

VILLAGE OF RADIUM HOT SPRINGS
AGENDA
REGULAR COUNCIL MEETING
COUNCIL CHAMBERS
7:30 PM, WEDNESDAY, SEPTEMBER 28TH, 2022

Zoom info: [**https://zoom.us/**](https://zoom.us/)
Meeting ID: 882 123 4110
Passcode: Radium

Dial in: 1-204-272-7920
Meeting ID: 882 123 4110
Passcode: 600461

PRESENT:

1. ORDER:

LAND ACKNOWLEDGEMENT:

2. ADDITIONS TO AGENDA:

3. MINUTES:

- a) Adoption of Minutes from Regular Council Meeting held on September 7th, 2022

Recommended Resolution:

That the Village of Radium Hot Springs Council adopts the Regular Council Meeting minutes from September 7th, 2022, as presented.

4. DELEGATIONS:

- a) Ian Roth, P.Eng- Urban Systems – Active Transportation Network Plan

5. COMMITTEE REPORTS:

6. UNFINISHED BUSINESS / BUSINESS ARISING FROM THE MINUTES:

- a) Public Hearing Report for Zoning Bylaw 480, 2022, held September 7th, 2022.

Recommended Resolution:

That Council receives the September 7th, 2022 Public Hearing Report for *Zoning Bylaw No. 480, 2022*, for information.

7. BYLAWS:

- a) Bylaw No. 480, 2022 – Zoning Bylaw – Bylaw available at www.radiumhotsprings.ca

Recommended Resolution

That Council adopts “*Zoning Bylaw No. 480, 2022*”, as presented.

- b) Bylaw No. 481, 2022 Revitalization Tax Exemption Program Bylaw

Recommended Resolution:

That Council adopts “*Revitalization Tax Exemption Program Bylaw No. 481, 2022*”, as presented.

- c) **Report to Council** – CAO Bergles – Bylaw No. 484, 2022 Tax Exemption (Church properties)

Recommended Resolution:

That Council gives three readings to “*Tax Exemption (Church properties) Bylaw No. 484, 2022*”, as presented.

- d) **Report to Council** – CAO Bergles – Bylaw No. 485, 2022 Delegation of the Procurement Authority of Council

Recommended Resolution:

That Council gives three readings to “*Bylaw No. 485, 2022 Delegation of the Procurement Authority of Council*”, as presented.

8. MISCELLANEOUS CORRESPONDENCE & REPORTS:

- a) Mayor Reinhardt – UBCM 2022 Report to Council

Recommended Resolution:

That Council receives Mayor Reinhardt’s 2022 UBCM report, for information.

9. NEW BUSINESS:

- a) **Report to Council** – CAO Bergles – Active Transportation Network Plan

Recommended Resolution:

That Council adopts the “*Active Transportation Network Plan*”, as presented.

b) **Report to Council** – CAO Bergles – Overtime & Banked Overtime Policy

Recommended Resolution:

That Council adopts the “*Overtime & Banked Overtime Policy*”, as presented.

c) **Report to Council** – CAO Bergles – Application to UBCM Community Emergency Preparedness Fund Volunteer and Composite Fire Departments Equipment and Training Grant Stream

Recommended Resolution:

That Council of the Village of Radium Hot Springs supports the Village’s application on behalf of the Village of Radium Hot Springs Fire Brigade for a grant up to \$30,000 to the UBCM Community Emergency Preparedness Fund Volunteer and Composite Fire Departments Equipment and Training Grant Stream to help improve the resiliency of the fire brigade in preparing for and responding to emergencies

d) **Report to Council** – CAO Bergles – Pay for Election Officer Positions and Poll Clerks for the upcoming election

Recommended Resolution:

That Council receives the Report on BC Municipal Election Day pay, for information.

e) **Report to Council** – CAO Bergles – Proposal for design of Snakes and Ladders Sliding Hill in Main Park

Recommended Resolution:

That Council authorizes staff to enter into a contract with HAPA Collaborative to design a snakes and ladders sliding hill in the Main Park – a component per the Main Park Landscape Plan – for \$35,600 plus related disbursements.

f) **Report to Council** – CAO Bergles – Cheque Registers for July & August

Recommended Resolution:

That Council receives the July and August cheque registers, for information.

10. ROUNDTABLE:

11. NOTICE OF COMMITTEE, SPECIAL & CLOSED MEETINGS:

Resolved to go ‘in camera’ to discuss personnel matters under Section 90.1 (a) of the *Community Charter*.

12. ADJOURNMENT:

VILLAGE OF RADIUM HOT SPRINGS

MINUTES

REGULAR COUNCIL MEETING

COUNCIL CHAMBERS

WEDNESDAY, SEPTEMBER 7TH, 2022 at 7:30pm

COUNCIL PRESENT: Mayor Reinhardt, Councillors Logan, McCauley, Gray, Shudra

STAFF PRESENT: CAO Adrian Bergles, CO Jill Logan

PUBLIC PRESENT: 2 in the gallery, 2 virtually on Zoom

1. ORDER: Mayor Reinhardt brought the meeting to order at 7:30 p.m.

LAND ACKNOWLEDGEMENT:

Mayor Reinhardt acknowledged the First Nation's heritage for the lands upon which this meeting is being held.

2. ADDITIONS TO AGENDA:

Resolved, that we amend the Agenda as follows:

- a) Addition of Item 8a) – Written report from Fire Chief Trevor Carr relating to the recent wood chip fire at CANFOR.
(Moved by Councillor Gray, Seconded by Councillor McCauley) Carried

3. MINUTES:

- a) Resolved, that the Village of Radium Hot Springs Council adopts the Regular Council Meeting minutes from August 10th, 2022, as presented.
(Moved by Councillor McCauley, Seconded by Councillor Shudra) Carried
- b) Resolved, that the Village of Radium Hot Springs Council adopts the Special Council Meeting minutes from August 24th, 2022, as presented.
(Moved by Councillor Gray, Seconded by Councillor Logan) Carried

4. DELEGATIONS:

None

5. COMMITTEE REPORTS:

- Councillor Gray recently attended a Library board meeting and commended the Friends of the Radium Library for fundraising over \$4500 to date for the library.
- Mayor Reinhardt announced that the Columbia Valley Recreation Planning Initiative had finalized a draft for the Steamboat Mountain Recreation area, and that the draft would be presented to the Ministry at UBCM.

6. UNFINISHED BUSINESS / BUSINESS ARISING FROM THE MINUTES:

Resolved:

- a) That the Village of Radium Hot Springs Council adopts the Fair Compensation Policy, as presented.
(Moved by Councillor Gray, Seconded by Councillor Logan) Carried

7. BYLAWS

Resolved:

- a) That Council gives third reading to Zoning Bylaw No. 480, 2022, as presented.
(Moved by Councillor Gray, Seconded by Councillor McCauley) Carried
- b) That Council gives second and third reading to “*Revitalization Tax Exemption Program Bylaw No. 481, 2022*”, as amended.
(Moved by Councillor Gray, Seconded by Councillor McCauley) Carried
Opposed by Councillor McCauley
- c) That Council adopts “*Council Remuneration Bylaw No. 482, 2022*”, as presented.
(Moved by Councillor McCauley, Seconded by Councillor Logan) Carried

8. MISCELLANEOUS CORRESPONDENCE & REPORTS:

- a) CAO Bergles read Chief Carr’s incident report regarding the fire at CANFOR.

9. NEW BUSINESS:

- a) Resolved, that the Village of Radium Hot Springs Council adopts the Financial Sustainability Policy, as presented
(Moved by Councillor Shudra, Seconded by Councillor McCauley) Carried
Opposed by Councillor McCauley

10. ROUNDTABLE:

- Mayor Reinhardt and Councillor Shudra will be attending UBCM in Whistler next week.
- Councillor Gray is happy to see the Village busy with tourists again. Councillor Gray will also be attending UBCM.
- CAO Bergles will be attending a Columbia Valley Housing Society meeting on September 8th.

11. NOTICE OF COMMITTEE, SPECIAL & CLOSED MEETINGS:

12. ADJOURNMENT at 8:06pm.

HEREBY CERTIFIED CORRECT:

Mayor Clara Reinhardt

Corporate Officer Jill Logan

VILLAGE OF RADIUM HOT SPRINGS

PUBLIC HEARING REPORT

7:00 PM, WEDNESDAY, SEPTEMBER 7TH, 2022

This is a report submitted to the Council of the Village of Radium Hot Springs, pursuant to the *Local Government Act*.

The Public Hearing for proposed Zoning Bylaw No. 480, 2022 was held on Wednesday, September 7th, 2022 at the Council Chambers located at 4836 Radium Boulevard, Radium Hot Springs, BC.

THOSE PRESENT at the commencement of the Hearing:

Council: Mayor Clara Reinhardt
Councillor Todd Logan
Councillor Tyler McCauley
Councillor Mike Gray
Councillor Dale Shudra

Staff: Chief Administrative Officer - Adrian Bergles
Corporate Officer - Jill Logan

Gallery: 3 members of the public (2 via Zoom)

Mayor Reinhardt Called this public hearing to order at 7:00pm.

The notice of this hearing was published in the Columbia Valley Pioneer on August 18th, 25th and September 1st.

Following the public hearing information session on August 10th, the Village has received 0 letters regarding the proposed Bylaw.

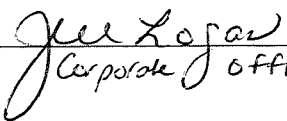
Mayor Reinhardt asked if there were any comments, questions or presentations from those in attendance regarding proposed Zoning Bylaw No. 480, 2022.

One member of the gallery commented that the definitions of screening and fencing could be clarified better, and also whether the existing, non conforming, recycle area in the Village would be grandfathered in.

The Mayor closed the public hearing for proposed Zoning Bylaw No. 480, 2022 at 7:06pm.

I certify the foregoing to be a fair and accurate record of this public hearing.

September 7th, 2022


Corporate Officer -

Village of Radium Hot Springs

Bylaw No. 481, 2022

A bylaw to establish a revitalization tax exemption program

WHEREAS Council may, by bylaw, establish a revitalization tax exemption program to encourage community revitalization to achieve a range of economic and environmental objectives, pursuant to the *Community Charter*;

AND WHEREAS Council has given notice of the proposed bylaw in accordance with the *Community Charter*;

NOW THEREFORE the Council of the Village of Radium Hot Springs, in an open meeting, enacts as follows:

1. CITATION

This bylaw may be cited as “**Village of Radium Hot Springs Revitalization Tax Exemption Program Bylaw No. 481, 2022**”.

2. SEVERABILITY

If any part, section, subsection, clause, or sub clause of this bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

3. ADMINISTRATION

The Chief Administrative Officer, or designate, is authorized to administer this bylaw.

4. DEFINITIONS

4.1 In this bylaw:

“Brownfield Redevelopment” means the construction of a commercial or residential development on a Parcel when preceded by the submission of a site disclosure statement by the Parcel owner declaring a prior *Environmental Management Act Contaminated Sites Regulation* Schedule 2 use *and* the issuance of a certificate of compliance for the Parcel by the director of contaminated sites under the *Environmental Management Act*.

“Building Permit Value” means the Construction Value as stated on a printed building permit.

“Exemption Certificate” means a revitalization tax exemption certificate issued by the Village under this bylaw in respect of an eligible Parcel.

“Municipal Property Tax” means the property taxes Council has imposed pursuant to the Village of Radium Hot Springs annual tax rates bylaw for the applicable taxation year.

“Non-Market Change” means the change, as determined by the British Columbia Assessment Authority under the *Assessment Act*, to the improvements portion of a parcel’s assessed value after issuance of a building permit for construction that is eligible under part 7 of this bylaw and is not due to real estate market fluctuations or conditions.

“Occupancy Permit” means an occupancy permit as defined under the *Village of Radium Hot Springs Building and Plumbing Bylaw No. 392, 2013*.

“Parcel” means a lot, block, or other area in which land is held, or into which land is subdivided, of which at least 50% of the area is within the Brownfield Redevelopment Investment Incentive Area (as outlined on Schedule “A” which is attached to and forms part of this bylaw).

“Program” means the initiative established by the *Village of Radium Hot Springs Revitalization Tax Exemption Program Bylaw No. 481, 2022*.

“Project” means an eligible Brownfield Redevelopment as outlined in part 7 of this bylaw and does not include any construction that is outside the scope of this bylaw.

“Remediation Costs” means costs which are:

- (a) for activities necessary to obtain a certificate of compliance under the *Environmental Management Act* including costs for assessments, ministry fees, and remediation; and

- (b) incurred after February 1, 2021.

“Tax Exemption” means a revitalization tax exemption pursuant to this bylaw.

“Village” means the Corporation of the Village of Radium Hot Springs.

5. ESTABLISHMENT OF A REVITALIZATION TAX EXEMPTION PROGRAM

5.1 Pursuant to the *Community Charter* there is hereby established the Brownfield Redevelopment Investment Incentive Area as outlined on Schedule “A”, which is attached to and forms part of this bylaw. Schedule “A” is a representation of the Village of Radium Hot Springs Brownfield Redevelopment Investment Incentive Area.

5.2 Pursuant to the *Community Charter* there is hereby established a revitalization tax exemption Program for the Brownfield Redevelopment Investment Incentive Area, providing a Tax Exemption for Parcels with Projects meeting Program requirements.

5.3 Subject to section 5.2, this bylaw expires on December 31, 2032.

5.4 Subject to section 5.3, any Tax Exemption in effect on the date of expiry of this bylaw will remain in effect for the duration of the term specified on the Exemption Certificate.

6. PROGRAM REASONS AND OBJECTIVES

6.1 A Program is hereby established to encourage Brownfield Redevelopment.

7. ELIGIBLE PROJECTS

7.1 The Project must be situated on a Parcel within the Brownfield Redevelopment Investment Incentive Area.

7.2 A building permit must have an issue date no earlier than that the date of adoption of this bylaw.

7.3 The Parcel owner must have been issued an Occupancy Permit in respect to the Project.

7.4 The Project must meet all program criteria and comply with all applicable land use and other Village of Radium Hot Springs regulations.

7.5 The Project must be one or more of the following types:

- (a) New construction with a Building Permit Value greater than or equal to \$100,000.

8. TAX EXEMPTION

8.1 The terms and conditions upon which an Exemption Certificate may be issued are as set out in this bylaw. The Application for Tax Exemption (as shown in Schedule "B") and the Exemption Certificate (as shown in Schedule "C") are attached to, and form part of, this bylaw.

8.2 An Exemption Certificate shall apply to a Parcel after the following conditions are met:

- (a) The owner of the Parcel has met all applicable provisions of this bylaw;
- (b) All property taxes, including penalties and interest, due and owing in respect to the Parcel must be fully paid;
- (c) The owner has provided a copy of the certificate of compliance issued by the director of contaminated sites under the *Environmental Management Act* for the Parcel for which the owner is seeking a Tax Exemption;
- (d) The owner has provided receipts and other financial statements to provide evidence of payment of Remediation Costs on the Parcel for which the owner is seeking a Tax

Exemption;

(e) The owner has made an Application for Tax Exemption and an Exemption Certificate has been issued for the Parcel by the Village; and

(f) The owner of the Parcel has met all terms and conditions as set out in this bylaw.

8.3 The Tax Exemption is equivalent to 100% of the Municipal Property Tax payable on the amount of Non-Market Change attributed to the Project, as specified in Part 7 of this bylaw and where all conditions as stated in Part 8 of this bylaw have been met for a total of seven (7) calendar years.

8.4 For a Tax Exemption to commence in any given year, an owner must submit an Application for Tax Exemption to the Village of Radium Hot Springs by July 1st of the preceding year.

8.5 An Exemption Certificate may be revoked and Tax Exemption terminated if:

(a) The owner breaches any covenant, condition, or obligation as set out in the Exemption Certificate;

(b) The Parcel is put to any use that is not permitted or fails to meet any of the Project eligibility requirements as outlined in Part 7 of this bylaw;

(c) The owner breaches:

1. Any enactments, laws, statutes, regulations, or orders by any authority having jurisdiction, including bylaws of the Village; or

2. Any federal, provincial, or municipal environmental licences, permits, or approvals.

8.6 If a Parcel that has benefitted from a Tax Exemption has its Exemption Certificate revoked all Municipal Property Taxes which were exempted in respect of that Parcel shall be repaid, plus interest, as if those Municipal Property Taxes had never been exempted and the collector shall add those Municipal Property Taxes to the roll for that Parcel.

9. EXTENT OF TAX EXEMPTIONS

9.1 Notwithstanding anything in this bylaw, if further improvements are made to a property during the term of a Tax Exemption, those further improvements are not eligible for another Tax Exemption under this bylaw.

9.2 Parcels for which a site disclosure statement has been submitted to the relevant authority and no certificate of compliance has been issued for the Parcel by the director of contaminated sites under the *Environmental Management Act*, for any reason, are not eligible for a Tax Exemption under this bylaw.

READ A FIRST TIME this 10TH day of August, 2022

READ A SECOND AND THIRD TIME THIS 7th day of September, 2022

RECONSIDERED AND ADOPTED this _____ day of September, 2022.

Mayor Clara Reinhardt

Corporate Officer Jill Logan

Hereby certified a true copy of the Village of Radium Hot Springs Revitalization Tax Exemption Program Bylaw No. 481, 2022:

Corporate Officer Jill Logan

Schedule “A”

Revitalization Tax Exemption Program Bylaw No. 481, 2022

Brownfield Redevelopment Investment Incentive Area

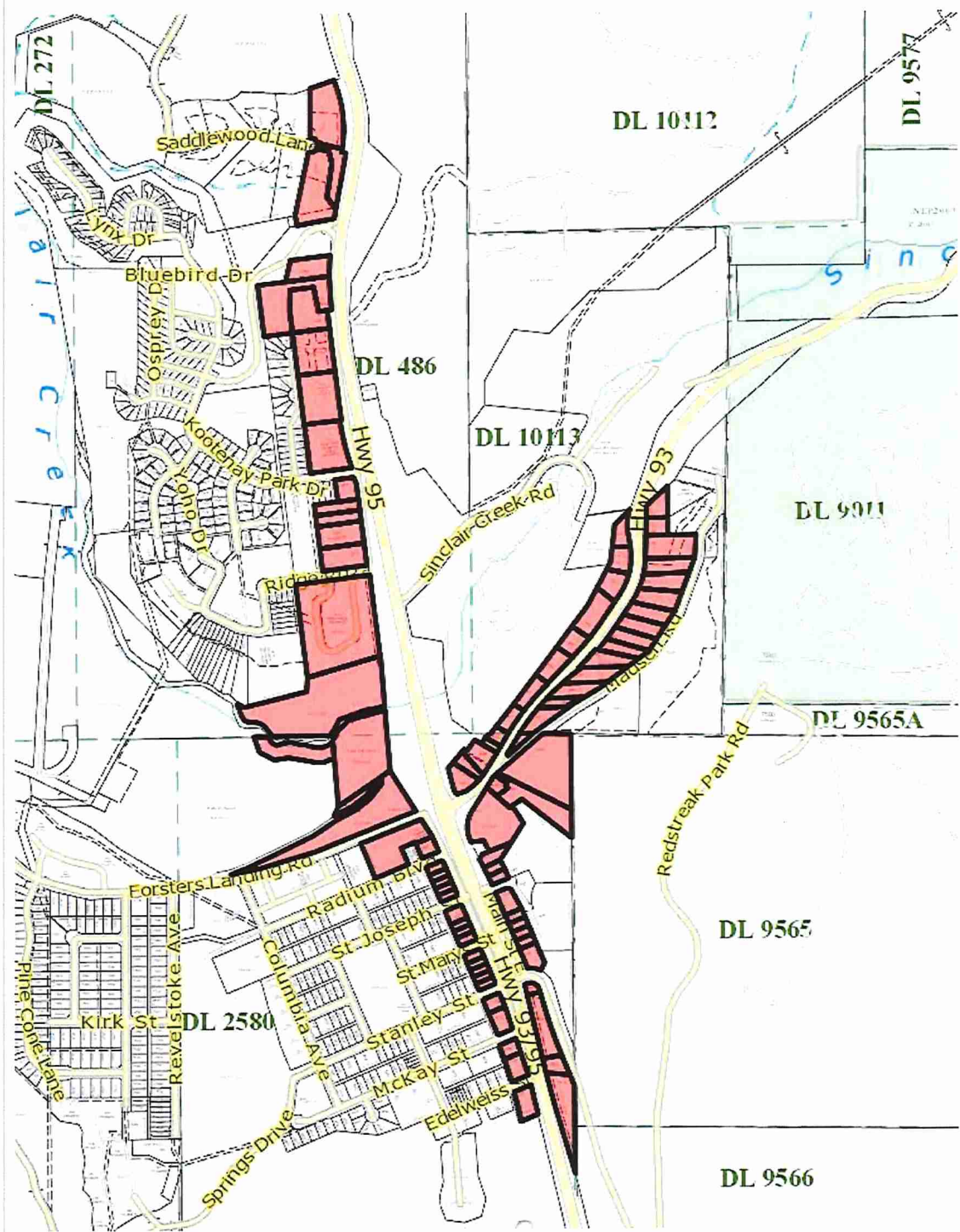
Main St. E and W., Highway 93 & Highway 95

MAP ATTACHED

VILLAGE OF
RADIUM HOT SPRINGS

Legend

- Lot Line
- - - Right of Way
- District Lot



Notes:

500 0 250 500 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere
RDEK GeoViewer - 8-4-2022 2:25 PM

Scale = 1: 20,000



THIS MAP IS NOT TO BE USED FOR NAVIGATION

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Schedule “B”

Revitalization Tax Exemption Program Bylaw No. 481, 2022

Village of Radium Hot Springs

Development Services Department

Application for Tax Exemption

Date: Folio Number: Tax Exemption Number:

APPLICANT INFORMATION		OWNER INFORMATION	
NAME:		NAME:	
ADDRESS:		ADDRESS:	
CITY:	POSTAL CODE:	CITY:	POSTAL CODE:
PHONE:		PHONE:	

PARCEL INFORMATION
CIVIC ADDRESS OF PARCEL
LEGAL DESCRIPTION OF PARCEL

CERTIFICATION AND SIGNATURE	
I hereby certify that:	
a) A Project has been constructed or renovated upon the above referenced Parcel and is fully operational; and	
b) That the total cost of construction was \$ [attach documentary evidence in support]	
Applicant’s Signature	Date
THIS APPLICATION IS MADE WITH MY FULL KNOWLEDGE AND CONSENT	
Registered owner of Parcel	Date
*WHERE THE APPLICANT IS NOT THE REGISTERED OWNER THE APPLICATION MUST BE SIGNED BY THE REGISTERED OWNER	

Schedule “C”

Revitalization Tax Exemption Program Bylaw No. 481, 2022

Village of Radium Hot Springs

Development Services Department

Tax Exemption Certificate

Date: Folio Number: Tax Exemption Certificate Number:

Term: Date of Expiry:

ELIGIBLE PARCEL AND PROJECT
CIVIC ADDRESS OF PARCEL
LEGAL DESCRIPTION OF PARCEL

CERTIFICATION
<p>THIS CERTIFICATE IS TRANSFERRABLE UPON THE SALE OF THE ELIGIBLE PARCEL AND IMPROVEMENTS.</p> <p>Conditions:</p> <ol style="list-style-type: none">1. This Tax Exemption Certificate is subject to the condition that:<ol style="list-style-type: none">a) The owner of the Eligible Parcel continually meets all terms and condition of this bylaw and this Certificate.2. If this Certificate is revoked all Municipal Property Taxes which were exempted shall be repaid, plus interest, as if those Municipal Property Taxes had never been exempted and the collector shall add those Municipal Property Taxes to the roll for that Parcel. <p>Effective Date: This Certificate does not apply to Municipal Property Tax in a calendar year unless it is issued on or before October 31st of the preceding year.</p>
<div><div>_____ Chief Financial Officer, Village of Radium Hot Springs</div><div>_____ Date</div></div>

Meeting Type and Date: Meeting – September 28th, 2022
From: Adrian Bergles, Chief Administrative Officer
Prepared By: Emily Mitchell, Finance
Subject: Permissive Tax Exemption

Recommendation: That Council gives three readings to Tax Exemption (Church Properties) Bylaw No. 484,2022.

Request for Decision ☒ Department Report ☐ Information Report ☐

Implications of Recommendation:

Asset Management: N
Financial: Y: Provides an exemption for municipal tax payable
OCP: N
Policy: N
Strategic Plan: N

SUMMARY INFORMATION

A Permissive Tax Exemption is a means for Council to support organizations within the community which further council's objectives of enhancing quality of life and delivery of services economically. A Permissive Tax Exemption is strictly at the discretion of the Village of Radium Council.

To be eligible, the nature of the organization must be:

- Not for profit organization
 - Charitable or philanthropic organization
 - An athletic or service club or association
 - Care facility or licensed private hospital
 - Partner of the municipality by agreement under s.225 of the *Community Charter*
 - Other local authority
 - Organization eligible under s.220 statutory exemption (e.g. public worship, senior home, hospital)
-

As required, notice was provided at the post office and the Village Office notice board.
Expressions of interest from organizations that may be eligible for a Permissive Tax Exemption had to be submitted by September 16th.

There were no additional requests for exemption.

OPTIONS FOR COUNCIL

- Council gives three readings to the bylaw (recommended)
- Council amends the bylaw
- Council tables the bylaw

Respectfully submitted:

Emily Mitchell
Finance

VILLAGE OF RADIUM HOT SPRINGS

BYLAW NO. 484, 2022

Being a bylaw to provide for a permissive exemption from taxation of lands.

WHEREAS the municipality has the authority under Part 7, Division 7, Section 224 of the *Community Charter* to exempt from taxation additional land held by a religious organization.

NOW THEREFORE the Council of the Village of Radium Hot Springs in open meeting, assembled **ENACTS** as follows:

- 1) The following land and improvements shall be exempt from municipal taxes for the 2023 taxation year:

Folio #03760.010 PID# 027-729-761

Lot 1, Plan NEP87941, District Lot 2580, Kootenay Land District,
The Roman Catholic Bishop of Nelson.

Folio #03760.030 PID# 027-729-788

Lot 3, Plan NEP87941, District Lot 2580, Kootenay Land District,
The Roman Catholic Bishop of Nelson.

Folio #03760.040 PID# 027-729-796

Lot 4, Plan NEP87941, District Lot 2580, Kootenay Land District,
The Roman Catholic Bishop of Nelson.

Folio #03760.050 PID# 027-729-800

Lot 5, Plan NEP87941, District Lot 2580, Kootenay Land District,
The Roman Catholic Bishop of Nelson.

- 2) This permissive exemption shall include the entire lot for each property noted above. Currently the properties, held in the name of Roman Catholic Bishop of Nelson, are used for a church, church parking and 'Stations of the Cross'.
- 3) This bylaw shall be cited as "Tax Exemption (Church Properties) Bylaw No. 484, 2022".

READ A FIRST, SECOND AND THIRD TIME this _____ day of September, 2022.

RECONSIDERED and ADOPTED this _____ day of October, 2022.

Clara Reinhardt, MAYOR

Jill Logan, Corporate Officer

HEREBY CERTIFIED A TRUE COPY OF
BYLAW NO. 484, 2022.

Jill Logan, Corporate Officer

Meeting Type and Date:	Meeting – September 28, 2022
From:	Adrian Bergles, Chief Administrative Officer
Prepared By:	Adrian Bergles, Chief Administrative Officer
Subject:	Bylaw No. 485 Delegation of the Procurement Authority
of	of Council
Recommendation:	That Council give first, second, and third reading to “Bylaw No. 485 Delegation of the Procurement Authority of Council”

Request for Decision ☒ Department Report ☐ Information Report ☐

Implications of Recommendation:

Asset Management:	N
Financial:	Y: Procurement
OCP:	N
Policy:	Y: Delegates procurement power to the CAO; updates old Bylaw
Strategic Plan:	Y: CAO workplan (Procurement Policy)

SUMMARY INFORMATION

Under Division 6, s. 154(1)(b) of the *Community Charter*, Council may delegate its powers to an officer of the municipality.

The current delegation of authority bylaw, No. 220, 2000 is 22 years old, and references outdated acts, and former staffing positions that are no longer in effect.

This bylaw will allow the CAO to enter into agreements on behalf of the Village, and as guided by the Procurement Policy, as adopted by Council resolution.

OPTIONS FOR COUNCIL

- a) Read the bylaw as presented (recommended)
- b) Instruct staff to make further changes to the bylaw
- c) Table the bylaw amendment

Respectfully submitted:

Adrian Bergles, Chief Administrative Officer

VILLAGE OF RADIUM HOT SPRINGS

BYLAW NO. 485, 2022

Being a bylaw authorizing the delegation of the procurement authority of Council

WHEREAS under Division 6, s.154(1) (b) of the *Community Charter*, a Council may, by bylaw, delegate its powers, duties and functions, including those specifically established by enactment, to the extent provided, to an officer or employee of the municipality;

NOW THEREFORE, the Council of the Village of Radium Hot Springs, in open meeting assembled, *enacts*, as follows:

1. CITATION

This Bylaw may be cited as “*Delegation of the Procurement Authority of Council Bylaw No. 485, 2022*”.

2. DEFINITIONS

- 2.1 “CAO” means the Chief Administrative Officer of the Village;
- 2.2 “Council” means the elected council of the Village;
- 2.3 “Village” means the Village of Radium Hot Springs.

3. DELEGATION OF PROCUREMENT

Council hereby delegates to the CAO all of the powers, duties and functions of Council under s. 154(1)(b) of the *Community Charter*, to make agreements respecting the Village’s works or services, but subject to the limitations on that delegated authority as set out in the Village’s *Procurement Policy*, approved by Council by resolution, as may be amended by Council from time to time.

4. SCOPE OF THE BYLAW

For clarity, unless a power, duty or function of that Council has been expressly delegated by this Bylaw or other Village bylaw, all of the powers, duties and functions of Council remain with Council.

5. DELEGATION TO PERSONS HOLDING POSITION

Where this Bylaw delegates a power, duty or function to the CAO, the delegation of the power, duty or function is to the person who holds the position and to any person who, from time to time, is the deputy of that person so appointed by Council.

6. REPEAL OF BYLAW

Bylaw No. 220, 2000 cited as “*Delegation of Purchasing Bylaw No. 220, 2000*” is repealed.

This bylaw shall come into full force and effect upon the date of final passage.

Read a FIRST, SECOND AND THIRD time this day of SEPTEMBER, 2022.

RECONSIDERED AND ADOPTED THIS DAY OF OCTOBER, 2022.

Mayor Clara Reinhardt

Corporate Officer Jill Logan

Hereby certified a true copy of Bylaw No. 485,2022:

Corporate Officer Jill Logan

UBCM 2022 Report to Council

Mayor Clara Reinhardt

My conference began on Sunday with a UBCM executive meeting and Presidents dinner.

Monday

- Hosted/facilitated a study session Investigating Public Safety Reform – speakers included two MLA’s tasked with co-chairing the provincial policing review process, Councillor Craig Hodges chair of the UBCM Public Safety committee who chaired the review of the report, Deputy Minister overseeing Policing, and the CO E Division to speak to where we are at now. All very interesting, and what I took from it is that no/few Local Governments are interested in a Provincial Police Force, but we need to make the RCMP model more affordable and also more responsive to our needs.
- Attended part of the RMI meeting and was able to present on use of RMI funds to pay for the “Bighorns”
- Met with Minister Cullen on behalf of AKBLG to advocate for stable library funding.
- Chaired my last AKBLG Executive meeting!
- Attended Canfor hosted dinner with other Mayors and Chairs- at that time there was no indication of the curtailment which was announced last week.

Tuesday

- Hosted morning workshop Strengthening Responsible Conduct – well attended by folks who are concerned that good people won’t run due to the current environment. UBCM had hoped to partner with the province to have a statement with the swearing in of newly elected which stated the rules of conduct. The Province reneged, so it has to wait until next election. All Local Governments are strongly encouraged to have a Code of Conduct enacted.
- Met with MOTI staff re: turning lane off HWY 95 onto Prospector. We left feeling that there might be a solution available in fairly short order. Also took the opportunity to discuss second set of crossing lights across HWY 93/95
- Small talk forum and luncheon rest of the morning
- RDEK Meeting with Minister Conroy re: charging camping fees on Crown land to pay for increased enforcement and enhancing Rec Sites and Trails BC
- RDEK meeting with Minister Osborne re: presentation of final draft of the CVRPI for Steamboat Mountain. Both Director Wilkie and myself acknowledged that there is not unanimity on some of the statements, but that we all agree the status quo is not sustainable. We also noted that working with 3 Ministries, and 2 FN governments has added complexity and that we are constantly looking for funding to keep the momentum going. She made no promises, but noted the conversation with Minister Conroy re: camping fees. I also was advised to set up a meeting with Minister of Environment staff to discuss all of the above as he has the RSTBC in his portfolio. Apparently they are talking about merging them with the Conservation Officers to get more mileage. NO promises

- Great meeting with staff from both BC Ambulance and EMBC to discuss our issue regarding lack of payment for services rendered by our FR's. They seemed to understand the issue, and may have a temporary solution to help through the next 2 years of diversion. I was able to discuss further when I hosted a session for them the next day!
- Attended MIABC AGM
- Attended the UBCM Excellence awards ceremony- **NOTE: the communities all self-identified and submitted their own projects. no doubt Radium will be in a position to do this in the future!**
- At the Rogers Reception I was able to identify for them some of the dead spots along 93/95 for potential future cell towers (when the merger is concluded with Shaw). They shared that the first new tower will go in on the high side at Harrogate!

Wednesday

- Attended UBCM AGM
- AKBLG luncheon
- Government reception
- Dinner with Female Mayors of BC who have been an amazing support network for each other through the Pandemic!

Thursday

- Resource series breakfast for Forestry – interesting to see the new COFI CEO in action, not much new information.
- RDEK Meeting with MOTI staff re: rural transit and option to attempt a made in Kootenays solution as a pilot. Was well received.
- Resolutions
- Delegates luncheon
- Hosted workshop on Modernizing BC's Emergency Management Legislation
- Reception and Banquet

Friday

- Resolutions
- Premier speech
- Bus to airport and fly

Notes

Had an informal conversation with Melissa Weavers the rural advisor for Rural Economic Development, Pacific Region. Her Minister was in our area during the summer and she had prepared briefing notes for her. I was surprised, and wondered why she came. It was as a result of reading our Annual Report! They were intrigued by the range of wear and tear on our water and sewage treatment as a result of the peaks in our population. She only visited with one business (whom Melissa couldn't remember) and there might be follow-up. I have since emailed Melissa to get more information and to encourage them to connect with either the office or at least the Chamber in future to ensure a full experience!!!

Also had a random conversation with the Chief of Staff for the Green Party while sitting in resolutions. I had the opportunity to share with her why so many of the “green” resolutions were not supported by Rural elected folks. An example is a request for mandatory solar panels - Prince Rupert is the least sunny place on EARTH! Mandatory heat pumps would require most rural places to install two furnaces for when the temps go below -10C with current technology. Even if they become effective at -20C a good part of the Province would still be mandated to have a second furnace. And so on...I assured her that we all want to do our bit, but we need to not have a one size fits all, especially when we are also trying to have more affordable housing options.

In closing, I continue to advocate this convention as a worthwhile event for all Local Government elected officials to learn, network, and find out what else is happening in the Province. We can share successes as well as mistakes and learn from each other. Also, as I had the AKBLG experience, I realized how beneficial participation on this board was for our community as well. I would hate to see this opportunity constrained by any policies restricting participation by Council members!

Respectfully,

Clara Reinhardt

Mayor

Meeting Type and Date: Meeting – Sept. 28, 2022
From: Adrian Bergles, Chief Administrative Officer
Prepared By: Adrian Bergles, CAO
Subject: Active Transportation Network Plan

Recommendation: That Council adopts the Active Transportation Network Plan, as presented.

Request for Decision ☒ Department Report ☐ Information Report ☐

Implications of Recommendation:

Asset Management: N
Financial: Y
OCP: N
Policy: Y: Transportation Plan and improvements to pathways
Strategic Plan: Y: Long term planning

SUMMARY INFORMATION

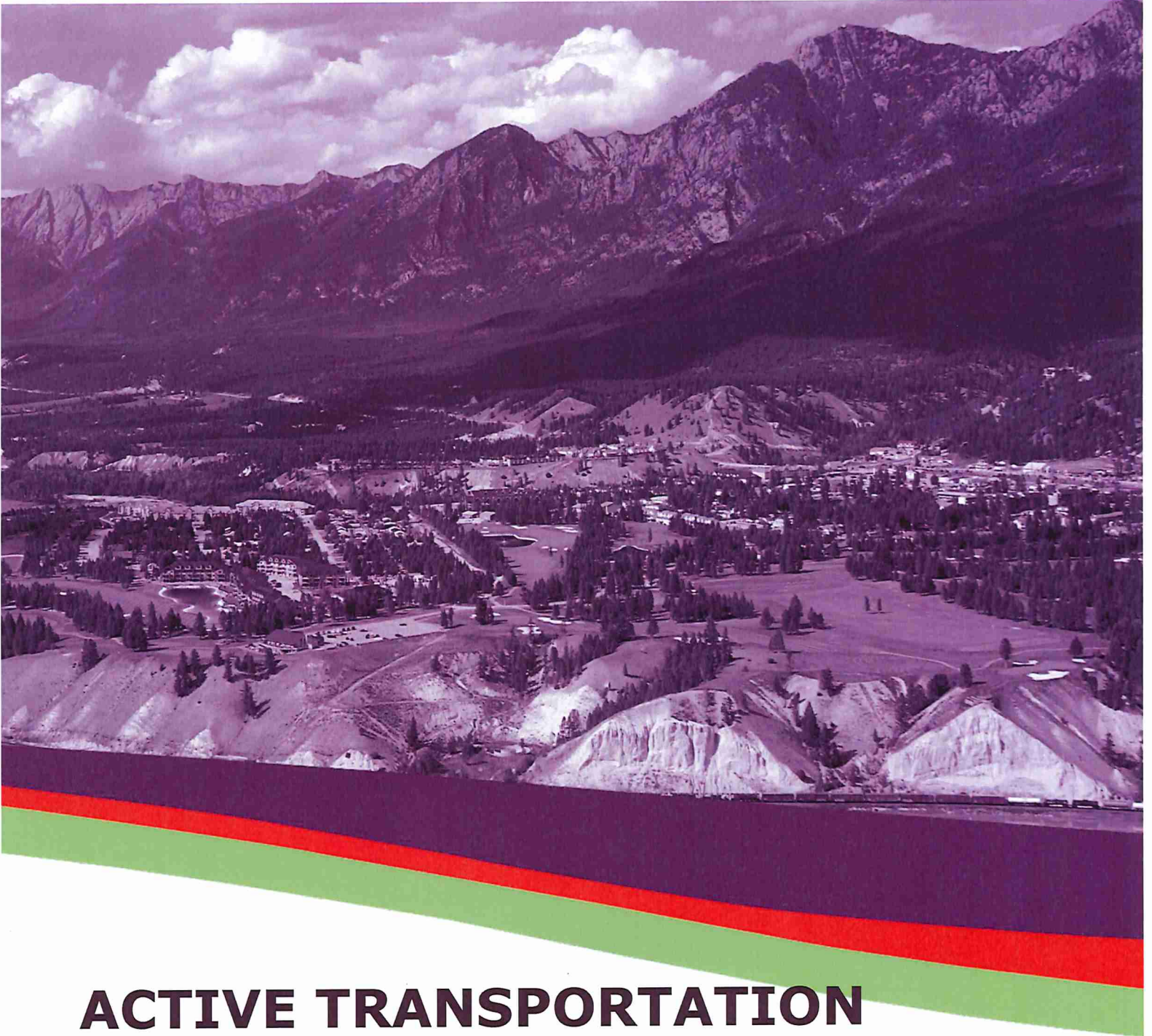
As stated in Ian Roth's presentation today, the purpose of the Active Transportation Network Plan (ATNP) is to improve, safety and connectivity of pedestrian and biking facilities throughout the Village.

Having an ATNP in place will better position the Village to apply for granting opportunities to further implement the recommendations made in the ATNP.

OPTIONS FOR COUNCIL

- a) Adopt the Active Transportation Network Plan as presented (recommended)
- b) Table the decision (not recommended).

Respectfully submitted: Adrian Bergles, CAO



ACTIVE TRANSPORTATION NETWORK PLAN

September 1, 2022

Final Draft

VILLAGE OF radium
hot springs

PREPARED FOR:

Village of Radium Hot Spring
4836 Radium Boulevard
Radium Hot Springs BC, V0A 1M0

Prepared By:

Urban Systems Ltd.
304 – 1353 Ellis Street
Kelowna, BC, V1Y 1Z9
Tel: 250.762.2517

Prepared by: Kayla Royce, MEng., P.Eng.
Transportation Engineer

Reviewed by: Ian Roth, P.Eng.
Transportation Engineer

Date issued: June 30, 2022 Draft Report R1
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September 1, 2022 Final Draft Report R3

File: Active Transportation Network
Project #065OA117045

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EXECUTIVE SUMMARY

INTRODUCTION

The Village of Radium Hot Springs (the Village) has developed an active transportation (AT) network plan (ATNP) to investigate existing AT connectivity, gaps, and opportunities within Radium Hot Springs (Radium) and to guide the development and implementation of future walking and cycling facilities.

The overarching goal of the ATNP is to encourage a healthy and active community and to improve mental and physical wellbeing. This plan prioritizes a list of projects to help promote active transportation infrastructure and provides the community with more options to commute and recreate through human-powered modes of transport. The ATNP also aligns with the Province of British Columbia’s AT Strategy “Move. Commute. Connect.” by encouraging safe and accessible AT facilities for all ages and abilities.

One of the main goals of the Plan was to establish a priority North-South AT corridor, connecting north Radium to the Old Coach Trail that leads south to Invermere. The concept-level drawings and cost estimates created for this route will set the Village up for funding opportunities and easier implementation.

Study Area

The area encompassed in the scope of the study is located within the Village of Radium Hot Springs and is illustrated below the figure below. This study focuses on the active transportation routes within the Village with an emphasis on local urban facilities including sidewalks, pathways, neighbourhood bikeways and cycling facilities.



Policy Context and Previous Studies

A review of the current policies and practices as well as previous studies within the area helped gain a better understanding of the study area to support the findings in this study. The following documents were reviewed:

- Official Community Plan (2013)
- Village of Radium Hot Springs Subdivision and Development Servicing Bylaw – 1997 (and amendment 2010)
- Village of Radium Hot Springs Community Recreation Facilities Study (2014)
- Regional Plans (including Regional Sustainability Strategy, Columbia Valley Destination Development Strategy and the Regional District of East Kootenay Columbia Valley Bicycle Network Plan)

Community Engagement

The community was engaged in the development of this Plan over two phases. Community Engagement Part 1 was available from February 14 to March 27, 2022, and focused on collecting the public’s input on issues, challenges, and opportunities to active transportation in Radium. Further, input was gathered on the preferred north-south route through the Village. This round of community engagement was conducted online using ESRI StoryMaps. This platform also acted as a “home base” for people to learn about the project, participate in the online engagement activities and learn about upcoming engagement activities throughout the project. The input received from this engagement round was used to help determine the proposed network and desired facility types.

For Community Engagement Part 2, the Village hosted an in-person pop-up event and distributed a survey in order to collect feedback on the draft ATNP and ensure that it accurately reflected the collective vision of the community. The pop-up event took place on July 22, 2022 and the survey was open from July 22 – August 14, 2022. The input received from this round of engagement confirmed overall support for the Plan. Specific comments related to the content of the Plan were used to refine and finalize it.

EXISTING CONDITIONS

Existing sidewalks are primarily found within the southwest portion of the Village, along Main Street W, Forster’s Landing Road, Columbia Avenue, Radium Boulevard, and Stanley Street. Where sidewalks are present, they are only provided on one side of the roadway. For the most part, sidewalks do not exist outside the southwest portion of the Village.

In addition to sidewalks, there are a few hiking trails within the Village, including the Sinclair Canyon Trail and the Old Coach Trail. These trails are generally considered recreational and have been created with the intention of preserving the natural surroundings as much as possible. As such, they are unpaved and narrow and used for enjoying nature rather than for getting from “point A” to “point B”. There are also a few short sections of Multi-use Pathways (MUPs) scattered throughout the Village. These MUPs are paved asphalt and wider than sidewalks, allowing enough space for two-way bicycle movement.

The total length of active transportation infrastructure for each facility type in the Village is summarized in the table below.

Facility Type	Total Length (km)
Sidewalks	5.7
Multi-Use Pathways (paved)	0.7
Trails (unpaved)	5.1

KEY ISSUES AND OPPORTUNITIES

Understanding the key issues and opportunities of the existing active transportation network helps to set the community up for success in developing the future AT network. This information was gathered through the engagement process.

During the first engagement survey, respondents were asked what would encourage them to walk, roll or bicycle more often in Radium. The top three responses included:

- **Improvements to winter maintenance** of walking, rolling and bicycle infrastructure
- **Incentivise** walking, rolling and bicycling over driving
- **Improvements to maintenance** of walking, rolling and bicycle infrastructure during non-winter months.

Overall, respondents indicated that the top issues or challenges for walking, rolling and bicycling were a **lack of designated pedestrian and bicycling pathways and routes**. Respondents would like to see **paved multi-use pathways** and **unpaved trails** to improve walking and bicycling in Radium. The key issues and opportunities identified by participants in the survey are outlined in the table below.

	ISSUES	OPPORTUNITIES
Walking, Rolling + Accessibility	<p>The main issues or challenges for walking or rolling in Radium were noted as:</p> <ul style="list-style-type: none">• Lack of sidewalks or pathways• Poor conditions of sidewalks or pathways• Lack of proper lighting after sunset	<p>Respondents expressed they would like to see the following infrastructure to improve walking, rolling or accessibility in Radium:</p> <ul style="list-style-type: none">• Paved multi-use trails• Unpaved walking trails• Sidewalks
Bicycling	<p>Respondents cited the main issues or challenges for bicycling in Radium as:</p> <ul style="list-style-type: none">• Lack of multi-use trails, bicycle lanes and bicycle routes• High volumes, speeds and/or loud noise of motor vehicle traffic• Lack of bicycle parking	<p>In terms of bicycle infrastructure, results reveal that respondents would like to see the following infrastructure in Radium:</p> <ul style="list-style-type: none">• Paved multi-use pathways• Unpaved trails• Bicycle parking

ACTIVE TRANSPORTATION VISION AND GOALS

A Vision statement for Radium’s active transportation network was developed through a review of the Village’s existing plans and policies. The visions, goals, objectives, and themes identified in these documents fed into the language and key themes used to develop the draft Active Transportation Plan vision and goals.

The Vision statement describes the Village’s aspirations for the future of its active transportation plan.

The Vision for Active Transportation in Radium Hot Springs

Residents of the Village of Radium Hot Springs enjoy a compact and cozy lifestyle through its integrated walking and bicycling network. The mix of paved multi-use trails, sidewalks and bikeways within the small mountain village balance recreation and commuting opportunities. Resort visitors are not limited to using their vehicles, providing a clean and relaxed atmosphere that safely and accessibly connects them to all the amenities the Village has to offer.

The vision is supported by a set of AT goals designed to reflect key community priorities such as health, economy, environment, and quality of life. The goals were used as guiding principles to help evaluate and determine priorities for walking and cycling projects over the short, medium and long-term.

The Goals for Active Transportation in Radium Hot Springs are to:

- Establish a **Safe** and **Comfortable** Active Transportation Network – the facilities that make up the network are designed in accordance with BC’s active transportation guidelines, offering the industry standard for safety. Adequate separation is provided between people walking and biking and motor vehicles, or ensures vehicle speeds are low where separation is not provided. Facilities are maintained to allow safe, year-round use.
- Ensure the Active Transportation Network is **Connected** – the network provides several route options for moving around the village on foot or by bicycle. The options are easy to navigate, with no gaps and no dead-ends.
- Provide an **Inclusive** Active Transportation Network – the network allows everyone to move throughout the community regardless of age, ability, and income. It is supported by policies and programs including educational initiatives that promote proper use of the network.

IMPLEMENTATION STRATEGY

Based on the feedback collected from the community engagement mapping exercise and input provided from Village staff, 44 projects and actions were identified.

A high-level evaluation of these AT projects was undertaken to prioritize the top 35 projects within the Village. The evaluation criteria that were used to prioritize these bicycling and walking projects were based on feasibility and the Plan’s goals. The evaluation criteria that were used to prioritize these projects were based on the Active Transportation Network Goals and the general feasibility (acceptability, ease of implementation / constructability / level of risk, overall project cost).

The top 35 projects were placed into five categories:

- 1. Infrastructure projects – North-South Route
- 2. Infrastructure projects
- 3. Amenities
- 4. Advocacy
- 5. Policy

The project details are provided in **Sections 6.1, 6.2 and 6.3.**

COST ESTIMATES

The conceptual planning-level (Class D) cost estimates were developed for the high-priority projects using unit costs gathered from other recent projects in the Kootenay area. A generalized cost estimating procedure was used and does not include allowances for right-of-way and property acquisition, and utility relocations. Engineering (21%) and contingency (40%) allowances were also included in the cost estimates to reflect the limited site information available at this planning level of study.

The Class D cost estimates listed in the table below will provide the Village with the relative project size which will assist with applying for external funding opportunities. These cost estimates should be further refined with preliminary design before implementation. This entails taking into consideration property acquisition, utility relocation, and other potential costs. In many cases, actual construction costs may be less than shown as further detailed engineering will often eliminate project risks and uncertainties. Note that the table does not include projects associated with the North-South AT Corridor. For this corridor, Class C cost estimates were developed. Refer to **Appendix C** for the concept design drawings and associated Class C cost estimate.

Recommended Improvement	Location / Corridor	Project Extent		Approximate Length (m)	Capital Costs
		From	To		
Sidewalk	Stanley St (north side)	Columbia Ave	Main Street W	290	\$269,700.00
Multi-Use Pathway or	St. Joseph St (south side)	Main St W	Park Dr E	150	\$139,500.00 (sidewalk)
Sidewalk					\$183,000.00 (Multi-Use Path)
Sidewalk	St Joseph St (north side)	Columbia Ave	Main Street W	390	\$362,700.00
Sidewalk	St Marys St (north side)	Main St W	Park Dr E	150	\$139,500.00
Sidewalk	St Marys St (south side)	Main St W	Park Dr E	150	\$139,500.00
Multi-Use Pathway	North, and west perimeter of Legend's Field	-	-	260	\$202,800.00

FUNDING STRATEGIES

Implementing costs for the improvements listed in the ATNP can be significantly reduced by pursuing external funding sources and partnership opportunities. The Village may consider helping leverage its investments and to maximize its ability to implement network improvements. The funding was categorized into three funding streams:

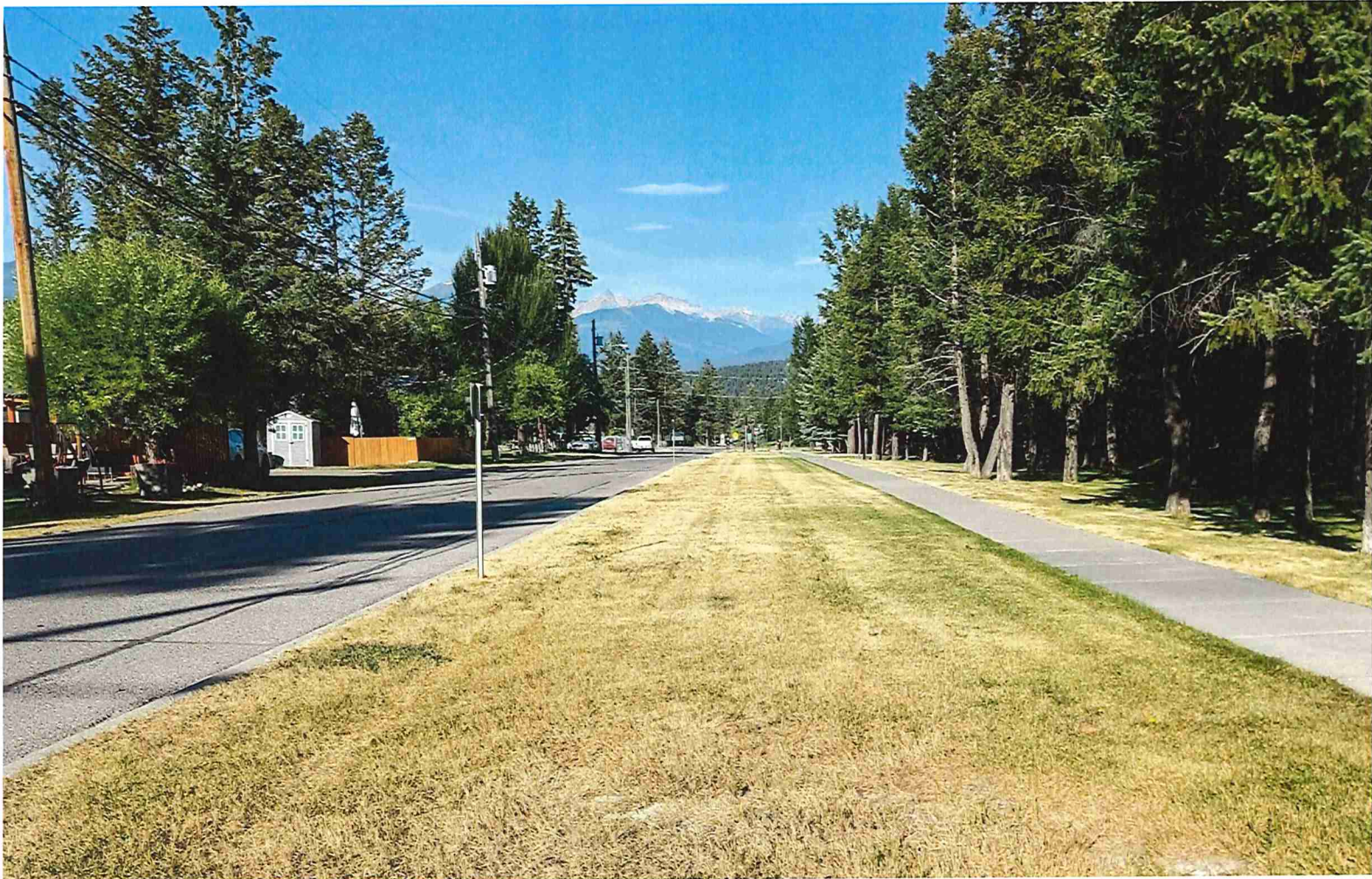
- Federal opportunities
- Provincial opportunities
- Private funding

CONCLUSION

The ATNP provides an approach to guide the Village’s AT investments over the next 20 years and beyond. The plan includes recommendations for improving and expanding AT infrastructure and supporting it with active transportation policies and programs over the short- medium- and long-term.

To meet the vision and goals outlined in the ATNP, the Village intends to invest in new walking and cycling infrastructure, upgrade existing infrastructure, provide ongoing maintenance and management of existing facilities, utilize resources for development of new standards and policies, and actively pursue external funding to implement projects.

The ATNP was developed based on technical work and engagement with community members through a public engagement process and with regular meetings with Village staff.



1 INTRODUCTION

The Village of Radium Hot Springs (the Village) retained Urban Systems Ltd. to undertake an active transportation (AT) network plan (ATNP). The purpose of developing this plan was to investigate existing AT connectivity, gaps, and opportunities within Radium Hot Springs (Radium) and to guide the development and implementation of future walking and cycling facilities. A review of the current policies and practices as well as previous studies within the area helped gain a better understanding of the study area to support the findings in this study.

The overarching goal of the ATNP is to encourage a healthy and active community and to improve mental and physical wellbeing. This plan prioritizes a list of projects to help promote active transportation infrastructure and provides the community with more options to commute and recreate through human-powered modes of transport. The ATNP also aligns with the Province of British Columbia’s AT Strategy “Move. Commute. Connect.” by encouraging safe and accessible AT facilities for all ages and abilities.

Further, the following study objectives were identified at the outset of the ATNP’s development for the Village:

- Connect community destinations
- Develop attractive pedestrian streets that encourage active transportation
- Provide safe active transportation connections that support healthy lifestyles
- Incorporate feedback and create buy-in through community engagement
- Design a connected north-south active transportation corridor with facilities that serve walking, cycling and other human-powered modes of transport

This report is organized into the following sections and documents the scope, methodology, technical analysis, findings, and recommendations of the Radium Hot Springs ATNP:

- Introduction
- Existing Conditions
- Key Issues and Opportunities
- Vision and Goals
- Active Transportation Facility Design Guidance
- Implementation Strategy
- Conclusion

1.1 Benefit of Active Transportation Facilities to Community Safety

Active transportation facilities provide an enhanced experience for users. The main outcome is safety, where many of these facilities aim to physically separate AT users from motor vehicles. Providing separation increases the visibility of AT users and provides clear delineation between where motor vehicles, cyclists, and pedestrians are permitted to travel. Further, this separation reduces the potential for conflicts between vehicles and cyclists along road segments, intersections, and road crossings. Technical research supports the notion that bicycle facility improvements lead to a reduction in serious injury collisions between motor vehicles and cyclists. As a result, the development of a dedicated bicycle network can provide an overall benefit to community safety.

1.2 Study Area

The area encompassed in the scope of the study is located within the Village of Radium Hot Springs and is illustrated below in **Figure 1-1**. This study focuses on the active transportation routes within the Village with an emphasis on local urban facilities including sidewalks, pathways, neighbourhood bikeways and cycling facilities.

1.3 Policy Context & Previous Studies

1.3.1 Official Community Plan Schedule 1 - Bylaw No. 396, 2013

The Village's 2013 Official Community Plan (OCP) includes policies related to land use and growth. The goal of the document is to develop policies to guide planning decisions within the community and manage land use.

The OCP's **vision** for the community is as follows:

*Authentic. Connected. Self-sufficient. Beautiful, balanced, and Compact.
Radium 2030 is a small, 'smart' mountain village with a healthy range of
services and amenities for a community our size, and a breadth of
demographic, income and housing options.*

The OCP's holistic goals related to transportation in the Village are as follows:

- Preservation of the characteristics of a small village defined as having a sense of personal safety, knowing your neighbours, access to basic services and amenities, and a compact and pedestrian friendly scale.
- Continue to improve our streetscapes to enhance visitor experience, encourage our small town sense of pride and community, and foster appreciation of our natural and man-made assets.
- Further develop our sidewalk and pathway networks to connect natural amenities, and commercial and residential areas to each other, as well as to adjacent communities.
- Acquire lands, as funding and opportunities allow, for a broad spectrum of municipal uses, including but not limited to park, institutional (i.e. library), recreational (i.e. trails), and community gatherings.
- Plan, support and foster public awareness and education for initiatives that promote a safe community.

More specific goals are outlined under the categories of sustainability, environment and infrastructure. The OCP's section on infrastructure specifies goals, strategies and policies directly related to the ATNP:

PATHWAY NETWORK

Goals

- Provide an alternative to motorized transportation.
- Develop a comprehensive pathway network system.
- Provide opportunities for walking, jogging, cycling and nature appreciation.

Strategies

- Incorporate public walking and biking pathways as an integral component of the transportation system in community planning and development approvals.
- Include public pathways in the requirements for new developments.
- Work with Kootenay National Park, First Nations, the RDEK, and neighbouring communities to build pedestrian and bicycle links.
- Pursue incentives and partnerships with local jurisdictions, non-profit organizations, and provincial and federal entities in the development of greenspace initiatives.
- Ensure that pathway design and construction criteria are appropriate for the type of pathway to be developed.
- Provide pathway network signage that provides information on routes, directions, potential hazards, rules and regulations.

Policies

- Existing and proposed pathways are identified on Schedule "E".
- Development of pathways will not be limited to those identified in Schedule "E" as unforeseen pathway opportunities may be identified based on the nature of new development proposals.
- The Village will work with adjacent communities, private landowners, Parks Canada, non-profit organizations, First Nations, and the RDEK to develop connecting links for recreational purposes and for commuting between neighbouring communities.
- As a condition of development, Council requires dedication and/or construction of pathways on or adjacent to development sites.
- In order to maintain access to surrounding natural features, public pathways must be secured on development lands and integrated into natural areas around developments.
- Provide parking areas near trailheads to encourage people to park their vehicle and walk or bike.
- Enhance the sidewalk, lighting and landscaping along the north side of Highway 93 to connect to Kootenay National Park and encourage the Park to renovate their portion of sidewalk.

TRANSPORTATION & PARKING

Goals

- Provide alternative modes of travel.
- Minimize vehicular traffic impact on neighbourhoods.
- Improve the appearance, pedestrian friendliness and safety of our streets.

Strategies

- Maintain a compact development footprint that encourages travel by foot and bike.
- Support alternative modes of transportation for the community and visitors so as to reduce traffic and lessen demand for commercial parking.

Policies

- Provide parking areas near trailheads to encourage people to park their vehicle and walk or bike.
- Require new developments, including strata developments, to incorporate sidewalks or trail linkages, tree planting, and low-glare street lighting along roads and access routes to contribute to their visual appearance and pedestrian friendliness.

1.3.2 Village of Radium Hot Springs Subdivision and Development Servicing Bylaw No. 169, 1997 (& amendment, Bylaw No. 363, 2010)

The Village's Subdivision and Development Servicing bylaw provides general engineering requirements from approval of engineering drawings to the final submission of as-built drawings. Regarding the transportation network, SCHEDULE B provides the regulations, standards and specifications for the design and construction of highways and includes information such as roadway widths, classifications, alignments, materials, and construction methods, and street lighting requirements.

The following guidelines have been summarized to understand the regulations surrounding sidewalks and pathways within the Village:

- Monolithic sidewalks shall be 1.2m wide for residential zones – a 2010 amendment to the bylaw (bylaw no. 363) included a revision indicating that monolithic sidewalks should be constructed to a 1.5m width.
- Separated sidewalks shall be 1.5m wide for residential and commercial zones.
- Schedule 3.0 contains the standard drawings for the sidewalks

1.3.3 Village of Radium Hot Springs Community Recreation Facilities Study (2014)

The objective of the Community Recreation Facilities Study needs assessment is to understand the community's physical space needs in relation to the development of recreational, social and cultural activities and events over the next 5-10 years.

Recommendations pertaining to the ATNP resulting from the study include the following:

- Pursue the continue development of trail and pathway strategy as per strategies and policies outlined in Policy 3.5.3 of the Official Community Plan. Use established partnerships to expand trail network and work with business and residential landowners to increase accessibility and movement throughout neighborhoods and business zones.
- Develop a Village specific walk/bike map.
- Continue to develop bike park and pump track area to increase use, access and safety.
- Develop a park maintenance and priority strategy and continue to upgrade aging outdoor infrastructure, as funding is made available.

1.3.4 Regional Plans

Several regional plans add broader context in understanding priorities for development and transportation in the region:

- The **Regional Sustainability Strategy** (2014) provides a sustainability lens to guide decision making throughout the region. The strategy outlines a vision for a multi-modal transportation network that builds on existing assets and develops local transportation options.
- The **Columbia Valley Destination Development Strategy** (2017) has a series of guiding principles for enhancing connections and development in the region. This includes improving secure and reliable access, providing eco-tourism opportunities to manage tourism impacts, and developing well-planned and located amenities and infrastructure to support quality outdoor experiences.
- The **Columbia Wetlands Conservation Action Framework 2020-2025** (2019) identifies the importance of the Wetlands in the region and identifies priorities to reduce unsustainable recreation and human developments that might threaten wildlife habitat and interactions.
- The **Regional District of East Kootenay Columbia Valley Bicycle Network Plan** (2016) highlights the importance of pathways for both recreation and transportation throughout the region. The plan underscores the importance of developing safe and accessible infrastructure both on and off road. The plan identified several key conceptual linkages to Radium. This included a connection of the Old Coach Greenway and the Athalmer Road Path through the Shuswap Indian Band reserve lands.
- The Regional District of East Kootenay recently conducted the **Columbia River Public Access Feasibility Study** (2018) which looks at the feasibility of designated public access points and facilities to the upper Columbia River between Columbia Lake and Spillimacheen, BC. One of these sites was recently purchased by Radium Hot Springs to develop as a public access point at Forsters Landing Road.

Key regional trail and pathway connections provide broader context for the development of the proposed active transportation network. More importantly, connections and

collaboration between groups and neighbouring communities in this area provide a strong opportunity for a regionally connected trail and pathway network. Several regional trails worth noting include:

- The **Columbia Valley Greenways Trail Alliance** (CVGTA) is a group of outdoors trails organizations that work together “to create a world class network of inter-connected multi-purpose trails throughout the Columbia Valley”. They have a comprehensive trails vision for the area, and work on multiple projects and promotion for trails and their development. Most notably the group has worked to build the Markin-MacPhail Westside Legacy Trail, a 25 km paved multi-use trail connecting Invermere to the Fairmont Hot Springs which officially opened in September 2020. The groups trail vision includes working with partners to develop the next phase of the trail, connecting Invermere north to the Radium Hot Springs/Kootenay National Park.
- **Athalmer Dyke Greenway** extends along Athalmer Road from the Invermere Crossroads to the Athalmer hill. Opportunities exist to connect north to Eagle Ranch and Shuswap Band and ultimately to connect with the Old Coach Trail/Radium Hot Springs.
- The **Old Coach Greenway Trail** is a 9 km non-motorized trail that followed the Old Coach Road from Dry Gulch north to the Radium Hot Springs. The trail was completed in 2007. The CVGTA has identified plans to extend this trail another 10 km to connect to Invermere through the Kinbasket South Boundary and Crossroads.

1.4 Community Engagement

The community was engaged in the development of this Plan over two phases. Community Engagement Part 1 was available from February 14 to March 27, 2022, and focused on collecting the public’s input on issues, challenges, and opportunities to active transportation in Radium. Further, input was gathered on the preferred north-south route through the Village. This round of community engagement was conducted online using ESRI StoryMaps. This website also acted as a “home base” for people to learn about the project, participate in the online engagement activities and learn about upcoming engagement activities throughout the project.

For Community Engagement Part 2, the Village hosted an in-person pop-up event and distributed a survey in order to collect feedback on the draft ATNP and ensure that it accurately reflected the collective vision of the community. The pop-up event took place on July 22, 2022 and the survey was open from July 22 – August 14, 2022.

The full What We Heard Reports along with detailed answers to survey questions are included in **Appendix A**.

1.4.1 Community Engagement Part 1 – Storymaps and online Survey

The purpose of the first phase of community engagement, was to:

- Provide an overview of the ATNP process.
- Gather input from community members on their active transportation values and experiences
- Identify local active transportation issues and opportunities
- Determine the preferred route option for connecting the multi-use pathway on the west side of Highway 93 to the Old Coach Trail south of Radium.

WHO WE HEARD FROM



74 responses to the community survey



11 comments on the interactive map



51% of survey respondents identify as female + **46%** identify as male



77% of survey respondents primarily reside in Radium

The input received from this engagement round was used to help determine the proposed network and desired facility types.

1.4.2 Community Engagement Part 2 - Pop-up Engagement Activity and Survey

Two engagement opportunities were undertaken during this phase of engagement: one pop-up event and one community survey.

25

ATTENDEES

POP-UP EVENT

This in-person pop-up event was held from 4pm to 7pm on Friday, July 22nd, 2022 at the Radium Hot Springs Market on Main. The purpose of this pop-up event was to gather feedback from residents and visitors on the draft ATNP.

17

RESPONDENTS

SURVEY

This online survey was open from July 22nd to August 14th, 2022; hard copies were also available at the pop-up event. The survey collected resident and visitor feedback on the draft ATNP which will help shape the context and understanding of active transportation in the Village of Radium Hot Springs.

KEY THEMES



17 responses to the community survey



25 attendees to the pop-up event



88% of survey respondents are residents of Radium



76% of survey respondents did not participate in the first round of engagement

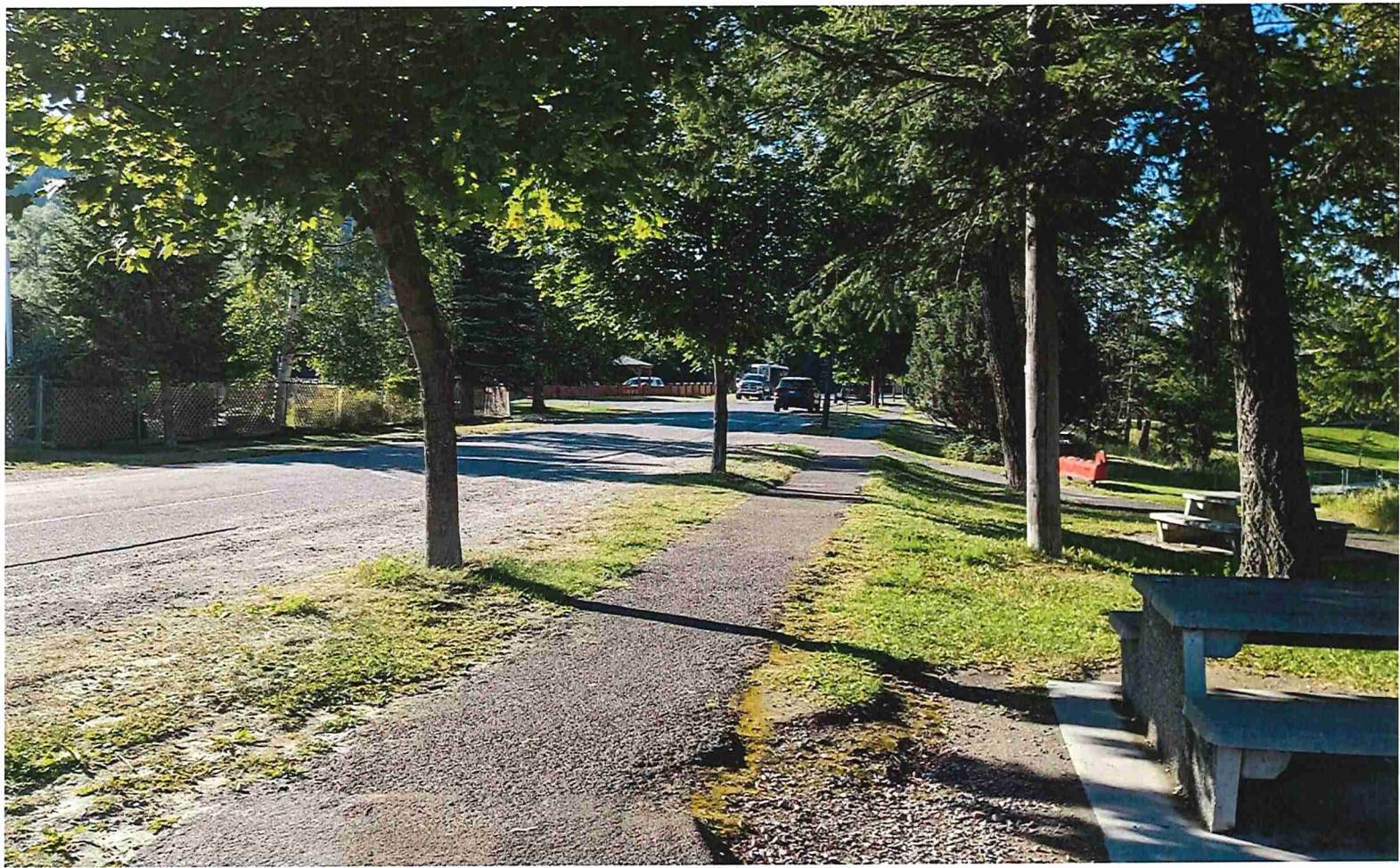


65% of survey respondents heard about the ATNP online



82% of survey respondents expressed some level of support for the draft plan

The input received from this round of engagement confirmed general support for the Plan. Specific comments related to the content of the Plan were used to refine and finalize it.



2 EXISTING CONDITIONS REVIEW

2.1 Community Profile

The Village of Radium Hot Springs is nestled between the Canadian Rockies and the Purcell Mountains. With the hot springs pools, located within the Village, and other tourist destinations nearby (Invermere, Kicking Horse Mountain Resort, Golf Courses, etc.) the main economic driver for the Village is tourism. The most common occupations are in management positions, sales and service positions, and trades, transport and equipment operator positions. There are several industries (health care, construction, manufacturing, retail) that have an even spread of employees from the Village. However, the most common industry is Accommodation.

The 2016 Census population reported 776¹ people living in the Village. Newly released 2021 Census data indicates that this population has almost doubled with 1,339 people reported living in Radium.

¹ Statistics Canada, 2016

Radium Hot Springs is described to have a cool and temperate climate. Temperatures range from 35°C to -26°C. The Village sees an average yearly rainfall of 360mm and an average yearly snowfall of 66cm.

The 2016 Census indicates the average age of the population of Radium Hot Springs, 47.3 years, is a few years older than the provincial average of 42.3 years. The majority (63%) of the population is between 40 and 80 years of age. Radium’s seniors (65 years and older) make up approximately 23% of the population. **Figure 2.1** provides a summary of the age distribution.

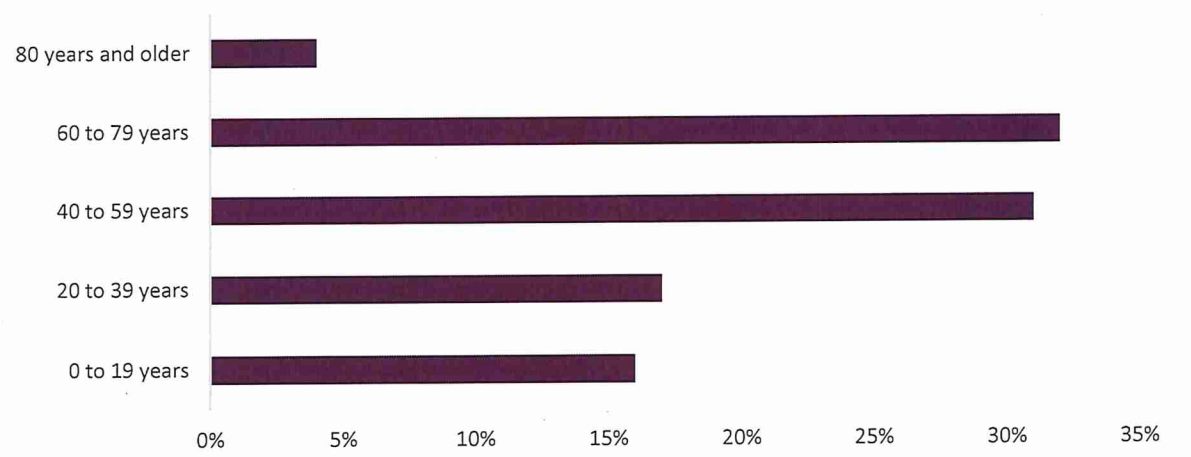


Figure 2-1: Age Distribution of Radium Hot Springs (source: 2016 Census)

The 2016 census provides current travel patterns within the Village. The census indicates that 89% of residents work within the census division or subdivision. This is illustrated in **Figure 2-2**. The census data also indicated that 80% of those traveling to work commute by driving. This is illustrated in **Figure 2-3**. Further, the data showed that 29% of commuters take between 15-29 minutes to travel to work while 59% of commuters take less than 15 minutes to travel to work, as illustrated in **Figure 2-4**. This data implies that a large number of commuters that drive to work could likely walk or bike to work with a minimal increase in trip duration.

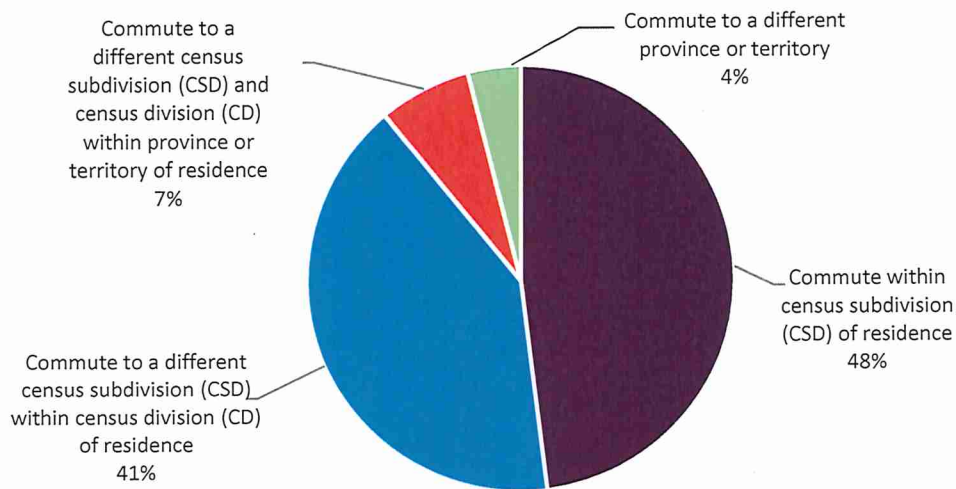


Figure 2-2: Radium Hot Springs Journey to Work – Location (Source: 2016 Census)

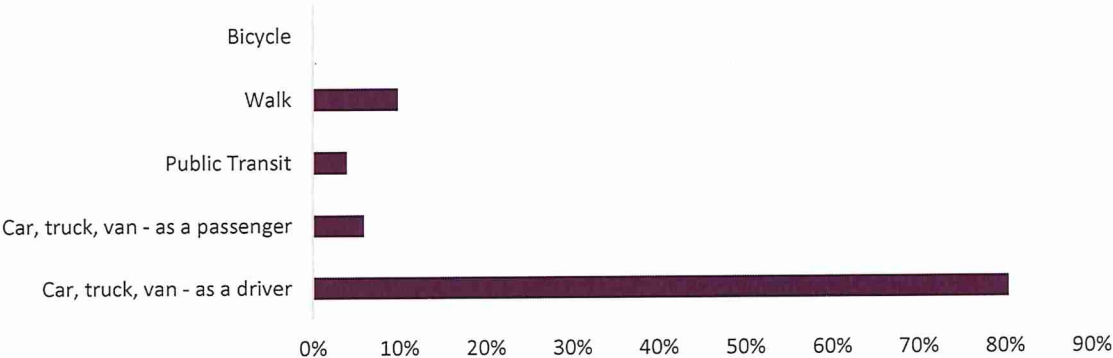


Figure 2-3: Radium Hot Springs Journey to Work – Mode Choice (Source: 2016 Census)

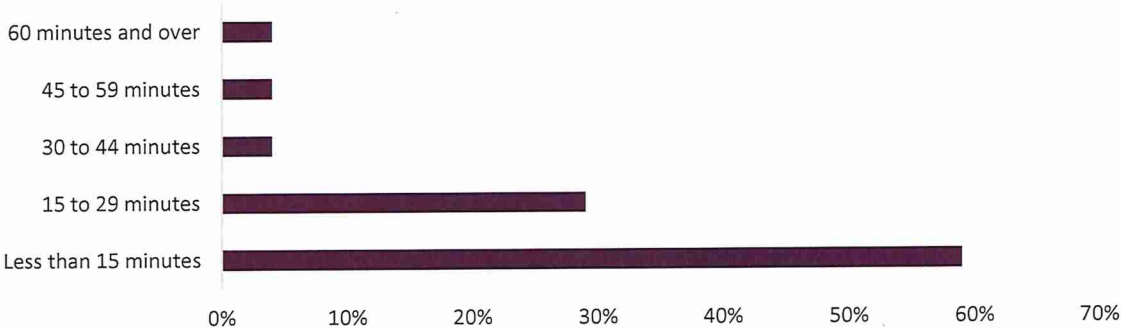


Figure 2-4: Radium Hot Springs Journey to Work – Commute Duration (Source: 2016 Census)

2.2 Land Use

Existing development in the Village includes residential, industrial, commercial, recreational, and resource and reclamation. In the past, the Village has generally been a “vacation home” town, where people living in nearby cities come to get away and enjoy the beautiful mountain community and recreational activities it offers. However, throughout the COVID-19 pandemic the Village has seen a shift in this mind-set with more people being able to work from home and enjoy the benefits of full-time residence in Radium Hot Springs.

Some of the key destinations in the Village that are accessed by active transportation users are shown in **Figure 2-5**, and include the following:

Springs Golf Course – Springs Golf Course is located in southwest Radium and attracts many tourists and residents in the spring, summer and fall months. Many houses are located within walking distance of the Golf course, but there is currently no dedicated facility for people walking.

Main Street – Main Street is the commercial hub in Radium and includes a wide mix of shops, cafes, restaurants, and other businesses. It is comprised of Main Street W and Main Street E and separated by Highway 95. Main Street W is supported by angled parking and a sidewalk on the west side of the road and parallel parking on the east side of the road. Main Street E is supported by parallel parking on both sides of the road with no sidewalks provided. The Main Street area is one of the main destinations for both locals and visitors in the Village and can get extremely busy during peak season.

Radium Hot Springs Centre – The Radium Hot Springs Centre is located in the heart of the village overlooking Legend’s Field. It is home to a 1,272 sqft multi-use facility and the Radium Public Library. The Centre is surrounded by residential land use, allowing many to be within walking distance of the site.

Legend’s Field – Legend’s Field is located directly north of the Radium Hot Springs Centre and provides several outdoor recreational facilities for village residents. These facilities include a splash pad, a playground, an outdoor fitness gym, and a hockey rink (winter) / pickleball courts and basketball courts (summer). Multi-use pathways are provided around most of the perimeter of the field as well as throughout the field, facilitating movement between each of the facilities.

Resorts and campgrounds – Several private resort/campground areas are located within the village. These resorts consist of residential units (typically townhouse or semi-detached units but also include campgrounds and trailer parks) and recreational facilities (i.e. parks, tennis courts, swimming pools, etc.).

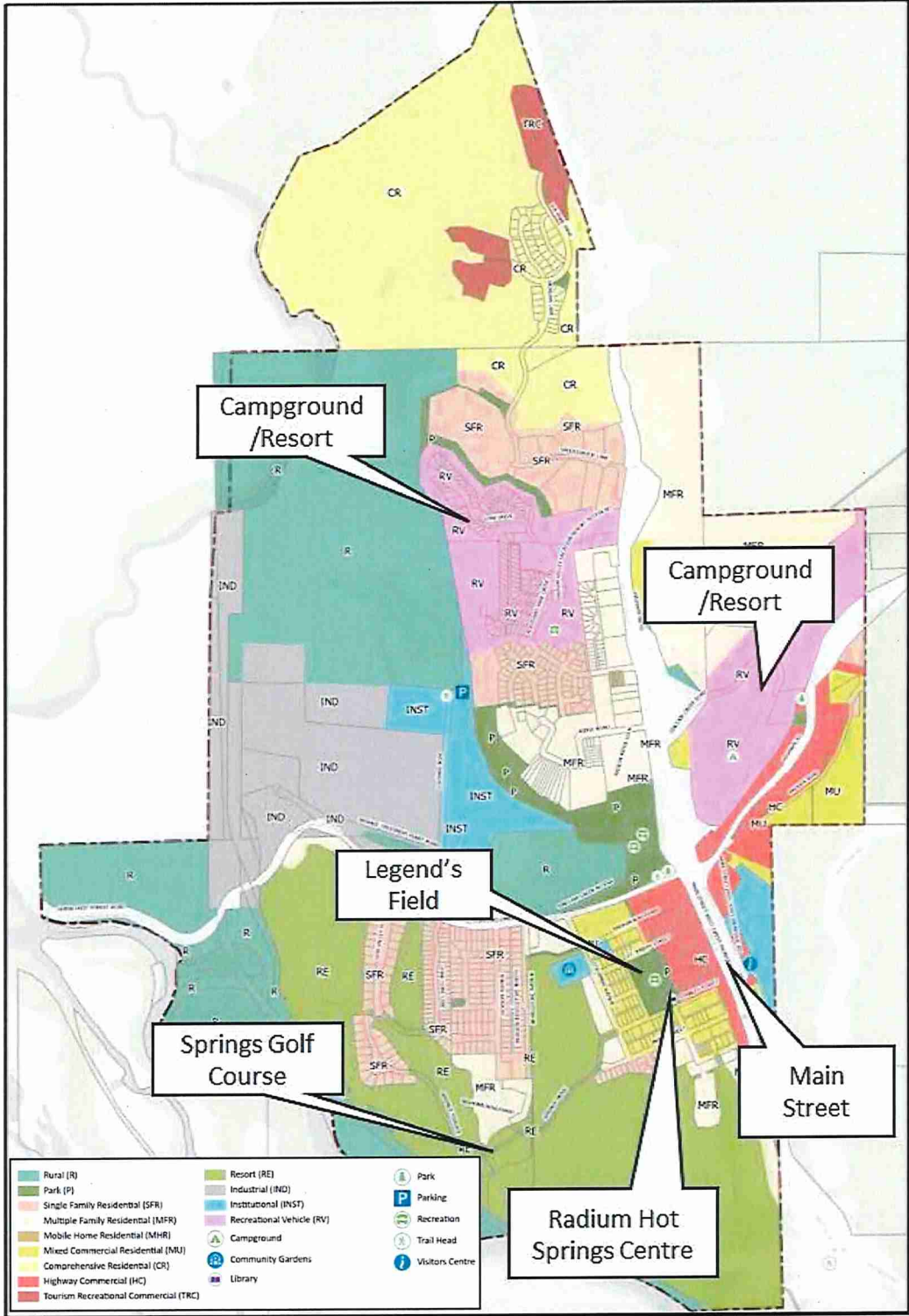


Figure 2-5: Land Use Map

2.3 Transit

Every person taking transit begins and ends their trip as a pedestrian. Be it walking to the transit stop from their car, from their house, or from where they locked up their bicycle, at some point, they become a pedestrian. Ensuring these “last mile” connections are as direct as possible, as well as safe, and accessible will help to increase transit use.

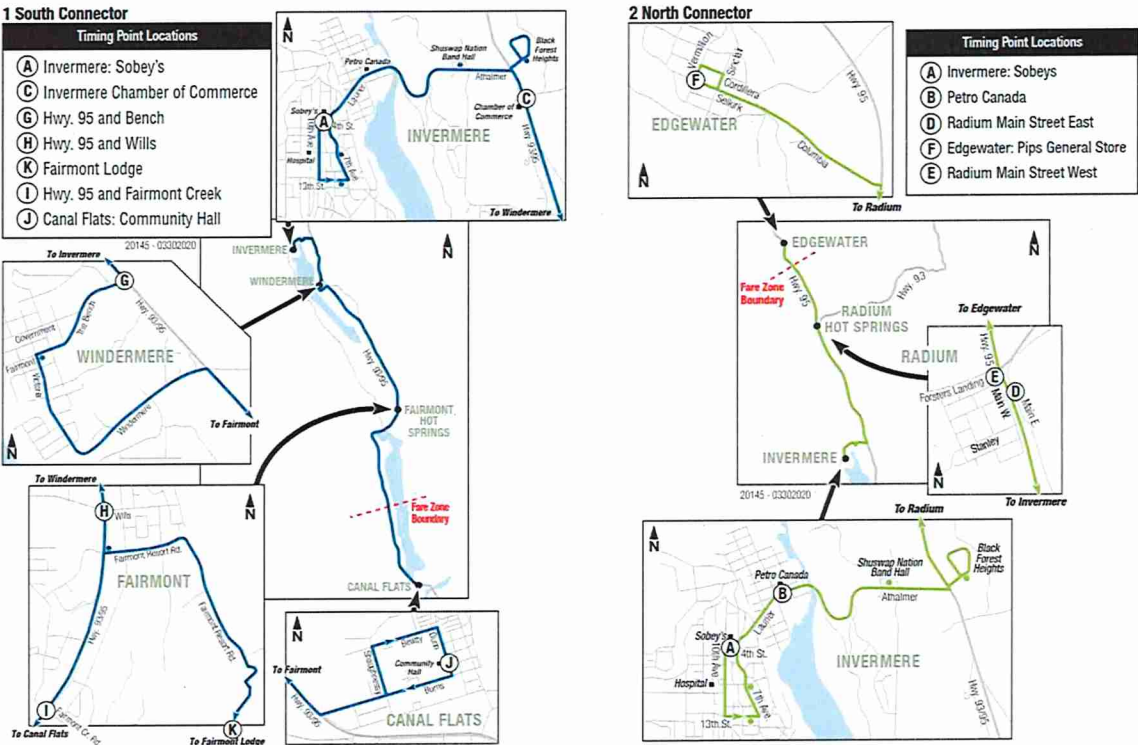
BC Transit offers fully accessible service in the Columbia Valley with stops located in Edgewater, Radium, Invermere, Windermere, Fairmont and Canal Flats. Two routes are offered. **Figure 2-6** illustrates these routes.

Route 1: South Connector, makes stops in Canal Flats, Fairmont Hot Springs, Fairmont, Windermere, and Invermere and offers two southbound trips per day and two northbound trips per day, operating between 7:15am and 5:30pm.

Route 2: North Connector, makes stops in Invermere Radium and Edgewater and completes three round trips per day, operating between 8:15am and 4:30pm.

Additionally, an “On-Request Service” is provided between Radium and Invermere (in either direction) from Monday to Friday between 10:30am and 2:30pm. To use this service, a call must be placed one business day in advance to arrange a pickup and drop off time and location.

BC Transit provides bike racks; however, they are limited to daylight hours.



Route 1: South Connector Route 2: North Connector
Figure 2-6: Radium Transit Map (Source: BC Transit, 2022)

2.4 Existing Sidewalk & Bicycling Network

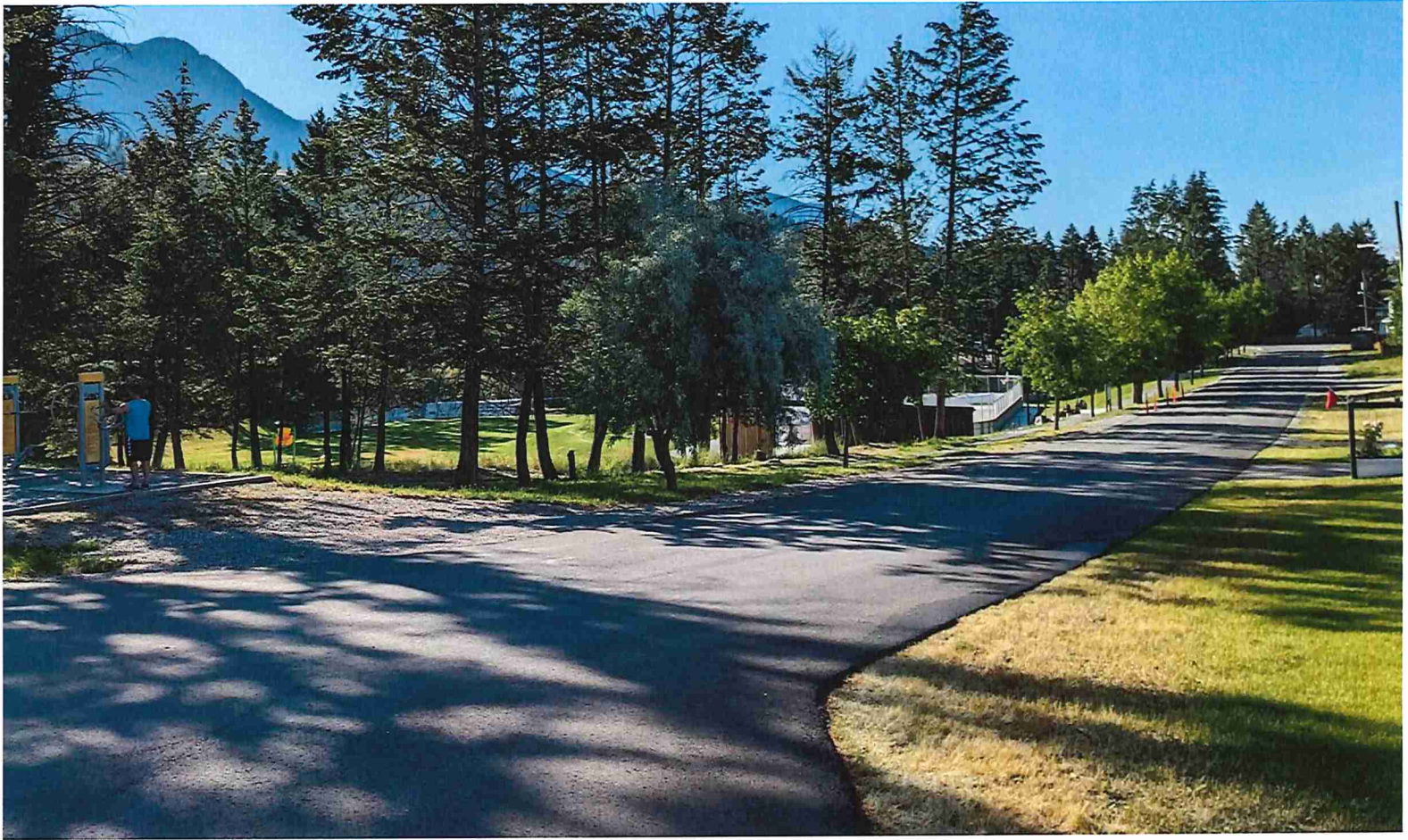
The existing sidewalk is primarily found within the southwest portion of the Village, along Main Street W, Forster’s Landing Road, Columbia Avenue, Radium Boulevard, and Stanley Street. Where sidewalks are present, they are only provided on one side of the roadway. For the most part, sidewalks do not exist outside the southwest portion of the Village.

In addition to sidewalks, there are a few hiking trails within the Village, including the Sinclair Canyon Trail and the Old Coach Trail. These trails are generally considered recreational and have been created with the intention of preserving the natural surroundings as much as possible. As such, they are unpaved and narrow and used for enjoying nature rather than for getting from “point A” to “point B”. There are also a few short sections of Multi-use Pathways (MUPs) scattered throughout the Village. These MUPs are paved asphalt and wider than sidewalks, allowing enough space for two-way bicycle movement.

The total length of active transportation infrastructure for each facility type in the Village is summarized in **Table 2-1**. The existing active transportation facilities are shown in **Figure 2-7**.

Table 2-1: AT Facility Type by Length

Facility Type	Total Length (km)
Sidewalks	5.7
Multi-Use Pathways (paved)	0.7
Trails (unpaved)	5.1



3 KEY ISSUES AND OPPORTUNITIES

Understanding the key issues and opportunities of the existing active transportation network helps to set the community up for success in developing the future AT network. Identifying what residents do not like, what the major barriers are for those that do not use the network and what residents want to see more of will help the Village understand the AT projects to prioritize.

This information was gathered through an online survey and interactive map.

3.1 Online Survey Results

Respondents were asked what would encourage them to walk, roll or bicycle more often in Radium. The top three responses included:

- **Improvements to winter maintenance** of walking, rolling and bicycle infrastructure
- **Incentivise** walking, rolling and bicycling over driving
- **Improvements to maintenance** of walking, rolling and bicycle infrastructure **during non-winter months.**

Overall, respondents indicated that the top issues or challenges for walking, rolling and bicycling were a **lack of designated pedestrian and bicycling pathways and routes**. Respondents would like to see **paved multi-use pathways** and **unpaved trails** to improve walking and bicycling in Radium.

Table 3-1 summarizes the issues and opportunities identified by participants in the survey.

Table 3-1: Pedestrian and Bicycling Issues and Opportunities

	ISSUES	OPPORTUNITIES
Walking, Rolling + Accessibility	<p>The main issues or challenges for walking or rolling in Radium were noted as:</p> <ul style="list-style-type: none">• Lack of sidewalks or pathways• Poor conditions of sidewalks or pathways• Lack of proper lighting after sunset	<p>Respondents expressed they would like to see the following infrastructure to improve walking, rolling or accessibility in Radium:</p> <ul style="list-style-type: none">• Paved multi-use trails• Unpaved walking trails• Sidewalks
Bicycling	<p>Respondents cited the main issues or challenges for bicycling in Radium as:</p> <ul style="list-style-type: none">• Lack of multi-use trails, bicycle lanes and bicycle routes• High volumes, speeds and/or loud noise of motor vehicle traffic• Lack of bicycle parking	<p>In terms of bicycle infrastructure, results reveal that respondents would like to see the following infrastructure in Radium:</p> <ul style="list-style-type: none">• Paved multi-use pathways• Unpaved trails• Bicycle parking

3.2 Interactive Map

The interactive map allowed participants to identify strengths and weaknesses of Radium’s walking and cycling networks by leaving comments on the map.

Many comments on the map provided positive feedback and noted strengths of Radium’s pedestrian and bicycling networks. Respondents generally believe that Radium offers appealing trails and pathways for pedestrians and cyclists. Verbatim comments pinned on the interactive map are shown in **Figure 3-1**.

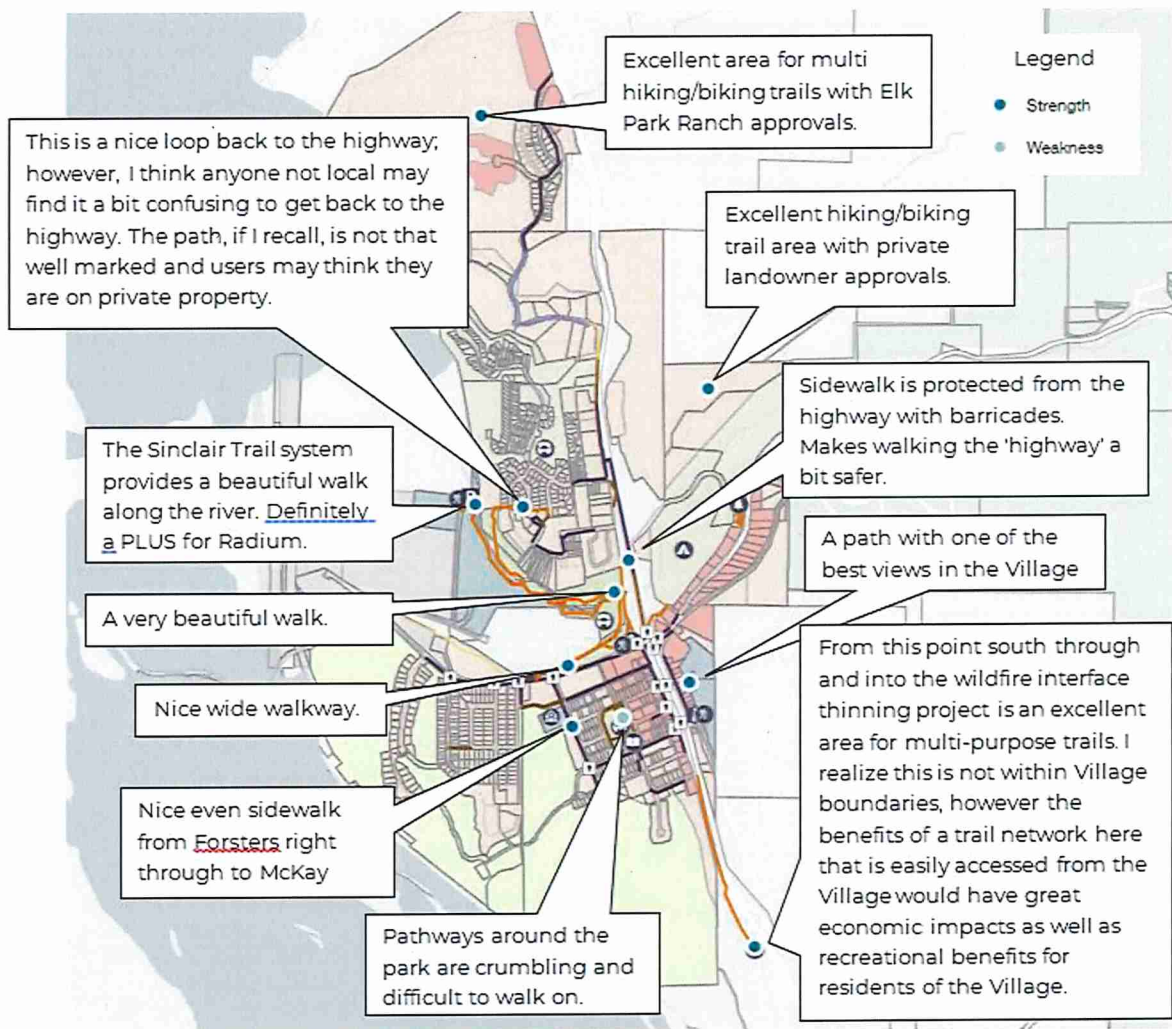
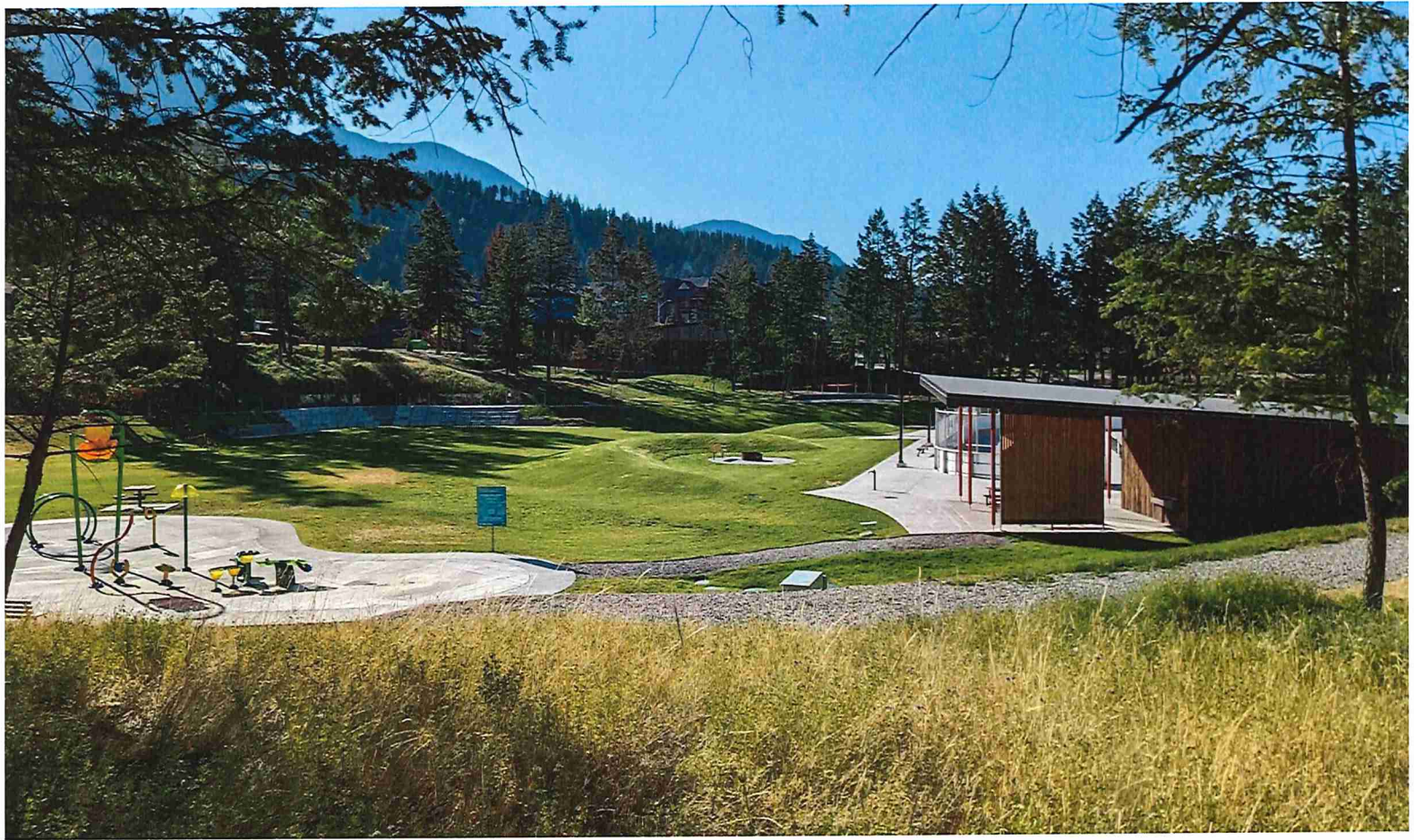


Figure 3-1: Interactive Map Verbatim Comments



4 VISION AND GOALS

A Vision statement for Radium’s active transportation network was developed through a review of the Village’s existing plans and policies. A summary of each of these documents is provided in **Section 1.3**. The visions, goals, objectives, and themes identified in these documents fed into the language and key themes used to develop the draft Active Transportation Plan vision and goals.

The Vision statement describes the Village’s aspirations for the future of its active transportation plan. The vision is supported by a set of AT goals designed to reflect key community priorities such as health, economy, environment, and quality of life. The goals were used as guiding principles to help evaluate and determine priorities for walking and cycling projects over the short, medium and long-term.

The Vision for Active Transportation in Radium Hot Springs

Residents of the Village of Radium Hot Springs enjoy a compact and cozy lifestyle through its integrated walking and bicycling network. The mix of paved multi-use trails, sidewalks and bikeways within the small mountain village balance recreation and commuting opportunities. Resort visitors are not limited to using their vehicles, providing a clean and relaxed atmosphere that safely and accessibly connects them to all the amenities the Village has to offer.

The Goals for Active Transportation in Radium Hot Springs are to:

- Establish a **Safe** and **Comfortable** Active Transportation Network – the facilities that make up the network are designed in accordance with BC’s active transportation guidelines, offering the industry standard for safety. Adequate separation is provided between people walking and biking and motor vehicles, or ensures vehicle speeds are low where separation is not provided. Facilities are maintained to allow safe, year-round use.
- Ensure the Active Transportation Network is **Connected** – the network provides several route options for moving around the village on foot or by bicycle. The options are easy to navigate, with no gaps and no dead-ends.
- Provide an **Inclusive** Active Transportation Network – the network allows everyone to move throughout the community regardless of age, ability, and income. It is supported by policies and programs including educational initiatives that promote proper use of the network.



5 ACTIVE TRANSPORTATION FACILITY DESIGN GUIDANCE

The BC Active Transportation Design Guide (BCAT Design Guide) provides a comprehensive set of planning and engineering guidelines for planning, selection, design, implementation, and maintenance of AT facilities across the province. The goal of the BCAT Design Guide is to act as a useful reference document for communities of all types, sizes, and contexts, and to create consistency in the design of AT facilities throughout BC.

The BCAT Design Guide will be used as a reference to guide the planning, design, maintenance, and implementation of AT design principles within the village.

5.1 Types of Cycling Facilities

The BCAT Design Guide provides guidelines for several bicycle facility types that form a comprehensive bicycle network. There is a growing trend among municipalities to provide facilities that are safe and comfortable to “all ages and abilities” (AAA bicycle facilities). Although not all facilities specified in the BCAT Design Guide are considered AAA bicycle facilities, design professionals should strive to provide these facilities wherever possible.

The BCAT Design Guide provides a facility selection decision support tool that can help determine the most appropriate facility for a specific roadway using the roadway traffic volumes and speeds. This tool is shown in **Figure 5-1**.

The following subsections provide some guidance from BCAT on the facilities that are best suited for a Radium Hot Springs – a smaller, low-density community with lower traffic volumes.

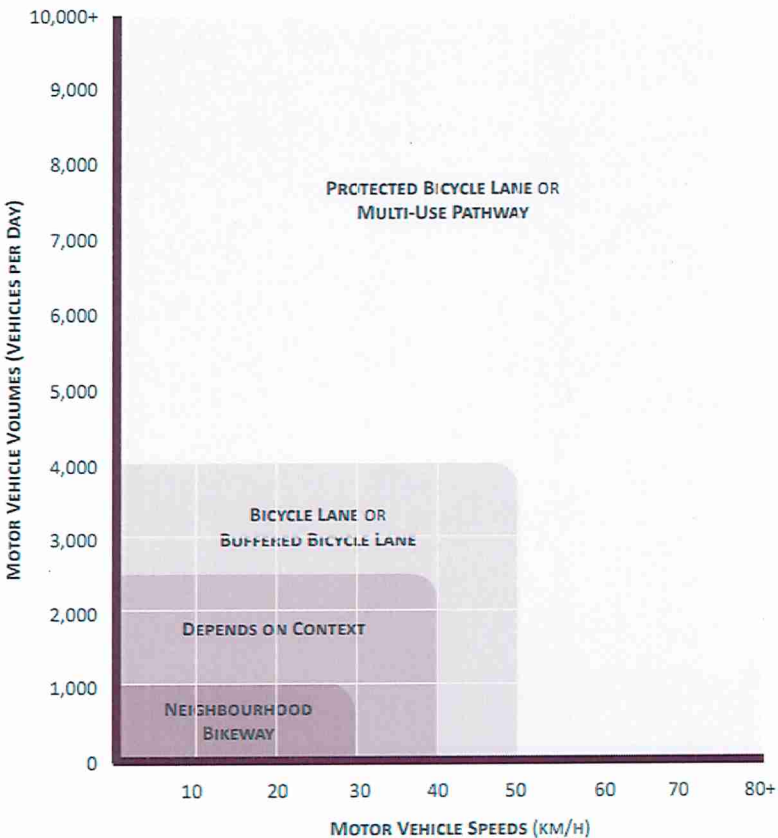


Figure 5-1: Bicycle Facility Decision Support Tool (urban / suburban / developed urban core context)

5.1.1 Painted and Buffered Bicycle Lanes

Painted or buffered bicycle lanes are defined as travel lanes for cyclists delineated by white pavement line or painted buffer area running parallel to the alignment of the roadway. A painted bicycle lane is displayed in **Figure 5-2**. These lanes may be further marked with cycling stencil symbols, dedicated lane symbols, and supplemented with dedicated cycling lane signage. These lanes are typically located on both sides of the road between the curb and the adjacent vehicular travel lane. The desirable width for these bicycle lanes is 1.8m, while the constrained limit is 1.5m. In addition to the bicycle lane width, the recommended buffer width (distance between motor vehicles and bicycle lanes) ranges from 0.3m to

0.6m. Where motor vehicle speeds are 50km/h or greater, a buffer is strongly recommended.



Figure 5-2: Painted (left) and Buffered (right) Bicycle Lanes

5.1.2 Protected Bicycle Lanes

Protected bicycle lanes are separate travel lanes designated exclusively for bicycle use and other forms of active transportation (ex. Scooters and skateboards). They are separated from motor vehicle traffic and pedestrians through more substantial materials such as planters, flexible or concrete bollards or boulevards. Protected bicycle lanes can facilitate one or two-way bicycle movement. With one-way (or uni-directional) movement, bicycle lanes are typically provided on both sides of the road, whereas with two-way (bi-directional) movement, a wider bicycle lane is provided on one side of the roadway and marked with a yellow line down the centre. These lanes may be further marked with bicycle stencil symbols, dedicated lane symbols, and supplemented with dedicated bicycle lane signage. An example of a protected bicycle lane is illustrated in **Figure 5-3**. A comparison of the cross-sections of uni and bi-directional bicycle lanes is provided in **Figure 5-4**.

One-way protected bicycle lanes have a desirable width of 2.5m and a constrained width of 1.8m. Two-way bicycle lanes have a desirable width of 4.0m and a constrained limit of 3.0m. In addition to the bicycle lane width, the recommended buffer width (distance between motor vehicles and bicycle lanes) ranges from 0.6m to 0.9m.



Figure 5-3: Protected Bicycle Lane

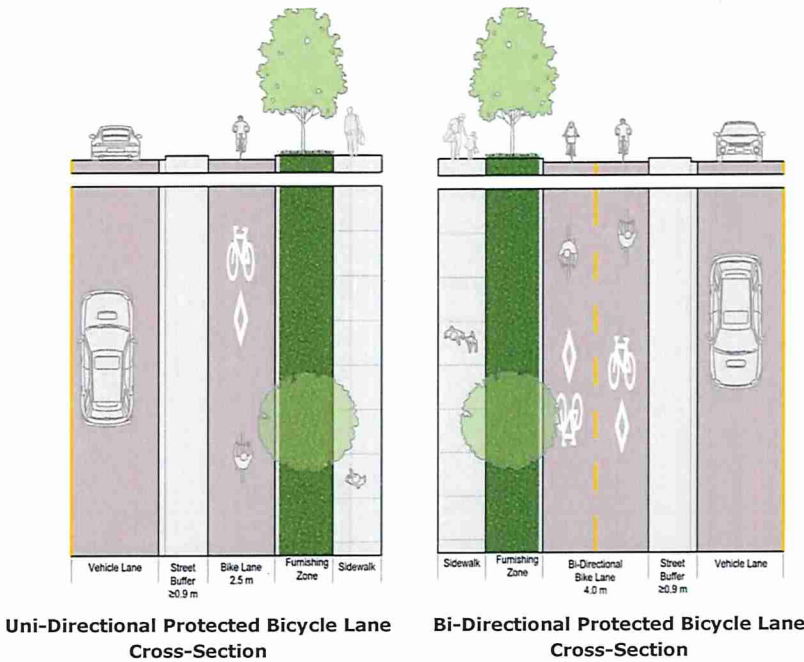


Figure 5-4: Protected Bicycle Lane Cross-Sections

5.1.3 Neighbourhood Bikeway

These facilities refer to a low volume, low speed roadway that is suitable for motor vehicles and people bicycling to share the road. They can include less obtrusive measures such as share the road (“sharrow”) pavement markings or signage or more substantial traffic calming infrastructure such as traffic circles and diverters that force motor vehicles to slow down or choose an alternative route.

A shared lane is a general-purpose lane that has sufficient width to facilitate sharing of the lane by motorists and a narrow range of cyclists. These facilities are most appropriately located on low-volume and low-speed local roads where cyclists would feel comfortable to share the road space with other vehicle traffic. These facilities are indicated using “sharrow” pavement markings and typically also have green-back cycle route guide signage, as displayed in **Figure 5-5**.



Figure 5-5: Neighbourhood Bikeway

5.2 Types of Walking Facilities

The BCAT Design Guide provides guidelines for several pedestrian facility types that form a comprehensive pedestrian network. The AAA trend also applies to pedestrian facilities and design professionals should strive to provide these facilities wherever possible.

The BCAT Design Guide provides a pedestrian facility selection decision support tool that can help determine the most appropriate facility for a specific roadway using the roadway traffic volumes and speeds. This tool is shown in **Figure 5-6**.

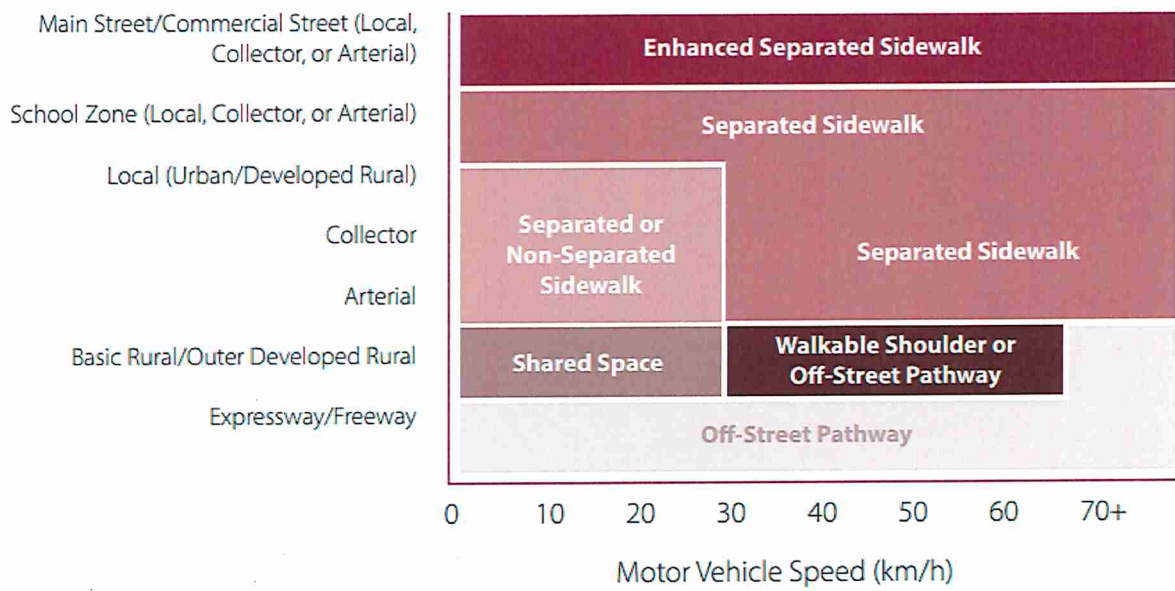


Figure 5-6: Pedestrian Facility Selection Decision Support Tool

The following sections describe some of the pedestrian facilities detailed in the BCAT that are applicable to the Village’s existing and future network.

5.2.1 Separated Sidewalks

In general, separated sidewalks, as shown in **Figure 5-7**, are preferred over non-separated sidewalks since they increase the safety and comfort of pedestrians due to the buffer between motor vehicles. This buffer, depending on size, can also provide space for utilities and sidewalk amenities such as benches, bike racks, street trees, and landscaping. Generally, these facilities are used in areas with higher traffic and pedestrian volumes on arterial roads, in busy urban environments or near places of interest.

The recommended desirable and constrained widths for pedestrian through zones varies based on land use. A width between 1.8m should be provided in residential areas and should be increased to 2.1m (constrained) to 4.0m (desirable) in commercial areas or areas of high pedestrian activity. These widths ensure sufficient space for passing and are preferable for snow clearing operations.

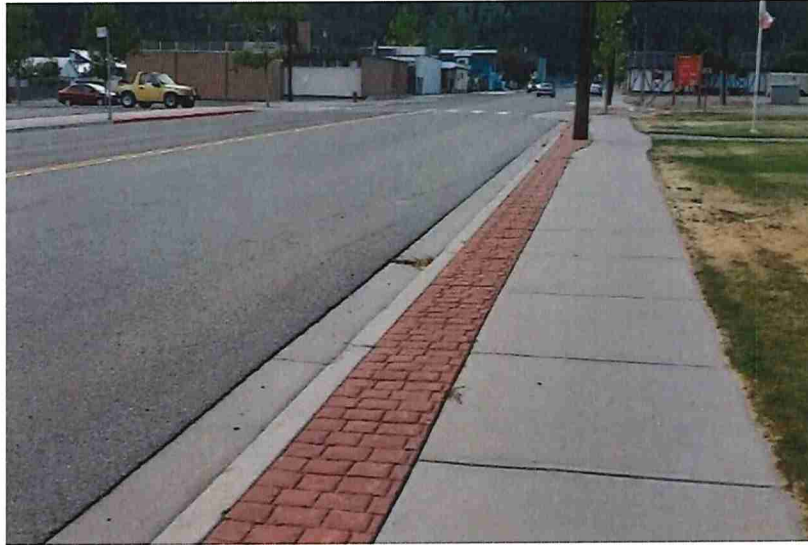


Figure 5-7: Separated Sidewalk

5.2.2 Non-Separated Sidewalks

Non-separated sidewalks, often referred to as mono-walks, are facilities located directly next to the roadway but is physically separated from the roadway by a curb. Gutters are provided for drainage. An example is shown in **Figure 5-8**. The constrained and desirable width for this facility type is 1.8m. Non-separated sidewalks are not recommended on collector, arterial or industrial roads with motor vehicle speeds greater than 30km/r. If they cannot be avoided, an additional 0.5m is recommended for extra separation from motor vehicles along these roads.



Figure 5-8: Non-Separated Sidewalk

5.2.3 Walkable Shoulders

A walkable shoulder, as shown in **Figure 5-9**, is characterized as a walkable space next to the roadway, delineated from motor vehicle traffic by a white line running parallel to the edge of the road. This facility type provides less safety and comfort for pedestrians. As such, it is not considered appropriate for all ages and abilities. Walkable shoulders may be considered as a pedestrian facility along roads on basic and outer developed rural roadways with posted speed limits of 60km/h or less and low pedestrian volumes. When posted speed limits are 70km/h or above, off-road pathways that provide increased separation from motor vehicles are preferred.

Wherever feasible, walkable shoulders should provide a Pedestrian Through Zone that is a minimum of 1.5 metres wide. In locations where a higher volume of pedestrians is expected, such as in resort villages, a Pedestrian Through Zone of 1.8 metres is recommended.



Figure 5-9: Walkable Shoulder (Source: BCAT)

5.3 Combination of Walking & Cycling Facilities

5.3.1 Multi-Use Pathway

A multi-use pathway, as shown in **Figure 5-10**, can be a roadside or separately aligned facility that allows for two-way off-street use by cyclists and pedestrians. Multi-use pathways are separated from the motor vehicle travel lanes by greenspace (ditches) in rural environments, or by barrier or curb delineation in urban environments. For bi-directional multi-use pathways, the recommended width of the multi-use pathway is between 3.0m-4.0m. An additional 0.6m clear zone should be provided on both sides of the multi-use pathway for additional clearance width. Further, shoulder widths should be increased to 1.5m on each side where there are steep side slopes.



Figure 5-10: Shared Multi-Use Path

5.4 Summary of Design Widths

Recommended widths for the described active transportation facilities are summarized in **Table 5-1**.

Table 5-1: Design Widths

Facility Type		Desirable Width (m)	Constrained Width (m)
Bicycle Lanes (uni-directional)	Lane	1.8	1.5
	Street Buffer	0.6	0.3
	Furnishing Zone	2.0	0.25
Bicycle Lanes (bi-directional)	Lane	4.0	3.0
	Street Buffer	0.9	0.6
	Furnishing Zone	2.0	0.25
Separated Sidewalks		2.1	1.8
Non-Separated Sidewalks		2.3	1.8
Walkable Shoulder		1.8	1.5
Multi-Use Pathway (bi-directional)	Lane	4.0	3.0
	Buffer	1.5	0.6

5.5 Improved Crossing / Marking / Signage

The following signage and pavement marking treatments (**Treatments 1 – 5**) are recommended to increase the visibility of pedestrian and cyclists, denote clear right-of-way, and facilitate eye contact and awareness with other modes. Some of these mid-block crossings options can be applied to the amenity / walking projects described in **Section 6**.

Please note, all new or upgrades to existing crosswalks (either overhead signs or rectangular rapid flashing beacons) should be justified with the warrant process described in the Pedestrian Crossing Control Guideline (TAC, 2018)

Treatment 1 – Pedestrian Crosswalk Sign

The pedestrian crosswalk sign, as shown in **Figure 5-11**, is used to indicate location of a crosswalk. The signs must be installed on both sides of the road with appropriate right and left types (figure should be walking toward the centre of the road). The signs must also be visible for both directions of traffic.



Figure 5-11: Pedestrian Crosswalk Warning Sign

Treatment 2 – Dismount and Walk Sign

The dismount and walk sign, as shown in **Figure 5-12**, indicates to people cycling to dismount and walk their bicycle through a specific area. These signs are often used where conflicts between pedestrians and cyclist could occur and/or where cyclists cannot safely share the facility.



Figure 5-12: Dismount and Walk Sign

Treatment 3 – Overhead Pedestrian Flashers / Special Crosswalks

Overhead illuminated pedestrian crossings, as shown in **Figure 5-13**, are located above the roadway with flashing amber beacons. These are pedestrian-activated crossing warning signs recommended to raise awareness of crossing pedestrians and cyclists to oncoming vehicles.



Figure 5-13: Overhead Pedestrian Flashers

Treatment 4 – Rectangular Rapid Flashing Beacons (RRFB)

RRFBs, as shown in **Figure 5-14**, are side mounted pedestrian crossing treatments with flashing amber beacons. These are pedestrian-activated and raise awareness of pedestrians and cyclists to oncoming vehicles.



Figure 5-14: Rectangular Rapid Flashing Beacons (RRFB)

Treatment 5 – Cross-ride markings (Elephant’s feet)

Cross-ride marking (Elephant’s feet), as shown in **Figure 5-15**, enhance bicycle visibility and legally designate that cyclists can cross a street without dismounting. These can be used in conjunction with bicycle symbols and/or green surface treatment



Figure 5-15: Cross-Ride Markings



6 IMPLEMENTATION STRATEGY

Based on the feedback collected from the community engagement mapping exercise and input provided from Village staff, 44 projects and actions were identified.

A high-level evaluation of these AT projects was undertaken to prioritize the top 35 projects within the Village. The evaluation criteria that were used to prioritize these bicycling and walking projects were based on feasibility and the Plan's goals. The evaluation criteria that were used to prioritize these projects were based on the Active Transportation Network Goals (outlined in **Section 4.0**) and the overall feasibility of the project which was based on the following:

- Acceptability
- Ease of Implementation / Constructability / Level of Risk
- Overall Project Cost

Each project was assigned a priority and timeline of implementation. Short-term projects are expected to be implemented within 0-5 years, medium-term projects within 5-10 years and long-term in 10+ years. Projects were also prioritized as low, medium, and high priority. High priority projects were assigned short- or medium-term timeline, while low priority projects were assigned a long-term timeline for implementation. Some adjustments were made based on prior Village priorities and planned projects.

The resulting priority level is not binding and is a recommendation only. There may be low-priority projects that are advanced to a higher priority for reasons such as new development, grant funding, utility repairs, and pavement resurfacing projects where it may be cost effective to advance specific improvements ahead of schedule. In contrast, there may be high priority projects that may be delayed due to land and property acquisition, consultation processes, constructability, funding or other scheduling constraints.

The top 35 projects were placed into five categories:

1. Infrastructure projects – North-South Route
2. Infrastructure projects
3. Amenities (three additional projects – outside of the top 35 – were added to this category)
4. Advocacy
5. Policy

The project evaluation list (with all 44 projects) is provided in **Appendix B**.

6.1 Infrastructure Projects

The proposed active transportation network map is provided in **Figure 6-1**. The infrastructure projects involved, and their prioritization are described in the following sections.

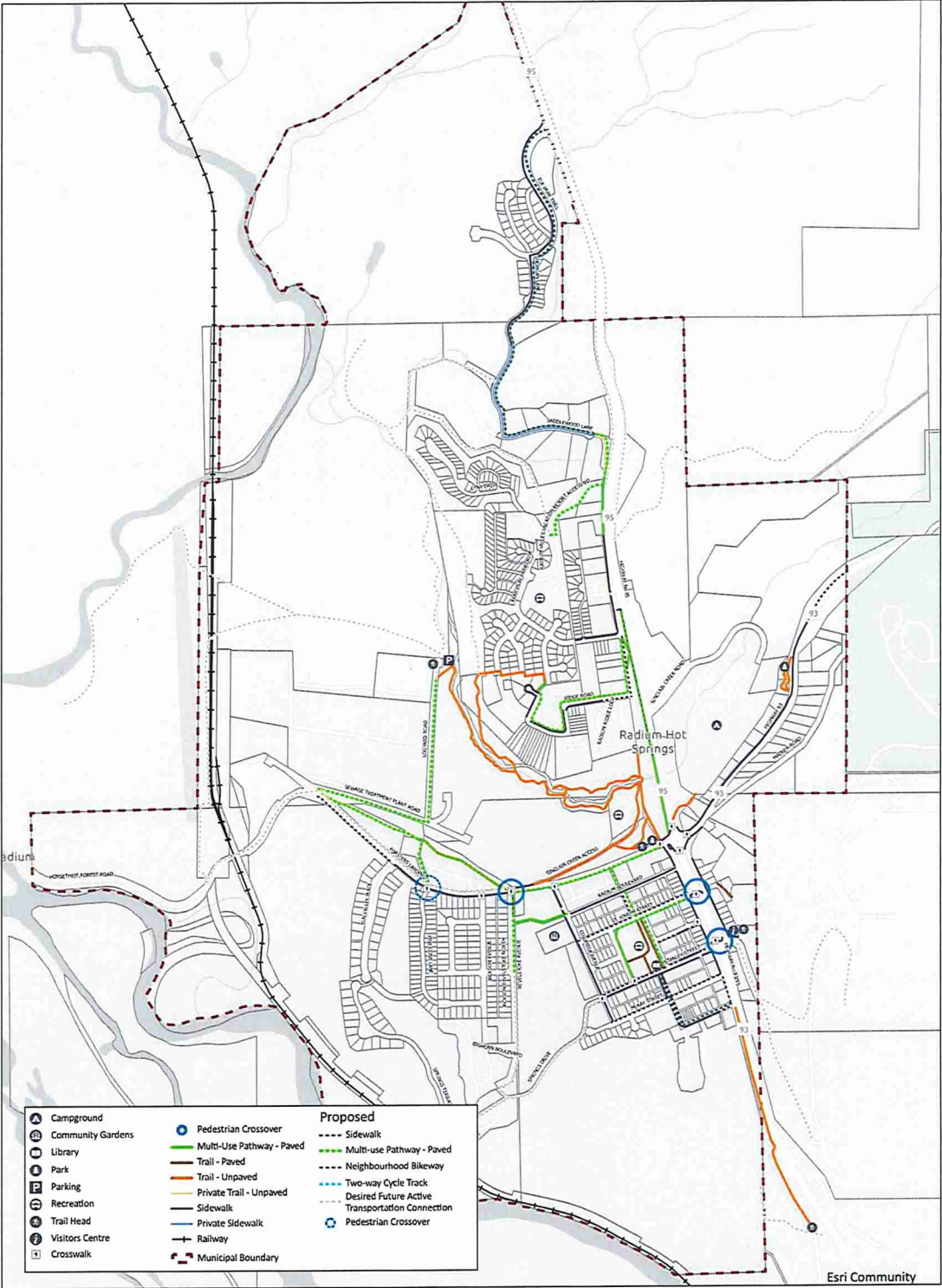


Figure 6-1: Proposed Active Transportation Network

6.1.1 North-South Active Transportation Corridor

The north-south AT corridor has been identified by the Village as a priority route to enhance the active transportation connection between north and south Radium, providing a safe and accessible route for all ages and abilities.

Through the engagement process, residents were asked to provide input on the route details through an online survey. Three routes were presented and are illustrated in **Figure 6-2**.

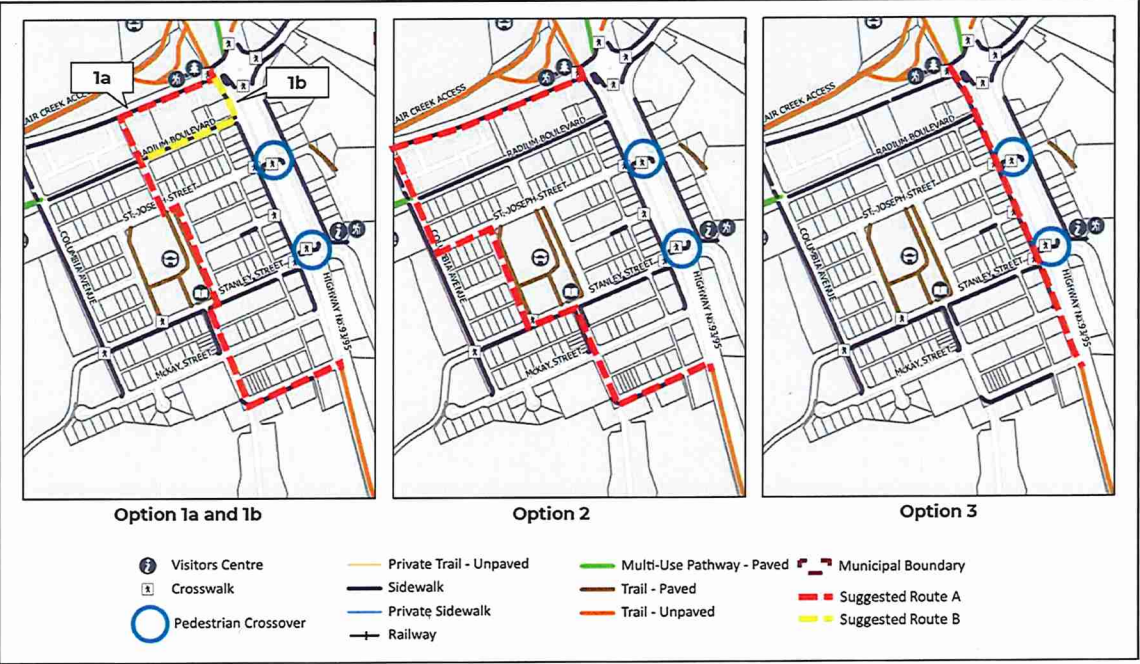


Figure 6-2: North-South AT Corridor Options

The engagement survey identified Option 1 as the preferred route. The north portion of Option 1 had two route options. Through discussion with Village staff and review of existing conditions, Option 1a was determined to be the final preferred route of the North-South AT Corridor.

Through discussions with Village staff, it was decided that the route would be implemented in phases, based on condition of existing infrastructure and current comfort levels for active transportation users. Phase 1 is planned to provide signage throughout the route and separated active transportation facilities where appropriate. As Radium’s population grows – and along with it, traffic volumes – sections along the route will be upgraded to fully separated facilities (Phase 2 and 3) to maintain comfort levels for active transportation users as needed.

An example of this process is explained using Canyon Avenue: Existing low traffic volumes on Canyon Avenue provide reasonably comfortable conditions for most people bicycling to share the road with motor vehicles; therefore, a neighbourhood bikeway is proposed in

Phase 1. Components of this bikeway include curb let downs, pavement markings and signage to improve comfort and accessibility. However, this facility may not be comfortable for everyone to use and will not be fully inclusive and accessible. In Phase 2, and when traffic volumes increase, it is suggested that the route be upgraded to a more robust multi-use pathway facility.

Concept plans and Class C cost estimates were developed for each Phase of the North-South AT corridor. The approximate costs to implement each phase is as follows:

- Phase 1 - \$350,000
- Phase 2 - \$389,000
- Phase 3 - \$285,000

The concept drawings and detailed cost estimates are provided in **Appendix C**.

The list of projects for each phase of the north-south AT corridor, along with recommended implementation time frame is summarized in **Table 6-1**.

Table 6-1: North-South AT Corridor Projects

Phase	Recommended Improvement	Location / Corridor	Project Extent		Implementation Time Frame		
			From	To	Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10+ years)
1	Raised Crosswalk & Crossride	St. Joseph St	Canyon Ave	Legend's Field	x		
1	Raised Crosswalk & Crossride	Stanley St	Legend's Field	Pioneer Ave	x		
1	Multi-Use Pathway	East edge of Legend's Field	Canyon Ave	Stanley St	x		
1	Curb let-down	Radium Blvd	Canyon Ave	Canyon Ave	x		
1	Neighbourhood Bikeway	Edelweiss St	Pioneer Ave	Main Street W	x		
1	Neighbourhood Bikeway	Canyon Ave	Radium Blvd	St Joseph St	x		
1	Neighbourhood Bikeway	Pioneer Ave	Stanley St	Edelweiss St	x		
1	Multi-Use Pathway	Right-of-Way	Foresters Landing Rd	Radium Boulevard	x		
2	Raised Crosswalk & Crossride	Radium Blvd	Canyon Ave	Right-of-Way	x	x	
2	Multi-Use Pathway	Canyon Ave	Radium Blvd	St. Joseph St		x	

Phase	Recommended Improvement	Location / Corridor	Project Extent		Implementation Time Frame		
			From	To	Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10+ years)
2	Sidewalk	Pioneer Ave (west side)	McKay St	Edelweiss St		x	
2	Sidewalk	Edelweiss	East end of existing sidewalk	Main St W		x	
3	Multi-Use Pathway	Foresters Landing Rd (south side)	Highway 95	Revelstoke Rd			x

The proposed facilities and implementation timeline is not binding and is a recommended guideline only. Upon further detailed review of each roadway segment, the Village may determine another type of facility is more appropriate or desirable. One potential example is Pioneer Avenue. Although the traffic volumes on this road are low, the available right-of-way may permit the construction of a multi-use pathway on the west side, creating a more inclusive space for people walking, rolling, or bicycling. The Village could explore the possibility of a multi-use pathway on Pioneer Avenue.

6.1.2 High-Priority Projects

The high-priority active transportation infrastructure projects are those that are outside of the north-south AT corridor and recommended to be implemented within a shorter timeframe to close key gaps in the existing AT network. As summarized in **Table 6-2**, These projects have an overall outcome of improving active transportation in Radium through new facilities including sidewalks, multi-use pathways, neighbourhood bikeways and improved crossing treatments.

The high-priority projects were chosen based on priorities identified through the project evaluation process and through conversations with Village staff. Several projects can be grouped into two of these priorities: Legend’s Field and provision of a gateway to the Community Centre, both are described in the subsections following the table. For the full project list with effectiveness rankings, refer to **Appendix B**.

Note that some high-priority projects are identified to be completed in the medium-term.

Table 6-2: High-Priority Infrastructure Projects

Recommended Improvement	Location / Corridor	Project Extent		Implementation Time Frame		
		From	To	Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10+ years)
Sidewalk	Stanley St (north side)	Columbia Ave	Main Street W	x		
Multi-Use Pathway or Sidewalk	St. Joseph St (south side)	Main St W	Park Dr E	x		
Sidewalk	St Joseph St (north side)	Columbia Ave	Main Street W		x	
Sidewalk	St Marys St (north side)	Main St W	Park Dr E	x		
Sidewalk	St Marys St (south side)	Main St W	Park Dr E	x		
Multi-Use Pathway	North edge of Legend's Field	-	-		x	

6.1.2.1 Legend’s Field

Legend’s Field has seen recent upgrades including the new Radium Hot Springs Centre (which includes a library), a splash pad, and a new parking lot. The Village wants to expand on this and continue to improve the other components of the park. As it relates to the active transportation network, these improvements include replacing the existing pathway network surrounding and within the park with wider (3.0m) multi-use pathways and addressing sections of pathway with steep grades.

The active transportation projects related to Legend’s Field are listed as three separate projects in the evaluation matrix:

- 1. The eastern edge of Legend’s Field pathway (Park Drive E.) – part of the N-S AT Corridor Improvements (detailed in **Table 6-1**)
- 2. Closing the gaps in the sidewalk along Stanley Street
- 3. The northern edge of Legend’s Field pathway (St Joseph Street)

6.1.2.2 Gateway Connection from Legend’s Field to Main Street

With Legend’s Field becoming a major Village attraction, and Main Street W being the other major community attraction, enhanced connections are needed to facilitate active transportation to and from these destinations. St. Marys Street, St. Joseph Street and Stanley Street are the major connecting streets and have been assigned high-priority improvements. For St. Marys St and Stanley Street, sidewalks are proposed on both sides of the road. For St. Joseph St, a sidewalk is proposed on the north side of the road and a multi-use pathway is proposed on the south side of the road.

6.1.3 Medium-Priority

The medium-priority active transportation infrastructure projects, recommended to be implemented following the high-priority projects, are summarized in **Table 6-3**. Sidewalks gaps on Pioneer Avenue are proposed to be filled, and shared road signage is proposed on Sewage Treatment Road and Log Yard Road to provide an improved connection to the Sinclair Canyon Trails on the west side of the Village.

Implementation of these projects will be dependent on community growth and future need of the improvement. For example, if traffic volumes increase to a point where the proposed facilities are not expected to allow users to feel comfortable and safe , the proposed facility may be modified. However, if traffic volumes along the identified corridors remain low, the proposed improvement will be implemented.

Table 6-3: Medium-Priority Projects

Recommended Improvement	Location / Corridor	Project Extent		Implementation Time Frame		
		From	To	Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10+ years)
Sidewalk	Ridge Rd	Radium Ridge Loop	Thouret Rd		x	
Shared Road	Sewage Treatment Plant Rd and Log Yard Rd	Foresters Landing Rd	Sinclair Trails Parking Lot/Trail Head		x	
Sidewalk	Pioneer Ave (east side)	Southern end of existing sidewalk	Edelweiss St		x	

6.1.4 Low-Priority Projects

The low-priority active transportation infrastructure projects are listed in **Table 6-4**. These projects on the list are scattered throughout the Village, expanding the network to be more safe, comfortable, connected and inclusive.

Table 6-4: Low-Priority Projects

Recommended Improvement	Location / Corridor	Project Extent		Implementation Time Frame		
		From	To	Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10+ years)
Multi-Use Pathway	Prospector Rd and Ridge Rd	Existing MUP to access Hwy 93	Existing MUP to access Revelstoke Dr			x
Sidewalk	Canyon Ave (west side)	Radium Blvd	Joseph St			x
Multi-Use Pathway	Revelstoke Ave (east side)	Forsters Landing Rd	Kirk St			x

6.1.5 Infrastructure Planning-Level Cost Estimates

The conceptual planning-level (Class D) cost estimates were developed for the high-priority projects using unit costs gathered from other recent projects in the Kootenay area. The Class D unit costs used to develop the high-priority project costs were developed through gathering recent construction costs for similar projects. These unit costs are detailed in **Appendix C**.

A generalized cost estimating procedure was used and does not include allowances for right-of-way and property acquisition, and utility relocations. Contingency allowances were included in the capital costs and considered the following constraints and assumptions:

- Contingency - 40%
- Engineering (Survey, Technical Design and Construction Services) – 21%

The Class D cost estimates for the high priority projects are listed in **Table 6-5**. This list will provide the Village with the relative project size which will assist with financial planning and applying for external funding opportunities. These cost estimates should be further refined with preliminary design before implementation. This entails taking into consideration property acquisition, utility relocation, and other potential costs. In some cases, actual construction costs may be less than shown as further detailed engineering will often eliminate project risks and uncertainties. Note that the table does not include projects associated with the North-South AT Corridor. For this corridor, Class C cost estimates were developed. Refer to **Appendix D** for the concept design drawings and associated costs.

Note: unit rates and capital costs shown are subject to change. Therefore, it is important to reassess medium and long-term capital costs before implementation.

Table 6-5: Planning Level Cost Estimates of High-Priority Projects

Recommended Improvement	Location / Corridor	Project Extent		Approximate Length (m)	Capital Costs
		From	To		
Sidewalk	Stanley St (north side)	Columbia Ave	Main Street W	290	\$290,000.00
Multi-Use Pathway or	St. Joseph St (south side)	Main St W	Park Dr E	150	\$150,000.00 (sidewalk)
Sidewalk					\$198,000.00 (Multi-Use Path)
Sidewalk	St Joseph St (north side)	Columbia Ave	Main Street W	390	\$390,000.00
Sidewalk	St Marys St (north side)	Main St W	Park Dr E	150	\$150,000.00
Sidewalk	St Marys St (south side)	Main St W	Park Dr E	150	\$150,000.00
Multi-Use Pathway	North edge of Legend's Field	-	-	100	\$84,000.00

6.2 Amenities

Amenities are features or facilities that service all forms of AT and aim to enhance the environment, improve convenience, comfort, security, and coherence to the streetscape. Specific amenity-related issues identified by respondents through the online survey included a lack of proper lighting after sunset and a lack of bicycle parking. A list of the amenity projects recommended to enhance the active transportation network within the Village are identified in **Table 6-6**.

Table 6-6: Amenity Projects

Recommended Improvement	Description	Implementation Time Frame			Priority
		Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10+ years)	
Signage	Install wayfinding and signage along N-S AT Corridor directing users to Old Coach Trail to the south and Sinclair Trails/North Radium to the north. Potential for route-specific branding.	x			High-Priority
Maps	Develop a map that indicates cycling routes and location of amenities such as bike parking, washrooms, parking, etc.	x			Medium-Priority

Picnic Table	Picnic tables or benches on popular cycling routes.		x		Medium-Priority
Bike Parking	Increase bike parking through the Village at key origin/destination areas such as the beginning of cycle routes, trail heads, parks and other high-activity areas.	x			High-Priority
Bicycle repair	Provide bicycle repair stations along cycle routes at key areas (e.g. parking areas, stop and view points, etc.).		x		Low-Priority
Water Fountain	Water Fountain Amenities to be installed on popular cycling routes.		x		Not in top 35
Washrooms / Outhouses	Washroom facilities / outhouses on popular cycling routes.		x	x	Not in top 35

6.2.1.1 Wayfinding / Signage

Consistent wayfinding, signage for cycling is important to make it easier for cyclists to navigate the road network. The signs should be located at key destinations, be easy to read and provide a level of certainty that cyclists are travelling in the right direction and on accessible routes, as displayed in **Figure 6-3** and **Figure 6-4**. Further, the north-south AT corridor could include special wayfinding branding that makes the corridor easy to follow for people traveling through or making a pit-stop and then navigating their way back to the corridor.

A common issue identified by many respondents during Community Engagement Part 1 was a lack of clear wayfinding and mapping. Implementing wayfinding signage at key intersections, such as along Main Street and Legend’s Field, will facilitate travel with bicycles and help promote cycle tourism in the Village.

We recommended that the Village increase the amount of wayfinding signage provided in the community, including signage to popular destinations such as the Sinclair trails, the recreational centre and Legend’s Field, and Main Street. These signs can also provide information on nearest public washrooms and/or water fountains.



Figure 6-3:
Wayfinding
Signage - Kelowna

6.2.1.2 Maps

There are several ways to display maps and trail information. Trail Kiosks, as displayed in **Figure 6-5**, are typically found at trail heads and provide an overview of the area and information to trail users regarding safety, the environment, etiquette, and wayfinding. Monoliths, as displayed in **Figure 6-6**, provide support to walkers at key decision points. Monoliths typically include the name/address of the current location, directions to nearby destinations, an overview map, and community branding. We recommended that the Village increase the number of signs at key destination such as at Rotary Park, the Radium Hot Springs Centre/Legend’s Field, and on Main Street, to help with navigation. These maps should be regularly updated and maintained to ensure the information is up to date, easy to read, and easily printable.

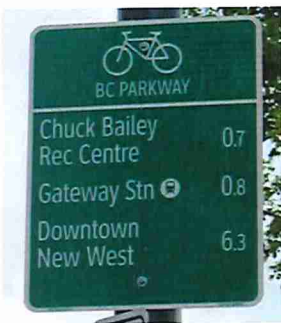


Figure 6-4:
Wayfinding
Signage -
Richmond



Figure 6-5: Monolith

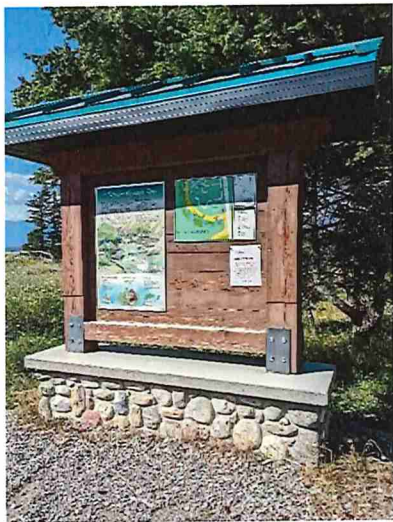


Figure 6-6: Trail Kiosk

These maps should also include information such as key transit routes multi-use pathways and cycle paths, and location of cycling amenities (bike parking, water fountains). Many communities within BC have transitioned their mapping to an online portal to provide users with an interactive experience and facilitate user experiences by allowing users to freely turn various map layers on and off.

6.2.1.3 Short-Term Bike Parking

The Village is currently in the process of updating their Zoning Bylaw which will include bicycle parking requirements under the new parking regulations. This will ensure that new

developments accommodate both short term (for visitors) and long-term (for residents or employees) bicycle parking.

To further encourage cycling as a mode of transportation for commuting and recreation, the Village should consider implementing convenient, safe, accessible, and secure bike parking options for various bicycle types and sizes around the community. The location and quantity of bike parking is very important and should be considered at key destinations within the Village including along Main Street, within and around Legend’s Field and at hiking trail heads.

Bike parking should not conflict with other transportation modes, including motor vehicles, buses and pedestrians. They should also be placed in a well-lit and highly visible location with passive surveillance from pedestrians, retail activity, and/or building windows. Ideal locations are typically within 15 m of building entrances.

Bike rack selection should be carefully considered to ensure they are supportive, intuitive, flexible, and secure. The inverted U bicycle rack, **Figure 6-7**, is a design recommended by the BCAT Design Guide because they support two bicycles per rack, can be installed alone or in series on rails, and can be efficiently placed within furnishing zones.



Figure 6-7: Inverted U Bicycle Rack

Bicycle parking aesthetics can be coordinated to match the entrance of surrounding streetscape and other street furniture as well as Village branding. Nonetheless, the design and functionality of bicycle parking should be prioritized over aesthetics.

6.3 Advocacy and Policies

Some projects identified require working with other partners to build the network. These projects are considered Advocacy Projects because they will require the Village to advocate to the respective partner and work with them to implement the project. Policy changes, on the other hand, can be implemented directly by the Village. Generally, they help to support the development and use of safe AT infrastructure. The active transportation-related advocacy projects that are recommended for the Village to pursue generally relate to improvements along Highway 93/95. These highways divide the Village into four quadrants, creating major active transportation barriers for the community. The Village can advocate to the Province to reduce the impact these barriers have on the community. Improvements may include better improved crossing indicators, improved lighting, and additional and/or improved infrastructure. The advocacy and policy projects that are recommended for the Village to pursue are summarized in **Table 6-7**.

Table 6-7: Advocacy and Policy Projects

Category	Recommended Improvement	Description	Implementation Time Frame			Priority
			Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10+ years)	
Policy	Pamphlets, Brochures	Improve bicycling education, create a set of rules / guidelines / code of conduct surrounding cycling, which will improve confidence in cyclists		x		Medium-Priority
Advocacy	Multi-Use Pathway	Advocate to Canfor to provide multi-use pathway from Forsters Landing, across from Pine Cone Lane to existing unpaved path to the north		x		Medium-Priority
Advocacy	Sidewalk	Advocate to BC MoTI to close sidewalk gap on north side of Highway 93 between Radium Park and the Hot Springs, highlighting that physical separation (ex. Concrete barriers) between vehicles and AT users is desired.	x			High-Priority
Advocacy	Multi-Use Pathway	Advocate to landowners to pave existing unpaved trail from Sewage Treatment Plant Rd to immediately north of Canfor water reservoir		x		Medium-Priority

Advocacy	Multi-Use Pathway	Advocate to BC MoTII to Widen or convert sidewalk to a MUP on west side of Highway 95 from Prospector Ave south to end of existing sidewalk on Highway 95			x	Low-Priority
Advocacy	Crossing Improvements	Advocate to BC MoTI to improve pedestrian crossing on Highway 93/95 at St. Joseph St. with additional lighting and driver awareness.	x			High-Priority

6.4 Operations and Maintenance

While the installation of new infrastructure to promote and encourage active transportation is often seen as a top priority, ongoing rehabilitation and maintenance of existing and new infrastructure should be an equally important focus. For people walking and cycling, poorly maintained infrastructure, the presence of snow and ice, and inaccessible infrastructure can make it more difficult and less desirable to walk or bicycle. The Village should review and update their current maintenance and operating policies and procedures for active transportation infrastructure, including sidewalks, multi-use trails, and active transportation corridors as needed.

Further, maintenance requirements should be considered at all stages of the planning and the design process. Design active transportation facilities to provide adequate drainage, snow storage and removal, and sand and gravel removal. This can be done by following guidance provided in the BCAT Design Guide specific to maintenance considerations including facility width and appropriate maintenance techniques for conditions in a winter community.

As new AT infrastructure is implemented, the Village should ensure that it has appropriately sized equipment, personnel, and funding to operate and maintain the entire active transportation network.

6.5 Funding Strategies

Implementation costs for the improvements listed in the ATNP can be significantly reduced by pursuing external funding sources and partnership opportunities. This section describes some funding strategies and potential funding sources that the Village may consider to help leverage its investments and to maximize its ability to implement network improvements. The Village should regularly check with all levels of government to keep up to date on current funding opportunities and pursue all available sources of funding for transportation facilities and programs.

6.5.1 Federal Opportunities

- **Green Municipal Funds** - The Federation of Canadian Municipalities manages the Green Municipal Fund, and the Government of Canada provide funding to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **Canada Community-Building Fund (CCBF)** – previously known as the Gas Tax Fund, the CCBF is a permanent source of funding provided by federal government upfront, twice-a-year, to provinces and territories, who in turn flow this funding to their municipalities to support local infrastructure priorities. This fund delivers over \$2 billion every year to 3600 communities across the country and has supported approximately 4000 projects in recent years.
- **National Active Transportation Grant program** - Infrastructure Canada manages several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. In 2022, the Federal Government announced and the National Active Transportation Grant program, which will fund \$400 million in active transportation across Canada over the next five years.

6.5.2 Provincial Opportunities

- The Provincial Government administers the **BC Active Transportation Infrastructure Grants Program** to incentivize communities to invest in planning and implementing active transportation facilities to increase safety, inclusivity and sustainable forms of transport. This Plan for Radium Hot Springs was co-funded by the Province and the Village under the network planning grant intake of this program, and several projects identified within this plan could be eligible for further funding under the infrastructure grant intake in the future.
- The Provincial Government administered the overarching **Move. Commute. Connect.** strategy to promote new, safe, and high-quality AT infrastructure for all ages and abilities through cost-sharing with local governments. The program provides funding for infrastructure and policy type projects that meet its goal doubling the percentage of trips taken with active transportation by 2030 and work towards Vision Zero. Some possible projects include a bike share program, youth programs that provide skills training, cycle rickshaw programs to folks with mobility issues, pedestrian tunnels, and grade separated multi-use pathways.
- The Provincial Government also administers the **Rural Dividend Program** which is intended to help rural communities in BC strengthen and diversify their local economies. The Province is providing \$25 million per year for four years to assist communities with fewer than 25,000 residents. The program funds a diverse range of projects that help develop the workforce, and promote community, economic and

business sector development. The Rural Dividend Program is provided through the Ministry of Forests, Lands and Natural Resource Operations.

- **ICBC** - Provides funding for road improvements, including pedestrian and cycling facilities, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools

6.5.3 Private Funding

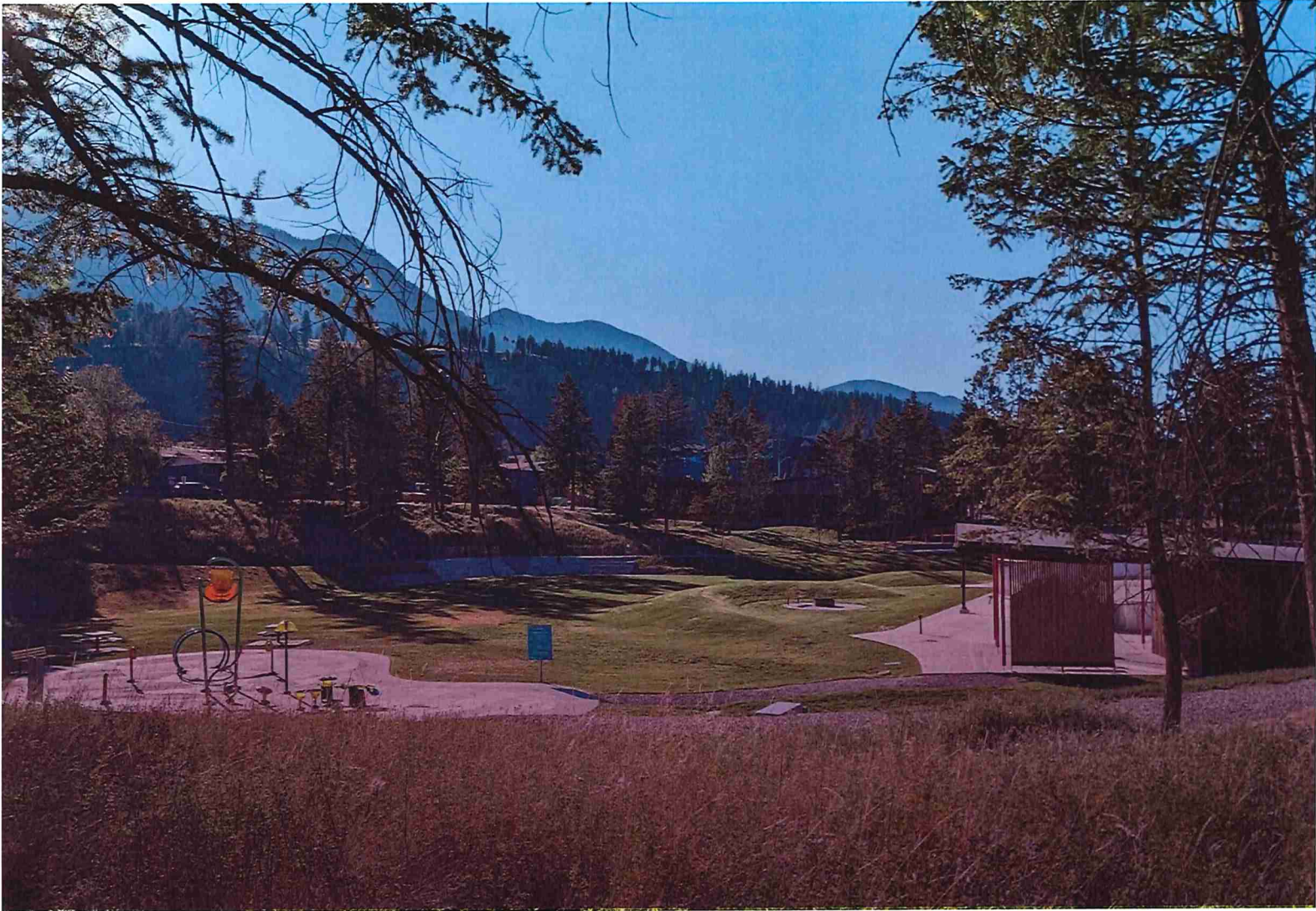
- **Developers** - The Village may want to explore opportunities for road improvements to be constructed as development occurs within the village. This process could be formalized through an update to the SDS Bylaw No. 169, 1997 (& amendment, Bylaw No. 363, 2010) or through individual negotiations.
- **Development Cost Charges** - The Village of Radium could amend their Development Cost Charges for new developments to include the requirement for developers to provide funding for active transportation facilities.
- **Private sector** - Many corporations wish to be good corporate neighbors — to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian facilities are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in B.C. include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries, which have sponsored multi-use pathways in Metro Vancouver.
- **Advertising** - If the Village is creating a bicycle route map, they may want to work with local businesses who would be interested in providing advertising and therefore revenue to cover some or all of the cost of advertising.
- **Service Clubs** - In many communities, service clubs have been involved in funding and building bicycle infrastructure and facilities including Northstar Rails to Trails and bike parking.

7 CONCLUSION

The ATNP provides an approach to guide the Village’s AT investments over the next 20 years and beyond. The plan includes recommendations for improving and expanding AT infrastructure and supporting it with active transportation policies and programs over the short- medium- and long-term.

To meet the vision and goals outlined in the ATNP, the Village intends to invest in new walking and cycling infrastructure, upgrade existing infrastructure, provide ongoing maintenance and management of existing facilities, utilize resources for development of new standards and policies, and actively pursue external funding to implement projects.

The ATNP was developed based on technical work and engagement with community members through a public engagement process and with regular meetings with Village staff.



Meeting Type and Date: Meeting – September 28, 2022
From: Adrian Bergles, Chief Administrative Officer
Prepared By: Adrian Bergles, CAO
Subject: Overtime and Banked Overtime Policy

Recommendation: That the Overtime and Banked Overtime Policy be adopted as presented

Request for Decision ☒ Department Report ☐ Information Report ☐

Implications of Recommendation:

Asset Management: N
Financial: Y: Wages
OCP: N
Policy: Y: Employee
Strategic Plan: Y: CAO Priority Project List

SUMMARY INFORMATION

The Overtime and Banked Overtime Policy is presented for Council's consideration. The policy attempts to regulate Overtime accrual and how it is eventually taken by hourly and salaried employees. Further it attempts to limit the liability to the Village by requiring Overtime be settled within nine months (at maximum) of being accrued.

The policy attempts to limit overtime and requires approval in advance. Hourly employees may be paid out for the Overtime immediately after it is worked (on the next pay period) or may choose to insert it in an overtime bank.

Salaried workers are not entitled to Overtime pay but may bank Overtime.

Hourly employees may bank Overtime on a time in equals time out (1 for 1) ratio. Banked Overtime may be taken as time-in-lieu or paid out at that employee's regular wage.

Salaried employees may bank Overtime on a time in equals time out (1 for 1) ratio. Banked Overtime may be taken as time-in-lieu.

Overtime should be settled within six months of insertion into the bank and must be settled

within nine months.

The payroll department will prepare twice-yearly summaries of banked overtime balances.

This policy has been reviewed in the payroll department as well as by finance, corporate, and the public works working foreman.

OPTIONS FOR COUNCIL

- a)** Adopt the policy as presented (recommended)
- b)** Table the policy and recommend changes to staff.

Respectfully submitted:

Adrian Bergles
CAO

Overtime and Banked Overtime Policy

Intent

The Village of Radium Hot Springs may require employees to work additional hours outside of their Regular Working Hours in order to ensure that specific projects or assignments are completed on time or during emergencies. The Village of Radium Hot Springs is committed to providing employees with appropriate compensation for Overtime hours worked, in accordance with applicable law.

Definitions

Overtime – Work completed outside of Regular Working Hours.

Overtime Pay – Monetary or paid time off compensation for the hours eligible employees work in excess of their Regular Working Hours per day and per week.

Work Week – the Work Week shall be from Sunday to Saturday

Regular Working Hours

- An eight-hour workday up to forty (40) hours per week for outside staff
- A seven-hour workday up to thirty-five (35) hours per week for inside staff

Guidelines

At times, employees may be asked to work Overtime to help to maintain workflow or to meet Village demands and emergency situations. Employees are expected to be available for a reasonable amount of Overtime work when requested. Managers will schedule Overtime with as much advance notice as possible, whenever possible.

Overtime Pay at a rate of time-and-one-half will be paid for hours worked over and above the employee's Regular Working Hours. Double-time shall be paid after an employee has worked their Regular Working Hours at straight-time plus four (4) hours at time-and-one-half, all in one workday. It is expected that double-time payment is a very rare occurrence, likely in event of emergency only.

Extra time worked at the employee's discretion, or without supervisory approval (working through lunch breaks, arriving early, or staying late) shall not be considered Overtime.

For clarity: An employee who works more than thirty-five (35) hours (inside staff) or forty (40) hours (outside staff) in a week – with the approval of that person's supervisor, in advance of the Overtime – must be paid Overtime Pay after the thirty-five (35) or forty (40) hours, whichever is applicable.

Eligibility

Hourly Employees

Employees paid at an hourly rate are eligible for Overtime Pay with their next regular payment after accruing the approved Overtime or may choose to bank the Overtime hours per the Banking of Overtime terms below.

Salaried Employees

Salaried employees are not eligible for Overtime Pay, but may bank approved Overtime hours accrued on an Overtime hour banked per Overtime hour worked (e.g. 1 for 1) basis.

Overtime Approval Process

Employees are not contractually entitled to work Overtime. As such, whenever possible, all Overtime hours must be authorized by a supervisor or manager in advance.

Abuse of Overtime

Employees who do not gain approval before working Overtime may be subject to discipline. Subsequent offences may result in disciplinary action, up to and including termination.

Banking of Overtime

The Village of Radium Hot Springs will establish a banked Overtime account for all employees.

Salaried employees may not be paid out for Overtime hours banked and must take time-in-lieu.

Banked Overtime will be reconciled for all staff by the Village of Radium Hot Springs's Finance Department payroll staff at least twice annually: on March 31 (Q1) and on September 30 (Q3) of each year and that employee informed of any outstanding Overtime amounts. Any outstanding banked Overtime amounts at Q1 must be settled by June 30 of that year. Any outstanding banked Overtime amounts at Q3 must be settled by December 31 of that year.

Settlement of Banked Overtime

Banked Overtime should be settled within six months, and must be settled no later than nine months, of being deposited in the bank – either by lump sum payment at regular pay or time-off-in-lieu for hourly employees, or time-off-in-lieu for salaried employees.

For clarity: All Overtime hours inserted into an hourly employee's banked Overtime account (at the choice of the hourly employee) **will be redeemed at that hourly employee's regular pay (i.e., not Overtime Pay), or as an hour time-off-in-lieu per Overtime hour worked (e.g., 1 for 1).**

Hourly employees who have not used their banked Overtime nine months after accrual will have that banked Overtime settled either through payment at their regular pay or by the Chief Administrative Officer who, at their lone discretion and without the agreement of the hourly employee, may instruct an hourly employee to take time-off-in-lieu rather than pay out that employee's banked Overtime.

Salaried employees who have not taken their banked Overtime nine months after accrual will have their Overtime from that prior period lapse without compensation.

Taking Banked Overtime

A leave of absence form must be submitted and approved by the employee's supervisor prior to taking time-off-in-lieu. **Managers should be as accommodative as possible, while ensuring Village needs are met, when considering an employee's request to take banked Overtime off in-lieu.**

One time exception: Any employee who may have previously accumulated banked Overtime at the time of passage of this policy may have that banked Overtime paid out or taken within 6 months of passage of this policy – at the discretion of that person. In this exception only, salaried employees with banked time may be paid out their banked time accumulated before the date of this policy's adoption at their regular hourly pay rate.

End of Employment

Upon end of employment with the Village of Radium Hot Springs, the Village shall settle all balances credited to an employee's banked Overtime account per the terms above. **For clarity: salaried employees will not be paid any banked Overtime amounts at the end of employment and a salaried employee's banked Overtime will lapse without payment from the Village of Radium Hot Springs.**

Acknowledgement and Agreement:

I, _____ (Employee Name), have read and understood the foregoing policy for the Village of Radium Hot Springs.

Signature: _____

Date: _____

Supervisor: _____

Meeting Type and Date: Meeting – September 28, 2022
From: Adrian Bergles, Chief Administrative Officer
Prepared By: Adrian Bergles, CAO
Subject: Application to UBCM Community Emergency Preparedness Fund Volunteer and Composite Fire Departments Equipment and Training Grant Stream

Recommendation: That Council of the Village of Radium Hot Springs supports the Village’s application on behalf of the Village of Radium Hot Springs Fire Brigade for a grant up to \$30,000 to the UBCM Community Emergency Preparedness Fund Volunteer and Composite Fire Departments Equipment and Training Grant Stream to help improve the resiliency of the fire brigade in preparing for and responding to emergencies

Request for Decision ☒ Department Report ☐ Information Report ☐

Implications of Recommendation:

Asset Management: Y
Financial: Y
OCP: N
Policy: N
Strategic Plan: N

SUMMARY INFORMATION

On behalf of the Village of Radium Hot Springs Fire Brigade and its Chief Trevor Carr, support for an application to the UBCM Community Emergency Preparedness Fund Volunteer and Composite Fire Departments Equipment and Training Grant Stream for up to \$30,000 is sought.

The specifics of the equipment to include with the application have not been made yet – but will be developed with input from Chief Carr before the application deadline of October 21, 2022.

It is most likely that the grant will be for apparatus to equip a wildfire response trailer, which is included on the 2023 year of the 2022-2024 Five Year Financial Plan.

OPTIONS FOR COUNCIL

- a) Support the application to the UBCM Community Emergency Preparedness Fund Volunteer and Composite Fire Departments Equipment and Training Grant Stream (recommended)
- b) Do not support the application

Respectfully submitted:

Adrian Bergles
CAO

Meeting Type and Date: Meeting – September 28, 2022
From: Adrian Bergles, Chief Administrative Officer
Prepared By: Adrian Bergles, CAO
Subject: Pay for Election Officer positions and Poll Clerks for coming election day

Recommendation: That Council receive the report on BC Municipal Election Day pay for information.

Request for Decision ☐ Department Report ☐ Information Report ☒

Implications of Recommendation:

Asset Management: N
Financial: Y
OCP: N
Policy: N
Strategic Plan: Y: CAO Workplan – Election Administration

SUMMARY INFORMATION

Administration of local government elections are an important component of local government administration, come at a bit of cost to local governments, and are typically not part of regular work duties.

As such I plan to pay the corresponding positions as follows on BC municipal election day, October 15, 2022 – anticipated to be a 14-hour day. The rates are comparable to pay in other small East Kootenay Communities:

Chief Electoral Officer (CEO): \$1,000
Deputy CEO: \$800
Poll Clerks: \$650

It is expected that there will be three poll clerks on duty on election day.

Respectfully submitted:
Adrian Bergles
CFO/CAO

Meeting Type and Date: Meeting – Sept. 28, 2022
From: Adrian Bergles, Chief Administrative Officer
Prepared By: Adrian Bergles, CAO
Subject: **Proposal for design of Snakes and Ladders Sliding Hill in Main Park**

Recommendation: That Council authorize staff to enter into a contract with HAPA Collaborative to design a snakes and ladders sliding hill in the Main Park – a component per the Main Park Landscape Plan – for \$35,600 plus related disbursements.

Request for Decision ☒ Department Report ☐ Information Report ☐

Implications of Recommendation:

Asset Management: Y
Financial: Y – from Canada Community-Building Fund (formerly Gas Tax)
OCP: N
Policy: Y: Main Park Landscape Plan
Strategic Plan: N

SUMMARY INFORMATION

HAPA Collective, which designed the landscape architecture in the Main Park around the Radium Centre, has submitted a proposal for design of the snakes and ladders component featured in the Main Park Landscape Plan.

If the contract is authorized by Council – from Canada Community-Building Fund (formerly Gas Tax) – the construction of the snakes and ladders sliding hill could be considered at budget time 2023.

OPTIONS FOR COUNCIL

- a) Authorize staff to enter into contract with HAPA Collective for \$35,600 plus disbursements for design work (recommended)
- b) Table the decision (not recommended).

Respectfully submitted: Adrian Bergles, CAO

Playground Expansion Snakes and Ladders Sliding Hill Village of Radium Hot Springs, BC

Proposal for Landscape Architectural Services
August 21, 2022

For:
Adrian Bergles, Chief Administrative Officer
Radium Hot Springs
(250) 347-6455
cao@radiumhotsprings.ca

HAPA COLLABORATIVE

Hapa Collaborative

Landscape Architecture
Urban Design

403-375 West Fifth Avenue
Vancouver, BC V5Y 1J6
604 909 4150

hapacobo.com



Scope of Work

The work program proposed herein responds to the program for the project outlined in discussion with the municipal client and based on the park master plan prepared by Hapa Collaborative. The work program is outlined in five phases to the completion of the full construction of the project. We understand that:

- Generally, the landscape design services required under the terms of reference of this project are for the areas shown in the master plan.
- The project will include one Building Permit for construction. No development permits or other permits are expected.
- Landscape works include design of the playground extension that includes two tube slides of varying lengths, access platforms at the top of the slides integrated into the existing playground and a run out area at the base integrated into the splash park.
- The project civil engineer will coordinate and submit any separately required off-site drawings (servicing, standardized paving, etc.) as may be required by city engineering or transportation.
- The proposed site is, or will be, considered a 'clean site', free of any materials, soil and groundwater conditions that would cause concern for any environmental review agency;
- All surveys, engineering and architectural backgrounds will be made available in a format compatible with AutoCAD. All models will be available in Revit format.
-

It also excludes the following services:

- Professional survey plans locating existing site features.
- Engineering reports including geotechnical and structural engineering requirements.
- Arboriculture services;
- Professional engineering services;
- Public art consultation or facilitation.



Our Team

Hapa Collaborative is a landscape architecture and urban design practice established with **placemaking, attentiveness and collaboration** in mind. We see each project as an opportunity to partner, to dream big and to synthesize ideas wrought from many, often opposing, influences. Our goal with each commission is to evoke the poetry of the place and in doing so reveal something delightful but perhaps previously unseen. Most of all, Hapa Collaborative is **a new voice for contemporary landscape design** and a **small, agile and fresh alternative** to traditional landscape architecture practice.

Hapa Collaborative works within the full breadth of scales from master plans to pocket parks, civic spaces to private residences, streetscapes to green roofs. However we like to specialize in landscape urbanism, integrated sites and community processes. We like to explore new materials, forge new relationships and ultimately build places that people remember. Our process is a collective one that involves many hands, and we are pleased to present a team for the project that brings specific skills for each stage of the project.

Joseph Fry, Hapa Collaborative, Principal, BCSLA CSLA ASLA is the founding principal of Hapa, and a vocal advocate for Vancouver's public realm and the role of the landscape architecture. He is dedicated to deepening our collective understanding and investment in civic placemaking. His professional offices have included his roles on the Vancouver and Richmond Advisory Urban Design Panels, director of the BC Society of Landscape Architects, and adjunct professor with the School of Architecture and Landscape Architecture at the University of British Columbia. Joe is a coach, parent, volunteer and a committed participant in our City's discussion about design and the public realm. **Joe will be the principal in charge** will provide design input through the life of the project and be available for design meetings and presentations as needed.

Lukas Holy, BCSLA CSLA is a senior team member with Hapa Collaborative. He is a landscape architectural graduate from the University of British Columbia that brings with him experience in a diverse type of landscape architecture projects, landscape planning and public engagement. His perspective is informed by meeting the needs of a range of client groups including municipalities, land developers and community led design. He has helped to deliver several small but significant projects that have a massive positive impact for the community, including the Radium Hot Springs municipal hall, the 'Na Aksa Gylak'yoo School in Kitsumkalum BC , and the Pender Harbour Ocean Discovery Station. He is currently project manager for sites including plaza construction for Nanaimo Station upgrades and landscape design for the new Peter Pollen Park on the Victoria waterfront. **Lukas will be the design lead for the project and main point of contact.**

Angat Desai, Landscape Designer, MLA, BCSLA Intern, is a landscape designer at Hapa Collaborative, where he embraces the collaborative spirit when offering support in graphic and visual representation on a wide range of public realm projects. A graduate from the Master of Landscape Architecture program at the School of Architecture, Planning, and Landscape (University of Calgary), His interests include land art, configuring low impact design strategies and adaptable spaces at the human scale. Since joining Hapa in 2022, Angat has been engaging with the technical aspect of the design through the application of 3D modelling and drafting skills to help convey design theories in a way which is colourful, playful and emotionally charged. **Angat will provide design and technical support** for the project duration, assisting the team with schematic design illustrations and graphics, construction documents and details.

Work Program

This work program and methodology is proposed based on our project understanding and as five separate phases of work.

Part I – Schematic Design Phase

For the Schematic Design phase, the Landscape Architect shall explore design options and develop a schematic design through the following:

- 1.1 Assemble base plans for the existing site, showing existing grades, and contours, and review appropriate base information for the project including survey and geotechnical information.
- 1.2 Prepare drawings illustrating alternative design concepts for the form and configuration of the Program elements on the site (up to three alternatives shall be provided under the basic Scope of Services).
- 1.3 Evaluate alternative design concepts and identify a preferred design concept.
- 1.4 Based on the preferred design concept, prepare a scaled schematic design plan illustrating the form and configuration of the proposed improvements on the site.
- 1.5 Preliminarily select key materials or material systems and prepare preliminary designs for key construction details.
- 1.6 Prepare an opinion of probable costs to construct the proposed improvements including a recommended contingency.
- 1.7 Submit the plan, details, cost opinion, and other deliverables as appropriate comprising the Schematic Design submittal to the Client for review and approval.
- 1.8 Attend all required meetings with the client and design team.
- 1.9 Submit plans for approval.

Part II – Design Development Phase

Based on the Schematic Design approved by the Client, the Landscape Architect shall refine and sufficiently detail the proposed form of the improvements to fully convey the design intent through the following:

- 2.1 Refine the Schematic Design plan to spatially define the location of the proposed improvements. Prepare drawings to illustrate the design intent:
 - Materials and layout plan,
 - Preliminary grading and drainage plan,
 - Preliminary planting plan,
 - Site sections and or elevations,
 - Site details for paving, site furnishings, and planting.
- 2.2 Submit the plans, details, cost opinion, and other deliverables as appropriate comprising the Design Development submittal to the Client for review and approval.
- 2.3 Attend all required meetings with design team and client.
- 2.4 Submit plans for Development Permit approval.

Part III – Construction Document Phase

Based on the Client-approved Design Development phase submission, the Landscape Architect shall prepare Construction Documents suitable for tendering and construction of the Project. The Landscape Architect shall:

- 3.1 Prepare construction plans including:
 - Tree management plan,
 - Materials and layout plan,
 - Grading and drainage plan,
 - Irrigation plan,
 - Planting plan.
- 3.2 Prepare construction details to describe the materials, spatial relationships, connections, and finishes suitable for constructing the proposed improvements.
- 3.3 Prepare construction specifications for the proposed improvements.
- 3.4 Prepare documents suitable for Building Permit submittal.



- 3.5 Address timely and applicable review comments received from agencies and revise the Construction Documents for compliance when required.
- 3.6 Attend all required meetings with design team.

Part IV – Tender Phase

The Landscape Architect shall provide the following contract administration services associated with the construction of the Project:

- 4.1 Answer and clarify questions to the tenders and assist in the final selection of the landscape contractor.
- 4.2 Issue drawings for tender (IFT) and construction (IFC).

Part V – Contract Administration Phase

The Landscape Architect shall provide the following contract administration services associated with the construction of the Project:

- 5.1 Take part in the pre-construction conference.
- 5.2 Undertake a maximum of three (3) field reviews, including Substantial and Final Completion of the work in progress for conformance with Construction Documents.
- 5.3 Complete submittal reviews, site instructions or RFI responses.
- 5.4 Complete nursery visits to inspect, select and reserve plant materials.
- 5.5 Evaluate the completed work to determine acceptance or non-acceptance based on conformity with the design intent expressed in the Construction Documents.
- 5.6 Review and approve Contractor progress payment requests.
- 5.7 Complete a review for Substantial Completion and prepare a deficiency list for the contractor to complete prior to Final Completion.
- 5.8 Complete a review for Final Completion and issue letters of assurance upon completion of the work.



Fees

This fee schedule outlines the tasks to complete Parts I to V and is proposed as a fixed fee amount based on hourly rates listed below. All figures exclude GST.

Proposed Fees	Subtotal
Part I - Schematic Design - Update	\$8,900.00
Part II - Design Development	\$10,200.00
Part III - Construction Documentation	\$16,500.00
Part IV - Tender	\$4,500.00
Part V - Contract Administration	\$15,800.00
Proposed Total	\$55,900.00
Estimated Disbursements at 14%	\$7,800.00

= \$35,600

Hourly Rates

The above fees are an upset amount based on hourly rates to complete the above tasks. Any additional work will be charged at the hourly rates noted below. Hourly rates are subject to change over the life of the project and may be applied to additional work.

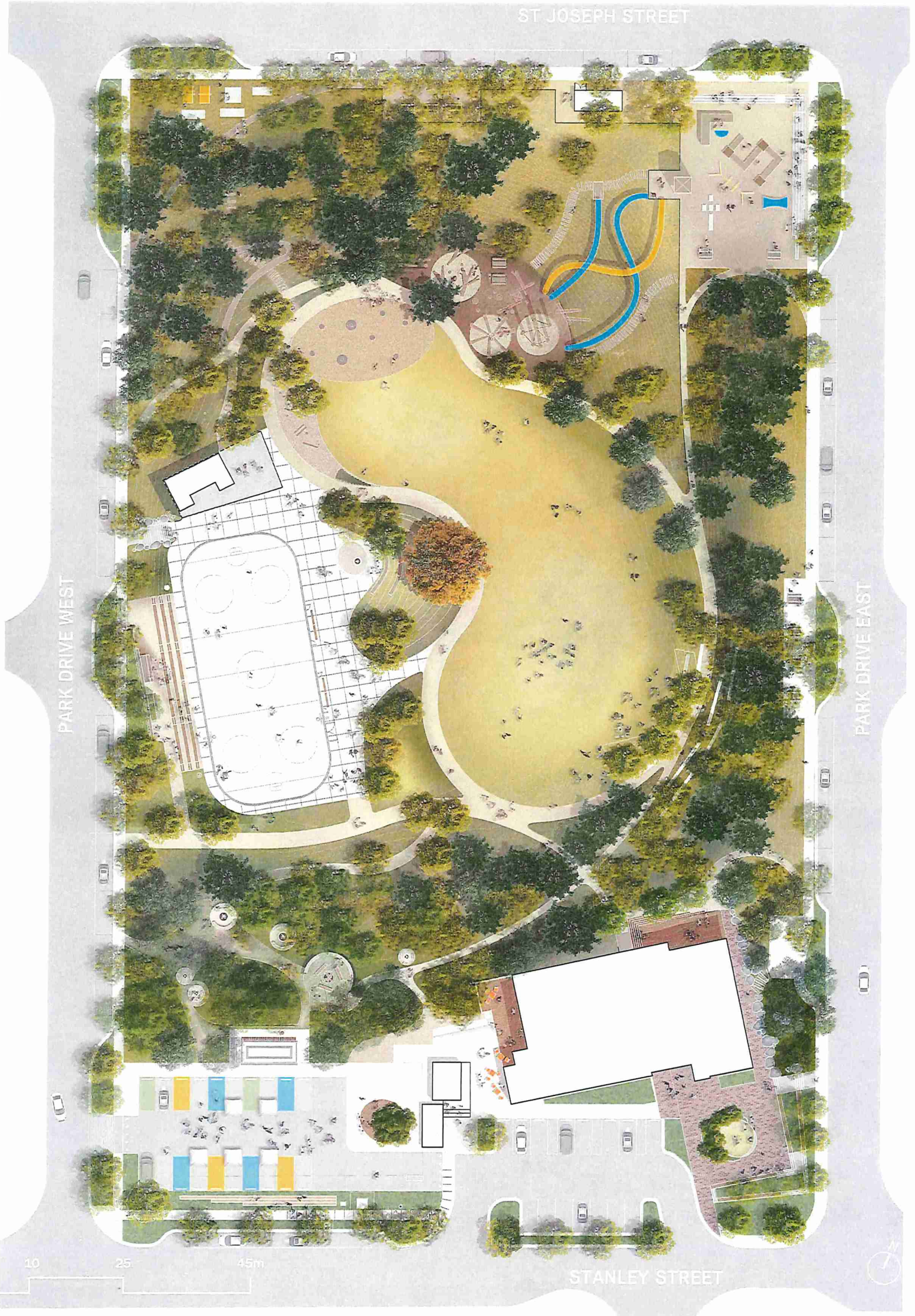
Joseph Fry, Principal	\$265.00/hr
Lukas Holy, Landscape Architect	\$150.00/hr
Senior Landscape Designer	\$135.00/hr
Angat Desai, Landscape Designer	\$120.00/hr
Landscape Technical Support	\$105.00/hr
Administrative Support	\$75.00/hr

Disbursements

Disbursements include but are not limited to in-house photocopying, plotting and printing, presentation materials, photography, long-distance fax and phone charges, couriers, postage / shipping, and travel expenses. These expenses will be invoiced in addition to the fee and are estimated above as a percentage of the fee.

Goods and Services Tax

The Owner acknowledges that Fees and Disbursements of Hapa Collaborative charged to the Owner will be subject to Good and Services Tax (GST) and agrees to pay such tax to Hapa Collaborative on all fees and disbursements.



Meeting Type and Date: Regular Meeting – September 28th, 2022
From: Adrian Bergles, Chief Administrative Officer
Prepared By: Emily Mitchell
Subject: July and August Cheque Register

Recommendation: THAT Council of the Village of Radium Hot Springs receives the cheque register for information.

Request for Decision ☐ Department Report ☐ Information Report ☒

Implications of Recommendation:

Asset Management: N
Financial: Y - This is the information of payments issued for the months noted.
OCP: N
Policy: N
Strategic Plan: N

SUMMARY INFORMATION

Attached is the cheque register for the months of

- July = \$820,763.79
- August = \$937,932.45

Included on the cheque register is the BMO MasterCard representing the total of both the Village's and the Library's expenses as they share one account. The Village MasterCard total is a separate document providing supplier and amount information. Village's expenses for the following months were:

- July = \$25,571.71
- August = \$35,314.19

Respectfully submitted:

Emily Mitchell
Finance



Supplier : 00ABA1 To ZWI001
Pay Date : 01-Jul-2022 To 31-Jul-2022
Bank : 01 - Kootenay Savings - VOR

July 2022

Seq : Cheque No. Status : All
Medium : M=Manual C=Computer E=EFT-PA

Cheque #	Cheque Date	Supplier	Supplier Name	Status	Batch	Medium	Amount
00111-0001	13-Jul-2022	ACL001	ACL SERVICES LTD	Cleared	104	T	4,480.00
00111-0002	13-Jul-2022	ASS001	ASSOCIATED PAVEMENT MAINTENANCE	Cleared	104	T	15,393.00
00111-0003	13-Jul-2022	CAM004	CAMPBELL, ROBERT	Cleared	104	T	2,000.00
00111-0004	13-Jul-2022	CAR004	CARR, TREVOR S	Cleared	104	T	152.00
00111-0005	13-Jul-2022	CEN002	CENTRALSQUARE CANADA SOFTWARE INC.	Cleared	104	T	12,040.00
00111-0006	13-Jul-2022	CHA003	CHAMBERLAIN, LISA	Cleared	104	T	2,213.93
00111-0007	13-Jul-2022	DIE001	DIEKRI TECHNOLOGY INC	Cleared	104	T	523.15
00111-0008	13-Jul-2022	DOH001	DOHLEN, ARNE	Cleared	104	T	1,161.56
00111-0009	13-Jul-2022	ENV001	ENVIROCULTURE LANDSCAPE MAINTENANC	Cleared	104	T	11,739.00
00111-0010	13-Jul-2022	EZM001	EZ MODE AUDIO VISUAL LTD	Cleared	104	T	3,331.04
00111-0011	13-Jul-2022	GOL001	GOLDIGGER EXCAVATING LTD	Cleared	104	T	19,603.50
00111-0012	13-Jul-2022	MCG001	MCGINN, MAC AND DREHER, DAYNA	Cleared	104	T	500.00
00111-0013	13-Jul-2022	RFE001	RFE ALARMS LTD	Cleared	104	T	126.00
00111-0014	13-Jul-2022	SIG001	SIGN ARTISTS	Cleared	104	T	1,408.86
00111-0015	13-Jul-2022	STE001	STEEDMAN ENTERPRISES	Cleared	104	T	14,070.00
00111-0016	13-Jul-2022	TOU001	TOURISM RADIUM	Cleared	104	T	14,198.95
00111-0017	13-Jul-2022	YOU001	YOUNG ANDERSON	Cleared	104	T	220.64
00111-0018	13-Jul-2022	ZUM001	ZUMUNDO COMMUNITY & ENVIRONMENT PL	Cleared	104	T	7,071.75
00112-0001	27-Jul-2022	AQU001	AQUATECH DIVING & MARINE SERVICES LTC	Cleared	109	T	6,020.00
00112-0002	27-Jul-2022	ATT001	ATTORP, DAWN	Cleared	109	T	500.00
00112-0003	27-Jul-2022	BCA001	BC ASSESSMENT AUTHORITY	Cleared	109	T	24,520.33
00112-0004	27-Jul-2022	CAI001	CAIN, AUSTIN	Cleared	109	T	500.00
00112-0005	27-Jul-2022	CHA003	CHAMBERLAIN, LISA	Cleared	109	T	525.00
00112-0006	27-Jul-2022	CIT005	CITY OF ROSSLAND	Cleared	109	T	796.66
00112-0007	27-Jul-2022	DEV001	DEVLIN, RYANN	Cleared	109	T	180.47
00112-0008	27-Jul-2022	DOH001	DOHLEN, ARNE	Cleared	109	T	2,643.09
00112-0009	27-Jul-2022	LID001	LIDSTONE & COMPANY	Cleared	109	T	683.20
00112-0010	27-Jul-2022	PRO001	PROCESCO INC.	Cleared	109	T	12,364.80
00112-0011	27-Jul-2022	URB001	URBAN SYSTEMS LTD	Cleared	109	T	12,766.58
00112-0012	27-Jul-2022	ZAM001	ZAMMTEK SERVICES INC	Cleared	109	T	3,630.90
00000-5168	31-Jul-2022	MUN005	MUNICIPAL PENSION PLAN	Cleared	115	E	9,697.61
00000-5169	31-Jul-2022	REC002	RECEIVER GENERAL OF CDA - 001/002	Cleared	115	E	21,843.28
00000-5170	31-Jul-2022	BCH001	BC HYDRO	Cleared	118	E	11,127.85
00000-5171	31-Jul-2022	BMO001	BMO MASTERCARD * See attached	Cleared	118	E	26,827.94
00000-5172	31-Jul-2022	CAS001	CASTLE FUELS (2008) INC	Cleared	118	E	283.37
00000-5173	31-Jul-2022	FIR007	First Data Global Leasing	Cleared	118	E	90.93
00000-5174	31-Jul-2022	MAN001	MANULIFE	Cleared	118	E	3,898.10
00000-5175	31-Jul-2022	MIN002	MINISTER OF FINANCE-SCHOOL TAX	Cleared	118	E	566,233.83
00000-5176	31-Jul-2022	MIN004	MINISTER OF FINANCE - PST	Cleared	118	E	18.60
00000-5177	31-Jul-2022	MIN011	MINISTER OF FINANCE - EMPLOYER HEALTH	Cleared	118	E	4,475.64
00000-5178	31-Jul-2022	NOR002	NORTH STAR HARDWARE & BUILDING SUPP	Cleared	118	E	179.20
00000-5179	31-Jul-2022	RFS001	RFS CANADA	Cleared	118	E	721.14
00000-5289	31-Jul-2022	NOR002	NORTH STAR HARDWARE & BUILDING SUPP	Cleared	134	E	1.89
Total Computer Paid :		0.00	Total EFT PAP :	645,399.38	Total Paid :		820,763.79
Total Manually Paid :		0.00	Total EFT File :	175,364.41			

VILLAGE OF RADIUM HOT SPRINGS
Cheque Register-Summary-Bank



Supplier : 00ABA1 To ZWI001
Pay Date : 01-Jul-2022 To 31-Jul-2022
Bank : 02 - MasterCard Payments-VOR

Master Card
July 2022

Seq : Cheque No. Status : All
Medium : M=Manual C=Computer E=EFT-PA

Cheque #	Cheque Date	Supplier	Supplier Name	Status	Batch	Medium	Amount
00000-5130	03-Jul-2022	ALS001	ALS ENVIRONMENTAL	Issued	108	E	2,158.31
00000-5131	03-Jul-2022	BRO004	BROTHER CANADA	Issued	108	E	172.46
00000-5132	03-Jul-2022	CAN004	CANADIAN TIRE - VARIOUS	Issued	108	E	74.99
00000-5133	03-Jul-2022	CAN015	CANADIAN LINEN & UNIFORM SERVICE	Issued	108	E	111.12
00000-5134	03-Jul-2022	CEN001	CENTRATECH TECHNICAL SERVICES LTD	Issued	108	E	3,453.22
00000-5135	03-Jul-2022	CEN003	CENTEX -ALL LOCATIONS	Issued	108	E	340.00
00000-5136	03-Jul-2022	COL004	COLUMBIA VALLEY FREIGHT	Issued	108	E	386.72
00000-5137	03-Jul-2022	COL010	COLUMBIA VALLEY SEWER & DRAIN LTD	Issued	108	E	232.05
00000-5138	03-Jul-2022	COL024	COLD COUNTRY TOWING & TRAFFIC CONTR	Issued	108	E	1,149.75
00000-5139	03-Jul-2022	EHP001	E H PRICE SALES	Issued	108	E	1,820.00
00000-5140	03-Jul-2022	ELE002	ELECTRONIC INNOVATIONS LTD	Issued	108	E	854.28
00000-5141	03-Jul-2022	ESS002	ESSEX GENERATOR SOLUTIONS LTD.	Issued	108	E	3,178.43
00000-5142	03-Jul-2022	FIR003	FIRE PREVENTION OFFICERS ASSOCIATION	Issued	108	E	78.75
00000-5143	03-Jul-2022	FIV001	FIVE STAR UNIFORMS	Issued	108	E	108.10
00000-5144	03-Jul-2022	GAS001	GAS PLUS, RADIUM HOT SPRINGS	Issued	108	E	2,090.91
00000-5145	03-Jul-2022	HAC001	HACH CANADA	Issued	108	E	396.89
00000-5146	03-Jul-2022	INV003	INVERMERE HARDWARE & BLDG SUPPLIES	Issued	108	E	1,352.73
00000-5147	03-Jul-2022	KOO004	KOOTENAY COMMUNICATIONS	Issued	108	E	100.80
00000-5148	03-Jul-2022	LOC001	LOCAL GOV'T MANAGEMENT ASSOCIATION C	Issued	108	E	446.25
00000-5149	03-Jul-2022	MIS002	MISC - TRAVEL EXPENSES - ALL COMBINED	Issued	108	E	2,153.85
00000-5150	03-Jul-2022	NOF001	NO FRILLS (JOE'S)	Issued	108	E	14.99
00000-5151	03-Jul-2022	PET001	PETRO-CANADA, RADIUM HOT SPRINGS	Issued	108	E	17.10
00000-5152	03-Jul-2022	RED002	REDEYE RENTALS & SALES LTD	Issued	108	E	252.00
00000-5153	03-Jul-2022	ROG003	ROGERS WIRELESS	Issued	108	E	1,162.97
00000-5154	03-Jul-2022	SHA002	SHAW CABLESYSTEMS LTD (1057)(18915)	Issued	108	E	829.98
00000-5155	03-Jul-2022	SHA004	SHAW CABLESYSTEMS - COLUMBARIUM (47	Issued	108	E	68.27
00000-5156	03-Jul-2022	SHA006	SHAW CABLESYSTEMS - CENTRE	Issued	108	E	106.35
00000-5157	03-Jul-2022	STA001	STAPLES/BUSINESS DEPOT	Issued	108	E	200.12
00000-5158	03-Jul-2022	TEL001	TELUS COMMUNICATIONS INC	Issued	108	E	34.02
00000-5159	03-Jul-2022	TOW002	TOWN & COUNTRY FEED & SUPPLY	Issued	108	E	1,785.84
00000-5160	03-Jul-2022	ULI001	ULINE CANADA CORPORATION	Issued	108	E	164.08
00000-5161	03-Jul-2022	VIT001	VITALAIRE	Issued	108	E	21.17
00000-5162	03-Jul-2022	WAS001	WASTE MANAGEMENT OF CANADA CORP	Issued	108	E	145.56
00000-5163	03-Jul-2022	WIN005	WINDERBERRY	Issued	108	E	85.73
00000-5164	03-Jul-2022	WOL001	WOLSELEY MECHANICAL GROUP - ALTA REC	Issued	108	E	23.92

Total Computer Paid :	0.00	Total EFT PAP :	25,571.71	Total Paid :	* 25,571.71
Total Manually Paid :	0.00	Total EFT File :	0.00		

35 Total No. Of Cheque(s) ...

* Does not include Library transactions.

VILLAGE OF RADIUM HOT SPRINGS				AP5090	Page : 1					
Cheque Register-Summary-Bank				Date :	Sep 20, 2022	Time : 10:30 am				
Supplier :	00ABA1 To ZWI001			Seq :	Cheque No.	Status : All				
Pay Date :	01-Aug-2022 To 31-Aug-2022			Medium :	M=Manual C=Computer E=EFT-PA					
Bank :	01 - Kootenay Savings - VOR									
Cheque #	Cheque Date	Supplier	Supplier Name	Status	Batch	Medium	Amount			
2289	18-Aug-2022	PT00000071	GILLILAND, DWIGHT	Issued	121	C	2,242.95			
2290	18-Aug-2022	PT00000072	HINER, LAURA M	Issued	121	C	2,286.43			
2291	18-Aug-2022	PT00000073	PATEL, RUTUL	Issued	121	C	1,695.00			
2292	18-Aug-2022	PT00000074	RAVEN, ROBERT S	Issued	121	C	856.34			
2293	18-Aug-2022	PT00000075	PATEL, RUTUL M	Issued	121	C	3,813.99			
2294	18-Aug-2022	PT00000076	PASION, MA L AND PASION, RALPH M	Cancelled	121	C	770.00			
2295	18-Aug-2022	PT00000077	RINTOUL, ROBERT J	Issued	121	C	134.00			
2296	18-Aug-2022	PT00000078	CARON, AMELIA L	Issued	121	C	770.00			
2297	18-Aug-2022	PT00000079	SHEEDY, DAVID	Issued	121	C	769.98			
2298	18-Aug-2022	PT00000080	FRASER, BRADLEY W AND FRASER, SANDRA	Issued	121	C	293.54			
00113-0001	10-Aug-2022	ATT001	ATTORP, DAWN	Issued	114	T	525.00			
00113-0002	10-Aug-2022	CHA003	CHAMBERLAIN, LISA	Issued	114	T	2,300.41			
00113-0003	10-Aug-2022	DIE001	DIEKRI TECHNOLOGY INC	Issued	114	T	853.37			
00113-0004	10-Aug-2022	JAY001	JAY'S FIRE SAFETY INC	Issued	114	T	1,286.25			
00113-0005	10-Aug-2022	KOO007	KOOTENAY MONUMENT INSTALLATIONS	Issued	114	T	21,340.06			
00113-0006	10-Aug-2022	MPE001	MPE ENGINEERING LTD	Issued	114	T	139.65			
00113-0007	10-Aug-2022	STE001	STEEDMAN ENTERPRISES	Issued	114	T	3,990.00			
00113-0008	10-Aug-2022	TOU001	TOURISM RADIUM	Issued	114	T	11,091.48			
00113-0009	10-Aug-2022	WIN005	WINDERBERRY	Issued	114	T	3,024.00			
00113-0010	10-Aug-2022	YOU001	YOUNG ANDERSON	Issued	114	T	1,168.53			
00113-0011	10-Aug-2022	ZUM001	ZUMUNDO COMMUNITY & ENVIRONMENT PL	Issued	114	T	3,308.62			
00114-0001	24-Aug-2022	CHA003	CHAMBERLAIN, LISA	Issued	122	T	525.00			
00114-0002	24-Aug-2022	DIE001	DIEKRI TECHNOLOGY INC	Issued	122	T	780.39			
00114-0003	24-Aug-2022	DOH001	DOHLEN, ARNE	Issued	122	T	2,047.50			
00114-0004	24-Aug-2022	ENV001	ENVIROCULTURE LANDSCAPE MAINTENANCE	Issued	122	T	2,100.00			
00114-0005	24-Aug-2022	GIR001	GIROUX, PATRICK	Issued	122	T	63.34			
00114-0006	24-Aug-2022	RAD003	RADIUM VILLAGE ARTS & CULTURE SOCIETY	Issued	122	T	1,500.00			
00114-0007	24-Aug-2022	REI002	REINHARDT, CLARA A.	Issued	122	T	145.46			
00114-0008	24-Aug-2022	RFE001	RFE ALARMS LTD	Issued	122	T	2,035.11			
00114-0009	24-Aug-2022	THR001	THREE FORKS TRAPPING	Issued	122	T	1,260.00			
00114-0010	24-Aug-2022	URB001	URBAN SYSTEMS LTD	Issued	122	T	16,714.90			
00000-5284	31-Aug-2022	MUN005	MUNICIPAL PENSION PLAN	Issued	129	E	10,161.99			
00000-5285	31-Aug-2022	REC002	RECEIVER GENERAL OF CDA - 001/002	Issued	129	E	38,510.76			
00000-5290	31-Aug-2022	BCH001	BC HYDRO	Issued	135	E	17,926.84			
00000-5291	31-Aug-2022	BMO001	BMO MASTERCARD * See attached	Issued	135	E	39,460.10			
00000-5292	31-Aug-2022	CAS001	CASTLE FUELS (2008) INC	Issued	135	E	469.08			
00000-5293	31-Aug-2022	FIR007	First Data Global Leasing	Issued	135	E	91.35			
00000-5294	31-Aug-2022	GRO003	GROUPSOURCE LP	Issued	135	E	4,772.64			
00000-5295	31-Aug-2022	MAN001	MANULIFE	Issued	135	E	3,943.24			
00000-5296	31-Aug-2022	MUN001	MUNICIPAL FINANCE AUTHORITY OF BC	Issued	135	E	116.02			
00000-5297	31-Aug-2022	MUN005	MUNICIPAL PENSION PLAN	Issued	135	E	10,139.28			
00000-5298	31-Aug-2022	REG001	REGIONAL DISTRICT OF EAST KOOTENAY	Issued	135	E	721,468.00			
00000-5299	31-Aug-2022	RIC002	RICOH CANADA INC	Issued	135	E	1,041.85			
Total Computer Paid :				13,632.23	Total EFT PAP :		848,101.15	Total Paid :		937,932.45
Total Manually Paid :				0.00	Total EFT File :		76,199.07			

VILLAGE OF RADIUM HOT SPRINGS
Cheque Register-Summary-Bank



Supplier : 00ABA1 To ZWI001
Pay Date : 01-Aug-2022 To 31-Aug-2022
Bank : 02 - MasterCard Payments-VOR

Seq : Cheque No. Status : All
Medium : M=Manual C=Computer E=EFT-PA

Cheque #	Cheque Date	Supplier	Supplier Name	Status	Batch	Medium	Amount
00000-5189	03-Aug-2022	911001	911 SUPPLY	Issued	127	E	139.95
00000-5190	03-Aug-2022	AGV001	AG VALLEY FOODS	Issued	127	E	21.01
00000-5191	03-Aug-2022	ALS001	ALS ENVIRONMENTAL	Issued	127	E	538.14
00000-5192	03-Aug-2022	AMA001	AMAZON.CA	Issued	127	E	530.37
00000-5193	03-Aug-2022	APP001	APPLE-VARIOUS	Issued	127	E	44.79
00000-5194	03-Aug-2022	BCL001	BC LIQUOR STORES	Issued	127	E	120.82
00000-5195	03-Aug-2022	BRO004	BROTHER CANADA	Issued	127	E	72.90
00000-5196	03-Aug-2022	CAN001	CANADA POST CORPORATION	Issued	127	E	183.75
00000-5197	03-Aug-2022	CAN004	CANADIAN TIRE - VARIOUS	Issued	127	E	89.83
00000-5198	03-Aug-2022	CAN015	CANADIAN LINEN & UNIFORM SERVICE	Issued	127	E	222.24
00000-5199	03-Aug-2022	COL004	COLUMBIA VALLEY FREIGHT	Issued	127	E	890.85
00000-5200	03-Aug-2022	COL006	COLUMBIA VALLEY PIONEER	Issued	127	E	1,294.90
00000-5201	03-Aug-2022	COL010	COLUMBIA VALLEY SEWER & DRAIN LTD	Issued	127	E	2,082.68
00000-5202	03-Aug-2022	CON004	CONNECT HEARING	Issued	127	E	189.00
00000-5203	03-Aug-2022	EEC001	EECOL ELECTRIC INC	Issued	127	E	157.25
00000-5204	03-Aug-2022	EGG001	EGGPLANT STUDIOS	Issued	127	E	52.50
00000-5205	03-Aug-2022	EHP001	E H PRICE SALES	Issued	127	E	-649.60
00000-5206	03-Aug-2022	ELE001	ELECTROGAS MONITORS LTD	Issued	127	E	117.60
00000-5207	03-Aug-2022	ENV003	ENVIRONMENTAL OPERATORS CERTIFICATI	Issued	127	E	630.00
00000-5208	03-Aug-2022	EXP001	EXPRESS BADGES	Issued	127	E	53.55
00000-5209	03-Aug-2022	FIR005	FIRE STATION SOFTWARE LLC	Issued	127	E	180.98
00000-5210	03-Aug-2022	GAS001	GAS PLUS, RADIUM HOT SPRINGS	Issued	127	E	2,128.45
00000-5211	03-Aug-2022	GLO004	GLOBAL RAYMAC SURVEYS INC.	Issued	127	E	1,391.25
00000-5212	03-Aug-2022	INV003	INVERMERE HARDWARE & BLDG SUPPLIES	Issued	127	E	1,839.07
00000-5213	03-Aug-2022	INV008	INVERMERE BAKERY THE	Issued	127	E	67.50
00000-5214	03-Aug-2022	K5M001	K-5 MECHANICAL	Issued	127	E	768.74
00000-5215	03-Aug-2022	KOO009	KOOTENAY COLUMBIA HOME MEDICAL EQUI	Issued	127	E	1,100.00
00000-5216	03-Aug-2022	MEQ001	MEQUIPCO LTD	Issued	127	E	394.24
00000-5217	03-Aug-2022	MIN008	MINISTER OF FINANCE - PRODUCT DISTRIBL	Issued	127	E	302.27
00000-5218	03-Aug-2022	MIS008	MISC - VENDOR ONE-TIME	Issued	127	E	2,758.78
00000-5219	03-Aug-2022	MOU001	MOUNTAINSIDE MARKET RADIUM HOT SPRIN	Issued	127	E	24.99
00000-5220	03-Aug-2022	NAT001	NATIONAL FIRE PROTECTION ASSOCIATION	Issued	127	E	120.40
00000-5221	03-Aug-2022	NOR002	NORTH STAR HARDWARE & BUILDING SUPP	Issued	127	E	14.10
00000-5222	03-Aug-2022	PEA001	PEACOCK EMBROIDERY	Issued	127	E	1,963.95
00000-5223	03-Aug-2022	PET001	PETRO-CANADA, RADIUM HOT SPRINGS	Issued	127	E	19.28
00000-5224	03-Aug-2022	QUI001	QUICKSCRIBE SERVICES LTD	Issued	127	E	60.90
00000-5225	03-Aug-2022	REC003	RECEIVER GENERAL FOR CANADA	Issued	127	E	150.00
00000-5226	03-Aug-2022	ROG003	ROGERS WIRELESS	Issued	127	E	493.31
00000-5227	03-Aug-2022	RON001	RONA CRANBROOK BUILDING CENTRE LTD	Issued	127	E	29.10
00000-5228	03-Aug-2022	SEL003	SELKIRK APPLIANCE REPAIR	Issued	127	E	451.83
00000-5229	03-Aug-2022	SHA002	SHAW CABLESYSTEMS LTD (1057)(18915)	Issued	127	E	1,188.37
00000-5230	03-Aug-2022	SHA003	SHAW CABLESYSTEMS - FIREHALL (2317)	Issued	127	E	266.26
00000-5231	03-Aug-2022	SHA004	SHAW CABLESYSTEMS - COLUMBARIUM (47	Issued	127	E	68.27
00000-5232	03-Aug-2022	SHA006	SHAW CABLESYSTEMS - CENTRE	Issued	127	E	106.35
00000-5233	03-Aug-2022	SOU003	SOUTHERN IRRIGATION	Issued	127	E	5,240.91
00000-5234	03-Aug-2022	STA001	STAPLES/BUSINESS DEPOT	Issued	127	E	417.04
00000-5235	03-Aug-2022	SUP001	SUPERIOR PROPANE A DIVISION OF SUPERI	Issued	127	E	54.60
00000-5236	03-Aug-2022	TEL001	TELUS COMMUNICATIONS INC	Issued	127	E	34.02
00000-5237	03-Aug-2022	ULI001	ULINE CANADA CORPORATION	Issued	127	E	24.00
00000-5238	03-Aug-2022	UNI001	UNION OF BC MUNICIPALITIES	Issued	127	E	3,459.75
00000-5239	03-Aug-2022	VIT001	VITALAIRE	Issued	127	E	41.33
00000-5240	03-Aug-2022	WAL001	WALMART	Issued	127	E	12.91
00000-5241	03-Aug-2022	WAS001	WASTE MANAGEMENT OF CANADA CORP	Issued	127	E	143.95
00000-5242	03-Aug-2022	WOR001	WORKSAFE BC	Issued	127	E	3,214.76

VILLAGE OF RADIUM HOT SPRINGS
Cheque Register-Summary-Bank



Supplier : 00ABA1 To ZWI001
Pay Date : 01-Aug-2022 To 31-Aug-2022
Bank : 02 - MasterCard Payments-VOR

Seq : Cheque No. Status : All
Medium : M=Manual C=Computer E=EFT-PA

Cheque #	Cheque Date	Supplier	Supplier Name	Status	Batch	Medium	Amount
Bank : 02 MasterCard Payments-VOR							
Total Computer Paid :		0.00	Total EFT PAP :	35,314.19	Total Paid :		35,314.19
Total Manually Paid :		0.00	Total EFT File :	0.00			

54 Total No. Of Cheque(s) ... *