



THE CITY OF ROSSLAND REPORT TO COUNCIL

DATE: January 28, 2020

FILE: 3360.20/03-2020

SUBMITTED BY: Stacey Lightbourne - Planner

SUBJECT: South Kootenay Green Link Trail – Wagon Rd/Railgrade Connector to Warfield OCP Amendment

PURPOSE

To amend the Official Community Plan to include a specific supporting policy for the proposed South Kootenay Green Link Trail, a bike/e-bike commuter trail between Rossland, Warfield and Trail.

RECOMMENDATION

THAT Council give first and second reading to OCP Amendment Bylaw 2720 and schedule a public hearing for March 9, 2020.

ANALYSIS:

As Council is aware, the Sustainability Commission has been working with representatives from RDKB, Warfield and Trail to establish a suitable bike/e-bike commuter trail between the communities. Starting from Rossland, the proposed route will leverage the Wagon Road, Railgrade and low traffic city streets between Warfield and Trail to create a safe, efficient, non-highway bike/e-bike commuter route between the communities. This idea stemmed from a CBT Climate Action Program's Low Carbon Transportation for Fruitvale-Rossland Corridor meeting. Ultimately it may go all the way to Fruitvale, but the focus right now is between Rossland and Trail. A route using existing trails and roadways already exists and some riders are already making the commute by bike & ebike. Navigating the route is challenging.

Approximately 600 vehicles per day make the trip between Rossland-Warfield-Trail daily with the majority of those trips being made by single occupant cars en-route to work. The goal is to convert a percentage of these drivers to bike/ebike commuters to help our communities reduce their GHG emissions and fight climate change. This aligns directly with Rossland's mandate to decrease GHG emissions and improve our carbon footprint.

Initial information about the interest and need for a e-bike/bike commuter trail was gathered in via two focus groups with 40 selected attendees. This information was used to shape a broader survey which garnered 250 responses. Feedback from these community outreach efforts has shown overwhelming support and interest from commuters. The SC has identified key barriers including navigating the route, the condition of the route, workplace bike storage and change rooms. The overall project is

focused on eliminating the key barriers in phase one, and then over the next several years, working with key partners (cities, major employers, etc.) on the remaining ones. This project will enhance the community by creating a safe, healthy, low carbon commuting alternative for local residents and visiting tourists.

The Official Community Plan already contains general language supporting multi-jurisdictional trails and improving active transportation options, but there is no specific policy supporting a bike/e-bike commuter trail between Rossland, Warfield and Trail. In order to make the project more eligible for grant opportunities, a specific OCP policy is recommended.

In considering an OCP Amendment Council must consider the effect on the Financial Plan and the Waste Management Plan. This proposed amendment will not have any immediate effect on the Financial Plan or Waste Management Plan.

According to the Local Government Act, during the amendment of an official community plan, the proposing local government must provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected. The notification and Public Hearing satisfies these requirements. If changes are required to the bylaw following the public hearing, then the bylaw can be re-read and further public hearings can be scheduled if necessary.

LEGISLATIVE IMPACTS, PRECEDENTS, POLICIES:

OCP Policy

- Support collaboration with the region's municipalities to identify and develop off-road pedestrian/cycling routes, specifically a Rossland to Nelson route via Salmo and Castlegar and to Christina Lake via the Old Cascade Highway.
- To provide alternatives to the private vehicle for transportation to and from the resorts and neighbouring communities for residents and visiting tourists.
- Encourage transportation systems that are more fuel efficient and/or utilize renewable energy sources which have minimal impact on air quality wherever possible.

SSP

- A networked system of trails for walking, hiking, biking and skiing connects Rossland and serves to decrease traffic and congestion, and to improve year-round tourism appeal.
- Transportation systems utilize renewable energy sources and have minimal impact on air quality.

COSTS AND BUDGET IMPACT - REVENUE GENERATION:

A future commuter trail between communities will involve some costs, both in improvements to the trail and for future maintenance. At this time, these costs are unknown but are being investigated.

ATTACHMENTS:

1. Bylaw
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Prepared by:



Planner

Approved for Submission to Council:



CAO/CO

THE CORPORATION OF THE CITY OF ROSSLAND

BYLAW # 2720

A BYLAW TO AMEND OFFICIAL COMMUNITY PLAN BYLAW No. 2425

WHEREAS Part 26 of the *Local Government Act* R.S.B.C. 1996, c.323 authorizes the Council of the City of Rossland to establish and amend an Official Community Plan;

NOW THEREFORE, the Council of the City of Rossland, in open meeting assembled, ENACTS AS FOLLOWS:

SHORT TITLE

1. This Bylaw may be cited as the **“Official Community Plan Amendment Bylaw, No. 2720”**.

AMENDMENT

2. City of Rossland Official Community Plan Bylaw #2425 is hereby amended by adding the following Policy 22.2.21 to Schedule A.

22.2.21 Support the development of a safe, efficient, non-highway bike/e-bike commuter route between Rossland, Warfield, Trail and Fruitvale for the benefit of both residents and visitors.

ENACTMENT

7. (1) If any section, subsection, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by a decision of any court of competent jurisdiction, the invalid portion shall be severed and the part that is invalid shall not affect the validity of the remainder.
- (2) This Bylaw shall come into full force and effect on the final adoption thereof.

READ A FIRST TIME	this 3rd day of February, 2020
READ A SECOND TIME	this 3rd day of February, 2020
PUBLIC HEARING	this day of, 2020
READ A THIRD TIME	this day of, 2020
FINALLY ADOPTED	this day of, 2020

Mayor

Corporate Officer