about the provincial government's safety guidelines.

It appears that these traffic and safety issues are increasing, particularly as the area is becoming a "hot spot" for travellers and our population is growing. I have a few suggestions that may help ameliorate the problem.

- 1) "Resident parking" only signs
- 2) Remove wide ranging advertising to groups of people outside of the Cowichan Valley.

- 3) Enforcement of bylaws related to parking both on the forestry reserve and on the street.
- 4) Further reduce speed limits on Kaspa Road and the other access roads as traffic approaches the Mt Tzouhalem access point
- 5) Paint parking lanes on the street to help reduce the vehicles from "squeezing" into and crowding access at the residential driveways and to clearly delineate the actual parking spaces.
- 6) Install webcams in the parking lot to monitor bylaw and potential health and safety dangers.
- 7) Installation of speed bumps on the access roads.
- 8) Diversion of traffic to other access points. Can the development of alternate proposed parking lots be expedited?
- 9) Can we close or reduce the parking lot open hours during our hot and dry summers to reduce fire risk?
- 10) Can we close the gate to the parking lot at dusk year round?

Mount Tzouhalem is a treasure; we need to safely preserve it for the enjoyment of all of the current and future citizens of our beautiful valley.

Thank you very much for listening to and addressing our concerns and suggestions.

I look forward to your continued monitoring and response to our concerns.

Sincerely,

[REDACTED]

FIPPA s. 22(1)

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Sunday, December 13, 2020 3:48 PM
To: Agenda
Subject: Traffic problem on Chippewa Road

Dear North Cowichan councillors,

We have a traffic problem on Kaspa and Chippewa road from bike enthusiasts coming to our neighbour hood to use the bike trails . When we moved here about 20 years ago , it was a peaceful quiet street. We were never informed or consulted about the idea to turn the mountain we choose to live on , that there would be a mountain bike trail that would capture the attention of all of our Island and even other parts of Canada . Today we have a traffic problem because of that .Backing into your own garage would be an easy feat on most streets , but on ours it has become a fear of someone speeding down the hill and T-boning your car .

I personally would like to see the parking lot be relocated . There was a parcel of land at the round about between Kingsview and Donnay Drive that was set aside for parking in the original plan of the Properties . If visitors parked there and used the bike lanes up to the trails , that would eliminate most of our issues right there . They would only have a bit of a longer bike ride . They park at the bottom of another bike trail and bike up Maple mountain , so I do not see the need to park near the top on Kaspa .

Please consider this information .

Regards

[REDACTED] FIPPA s. 22(1)

Sent from my iPad

From: [REDACTED] FIPPA s. 22(1)
Sent: Sunday, December 13, 2020 8:57 AM
To: Agenda <agenda@northcowichan.ca>
Subject: Fw: Fwd: Traffic in approach roads to Tzouhalem parking lot

On average we make 4 to 5 trips per week, although during the Xmas season we seem to be making 5 to 6 trips per week.

We just feel that MNC is totally out of line with what they have done by turning Chippewa Rd into a Speedway for trail bikers, with no consideration to the residents, wildlife, noise, and safety of meeting vehicles.

As many residents park on the street it limits ability to get to kingsview without pulling over to let trucks carrying bikes to the trail pass, etc.

Perhaps a class action lawsuit would be in order against the MNC.

[REDACTED]
[REDACTED] FIPPA s. 22(1)
Duncan, BC V9L5P5

[REDACTED] FIPPA s. 22(10)

From: [REDACTED] FIPPA s. 22(1)
Sent: Sunday, December 13, 2020 11:43 AM
To: Agenda <agenda@northcowichan.ca>
Subject: Trails head parking

Please explain what the reasoning was to spend (as I have heard) around a million dollars on the parking lot, that serves no value to the residents of the properties, where is the monetary return to the taxpayers for recklessly spending of money with no consultation to the property residents in the properties.

As a whole the it only serves mostly Victoria and Nanaimo trail bikers and a few Duncan trail bikers.

Seems a better use of the money could have been spent on improving play grounds or other activities that serve the district.

A close look at the engineering department needs to be addressed in regards to the decision making.

[REDACTED] FIPPA s. 22(1)

[REDACTED] FIPPA s. 22(1)
[Sent from Yahoo Mail on Android](#)

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Sunday, December 13, 2020 3:10 PM
To: Agenda; Council Support
Subject: Mount Tzouhalem Parking Concerns

Dear North Cowichan Council,

I live on Kaspa Road just below the car park for Tzouhalem Ecological Park.

Over the past few months I have noticed that there has been an increased number of visitors.

The increased visitor load, combined with Covid-19 parking restrictions, has seen an increased number of cars parking on local streets, these vehicles are lining either side of the road, causing drivers to have to slalom up the road. Limiting the number of vehicles in the car park does not seem to have limited the number of visitors using the park and has pushed the problem to the neighbouring streets.

Sometimes parked on the sidewalk. I walk my dog regularly around the Kaspa, Salish, Kingsview and Chippewa route and sometimes find that cars encroach on the sidewalk causing me to have to walk on the road.

Some days I watch over 100 vehicles come past my house, full of visitors to the park, some of these vehicles appear to travelling in excess of the 50kph speed limit, and well over a safe speed for the driving conditions. This is a residential area with older residents and families with children, I have noticed many residents have had to put out "Slow Down children playing" Signs in attempt to slow down vehicles. A recent speed survey was conducted on Chippewa Road and some of the vehicle speeds were extremely concerning.

Also the area is well frequented by the local deer population, these deer cross the roads in certain areas and residents have put out signs to warn drivers of deer crossings.

Both these sets of signs seem to be ignored by drivers who continue to speed through the area, slaloming between parked cars.

Speeding on theses streets is not restricted to motor vehicles, on numerous occasions I have witnessed cyclists travelling at excessive speed down the large hills (Kaspa and Kingsview Roads) and ignoring the STOP SIGN on the corner of Kaspa/Chippewa.

I believe it is only a matter of time until someone is seriously injured or killed in this area

Please develop a plan to reduce the problems in the area

Thanks

[REDACTED] FIPPA s. 22(1)
Kaspa Road, Duncan, BC
Sent from [Mail](#) for Windows 10

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Sunday, December 13, 2020 1:50 PM
To: Agenda
Subject: Kasper Rd. Traffic

My husband and I live on the lower portion of Kasper Rd. Traffic safety is our biggest concern. Visitors wishing to use the park are parking on both sides of Kasper and Salish Rd. starting from the park on down. This leaves limited space and vision for other vehicles accessing the area. There are many families using the park which means small children, dogs and bicycles to maneuver around.

This is a wonderful outdoor area for hikers, bikers and families so activity here should not be discouraged.. we just need to expand parking for the number of people using this facility.

[REDACTED] FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Sunday, December 13, 2020 12:44 AM
To: Agenda <agenda@northcowichan.ca>
Subject: Side note from a Kaspa resident-

It would be SUPER simple for N. Cow tell ALL the mt bike teachers to go teach and make money somewhere else. (I'm a mt biker and think Maple Mountain would be an excellent location for this.)

The trail society got permission from Don Stewart to make a beginner uphill trail for kids learning to ride, therefore catering to the bike schools. Its already all ribboned off.

Please stop making Kaspa parking lot and area a Disneyland.

Make new trails, and advertisement anywhere else.

These trails r also over crowded. Bad for covid and bad for 2 ppl colliding.

Thank you.

[REDACTED] FIPPA s. 22(1)

As you have seen in your email, we have been able to get the Kaspa trailhead disaster into Wednesday's Municipality of North Cowichan (MNC) Council's agenda, December 16. For this we should thank Councillors Rob Douglas and Christopher Justice, as well as our neighbor

[REDACTED] . FIPPA s. 22(1)

I had a discussion with Rob Douglas yesterday. I asked "How can we can make the most out of this opportunity? How do we get Council to resolve our ongoing traffic and parking troubles?" His recommendation is that we should write emails to Council in advance of the meeting. The more people email Council, the better.

We need not worry whether some of us duplicate what others have said. What counts is how many residents were motivated to make the effort to write. Squeaky wheel gets the grease, right? **Email to:** Agenda@northcowichan.ca before 5:00PM Tuesday.

I quote from <https://www.northcowichan.ca/EN/main/municipal-hall/meeting-agendas.html> --

The Addendum Agenda [our letters] will be made available to the public prior to 6:00 p.m. the evening before the (applicable) meeting and can be accessed from the list below. Please be advised that all submissions, including the names of the authors will become part of the public record. The author's email address is not relevant and will not be included in the correspondence published to the Addendum Agenda. Do not include any other personal information in your submission if you do not wish for it to be disclosed.

The Council meeting is December 16, 2020 from 1:30pm to 4:30pm. It will be live-streamed at <https://www.northcowichan.ca/en/main/municipal-hall/video-player.html?video=live> It can also be viewed later...all open Council meetings are archived.

If you watch the Council meeting live, there will be an opportunity to email questions arising from the initial discussion.

Question Period takes place near the end of each Council Meeting. A 10-minute recess will take place to give the public an opportunity to submit their questions by email regarding the business of the Council meeting to QP@northcowichan.ca. The Council meeting will resume after the 10-minute recess, and your questions will be read out in the order they are received.

My thinking is that most of Council is willing to believe there is a problem at Kasper, or are at least neutral. So if we send further complaints, they might best be personal experiences that highlight aspects of our troubles. This is the time to detail how you were nearly T-boned by a speeder when backing out of your driveway...or to list the number of deer killed on the road, with pictures...or to comment on the drinking in the parking lot you've personally seen...or the commercial out-of-town vanloads of bikers.

Though complaints will be noted, I think that what we most need are constructive suggestions. What do we want Council to do for us?

Rob thinks they can put up signage, "Residents' Parking Only" on Kasper. That should be easy. At least it gives the residents something to point to, when cars are blocking their frontage. "Enforcement" is the problem that needs to be discussed by Council. Perhaps better directions could be worked out with bylaw staff, who presently seem to be helpless. Feel free to give your experiences.

Rob is personally irritated that MNC has spent money on a recreational facility that is now being overwhelmed (in part) by groups from Victoria. Don Stewart has tried to control the commercial users, but enforcement has failed. A heavier hand might be needed, perhaps through additional bylaws and fines. Signage is needed right now at the parking lot on this matter.

Don has also deployed flag-persons during part of the summer to ensure the parking lot limits were respected. This did little for the street parking problem, the drinking and other misbehaviours, the overnights, and the out-of-towners. Supervision is definitely needed, but it must have a stronger mandate, with fast backup from the RCMP. Council may have to budget for this.

We have reached a dead-end with the traffic volume and speed issue. Acting Engineering Director Clay Reitsma is saying (officially) that by MNC standards, we don't have a problem. We need the rules changed. They are inadequate for this neighborhood. Possibly Council could reduce the speed limits in this district. It has been done in Village of Cowichan Bay. Again, signage alone may help, but some enforcement will be needed.

Should the parking lot be closed to some or all of the public in the dry period of summer, based on fire risks? Mt. Prevost is closed in summers, for example. Surely Tzouhalem is a greater risk.

Parks Department should ask each of the agencies advertising the hiking and biking recreation in North Cowichan, to please remove Mt. Tzouhalem from their list of locations “with lots of free parking at the trailhead”? Have them direct visitors to other trails. It should be an official position of MNC that Kaspas is overloaded, and should not be further promoted.

Remove all present signage on roads directing people to Kaspas Trailhead.

Get a webcam installed viewing the parking lot, same as the webcams on highways and ferry terminals. It would help users spread out to off-times, or go elsewhere if the lot is full. It would help discourage misbehaviours such as campfires and overnighing.

The second parking lot planned – we think it will be above the Kingsview/Nevilane roundabout – should please be fast-tracked. What will it take? We have been given very little information on how this plan is progressing, though we know Don Stewart is working on it.

It would be great if the Kaspas parking lot were then closed to *either* hikers or bikers. Somehow the volume has to be controlled.

Neighbors, please feel free to use any of my desperate ideas, or better, write Council with ideas of your own.

FIPPA s. 22(1)

I have blind copied this plea to over 65 people from the petition list [REDACTED] circulated this summer. Please write in to Council on this issue before 5PM on the 15th: Agenda@northcowichan.ca

Lets see if we can recover a little of the peacefulness that led us to buy into this neighborhood originally.

[REDACTED] FIPPA s. 22(1)

[REDACTED] FIPPA s. 22(1)

[REDACTED] FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Sunday, December 13, 2020 9:03 AM
To: Agenda <agenda@northcowichan.ca>
Subject: Traffic and Speeding in the Properties

Dear Sirs - I would like to add my voice to those of my neighbours with regard to the out-of-control traffic and speeding leading to the Mt. Tzouhalem parking lot and the bike trails. All these non-residents (and some residents included) also speed through the playground zone on Kingsview. They do not even attempt to slow down in that 30 kph zone. Especially on weekends, when they can't discern the difference between a school zone (30 kph Monday to Friday, 8:00 a.m. to 5:00 p.m.) and a playground zone - 365 days a year, from dawn to dusk. The 30 kph and playground sign is clearly posted at the bottom of Kingsview, near the roundabout, but it is routinely ignored. Most of these people pride themselves on being good drivers, but ignore the traffic laws?? What if one of their children were injured by a speeder through the park zone.

I am also concerned about the high fire danger in the summer months, when we are inundated by all these non-residents. They don't live here and wouldn't be affected by a fire on the mountain. To prevent the problem of over-nighters up there, how about locking the gate at a certain time each and every day. If they got stuck up there and couldn't get out in an emergency, they'd be the first to complain.

Thank you.

[REDACTED] FIPPA s. 22(1)
[REDACTED]
Duncan, B.C.
[REDACTED] FIPPA s. 22(1)

-----Original Message-----

From: [REDACTED] FIPPA s. 22(1)

Sent: Sunday, December 13, 2020 7:48 AM

To: Agenda <agenda@northcowichan.ca>

Subject: Kaspas issue

We have lived on Kaspas for 13 years and I have been using the trails for all of that period of time and in those 13 years we had one parking issue in front of our driveway. This sounds like NIMBY to me. This not a gated community or a private road.

Some of our neighbours need to get a life.

Please do not use my name as I would like to remind friends with my neighbours.

[REDACTED] FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 10:04 AM
To: Agenda
Subject: traffic...Kaspa/Chippewa

Hello

Apparently, North Cowichan's traffic volume calculations suggest that complaints that the municipality has received so far will have little impact because the numbers computed by temporary street counters don't reach the volumes that the muni expects. I have made a personal decision to try to limit the number of trips I make out of the neighbourhood by vowing to leave the car parked at least one or two days per week, so I think that your standard expectations are excessive.

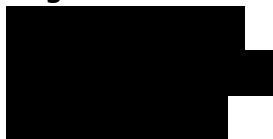
I cannot tell you how many times over this past year or so that I have been trying to have a sidewalk conversation with neighbours walking their dogs, doing our gardening, updating each other--and the conversations had to be temporarily halted because of noisy vehicles or clusters of vehicles drowning out our words. This has only been a neighbourhood issue in the last couple of years, or when construction was generating extra large-vehicle traffic nearby. I don't think that I could live comfortably with the amount of traffic on... say--Maple Bay Road or Trunk Road...and I pity those that do because their life must be constantly intruded upon. I didn't expect that a residential neighbourhood street like Chippewa--almost a dead-end-- would see the pattern that has recently developed. I look out on the street sometimes even during breakfast and see small convoys of vehicles going by, frequently several each hour--and it goes on all day.

I walk up through the Kaspa parking lot for my local exercise and also have to pity the neighbours who live on Kaspa because they face not only the traffic I see on Chippewa, but also traffic feeds from Salish and Lower Chippewa as well, and when the lot overflows, their access is compromised. These streets aren't feeder routes or highways, but at times they feel like they are! Because of external health issues this year is definitely worse, but even near dark on winter days, there are many vehicles in the lot. Sunday Nov 13, even while it was raining at 8:30 in the morning I saw several vehicles with bikes heading up the hill, so weather and darkness are not disincentives.

I'm not sure if this idea has merit, but with coverage of recreational parking lot charges in greater Victoria in the Times Colonist recently, I wonder if a parking charge--even a modest one--could discourage at least a few of the travellers, while also generating some obviously needed cash to compensate for developments, bylaw enforcement and policing. Perhaps a different fee for businesses/out of towners, (via double tickets from a dispenser). Your

experts might perceive this as a form of "permission" for even more traffic because it's used for revenue, but I think it deserves some consideration.

Regards



FIPPA s. 22(1)

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 6:22 PM
To: Agenda
Subject: Kaspia Road

Hi Rob,

We live on Kaspia and have concerns on the parking on both sides of the road. We understand Mt. Tzouhalem is a popular mountain to hike and bike however the parking is overwhelming since the First Nations block the entrance on Tzouhalem Rd. If we're wanting to leave our home and there's cars parked along the sides of the road it is difficult to see traffic arriving or leaving the mountain and it's just a matter of time till there's an accident. As far as emergency vehicles the street is now one lane and if a vehicle is leaving the parking lot there is no place for them to pull over and let them through. Hopefully our voices are heard and the situation can be resolved. Thank you.

Sent from my iPhone

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 9:37 AM
To: Agenda
Cc: Council Support
Subject: Traffic Kasper Road - photo

To whom it may concern

I am a home owner on Kasper Road at the entry to Mount Tzouhalem trail. I have 3 young children and due to the traffic volume going past our front door they are unable to play safely at our home. The last few weekends our streets have been full of cars overflowing from the car park. We live in constant worry that they are going to be run over and the traffic is getting worse each month. In November the street was full and people were changing their clothes and cleaning bikes on our road. I witnessed two situations which were close to being accidents. I have attached a photo I took one day and counted 17 cars parked on our street. We pay a lot in property tax and the fact that we live in fear in what should be a quiet peaceful residential area is unacceptable and more importantly it is dangerous. It is like living next to a highway and the volume of people and traffic is too high for this small cul-de-sac.

Kind regards

[REDACTED] FIPPA s. 22(1)



Sent from my iPad

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 3:00 PM
To: Agenda
Subject: Fwd: Kaspas Rd. and biking trails

North Cowichan Council Members:

Thank you for considering the following points at your Dec. 16 Council Meeting. I'll put the problems with the poorly planned biking "park" in point form.

- constant traffic on the road that was never planned in road width for the volume, the overflow parking issues.
- vehicles parking in front of fire hydrants.
- vehicles plug up the street - we have quite a few seniors living here and I don't see how a fire truck or ambulance will get here in good time as most of the time there is only ONE LANE open to navigate. In November a Surrey elderly couple lost their lives due to a house fire BECAUSE THE FIRE TRUCK COULDN'T GET TO THEM. Their street was plugged with vehicles. We don't want a repeat of that here!!!
- cars, trucks, commercial trailers parked on the street making it very dangerous to drive out of our driveway because you can't see to get out safely and have to take a chance edging out.
- I nearly got T-boned by a pick-up truck driving from Salish turning left on Kaspas, it came to a stop only as I hit the horn and swerved. They clearly missed the stop sign on Salish. I had to swing wide into the oncoming lane in order to avoid them and thankfully there was no-one in that lane or I would have been hit. It's a BAD corner to start with as it's difficult to see past a high hedge there.
- I witnessed three young guys riding in the rear box of a pick-up truck on it's edge. I guess sitting in a truck with a seat belt on doesn't apply to bikers. It's not the first time I witnessed that. By the time the police would come they are on their bikes in the woods. How to identify?
- noise, noise, noise, blue smoke from an old truck probably not road worthy gunning it up Kaspas Rd. Excessive speeding!
- cars parked in front of our driveway, just enough so we can't get out.
- garbage and dog feces on the boulevard left for us to pick up.
- two fawns dead that I saw that were hit ...those of us who live on Mt. Tzouhalem know where deer come through so we slow down in all those areas. Someone's dog was run down, the driver made no effort to find the owner, just left. We are losing our wild life with all the noise, extra pollution.
- car alarms going for hours in the parking lot that reverberates all up and down the street
- I don't feel it's OUR collective responsibility (residents on the streets up here) to watch, phone police to complain, call the bylaw enforcement (they don't do anything anyway) as we were NEVER consulted, made aware in any way this was going to become a bikers' park when we purchased a lot here, or when council decided this. Had that been the case we would not have purchased our property, or would have moved away.

- how could council not have seen this mess coming if plans were to advertise this as widely as it has? Why was Maple Mtn. not the destination as there is no residential housing development there?

- I understand there are businesses making money off the bike trails. We want a list of them and proof that they are purchasing a business license to operate here. I had an office here in my home and paid a total of \$2600 over the years to have it on our premise. If they are not being charged maybe I have a refund with interest coming? The rules shouldn't apply to just a few.

- we live here and pay the high taxes, yet we no longer feel safe to walk in the woods: bikes come flying out at you out of no-where, I have been in there with a friend only to be passed by a pitbull dog without a muzzle or leash. Does my safety not matter? There was a designated DOG PARK created on Lakes Rd. and Beverly Street. Dogs that are generally considered dangerous should have a muzzle. Owners should be compelled to pick up after their dogs.

- no drug use, no drinking, no camping, no open fires etc. etc. Since Council created this mess, it's up to council to deal with the fall-out. It shouldn't be up to residents to deal with the aftermath of your poor planning.

- Someone came on our property at 2 a.m. with a flashlight and wandered around our property, checking out our garden shed. (locked up) Our neighbour had goods stolen. Maybe our properties that border on the woods should have a fence installed by the municipality with gate access for us that we can then padlock. With people coming in from outside the community our properties on the woods' edge should be protected, our safety and property is now more vulnerable due to council's decisions. The funds to do that can be had by charging parking fees on the created lot.

- should none of these issues get resolved, perhaps allocate an RCMP officer every weekend from 7 am - 2 a.m. to monitor all these issues.

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 4:27 PM
To: Agenda
Subject: Future parking area trails head

As we have been told another parking lot is planned, will this be to further invite trail bikers to our community, which if so then what benefit is there to the tax payers that are paying for this new parking area.

Thanks

[REDACTED] FIPPA s. 22(1)
[Sent from Yahoo Mail on Android](#)

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 10:07 PM
To: Agenda
Cc: [REDACTED] FIPPA s. 22(1)
Subject: Kaspas Road trailhead and parking issues

Municipal Council of North Cowichan.

Thank you for the opportunity to express my concerns with respect to the significant traffic and congestion on Kaspas Road and the roads leading to the trailhead parking for Mt. Tzouhalem.

I am a retired Coroner, having relocated from Vancouver to the Cowichan Valley. My home is located within the cul-de-sac at the parking lot end of Kaspas Road. I mention my profession only for the purpose of respectfully offering my relevant experience with traffic, road safety and accident prevention.

Traffic and parking concerns have been a significant issue on Kaspas Road since 2017. In 2018, I was asked by Municipal staff to host a gathering of neighbours living in the cul-de-sac just prior to the expansion of the existing parking lot. It was presented as an opportunity to be aware of the blasting that would take place above the homes as well as the shut down of the parking lot for several weeks and therefore moving all the parking to the street. It was presented as a solution to our known and ongoing problem with overflow parking on the street, often causing impediments to our homes and driveways. Short term pain for what we thought was a long term solution. What we were not made aware of was that our street was going to be turned into the access point of an advertised tourist destination. There was no sharing of this vision to us nor have I been made aware of any traffic and parking impact analysis having been done.

Roll forward to 2020 and beyond and we now have an unacceptable situation on Kaspas, which has now spilled over onto Salish, Chippewa, Sansum and to a certain extent Kingsview. This is not going to change once covid restrictions are lifted. Mountain bikers, local and from everywhere else are at minimum 75% of the traffic utilizing the parking and the mountain. Local and non local biking businesses are being run from the parking lot. They come because of what the mountain has to offer, not because of covid restrictions. I am absolutely in favour of people accessing and utilizing everything Mt. Tzouhalem has to offer and I am thrilled that so many people, hikers and bikers alike, want to take advantage of that. However I also believe that someone else's enjoyment should not come at the expense of the safety and enjoyment of homeowners and citizens using the street. There have been two very near accidents that I have witnessed in the last few weeks, one involving an elderly

neighbour and another involving a child. That isn't to say that there have only been two, there have been many near misses and there is an accident just waiting to happen. Here resides an ethical dilemma that Council has a responsibility to mitigate or solve before someone is severely injured or killed. And, no further development, such as the talked about bike skills park, can responsibly go ahead without a solution to the chaos on Kaspia Road. We can sustain no further encroachment.

The traffic on the street is relentless, particularly on the weekends. The street becomes a parking lot on a highway. The parking lot is filled usually by 9:30 and then the street is lined on both sides of the road with parked cars. There are people weaving in and out of the one remaining lane of available road, children on bikes, dogs running freely, traffic backed up down the street waiting to go up or down the one lane access to see if there is a parking spot, people dropping off and picking up children from biking lessons and enthusiastic bikers speeding and doing wheelies down the road. The use of the trails slows slightly in the winter time but it is accessed even in the most inclement weather, in the dark and after the gate is locked.

Added to the above unsafe chaos you have people in a hurry and impatient. The previous speed monitoring was a one dimensional perspective gained by traffic and speed counting done previously on Kaspia and last summer on Chippewa and Sansum. Although gathering numbers and speed, this measurement does not take into account the reality of the street terrain. There are personal and tenant cars parked on both sides of all these streets. Add to that, traffic volume and overflow parking on the street, restricted vision from cars, blind spots, road curves and undulations, shrubbery, and steep driveways. The streets are and were not built for the volume that has been funneled solely up through this neighbourhood.

Kaspia Road residents are bearing the real cost of this tourism vision. Ask anyone who drives up the street and parks in the lot or on the street. Everyone empathizes. No one would want to live here, they say. Comments have been said to me in person and on social media. This amounts to undeserved compromise by residents on several levels. There are solutions. Here is one. The District of North Vancouver had exactly this problem on the streets leading to the mountain biking trails at Mt. Fromme. It was an unacceptable situation for the safety and enjoyment of the residents nearby and a problem not of their creation and not in existence when they built their homes. It was a liability problem for the District of North Vancouver. The solution was to create a large enough perimeter of Resident Only parking. When the parking lot was full, there was a sufficient distance and incentive created for people to utilize different trails. The load was shared and not borne by one or nearby streets. It didn't need enforcement, the signs were for the most part enough. The residents regained much of the control of the parking in front of their homes and on their street, which is how it should be. When I have family come to my home, they shouldn't have to walk two blocks uphill to get to my door.

I believe there is a moral responsibility of our Municipal Council, North Cowichan Parks and Recreation, Cowichan Tourism and the Cowichan Trail Stewardship Society to work with the residents to create solutions. I look forward to inclusive dialogue and solutions that promote a shared vision that is respectful and promotes the health and well-being of all in the community.

Respectfully submitted.

 FIPPA s. 22(1)

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 3:40 PM
To: Agenda
Subject: Kaspá Rd. parking lot

We are writing to express our concern about what is happening at the trailhead on Kaspá.

The amount of vehicles racing to and from the lot is very dangerous to the residents. We have been out walking, trying to cross Kaspá at Salish and have to dodge vehicles laden down with bikes. They don't feel the need to slow down and when we react they simply flip us the bird.

We live on Chippewa and constantly see vehicles speeding up towards the trailhead. To the point that on several occasions my husband has just about been hit trying to cross the street to the mailbox. As they turn onto Chippewa from Kingsview they accelerate rapidly thus making it very dangerous for the residents. They are also extremely impatient when we try to turn into our driveway, tailgating and then rapid acceleration once more.

We have even been passed on Kingsview in the playground 30 km zone. The vehicle was going at least 60 km. There seems to be a complete lack of respect for the neighbourhood.

Maybe the council should consider lowering the speed limits on Kaspá, Chippewa, Sansum and Salish. The other request is that the sign pointing to the parking lot at Kaspá (Kingsview & Chippewa) be removed.

One of our biggest fears is that one of these visitors is going to start a fire during the dry season. We have had several scares over the last few years. Nothing is more frightening than seeing the fire trucks racing up the street to the parking lot on Kaspá. If a fire gets out of control on Tzouhalem we could lose countless homes in The Properties not to mention the possible loss of life.

We believe that the council should strongly consider the closure of the mountain in the dry season, just like you close the gates to Prevost.

[REDACTED] FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 2:16 AM
To: Agenda
Subject: For Council's consideration regarding Kaspa Trailhead

Hello to all on Council –

We need Council's help to at least partially offset the massive congestion and frequent bad behaviour at the Tzouhalem trailhead, at top of Kaspa Road. I will try to focus on specific things I believe are within the Municipality's powers to do. These fall into two overlapping categories – remedies to the excessive number of visitors, and remedies to the bad behaviour that comes from a few.

A partial solution to the numbers using the Kaspa trailhead is a second trail access and parking lot proposed near the Kingsview/Nevilane traffic circle. In favour of this location, the zone uphill from the roundabout is not presently a residential area, and Kingsview is better designed for heavy traffic. We understand that Don Stewart has been working with the property owners, and we see that a \$150,000 provision has been made for this work in Parks & Rec's 2021 budget. This is good, as far as it goes. We wish we could be told more of how it is progressing.

However, if recreational use of Tzouhalem continues to grow, soon *both* lots will be full and we will be back where we are today, despite all the capital expenditures. The heavy use of the mountain is not going to go away when COVID comes under control. We expect only a brief dip. The main cause of the popularity growth is a very successful web-based advertizing of this area to a large population that had been previously unaware of this pleasant area. There has also been a steady growth in biking and hiking as fitness sports, and strong growth of the general population within driving distance.

Regardless of causes, the increase in use could be applauded as good recreational use of our forests. None of us in the neighborhood are against recreational uses of Tzouhalem. Most of us use the mountain ourselves. What we do need is the diversion of the hugely excess traffic away from our homes. Kaspa Road is not the place for a busy trailhead. Traffic there needs to be greatly reduced by diversion to other trailheads that are not in residential areas, or reduced by other means. I will try to suggest some ways that might be done, even if imperfectly.

1. Remove all present road signage directing people to the Kaspa Trailhead.
2. Add signage, "Residents' Parking Only" on Kaspa Rd, and the three other approach routes that funnel into Kaspa – Chippewa, Lower Chippewa, and Samsun/Salish. At least that would give residents something to point to, when cars are blocking their frontage. We expect official enforcement would occasionally be needed, the same as MNC does for other no-parking zones in the Municipality.

Signage should be easy... but "enforcement" is the problem that needs to be discussed by Council. Bylaw staff presently seem to be helpless to ticket vehicles, and those who *can* ticket, are apparently not available outside regular office hours. There is a bureaucratic jam here that has to be resolved by Council and MNC Staff. The residents should not have to police their own front yards.

3. Parks Department should be directed to ask each of the agencies advertising the hiking and biking recreation in North Cowichan, and the Tourism bureau, to please remove Mt. Tzouhalem from their list of locations "with lots of free parking at the trailhead". Have them direct visitors to other trails. It should be an official position of MNC that Kaspa is overloaded, and Kaspa should not be further promoted by anyone.

4. Commercial use of the publicly funded parking should be ended entirely. Large-group use from out of town, regardless of how organized, should also be limited. Don Stewart has tried to control the commercial users, but enforcement has failed. A heavier hand might be needed, perhaps through additional bylaws and fines. Private commercial use of public facilities has long been strictly regulated elsewhere in the Municipality. Signage is needed right now at the parking lot on this matter, and active enforcement is needed for the companies that ignore the rules.

5. Supervise the trailhead and parking lot. Don Stewart has deployed flag-persons during part of the summer, to ensure the parking lot limits were respected. If traffic could be limited to 65 cars in the full lot at any one time, the street might be liveable. However, the flag-persons did little for the street parking problem, the drinking and other misbehaviours, the overnights, and the out-of-towners. The volume of users has remained very high into the winter, even in cold and rain. These bikers are really hard-core! Supervision is definitely needed throughout the year, but it must have a stronger mandate, and must have fast backup from the RCMP.

6. Council may have to budget for keeping order, and this will be a long-term expense. Further consideration should be given to charging for parking lot use to recover costs. It is hard to believe that mountain bikers' voluntary high-risk recreation could incur any additional liabilities to MNC, just because they pay for parking. There must be ways to manage this, through release forms or other implicit or explicit agreements.

Regarding the traffic volume and speed on the approach streets, we have reached a dead end. Acting Engineering Director Clay Reitsma is saying (officially) that by MNC standards, we don't have a problem. We do not agree that Engineering's standard for action (1000 vehicles a day per road!) is appropriate to a residential neighborhood, but in discussions neither of us have been able to think of practical changes to reduce volumes, even if the standard was met. Volumes will have to be reduced at the source of the problem, at Kaspa Trailhead.

7. However, the excessive speeds through our neighborhood *could* be addressed by Council, by reducing the speed limits in this mountainside district to 40 kph. Similar special reduced-speed zones have been done in Village of Cowichan Bay. Again, signage alone may help, but some enforcement will be needed.

Residents do not seem to be in favour of speed bumps, traffic tables, or chicanes. We agree with Engineering that these are inappropriate for a number of reasons.

Our geography on the side of a mountain dictates that the standard 50 kph speed limit is not safe. There are poor sight lines with so many hills and turns all along these roads, and street parking further creates blind spots. If anyone has doubt about this assertion, I advise that they drive Chippewa Road at night at 50 kph and see for themselves. Just warn us first so we can keep away from the road. A substantial number of vehicles were measured above 60 kph in the recent traffic study. This is reckless driving. We had two more deer killed by traffic this summer on Chippewa alone.

8. Council should consider closing the parking lot in the driest period of summer to limit fire risks. Mt. Prevost is routinely closed in summers, for example. Surely Tzouhalem is a greater risk because of the number of users? There was a fire on Maple Mountain recently also, which should have illustrated how difficult it is to get firefighting crews into the terrain. There was a car fire in the Tzouhalem parking lot about two years ago, which fortunately did not spread to the forest. There are routinely fires for warmth and cooking being lit in the parking lot. There was an RCMP call today, December 13, because of a campfire in the lot.

9. Council could direct their IT staff, if that is the appropriate group, to install a webcam so the public can view the parking lot from anywhere -- same as the webcams on highways and ferry terminals. It would help users spread out to off-times, or go elsewhere if the lot is full. There is little use in asking users not to come at peak times, as the recent Cowichan Trail Stewardship notice on Facebook has done, if no one knows the present level of use of the parking lot until they arrive. A webcam would also help discourage common misbehaviours such as campfires and overnighting. Even without 110 volt power to the parking lot, a video streaming webcam can be put together from consumer level electronics and service contracts, at quite low capital and operating costs.

We are appealing to Council to help us recover a little of the peacefulness that led us to buy into this neighborhood originally, while still maintaining the recreational value of the Mount Tzouhalem forest.



FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Tuesday, December 15, 2020 12:36 AM
To: Agenda
Cc: support@northcowichan.ca; Council
Subject: Up to 90% of traffic on Kaspas Road is heading to Tzouhalem

Please kindly include this in the agenda of the upcoming meeting 16 December 2020.

80 to 90% of day time traffic on Kaspas Rd is heading to Tzouhalem. This is not acceptable!

Data supplied by Municipality of North Cowichan from Traffic Counters placed at the entrance to the Access to Tzouhalem parking lot and at 6052 Kaspas Road from 29 May to 22 June 2020.

Analysis provided by a resident of Kaspas Road.

6052 Kaspas Road -	11,324 counts = 5,662 Round Trips	100%
Tzouhalem Parking Lot -	8,628 counts = 4,314 Round Trips	76%

"Other" Round Trips	1,348 Round Trips	24%

Other Round Trips would include residents who live between the two counters (18 properties) and also include "Non Resident" ie. Delivery Trucks, Service Trucks, visitors to those residents.


1348 divided by 25 Day survey divided by 18 Residents Equals 3 Round Trips / Day / Resident. I recently did an email survey of residents in the catchment area, the results from a broad spectrum of residents, showed 1.53 round trips per day per household, it is safe to assume that the other 1.5% would be Non Resident trips as described above. This is a far cry from the 10 trips per household per day as espoused by MNC engineering department.

The point:

The take away from this is that 3 of every 4 vehicles on Kaspas Road are going to the Tzouhalem Parking Lot.

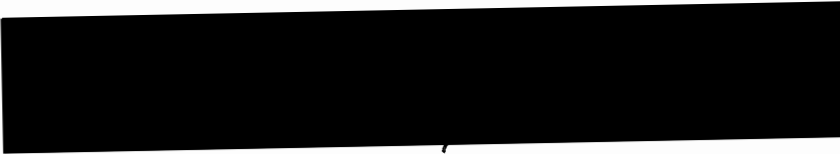
If we assume all traffic before 6:00 AM or after 8:00 PM is local traffic - then at least 80% of the traffic on Kaspas Road during daylight hours on weekends is going to the Tzouhalem Parking Lot.

The above includes all weather conditions it would be safe to speculate that on a sunny weekend day over 90% of the traffic in the daylight hours belongs to the Tzouhalem Parking Lot - which would correlate with the chaos that is experienced in the neighbourhood on a sunny weekend day.

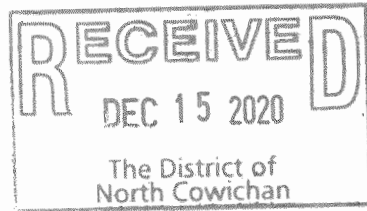
 FIPPA s. 22(1)
Kaspa Road (Highway)

7 DEC 2020


FIPPA s. 22(1)



DUNCAN, B.C.
V9L 5P7



RE :- THE CUL DESAC EAST END OF
KASPA Rd.

DEAR SIR, ^{FIPPA s. 22(1)} OUR PATIENCE IS WEARING THIN, WE LIVE
AT  KASPA Rd, CUL DESAC. THE ROAD THAT
TAKES TRUCKS, CARS & CYCLISTES UP TO THE
MOUNTAIN LEADS INTO THE SAID CALDESAC, THERE
IS NO STOP SIGN, THEY DO NOT STOP, IT IS DANGEROUS
THEY ARE GOING TO FAST INTO THE
CULDESAC. THIS IS A DANGEROUS SITUATION
PLEASE DO SOMETHING ABOUT IT.

FIPPA s. 22(1)



Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Tuesday, December 15, 2020 2:21 AM
To: Council; Agenda
Cc: Christopher Justice; Rob Douglas
Subject: Letter to Council- Mt. Tz Traffic Volume & speed

Please confirm my below letter to MNC Council- in regards to the Mt. Tz. Kasper Parking Lot & Traffic Volume & Speed problems.

I would greatly appreciate if my concerns as discussed below are brought to the attention of council members at your next meeting, to be held on Wed- Dec. 16th 2020.

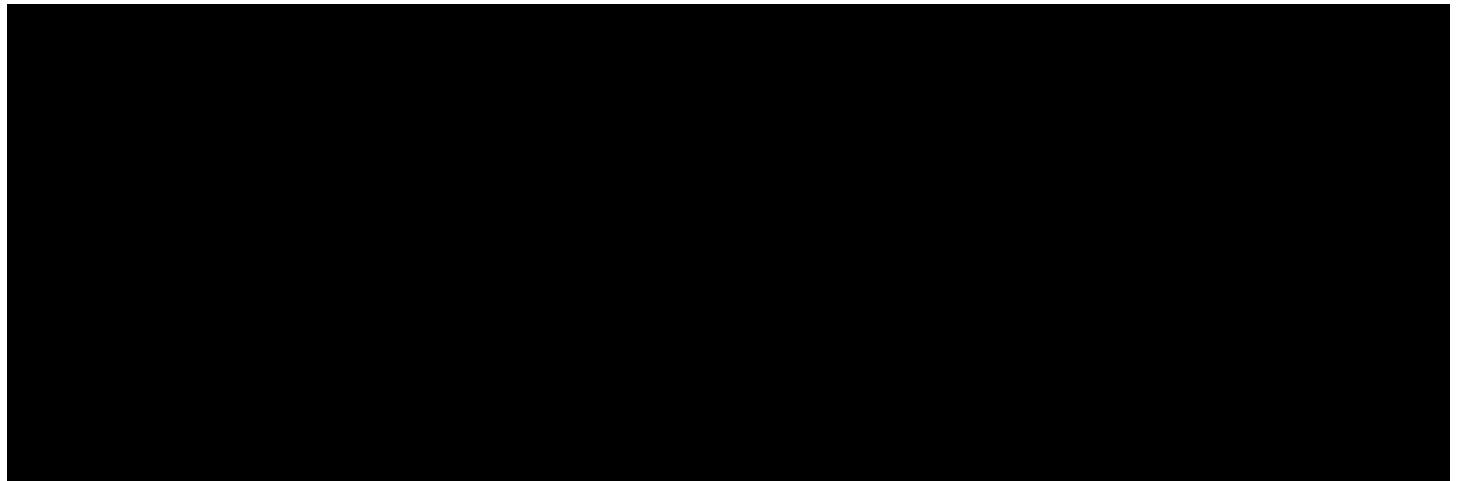
- I hope to be granted some time to speak at the online council meeting on Wed*

From: [REDACTED] FIPPA s. 22(1)

Supporting Documents: 2 attached pics from June-2020 MNC in attendance-Don Stewart and MNC Planner

I had many local residents at a meeting in my driveway, attended by Don Stewart and MNC planner in June of this year- we all are concerned about neighborhood traffic safety from volume and speed that has increased exponentially in the last 3 years. Lets be clear and honest, this is **not** attributed or correlated to a COVID increased usage as thrown out there as an easy explanation for the increased traffic, otherwise the Kasper parking lot wouldn't have been expanded by MNC and doubled in size 2 years ago! (which btw had no local resident consultation)

FIPPA s. 22(1)



MNC and councillors will acknowledge there is huge public outcry and safety protocol problems on the streets leading and funneling into Kasper parking lot. This is backed by a petition signed by local residents at meeting in above pics & personal letters we residents recently wrote to MNC council and calls to the RCMP and bylaw officer calls and weekend flaggers up here on regular basis who also tracked and reported vehicle #'s to Don Stewart and MNC company. Also most recently a heli-vac rescue of a hurt mountain biker accompanied by an ambulance and the RCMP at Maple Bay School. (Not the 1st rescue & not the last)

The Best Long term solution:

1) Shut down and lock the Kasper gate access (only for Municipal workers access and emergency response who would have a key) The dead end Cul de Sac **never should have been intended** for this volume of traffic. If

MNC is spending the time and money and negotiation efforts with “Transtide” the property developer on another future parking lot up in the defunct golf course moonscape it would be easy to do bulldoze a road from the Kingsview/Nevilane traffic circle to connect to the existing Kasper parking lot, which would now have a brand new vehicle entrance and vehicle exit coming from a new road off traffic circle designed to handle this traffic. In conjunction to this idea the proposed future “Bike skills park” and adventure playground in Transtide area should by all reasonable accounts be scraped off of Mount Tzouhalem. We all ready have enough traffic and safety concerns in a residential area neverminded adding more traffic here. Why not add to the existing BMX bike park that is already downtown by the main hockey arena off Trans-Canada hiway and put this new purposed “bike skills park” beside the BMX concrete bike park in a non residential area meant to handle this. The downtown business core would benefit from the increased traffic and tourism dollars. We do not want to be the Cowichan valley heavily advertised and promoted poster destination for mountain biking. We all love the outdoors but lets use some strategic city planning and consultation with the public and residents to avoid future mistakes.

Other Possible Short Term Solutions while working on closing the Kasper Cul de Sac gate entrance

- 2) Residential Parking on residential streets only!!! Signs installed curb side by MNC stating this.
- 3) Cameras installed and monitored in Kasper parking lot (deters tailgate parties etc.. also can go online and see how full the lot is on weekend and stops traffic from bothering to drive up here if lot full) just like hwy. cams for public viewing.
- 4) Paid parking program to use parking lot and the facilities. Revenue for MNC
- 5) Lower speed limit in the neighbourhood also install curb-side digital speed tracker displaying vehicles speed as they drive by and install a few speed tables (not speed bumps) in key high speed areas- Snow removal friendly.

We need MNC help up here to maintain public safety as someone will get hurt or killed if the volume and speed of traffic continues with no action items.

Kind Regards

 FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Tuesday, December 15, 2020 1:47 PM
To: Agenda <agenda@northcowichan.ca>
Subject: Kaspas Road Crisis

Hello, In 2002, we purchased this house, so I think we are among the few original residents here on Kaspas ---before the extension of Kaspas and Salish. Our address is [REDACTED] Kaspas, where FIPPA s. 22(1) there is a STOP sign on the corner of these two streets. We have seen the bikers, cars and skateboarders go flying past our house. And have had some near misses as we cautiously back out of our drive. What we liked about this area is that there are no above ground wires, the ability to step out our door to go for a walk in nature and basically a quite neighbourhood. We have had several guests come and we can show them the beautiful scenery here.

BUT it is most discouraging to have witnessed the people who come to enjoy this area take no regard of the residents who make this place their home. During the heat of summer we have had people say they don't need to obey the signs that say the mountain is closed due to fire restrictions. If there is a fire here these folks can go home to their place while ours burn. There is a fire hydrant at our front door, thank goodness it has not been used but when visitors come they part in front of it -----well they should know better. Before the extension of Kaspas we have witnessed the visitors relieve themselves on the boulevards. I understand from talking with our fellow neighbours that is still going on, even though there has been facilities made for them.

The people who now take advantage of this beauty we have up the street 'do not have a nickel invested' in the area so they take liberties and have no respect for the people who live here. Now I know that this is not all the people who come here but a 'few bad apples' spoil it for the rest ---- their fellow adventurers and for the residents of this residential area.

We were told at a meeting in the summer that each household makes 10 trips out and return a day.....that is hard to believe.....we may make 10 a week. The 91 year old who lives across the street does not do that much! -speed bumps....why? why do the residents have to go through the agony each time we come and go because of those who come once a week.
-signage....remove the sign -to parking for Kaspas Trailhead.
-get the other parking area DONE before there are residents in that area-----Kingview/Nevilane roundabout.
-give us back our neighbourhood.

Residents at [REDACTED] Kaspas Road for 18 years.

FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Tuesday, December 15, 2020 1:25 PM
To: Council Support; Agenda
Subject: Kaspas Road and vicinity concerns

My wife and I have resided on Kaspas Road for approximately four years. Our property sits in close proximity to the parking lot. Unlike other area residents we are in the eye of the storm. The traffic landscape has dramatically changed since 2016 or even 2019.

We reside near [REDACTED] FIPPA s. 22(1) who has also forwarded a letter to your point. I agree with his well articulated encapsulation of the issues and many of his thoughtful recommendations. Like [REDACTED] FIPPA s. 22(1), we endorse tourism and outdoor activity however, the explosion of heavy traffic and other concerns even before COVID is totally undesirable for a neighborhood setting.

The residents of Kaspas, Salish and Chippewa have been the victims of the success of the recent improvement and overwhelming addition of trails. As you may know, Mount Tzouhalem is now the preferred destination for Victoria, Nanaimo and local mountain bikers due to the array of trails and excellent soil drainage unlike Victoria destinations. Hence, there has been a dramatic increase in users aided by COVID.

On Saturday, December 5 the parking lot was half full by 8:15 am. That same day from approximately 11:00 am until 12:00 pm the Traffic Control attendant directed **120 vehicles** away from entering the full parking lot. By approximately 2:00 pm **200 vehicles** had been turned back.

On Saturday, December , I estimate that approximately **350 plus vehicles** entered and left the parking lot. It is probable that recent activity this November and December has matched summer weekend days.

As a result, unlike four years ago which was a summer weekend issue.., it is now a 12 month a year weekend issue that is only accelerating beyond control.

As admitted, **no formal impact study was conducted** by Mun. of N.Cowichan. I was humored when I heard that a consultant predicted that house prices in the neighborhood would rise by 20%. Can you imagine having a real estate "open house" on Kaspas Rd. near the cul de sac on a weekend?

Impact for our family as follows:

1) Noise pollution:

Residing near the lane way leading to the parking lot, we sorely tolerated for the last few years the flow of vehicles up and down the hill. In the last year with a huge increase in traffic frequency the noise level is now disturbing during daylight hours on both Saturday and Sunday and some weekdays.

2) Dramatic traffic volume increase

Since the trails are so popular, especially on the weekends the current parking lot is grossly overused spilling out onto Kaspas, blocking the occasional driveway. On a weekend prior to COVID our elderly guests could not park near our residence due to the spillage. Mountain bike lessons with no by-law enforcement on weekends causes some parents dropping off and picking up their child park in the parking lot or roadway for prolonged

periods I have also witnessed parents sitting in their vehicles in the parking lot, some reading books waiting for their child. Admittedly, COVID has increased the volume as many vehicles carry just one occupant.

3) Concerning speeds

I agree with FIPPA s. 22(1) [REDACTED] and FIPPA s. 22(1) [REDACTED], another respondent that the speed monitor on Chippewa did not reveal a true indication of vehicle speeds. Placing it near a boat trailer and parked vehicle clearly slowed passing vehicles down on perhaps the worst road portion for speed. Without doubt, the side street arteries feeding the parking lot should be 40 km/hr. due to the topography, site lines, hidden driveways, pedestrians and wildlife. Lowering the speed limit would be practical and would send a clear message. This past weekend a RCMP officer on Kaspas Rd. stated in words to effect relating to traffic safety, "The only way things will change around here is if someone is injured or killed."

The residents of Kaspas Rd and area deserve some form of **COMPROMISE** from the Municipality of North Cowichan.

Since the use of the Kaspas Road will only grow even after the COVID crisis I soundly believe three clear remedies for the local residents will assist mediate the problems and result in a **COMPROMISE**.

A) Resident only parking

Although there is a proposal to install a second parking lot off Kingsview this addition will have little or no effect on the overflow at the Kaspas parking lot. A vast majority of users will continue to use the Kaspas lot because it is simply a better departure and exit from the trails. They will continue to bottleneck and park on Kaspas Rd. Resident parking only on Kaspas Rd and area would **"move"** users to use the new Kingsview parking lot when the Kaspas lot is overridden.

When "resident parking" has been suggested before officials have stated "then we would have to make it for the entire region." **Poppycrack!** There is no area in North Cowichan that has such a traffic volume and parking issues in a neighborhood setting!

Ironically, perhaps some users from Victoria and other locales reside in an area where there is a residential only parking restriction in place. Many Victoria jurisdictions such as Saanich and Victoria have this restriction, as you know.

B) Speed limit changed to 40 km/hr.

As noted above, the general area surrounding Kaspas Rd. comprises of a winding roadway with poor site lines and hidden driveways etc; Many users are in a hurry to arrive at the parking lot and many users are in a hurry to leave the parking lot. Most drivers are unaware that "unless otherwise posted" the speed limit in the Properties is 50 km/hr. Coming off Maple Bay Rd. at 60 km/hr. some drivers continue near the 60 km/hr. range. From working experience, I know that a 40km/hr. speed limit will keep the honest drivers honest resulting in less safety concerns. Additionally, it may result in speeders travelling around 50 km/hr. instead of near 60 km/hr.

C) Other options for Users

Since the the Kaspas Rd. parking lot is beyond control on a weekend, hikers and bikers from Victoria to Nanaimo need other options. Parking expansion and trail improvements at Maple Mountain and Mount Prevost would assist in easing the Kaspas Rd. bottleneck and resident frustration.

The Kasper Rd. parking lot facilities such as the washroom are grossly inadequate on busy weekends and some summer weeknights. I have witnessed numerous users pulling down their pants in the woods near the parking lot. Additionally, hand sanitizer is lacking at the washroom and COVID safe distancing on a busy weekend is poor at best.

Thank you.

Please consider a **COMPROMISE** for the impacted neighborhoods.
We would greatly appreciate your assistance.

 FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Tuesday, December 15, 2020 3:24 PM
To: Agenda
Subject: Kaspa Road Traffic Concerns

Dear Council Members

I have been a resident of Kaspa Road for the last five years. When we moved to Kaspa Road, a 25 space parking lot was located 75 meters beyond the Kaspa Road culdsac. A single lane, 3 meter wide road provided access from the culdsac to the parking lot.

To my knowledge, only two times a year was parking congestion a concern. Both times were scheduled events. The evident sponsors circulated pamphlets to the Kaspa Road residence, apologizing for the congestion and inconvenience they were causing the residents, and explaining how they were trying to mitigate the inconvenience by car pooling and van shuttles for the attendees.

How Things Have Changed

The North Cowichan Municipality "Parks and Trails Master Plan" expanded the parking lot to 65+ spots. A piece of heavy equipment actually lost its brake while coming down the Kaspa Road during that construction, rolling over and crashing in the yard of one of the residents.

Mount Tzouhalem and the Municipal Forest has become a destination for mountain bikers and hikers from all around Vancouver Island and the world. This is by design, as an aggressive promotion of Tzouhalem as a hiking and mountain bike recreational destination is one of the goals for the Parks and Trails master plan. Over the last 2 years that goal has been very successful.

One of the glaring deficiency of the master plan is no acknowledgment of the major stakeholder that is affected with the expansion of facilities and increased promotion of Tzouhalem - The Properties at Maple Bay subdivision residents. Kaspa Road bearing the brunt of the problems.

11,324 hits were recorded over a 25 day period in the late spring on Kaspa Road, with 76% of those hits related to the KRTHPL (Kaspa Road Trail Head Parking Lot.)

- Kaspa Road now endures an average of 300% increase in traffic then a "normal" residential culdsac and peaking up to 900% on a sunny weekend day.

-On this sunny weekend day the Parking Lot is overwhelmed, with overflow parking spilling onto both sides of Kaspa and beyond to Salish. In fact, we recently had overflow parking happen on a Friday!

- With parking on both sides of the road, Kaspa becomes a one lane street, restricting access for emergency vehicles and residents.

- This issue will not get better with time, just worse.

I am asking the municipal council to correct a significant omission in the Parks and Trails Master Plan, by addressing the current issues that the Properties at Maple Bay stakeholders (the residents) have, before any more expansion of the Tzouhalem recreation facilities.

The only viable solution is to create a purpose built access road for the parking lot and recreational facilities. I understand the land is not owned by the municipality, but the municipality has some influence with the developer. The municipal planning department needs to take the lead in this issue.

Please take advantage of the opportunity that the new subdivision development has provided, and create a legacy that council members can be proud of - The Tzouhalem Recreation area is going to take off. Let's get this project moving in the right direction.

Sincerely Submitted

A black rectangular redaction box covering the signature of the sender.

FIPPA s. 22(1)

Duncan

Tuesday, December 15, 2020 4:54 PM
Agenda
RE: Increased Traffic and Speed of Bikes

As a member of this neighbourhood (I reside on Salish Road) I would like to include some the concerns we have.

- I would suggest that speed tables be installed, a posted reduction in speed to 30/40kms would be more appropriate and the inclusion of electronic monitors that identify to the driver their speed (as is installed on Herd Road near Maple Bay Road adjacent to the tennis courts).

- In addition, those using the parking lot should have to pay a parking fee which can be used to manage the park and trails...a user pay system.

Thank you for your consideration.

[REDACTED] FIPPA s. 22(1)

Duncan BC V9L 0B3

C: [REDACTED] FIPPA s. 22(1)

From: [REDACTED] FIPPA s. 22(1)
Sent: Tuesday, December 15, 2020 4:31 PM
To: Agenda
Subject: Mt. Tzouhalem Mountain Biking Parking Issues for Properties Residents

Dear Mayor and Council,

My husband and I have been residents on Chippewa Road for over 5 years now. We have experienced both the pre and post parking expansion and enhancements on Mt. Tzouhalem. The new facility improvements for mountain biking and hiking have made this area an even greater recreational destination for locals and south Islanders alike. Congratulations!

1. The Price of Success

It is fair to say that the overwhelming success of the enhanced facilities were not anticipated by the Staff of MNC. We aren't necessarily surprised as we understand one of the assumptions made by MNC assumed an average household trips/day at 10. This community is predominantly empty nesters, with household occupants close to or at retirement age and beyond. Personally, we are a one car family that averages on a busy week, 11 trips per week. A slower week is 7 per week. We can safely say that our immediate neighbours (4 households adjacent) are comparable.

A) The use of this expanded facility was adopted early by locals and as the word spread throughout the local mountain biking community including cycle shops and local mountain biking groups, word spread to commercial enterprises catering to mountain biking enthusiasts looking for new destinations. Of course Victoria and likely Nanaimo in the near future are coming.

B) With the onset of COVID-19 the situation has been further exacerbated as outdoor recreational activities for individuals are a front and centre endorsement by our Provincial Health Officers.

C). The increased parking load as a result of this success has been manifested in parking spillover onto Kaspia and increased traffic volumes on Chippewa and Salish. While the majority of locals and users of the facility are travelling at lawful speed, there are large numbers of exceptions.

D). With increased speed and volume comes a higher potential for accidents between vehicles, between vehicles and both humans and animals (specifically the plentiful deer in this area).

2. Our Personal Experience

In reversing out our driveway on the high side of Chippewa an oncoming speeding vehicle (carrying bikes) nearly collided with us. In a separate incident, my husband had his left turn signal on indicating he was turning up our driveway when he was overtaken by a speeding vehicle on his/ driver's side of the vehicle. Had he not checked his driver's side mirror, a serious collision would have occurred. Clearly these examples indicate that drivers are treating this road as an artery comparable to Kingsview/Nevilane not as a residential street.

3. Proposed Solutions

There are several approaches that need to be considered as this is a multi-layered challenge.

A) ***Develop a new parking and mountain biking facility at the top of Kingsview and Nevilane.*** This needs to be developed in such a way that it clearly signals to all users that it is the primary access for mountain bikers to Mt Tzouhalem trail system. Along with bike washing stations, repair centre, notice board and other amenities, a

multipurpose facility for classroom training and coaching could be established and would also enable rental out to other community groups where finding public space for meeting rental is in short supply in our area. As the demand for local housing has increased in 2020, surely the MNC can suggest to the developers of the upper side of Nevilane that this facility would be perceived as an enhancement and marketing attribute by perspective buyers especially if they are keen mountain bikers.

Squamish has a similar housing development providing direct access to mountain biking trails out ones front/back doors!

New home buyers would be aware of the facility prior to purchasing and can make an informed choice unlike what has repeatedly occurred in the MNA on other community amenities being expanded within existing residential neighbourhoods.

With the establishment of this new destination site, the Kaspas parking area could be limited to access by hikers.

B) Develop an annual Six Mountain Recreational Day Use Pass

Since the uptake by Commercial mountain bike tour operators of the Mt. Tzouhalem facility was not anticipated and will not lessen, there is an opportunity to help manage wear and tear on this and other local mountains and their facilities while generating revenue to offset maintenance costs. This could cover parking by commercial vehicles as well as wear and tear on the trails and facilities. These same businesses may well be interested in offering clinics, travelogues for mountain bikers and others in the proposed bricks and mortar community multipurpose space at this new site.

C) Reduce and Post speed signs of 40km on new access road (Kingsview/Nevilane and existing access roads (Sansum, Salish, Chippewa and Kaspas)

We have noticed during our tenure in this neighbourhood the propensity of individuals who park on sidewalks reducing the access by the considerable foot traffic of locals. It is not clear to us why people feel they need to do this other than their perception that the roads are too narrow to park on one or both sides of the street while enabling two way traffic or they are concerned about damage to their vehicles by passing cars.

D) Increase bylaw enforcement (parking)

We heard from representatives of the MNC at a summer community meeting held regarding this issue that increasing bylaw enforcement is not a viable solution. Surely if there is investment in the new site to help change people's behaviour a 3 month enforcement period could be adopted with periodic enforcement thereafter until it is clear that a new behaviour has been established. From a behaviour change perspective, a combination of posted speed limits and parking tickets should surely have an impact on those individuals who are breaking the law.

E) Instigate User Outreach:

Low tech: a simple notification posted around the parking lot on Mt. Tzouhalem and other parking areas for local mountain bike destinations such as Maple Mountain, Richards Mountain, Cobble Hill and Mount Prevost etc. that speak to resident issues. Post this info as well on the MNC Website on their Parks and Rec page. Reach out to the Neighbourhood Associations throughout the MNC area to inform residents so they too can spread the word such as Maple Bay Neighbour to Neighbour and Quamichan Lake Neighbourhood Association among others.

High tech: Reach out to the Cowichan Trail Stewardship Society in getting the message out there. They are promoting the valley as a destination for mountain biking. Enlist locals with expertise, whether [REDACTED] or [REDACTED], with significant involvement in the sport of mountain biking in Cowichan Valley. It could be most worthwhile to have these individuals and key members of the Cowichan Trail Stewardship Society involved in what could make a world class mountain bike destination once the Kingsview Nevilane parking lot and information/training facility gets started. They could inform the municipality and help in planning to avoid some of the pitfalls we residents are currently enduring.

F) Limiting Access during periods of High Risk for Fire

With the higher occupant load in the forests on Mt. Tzouhalem during the summer months when potential for fire can be extreme, there needs to be a mechanism in place with MNC to close off the municipal forests to public use. For those of us living in the Properties, our ability to escape during a forest fire is limited to one route down Kingsview to Maple Bay Road. With added vehicle load, this could have significant impact on residents ability to vacate this neighbourhood safely and threatens possible loss of human life to say nothing of significant property damage.

We trust that Council will do the right thing in returning our neighbourhood to a safe community.

Thank you,

[REDACTED]

FIPPA s. 22(1)

The Properties

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Tuesday, December 15, 2020 4:58 PM
To: Agenda; Council Support
Subject: Kaspas Road Traffic Concerns

Dear Councillor Douglas,

I am writing to express our concern and exasperation with the traffic that lines our residential street: Kaspas Road. The number of cars (often large, noisy pick-up trucks and campers) that pass by and park on our street has increased remarkably since the parking lot was expanded and CO-VID arrived in our communities. The street has become a thoroughfare for recreational park users and even supports businesses that operate out of the park (mountain biking classes and clubs) as well as overnight campers. It really has gotten out of control. On weekends, there is no parking available on the street for residents because of the park users. There are times when people park on the street in their campers, socialize right outside our homes and have lunch!

This street and community were not designed to support high traffic volumes. Many homes are built close to the street or have front yards/patios in their front yard. The sound pollution from passing vehicles and loiterers can be so disturbing that residents cannot comfortably use their front properties - it feels like an invasion of privacy. We would like to suggest that street parking along the route to the parking lot be reserved for homeowners and that the number of people using the park be limited. Any vehicles, especially campers should be towed away if they have not left the parking lot at closing time to discourage the use of the lot as a camping ground. Ideally, a more accessible route to the park where so many homeowners of a residential area are not affected would be the best solution.

This is a significant problem for this community and I urge you to act on our behalf to find a solution. Thank you.

[REDACTED]
Kaspas Road

FIPPA s. 22(1)

Ginny Gemmell

From: [REDACTED] FIPPA s. 22(1)
Sent: Monday, December 14, 2020 9:22 AM
To: Agenda
Cc: Rosalie Sawie; Rob Douglas; Christopher Justice; Debra Toporowski; Tek Manhas; Al Siebring; Kate Marsh; Ted Swabey; Dave Preikshot
Subject: Agenda Dec 16

Hello Mayor, Councillors and Staff,

Please take the following into consideration in your discussions about prioritizing requests to staff as reported in the Citizen Dec 10.

Re the article in the Dec 10 issue of the Citizen about a motion to prioritize developing an affordable housing policy. It reports that some councillors feel pressure about a lack of housing and that we are not in line with the "need".

To prioritize this motion before the OCP is complete brings up questions and issues for me. Again, I question the "need". Yes, people are living on the streets and in inadequate housing, however, the situations that brought them there might be attributed to larger issues of our care for mental/emotional health and poverty. I don't mean to minimize this but housing alone does not fulfill what is needed there so I don't think it should direct our growth strategy.

So, apart from that, I'd like to look at the "need" for prioritizing housing developments before a comprehensive OCP is presented. Providing housing isn't an end product; from that the real needs begin.

As we're on water restrictions from June to Sept, we need water. Then we would need more sewage lines and treatment. Will the inhabitants of the housing need jobs? So will we need more commerce/malls? Then we'd have traffic increase and need to widen roads, build more roads, pave more parking lots, increase transit and install more electric meters for charging cars. Will we also recognize the need to protect parklands so the population will have space to recreate and walk off steam from road rage?

We will need to divert the storm water drainage resulting from paving paradise, to the creeks which hundreds of people are spending hundreds of hours and hundreds of thousands of dollars trying to rehabilitate.

We will need to prioritize solving the wait list problem for doctors and dentists.

And on and on ...

The Municipality of North Cowichan is not responsible for everyone who has a desire to move to the island. The greater responsibility is to the planetary web that supports human life. How can quality be supported rather than quantity? Please take the time to manage growth responsibly and sustainably for environmental and human-mental health. This means creating neighborhoods, not just building apartment buildings close to malls.

I support taking the time to think it all through, thoroughly research liveable community prototypes and develop an OCP that will sustain a quality of life because that's what people come here for. How we approach growth will shape the valley and be the foundation for our community spirit or lack thereof. There is no going back if we don't get it right.

Thank you for the dedication you bring to the demanding work of steering the ship!

[REDACTED] FIPPA s. 22(1)