

# APPENDIX A: PUBLIC PARTICIPATION SUMMARY





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# ACTIVE TRANSPORTATION PLAN

PUBLIC PARTICIPATION SUMMARY - 2021







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# INTRODUCTION

## Background

In Chilliwack, over 440km (70%) of the City's 620 km of roads do not have sidewalks. With the Province's CleanBC Active Transportation Strategy pursuing an integrated, safe, and accessible active transportation system throughout the province, the City wanted to engage the public and create an Active Transportation Plan that best reflects its residents' needs. In developing an inclusive and well-informed Plan, public participation was essential. Learning from residents how they move as they go about their daily routines; how residents want to move as they go about their daily routines; and what residents' priorities are. The completed Active Transportation Plan will provide both bylaw amendment recommendations and plan the allocation of future pedestrian funding for the overall community.

The City completed a Cycle Vision Plan in 2017 that identifies where Chilliwack should prioritize future cycling infrastructure. The Active Transportation Plan will instead focus on all other components of Active Transportation: walking, wheelchairs and assisted mobility, scooters, skateboards, and other forms of micro-mobility.



## PUBLIC PARTICIPATION

### Engagement Activities

From June 17 to October 15, 2021, the City of Chilliwack went to the public to learn about local active transportation barriers, challenges, likes, dislikes, and wish lists. Initially, Provincial Health Orders (PHO) restricted staff's ability to assemble with residents.

Utilizing the City's Engage Chilliwack online platform created an opportunity to have residents provide their feedback in an online setting. In August, once PHO restrictions eased, staff coordinated pop-up activities at various locations throughout the community.



# PUBLIC PARTICIPATION

## Engagement Activities Continued

The pop-up locations included:

- Chilliwack Fair
- Summer BBQ with Chilliwack & Seniors' Resources Society
- Rotary Pool
- Downtown Market
- Vedder Art Walk
- Vedder Farm & Artisan Market
- Eco Market
- Cottonwood Mall
- Pride Festival
- Spadina Bus (Transit pop-up)



The Transportation Advisory Committee provided comments and received engagement progress updates through this engagement phase. Staff also reached out by letter invitation to 26 community advocacy groups and organizations, inviting them to participate in the consultation or a more specialized consultation that better suits their members. At the end of this engagement phase, none of the letter recipients requested specialized consultation for their membership.

## Engagement Tactics

The City advertised the public participation opportunities through local radio ads, newspaper ads, the City's website, social media platforms, e-newsletter, and updates on the Engage Chilliwack platform.

The tools used to gather feedback included:

- Quick Polls (Engage Chilliwack Platform)
- Active Transportation Survey (paper; and online from the Engage Chilliwack Platform)
- Mapping Activity (Engage Chilliwack Platform)
  - pin an electronic map indicating locations of concern, likes and leave written comments



# PUBLIC PARTICIPATION

## Participation Numbers

- Surveys received (online/paper) = 381 (27 online; 354 paper)
- Engagement accomplishments = 17 activities
  - 10 pop-ups,
  - 2 quick polls (Engage Chilliwack Platform) (65 submissions)
  - 1 Mapping Activity (Engage Chilliwack Platform)
  - 2 Videos (online; introduction to engagement activities + how to use online mapping tool)
  - Surveys (online + paper)
  - Letters (invitation to participate to community advocacy groups & organizations) (26 letters)
- Transportation Advisory Committee = 2 updates
- Mayor's Task Force on Inclusiveness, Diversity and Accessibility = 1 update
- Parks and Trails Committee = 1 update
- Face-to-Face + Phone Conversations staff with the public = hundreds



# SUMMARY

## Highlights

From the engagement activities, we learned a variety of concerns, insights, and ideas for the future of Chilliwack's Active Transportation.

“ More  
lighting  
on  
streets ”

“ *Improve  
sidewalks in  
older areas* ”

“ *We need wider  
shoulders on  
the roads* ”

“ It was great to  
be asked about  
my opinion. ”

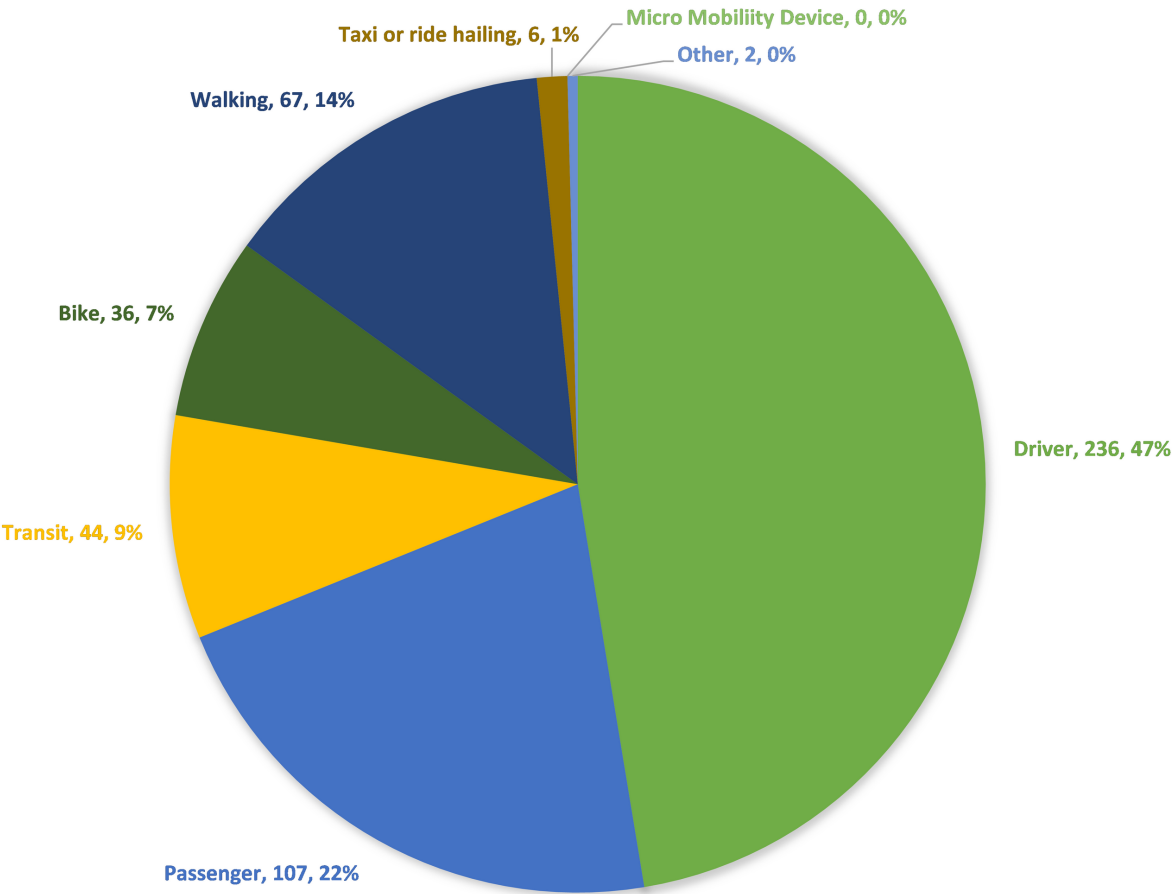




# SUMMARY

## 1. ONLINE/PAPER SUEVEY QUESTIONS

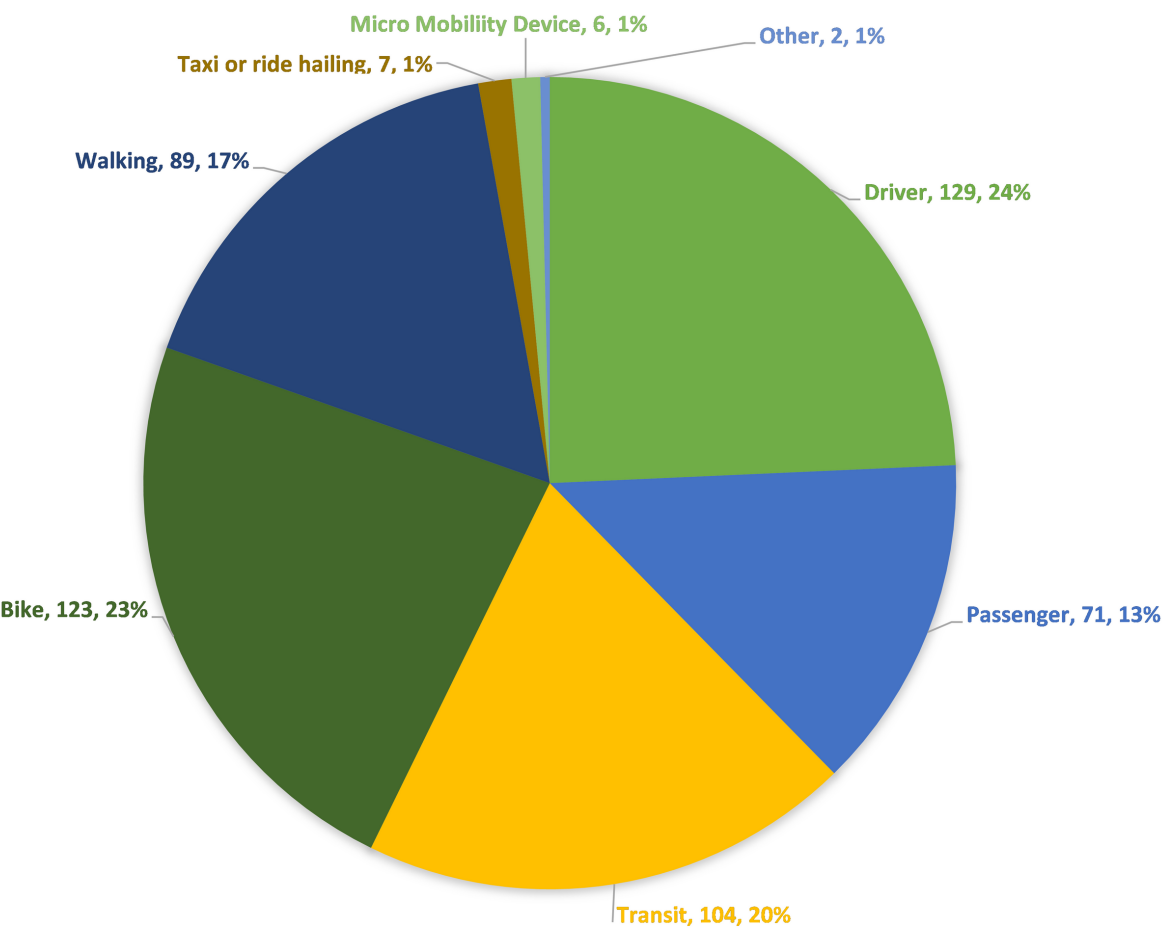
Q1: What is your main form of transportation around Chilliwack?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

Q2: What method of transportation would you prefer to use, should ideal conditions exist in Chilliwack?

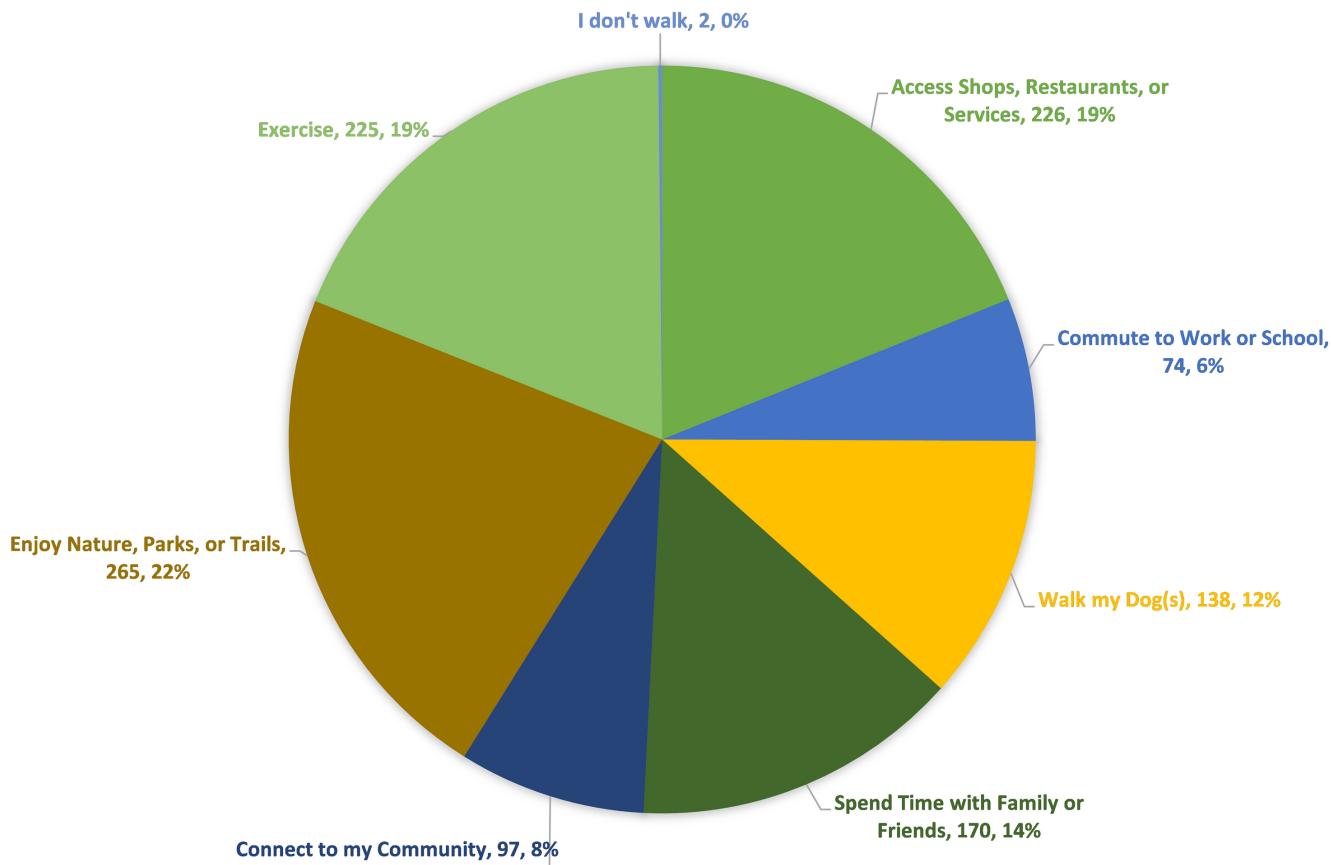




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

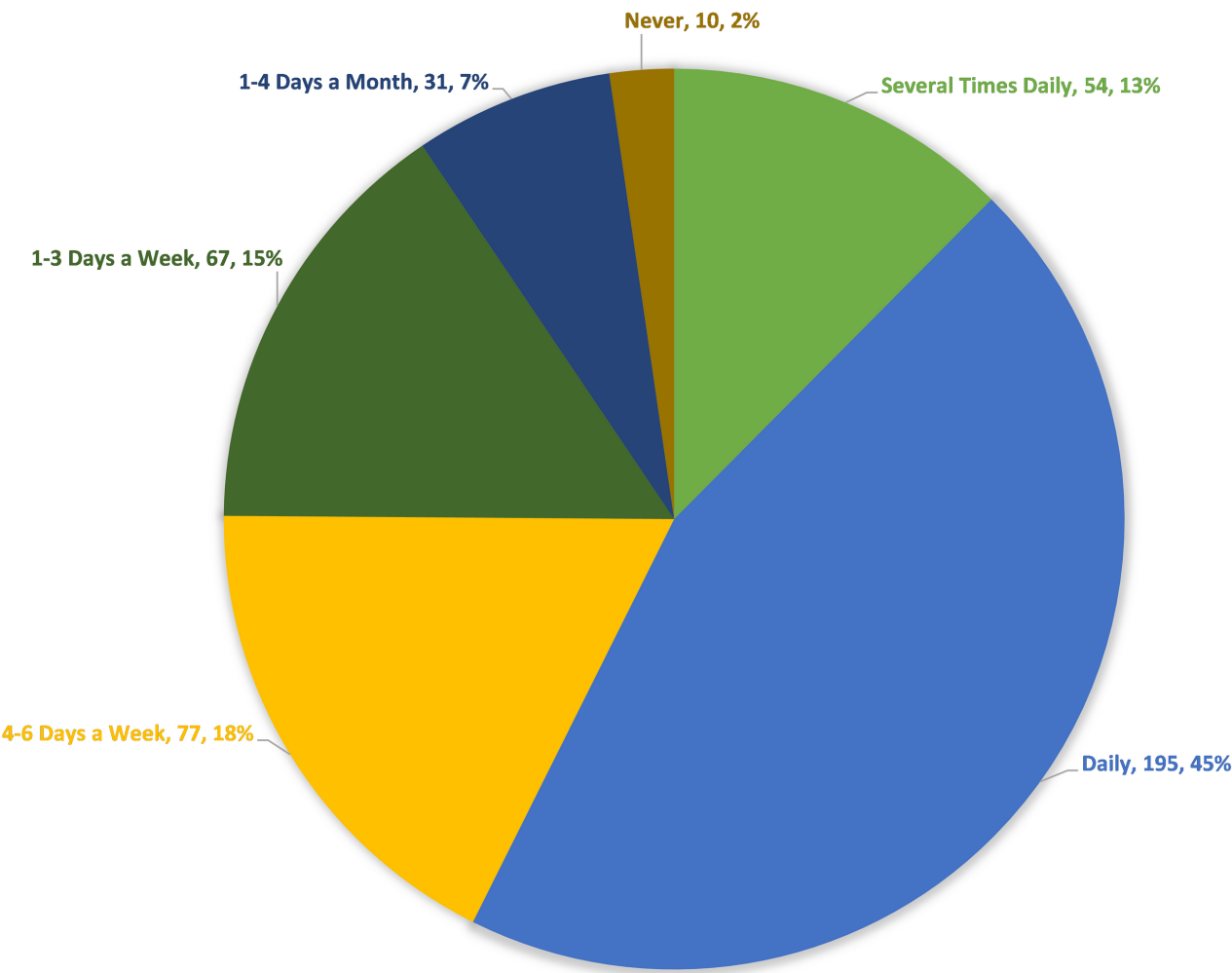
Q3: When you walk (or use an assisted mobility device), it is typically to:



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

Q4: In a typical month, how often do you walk or use sidewalks?

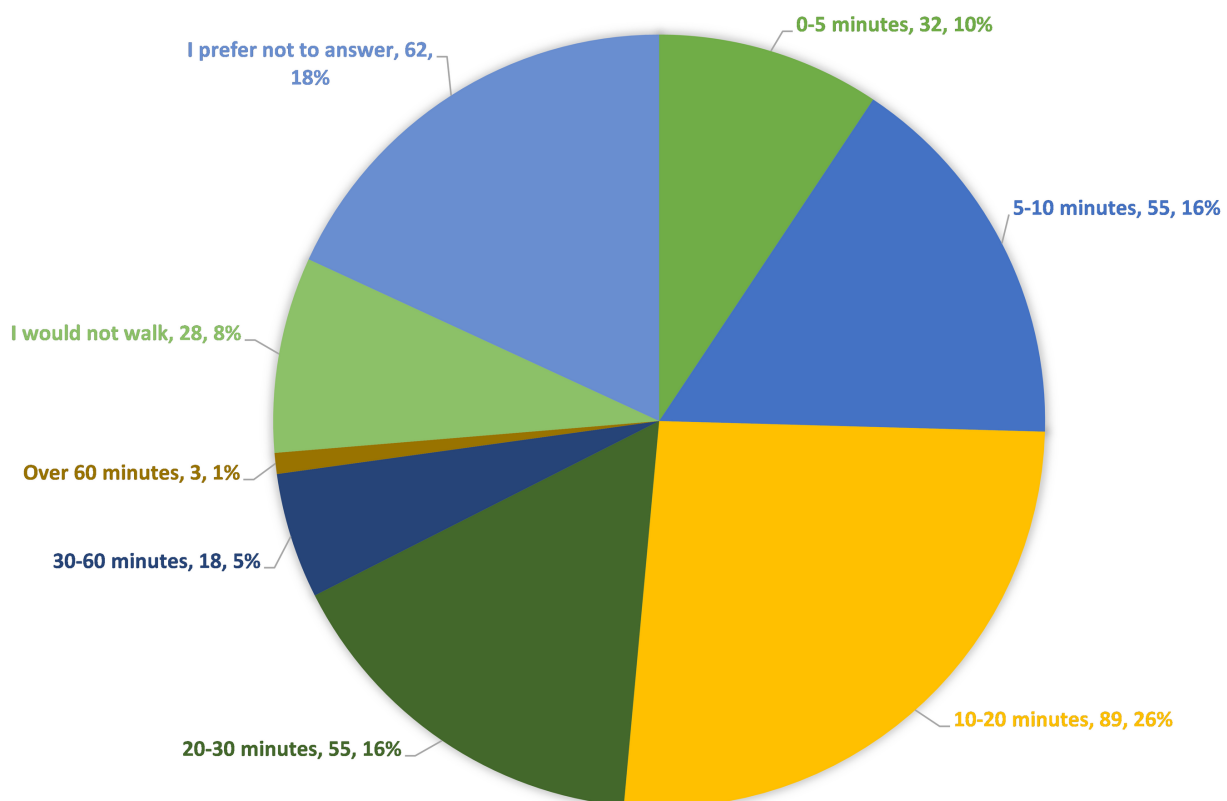




# SUMMARY

## 1. ONLINE/PAPER SURVEY QUESTIONS

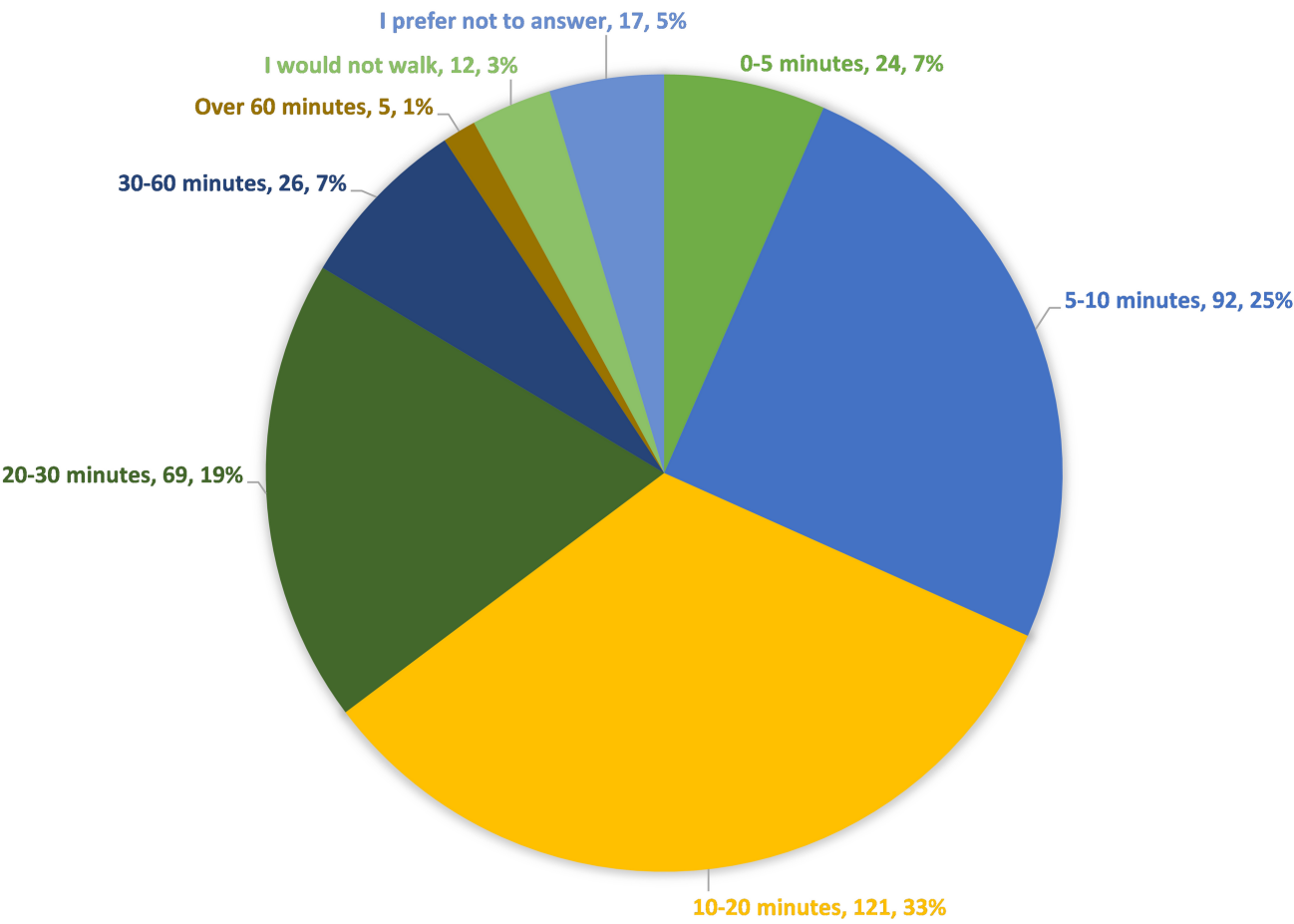
**Q5a: On a typical day, with the current active transportation infrastructure in Chilliwack, how far (time) would you be willing to walk to work or school?**



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

Q5b: On a typical day, with the current active transportation infrastructure in Chilliwack, how far (time) would you be willing to walk to shops and services?

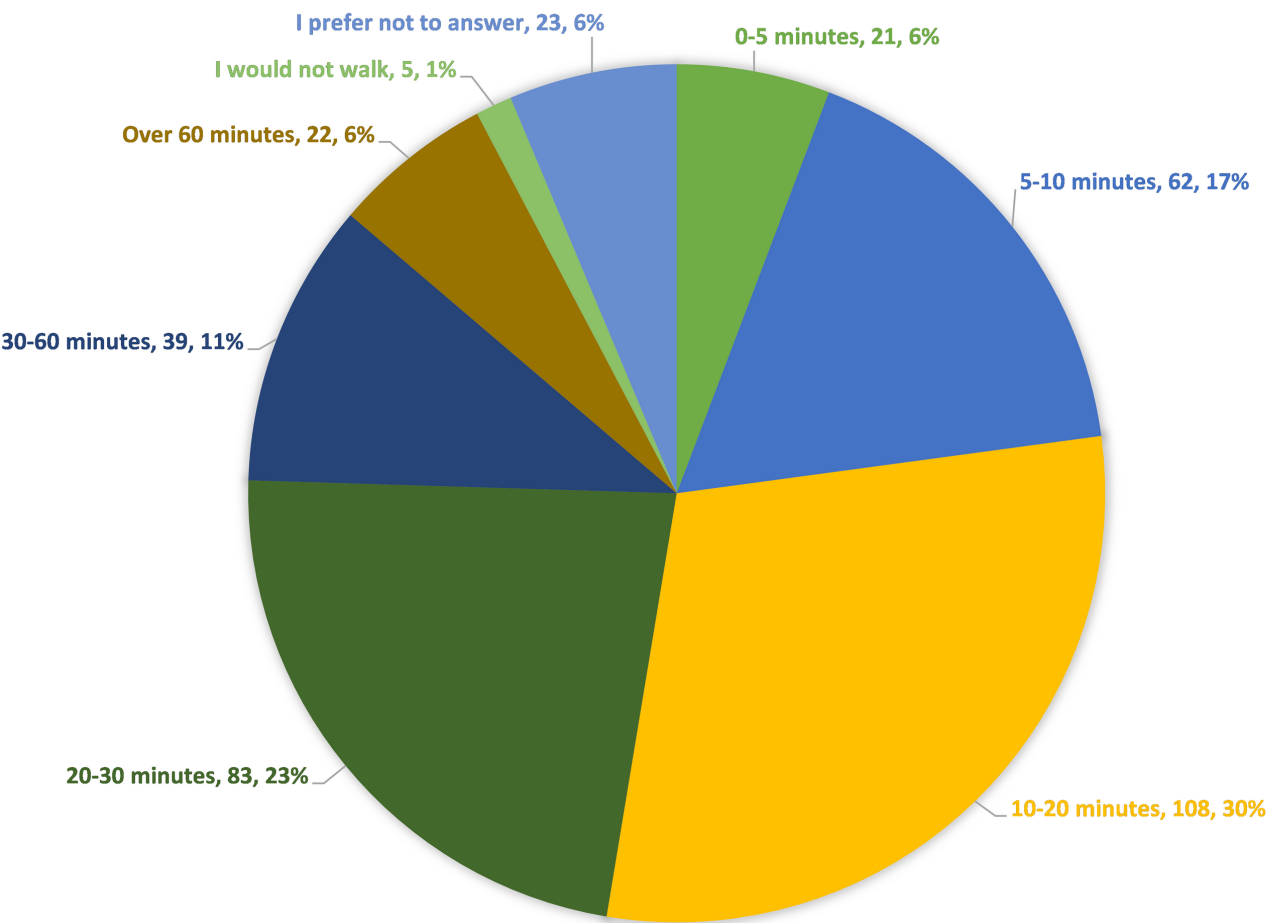




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

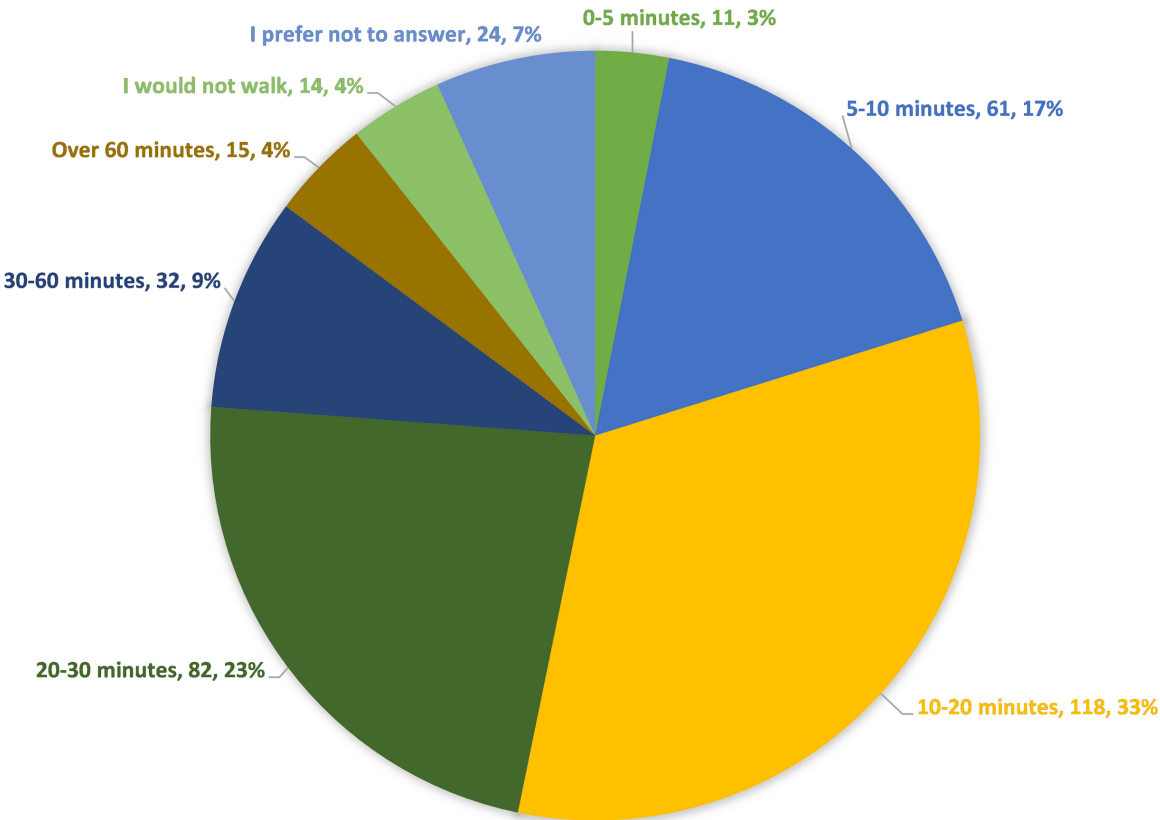
Q5c: On a typical day, with the current active transportation infrastructure in Chilliwack, how far (time) would you be willing to walk to local parks or trails?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

Q5d: On a typical day, with the current active transportation infrastructure in Chilliwack, how far (time) would you be willing to walk to entertainment or leisure activities?

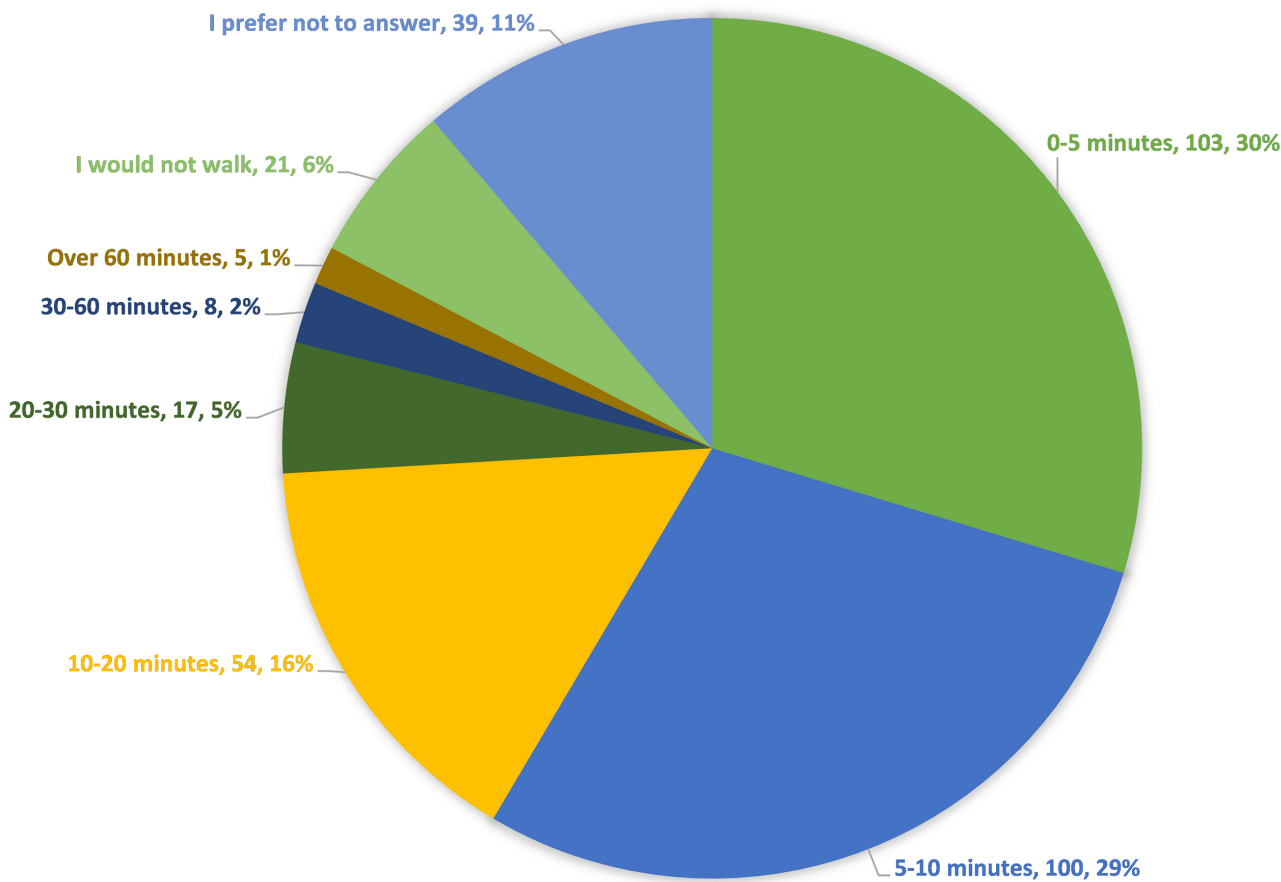




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

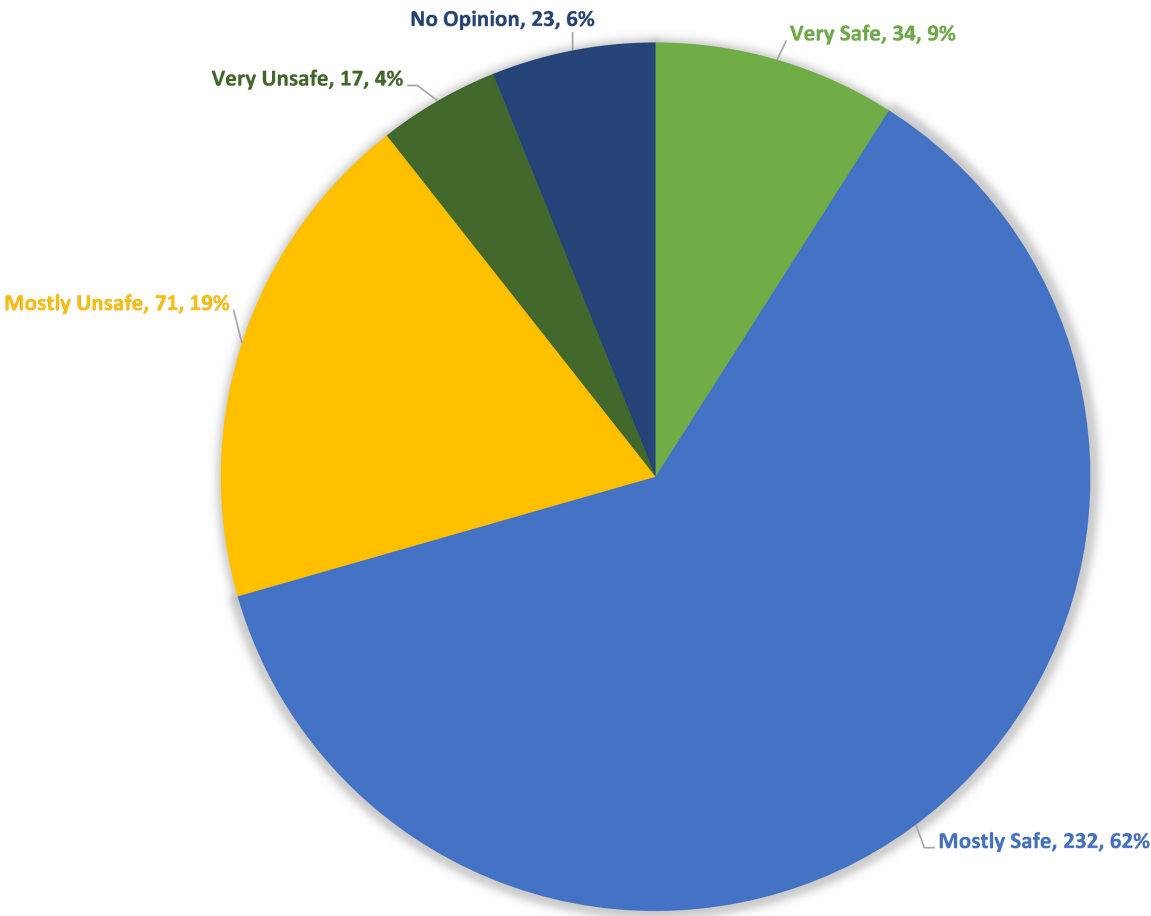
Q5e: On a typical day, with the current active transportation infrastructure in Chilliwack, how far (time) would you be willing to walk to transit?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

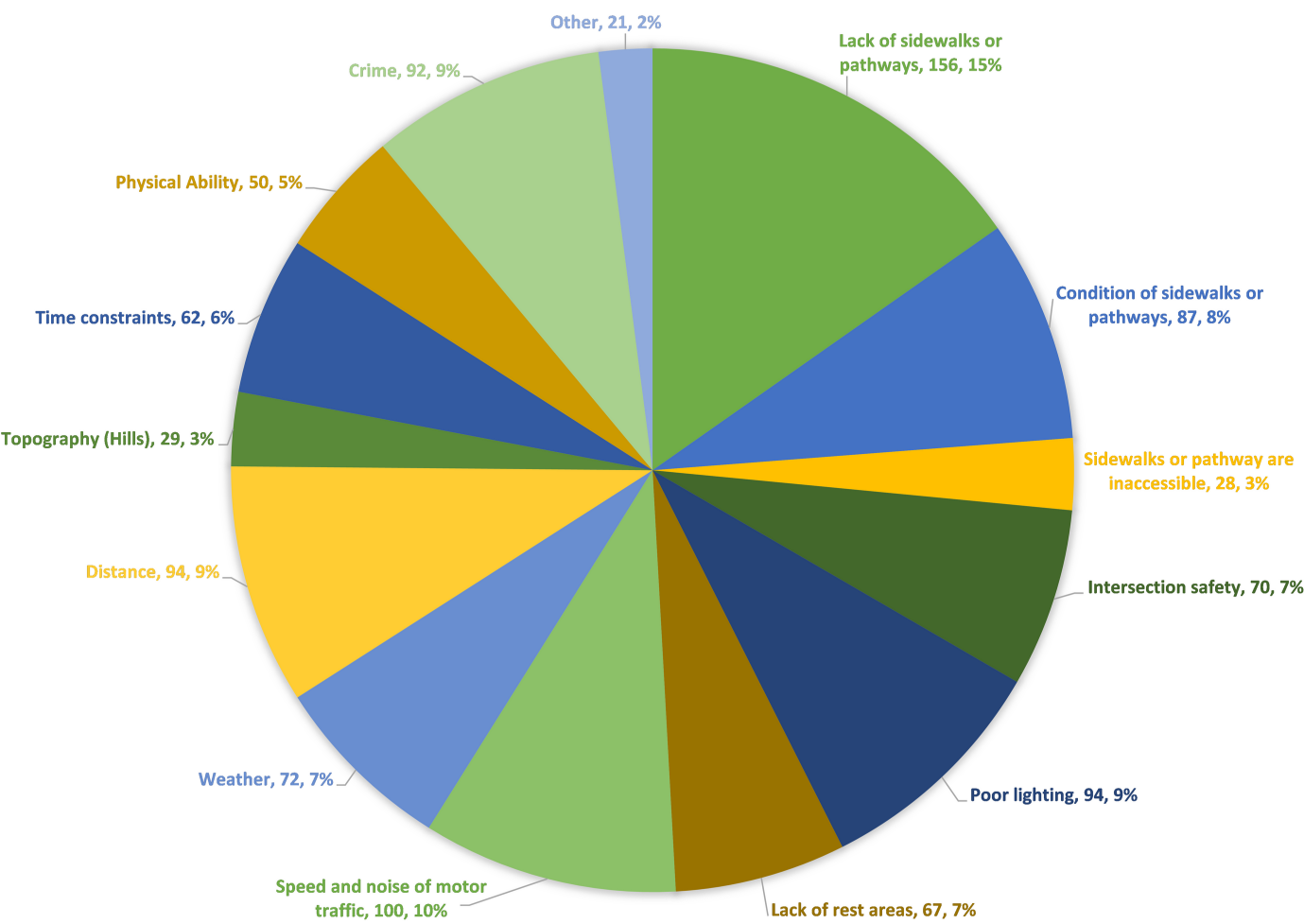
Q6: How safe do you feel walking in Chilliwack?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

**Q7: What are the barriers for walking more often than you do in Chilliwack?**

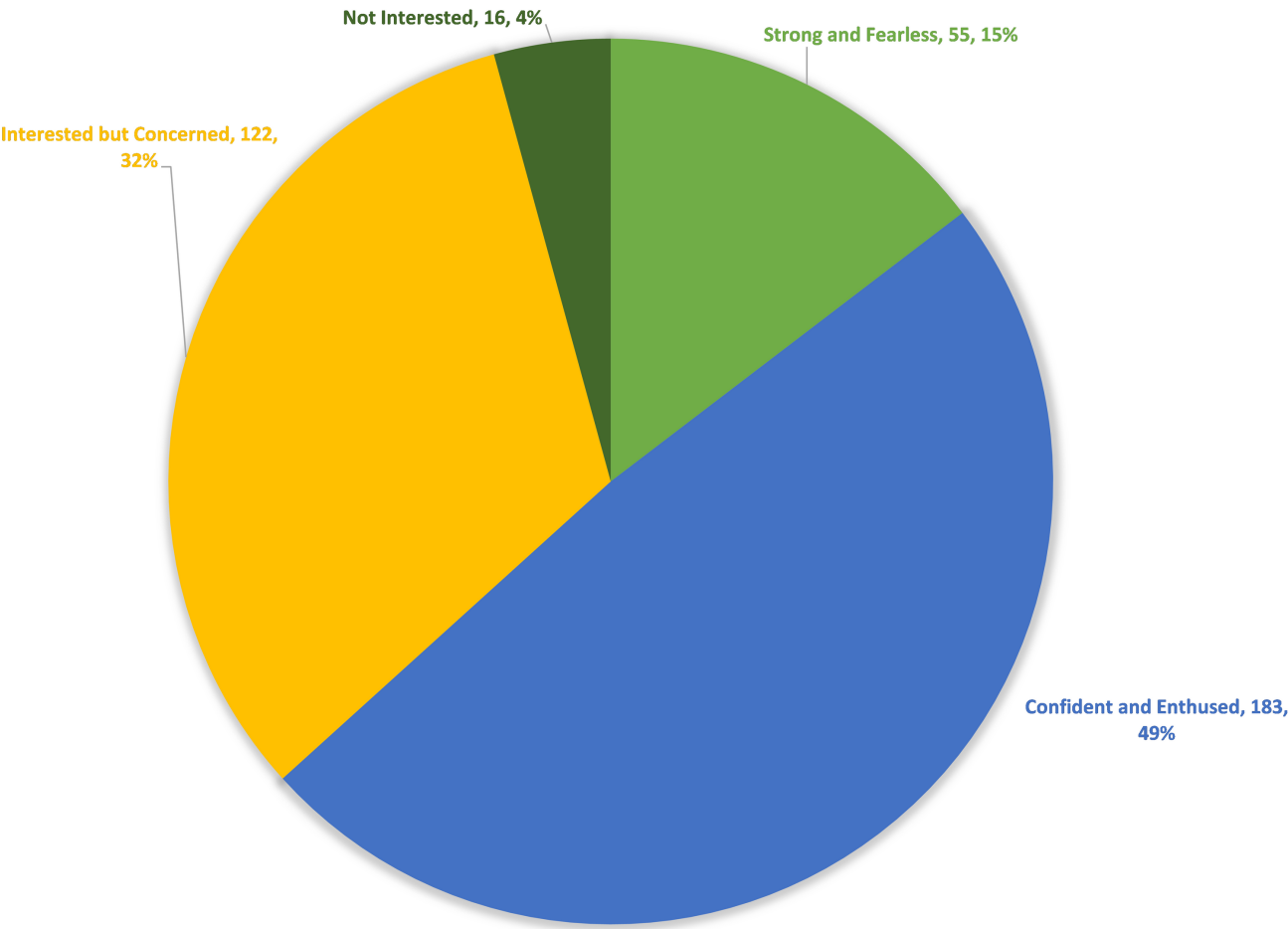




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

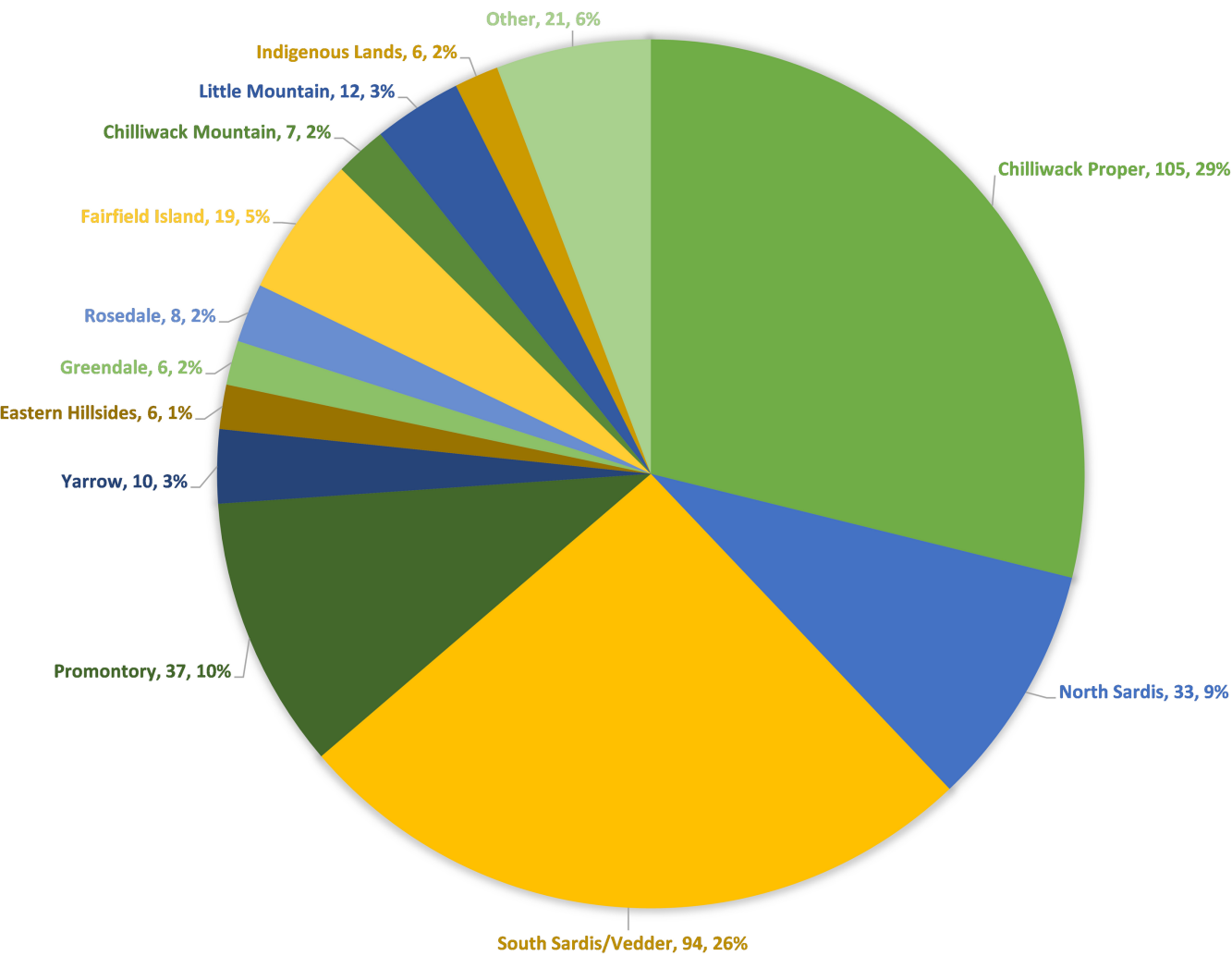
Q8: What best describes you as a pedestrian in Chilliwack?



# SUMMARY

## 1. ONLINE/PAPER SUEVEY QUESTIONS

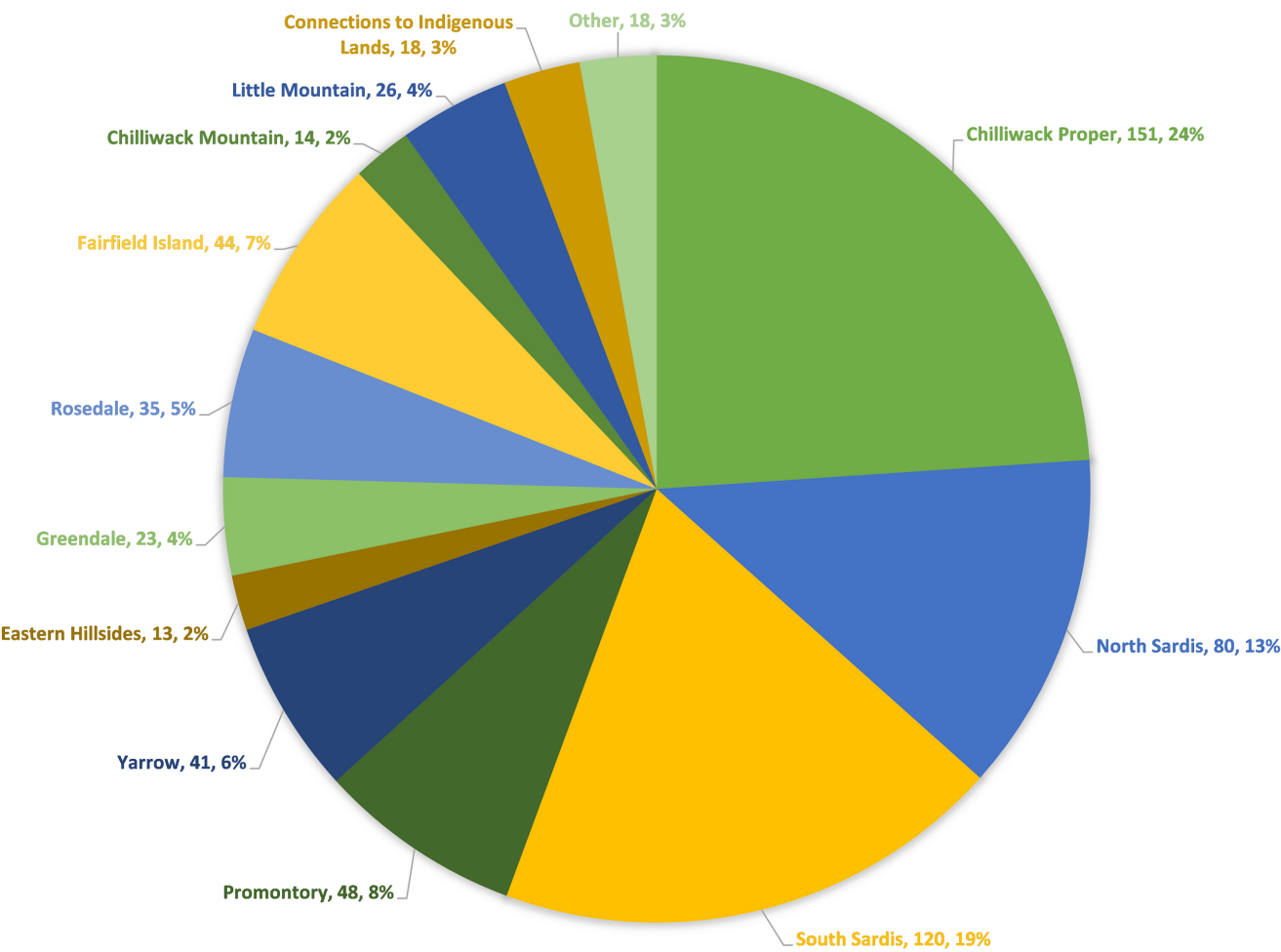
Q9: What best describes where you live in Chilliwack?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

Q10: In which neighbourhoods would you like to see active transportation improvements?

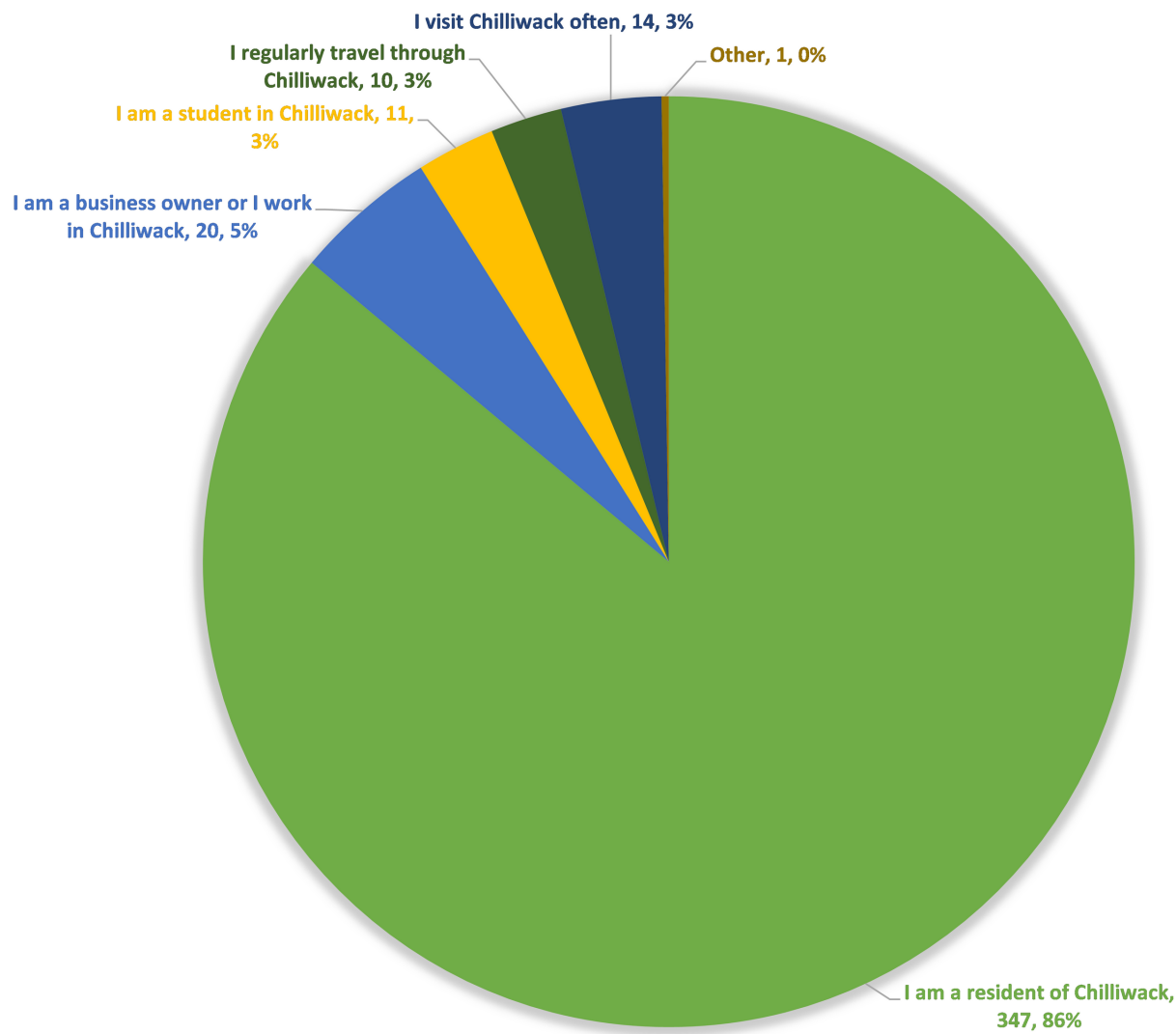




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

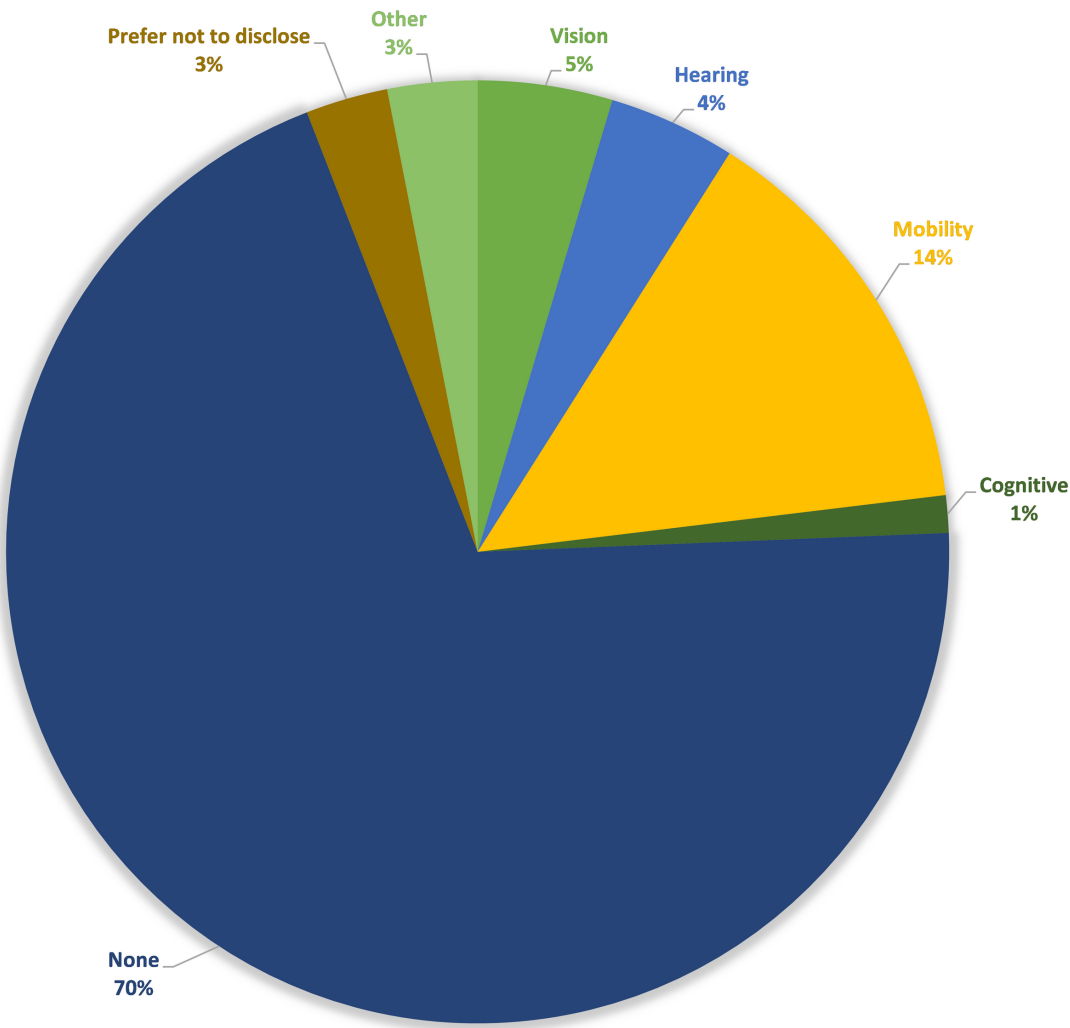
Q11: What is your relationship with Chilliwack?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

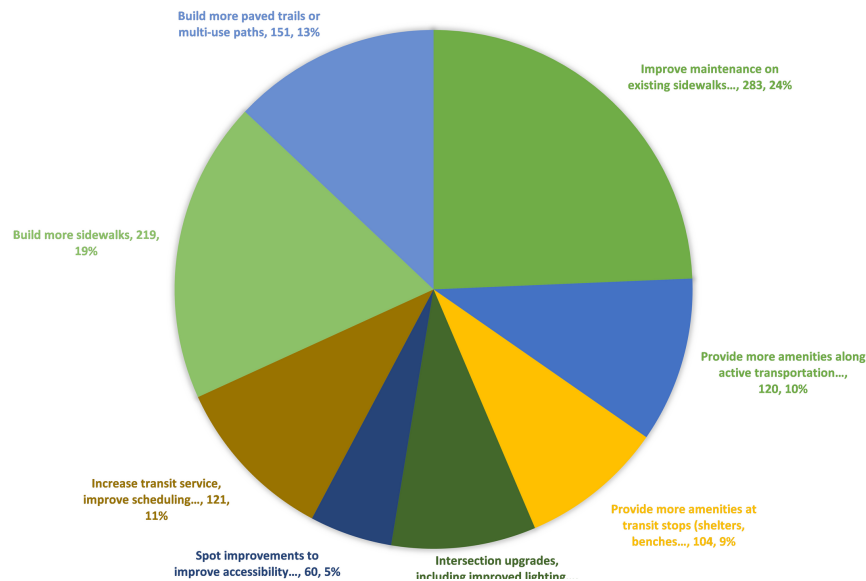
Q12: Do you have any physical or cognitive limitations that impact how you use active transportation facilities?



# SUMMARY

## 1. ONLINE/PAPER SURVEY QUESTIONS

**Q13: If you were able to direct investment into active transportation in Chilliwack, what specific actions would you target? (participants could select up to 3 answers)**

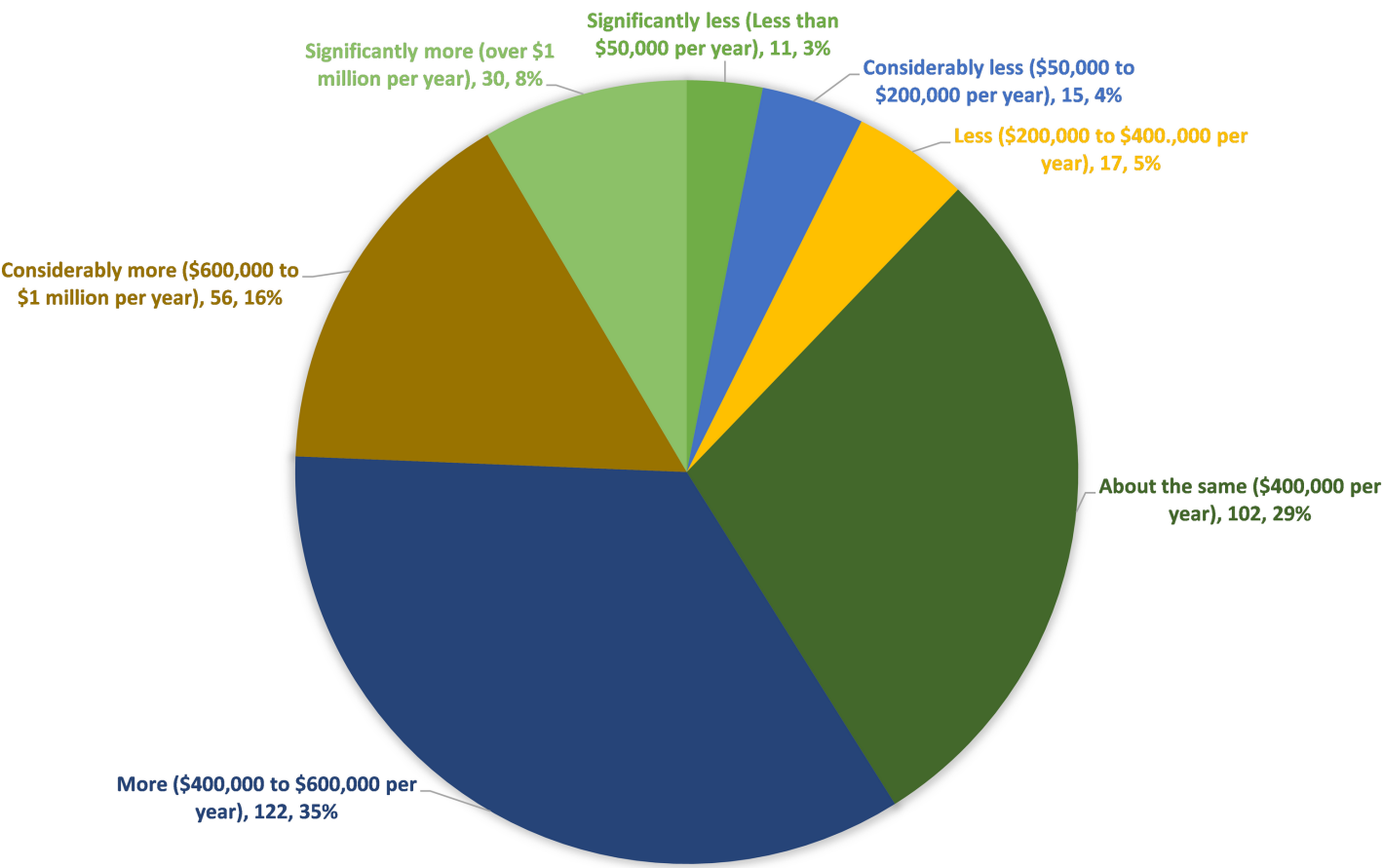


Improve maintenance on existing sidewalks and multi-use pathways	283, 24%
Provide more amenities along active transportation routes (benches, water fountains, etc.)	120, 10%
Provide more amenities at transit stops (shelters, benches, garbage cans)	104, 9%
Intersection upgrades, including improved lighting, crossings, and signals	105, 9%
Spot improvements to improve accessibility (upgrading curb cuts, tactile paving, widening sidewalks)	60, 5%
Increase transit service, improve scheduling, and direct service	121, 11%
Build more sidewalks	219, 19%
Build more paved trails or multi-use paths	151, 13%

# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

**Q14:** The annual sidewalk budget of \$400,000 works out to approximately \$9 per household. This allows for the installation of about 400m of sidewalk. In your opinion, what would a reasonable annual investment in new sidewalks and paths look like to you?

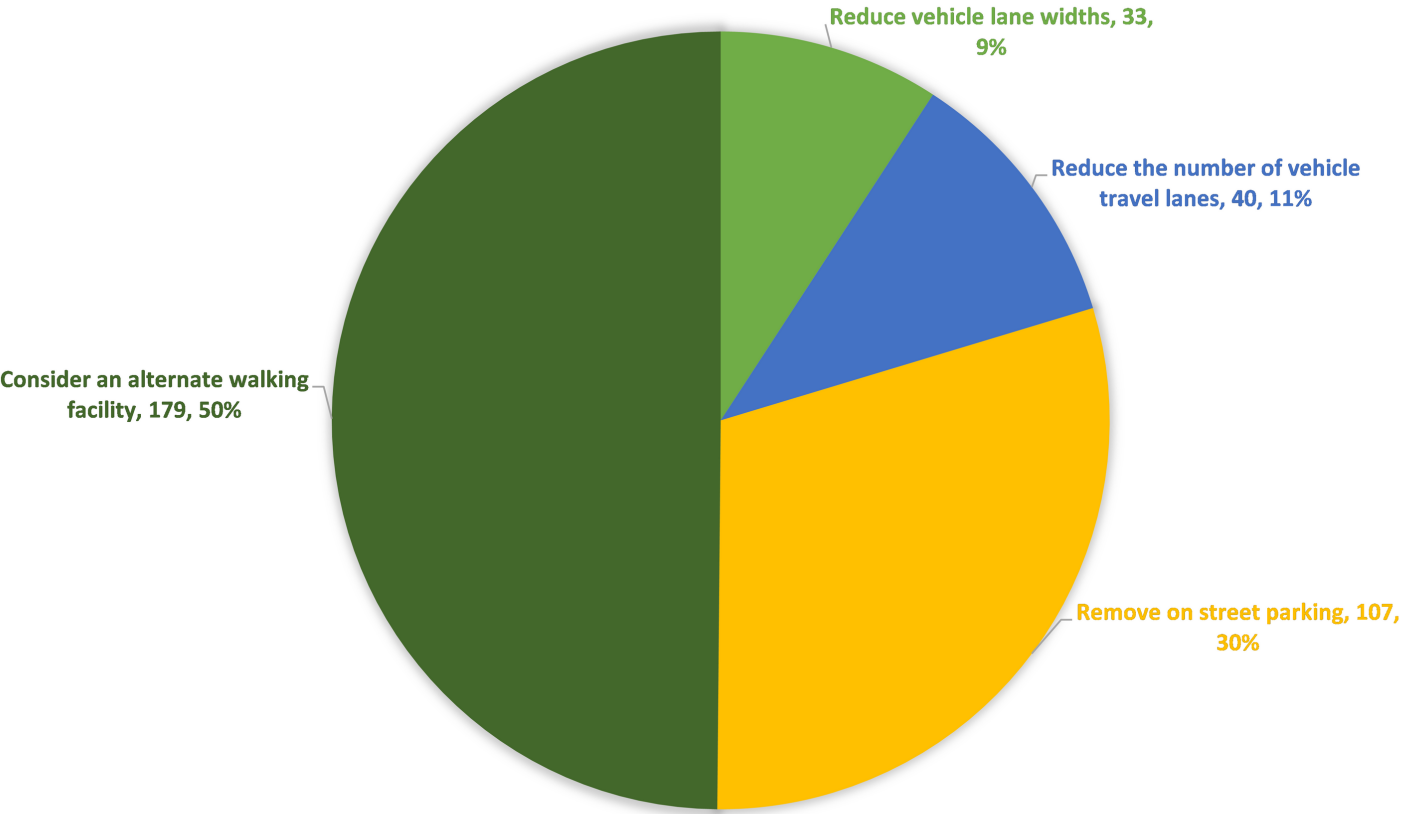




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

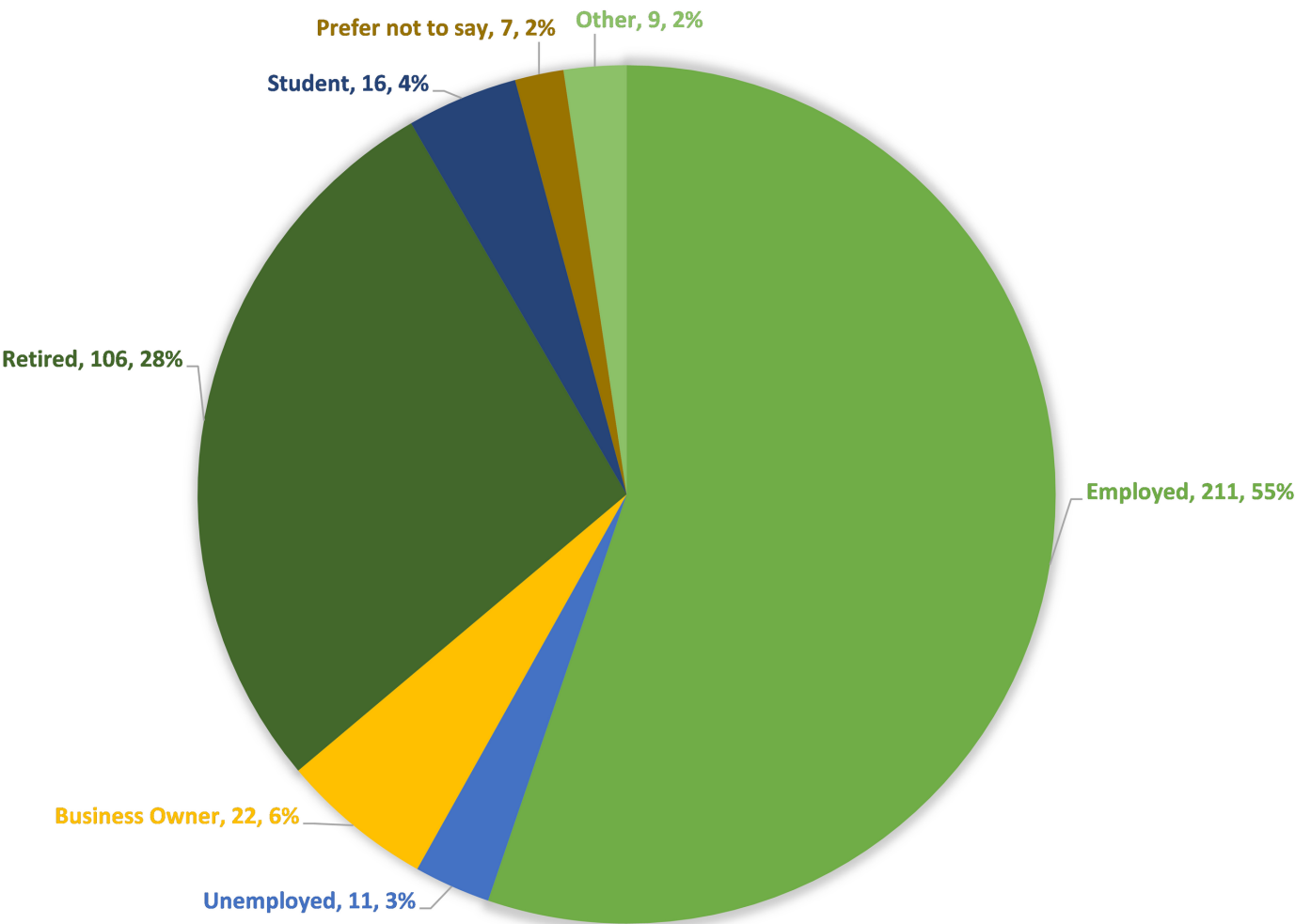
Q15: Conditions are not always ideal to allow for the installation of sidewalks on new or existing roads. Should compromise be required, what would be a reasonable compromise to meet the site conditions?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

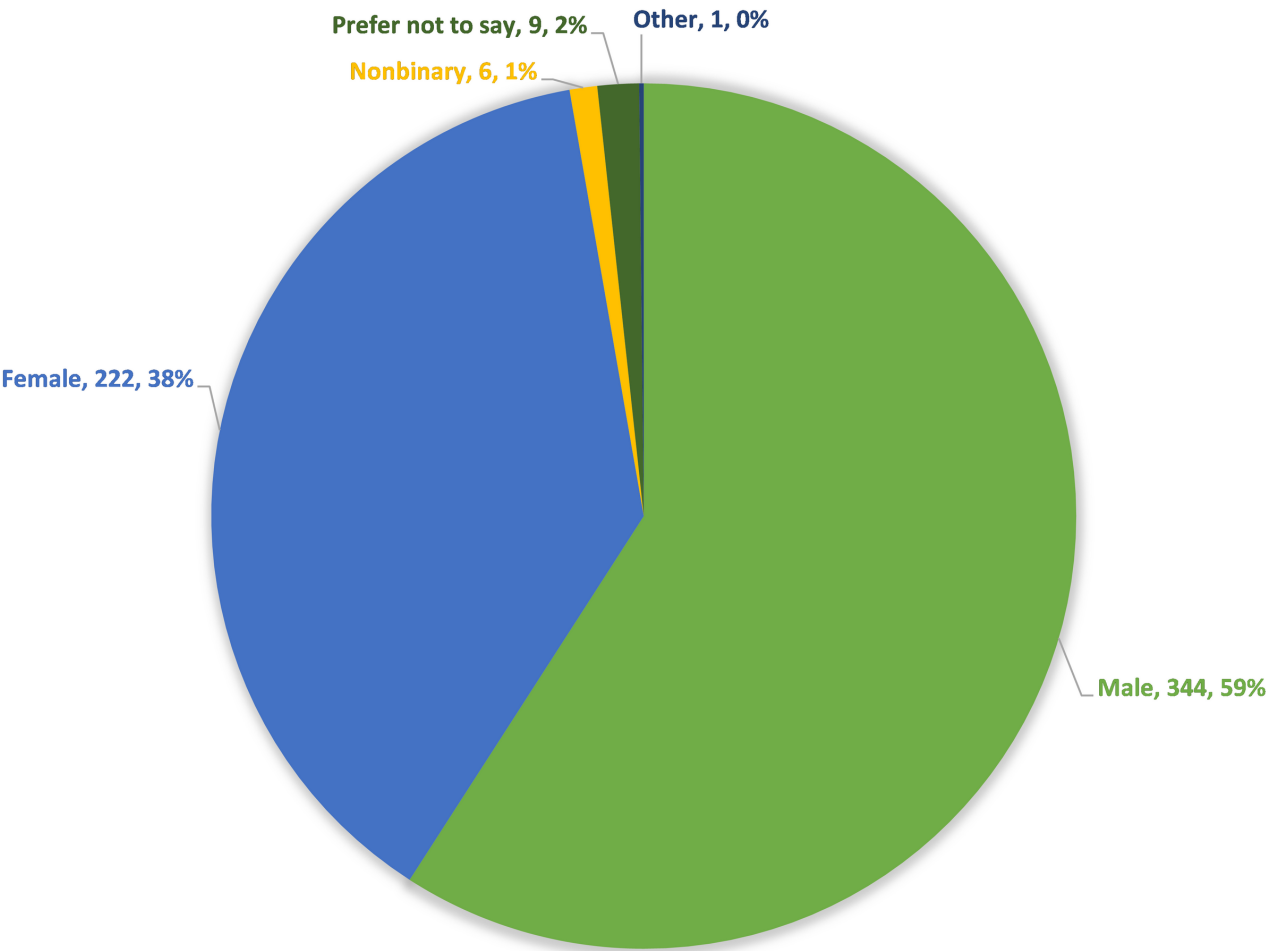
Q16: What is your employment status?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

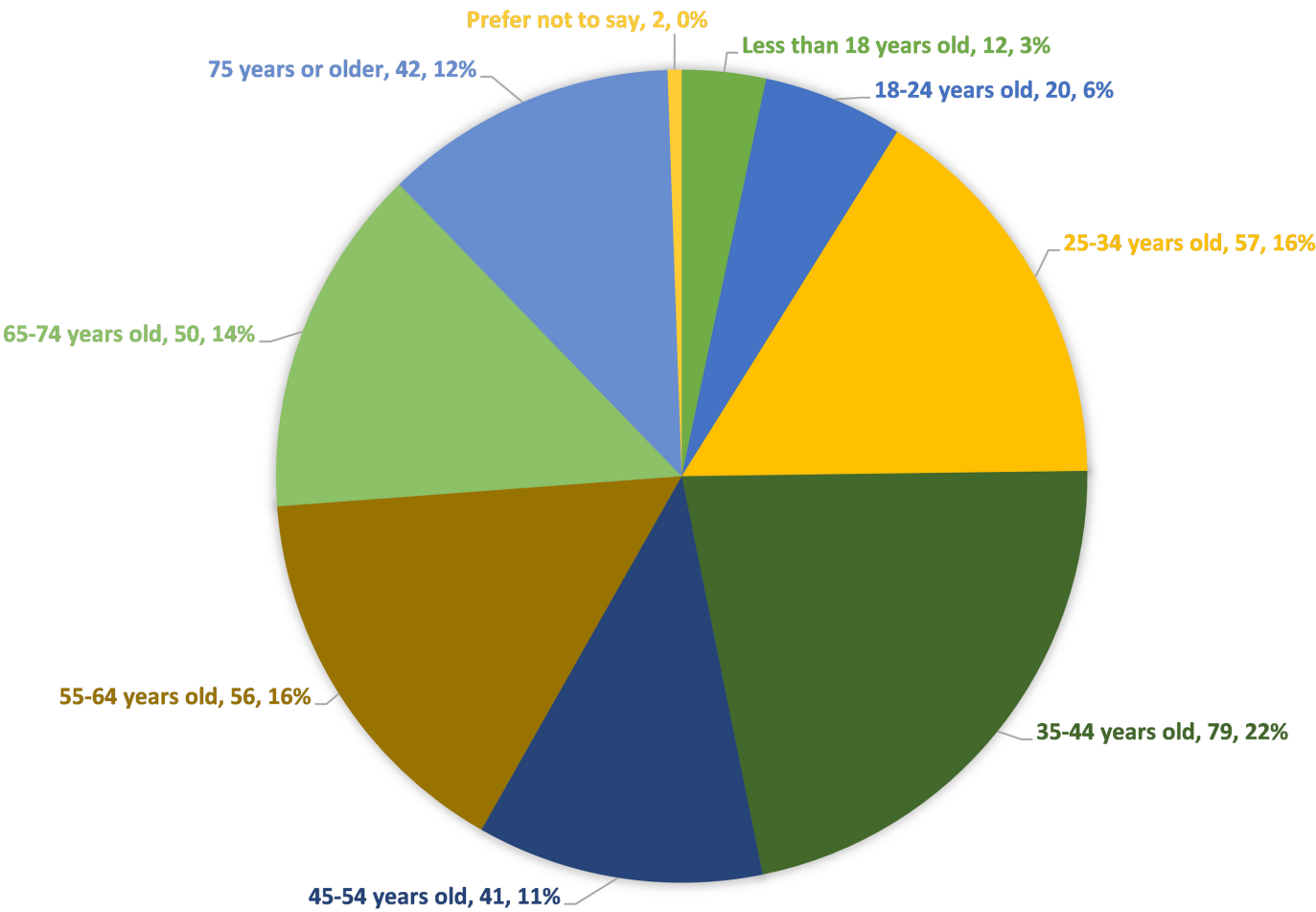
Q17: What gender do you identify as?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

Q18: How old are you?

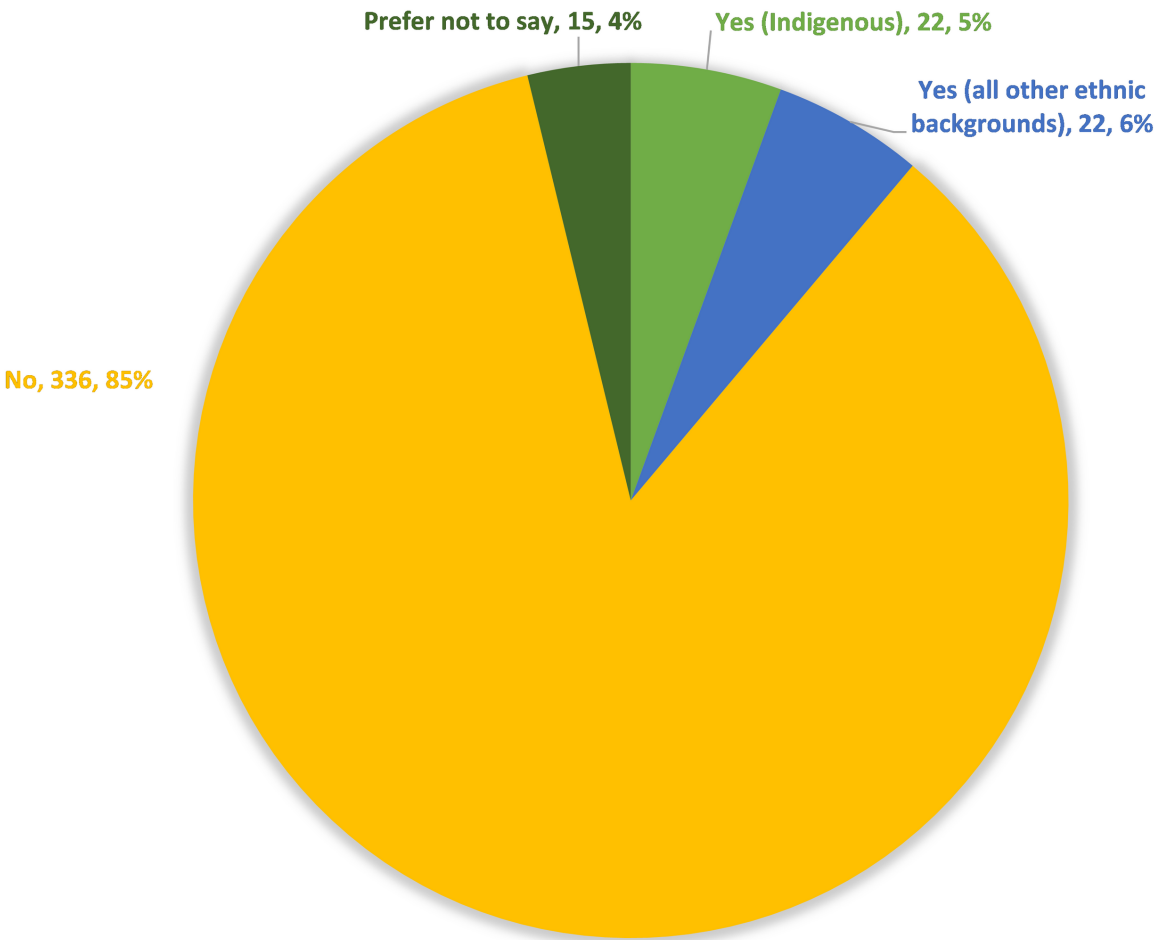




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

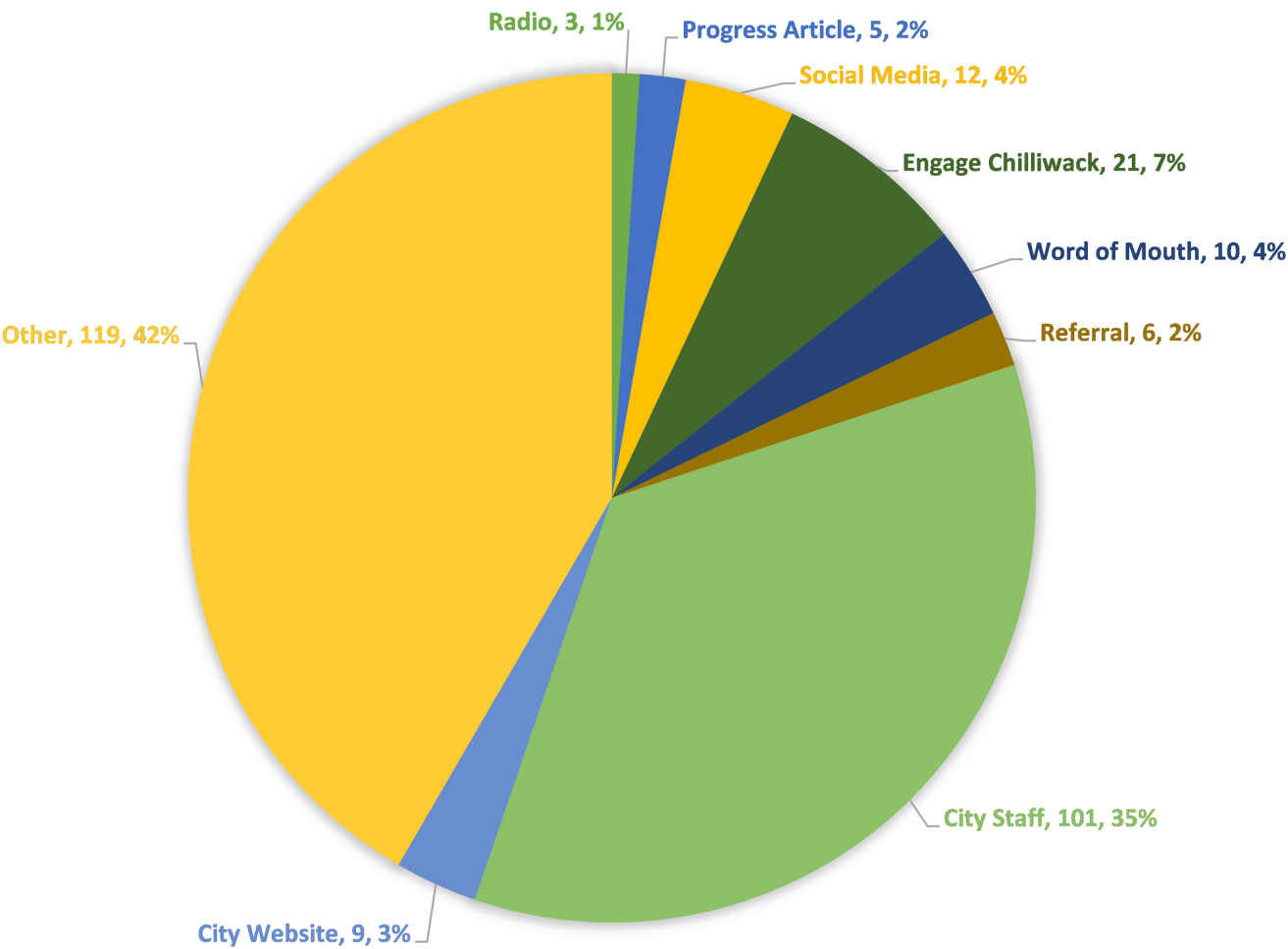
Q19: Do you identify as a visible minority?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

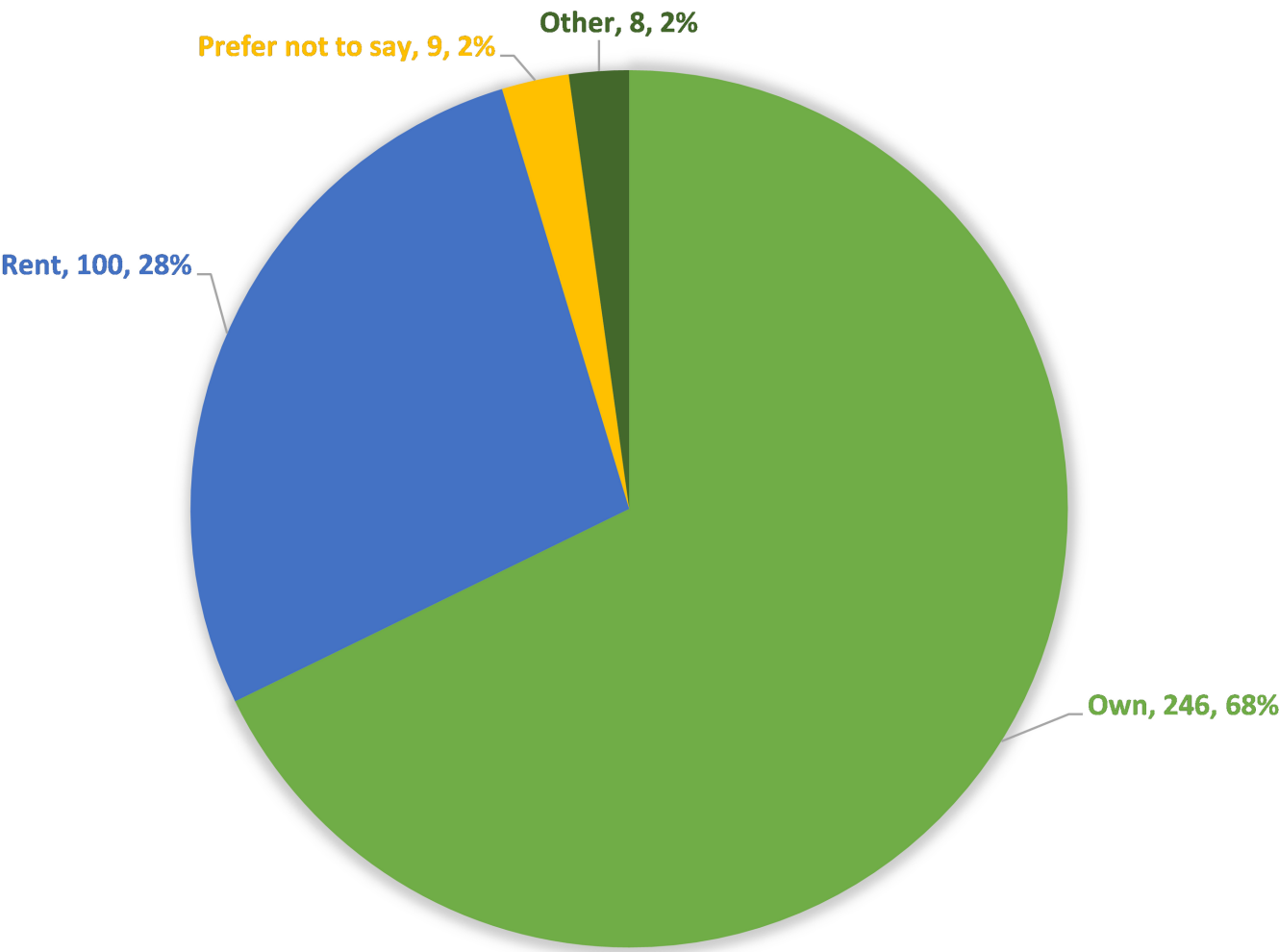
Q20: How did you hear about this consultation?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

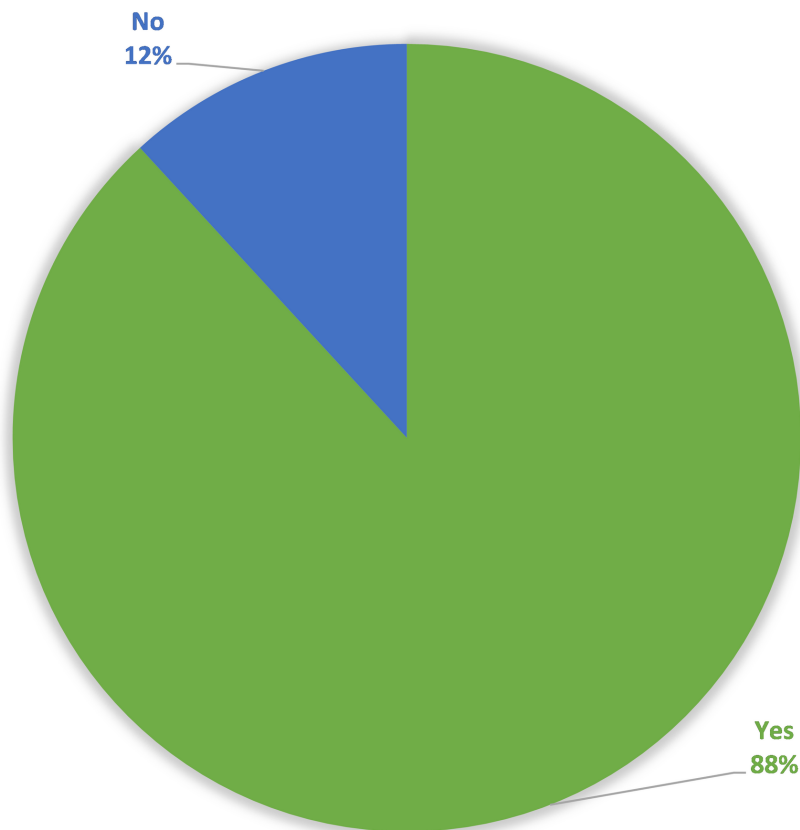
Q21: Do you own or rent your home?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

Q22: Do you own a vehicle?



**Q23 & Q24: Feedback is outlined in Appendix 2.** Please note that a few submissions were duplicated online with the exact words, similar time, and contributor but remained included in Appendix 2, assuming that the contributor experienced technical submission challenges.

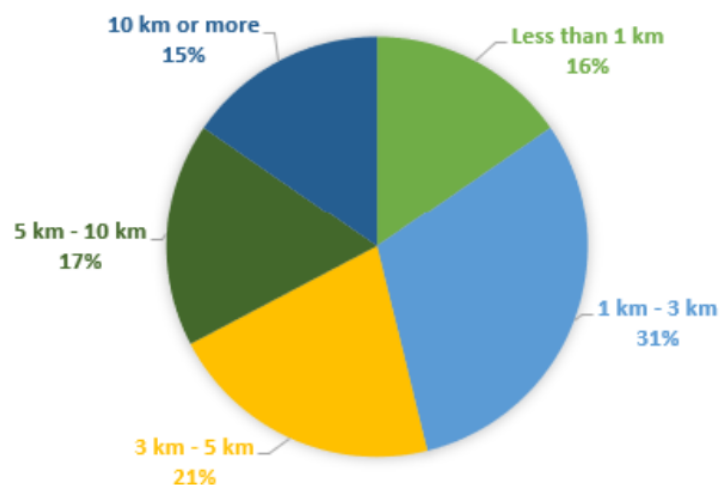
# SUMMARY

## 2. QUICK POLLS

**Quick Poll #1:** 52 submissions

Run Date: June and July 2021

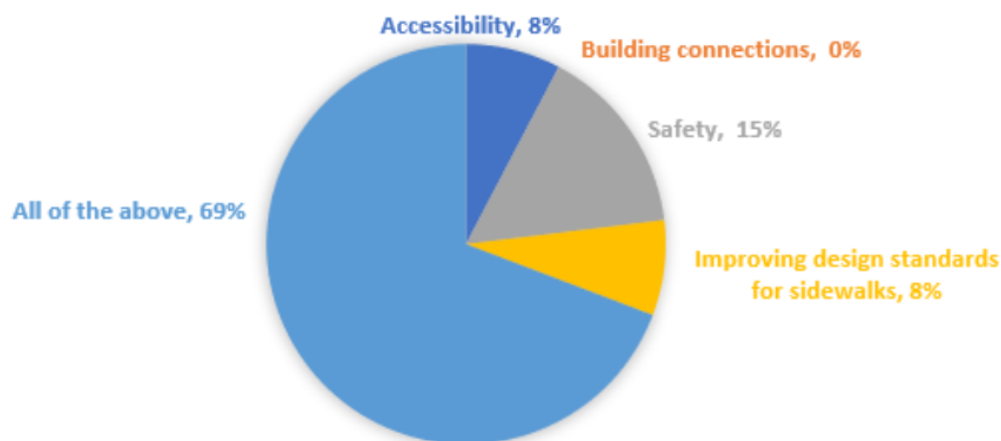
I walk, bike, or roll approximately \_\_\_\_ on a typical day.



**Quick Poll #2:** 13 submissions

Run Date: August and October 2021

The most important item to include in the Active Transportation Plan is:



# SUMMARY

## 3. ONLINE MAPPING COMMENTS

The online mapping tool received 315 submission pins. The pins mapped out people's concerns, experiences, and suggestions for Engineering staff to review. The pins were categorized into four areas from the comments received:

**Accessibility: 23 Pins**

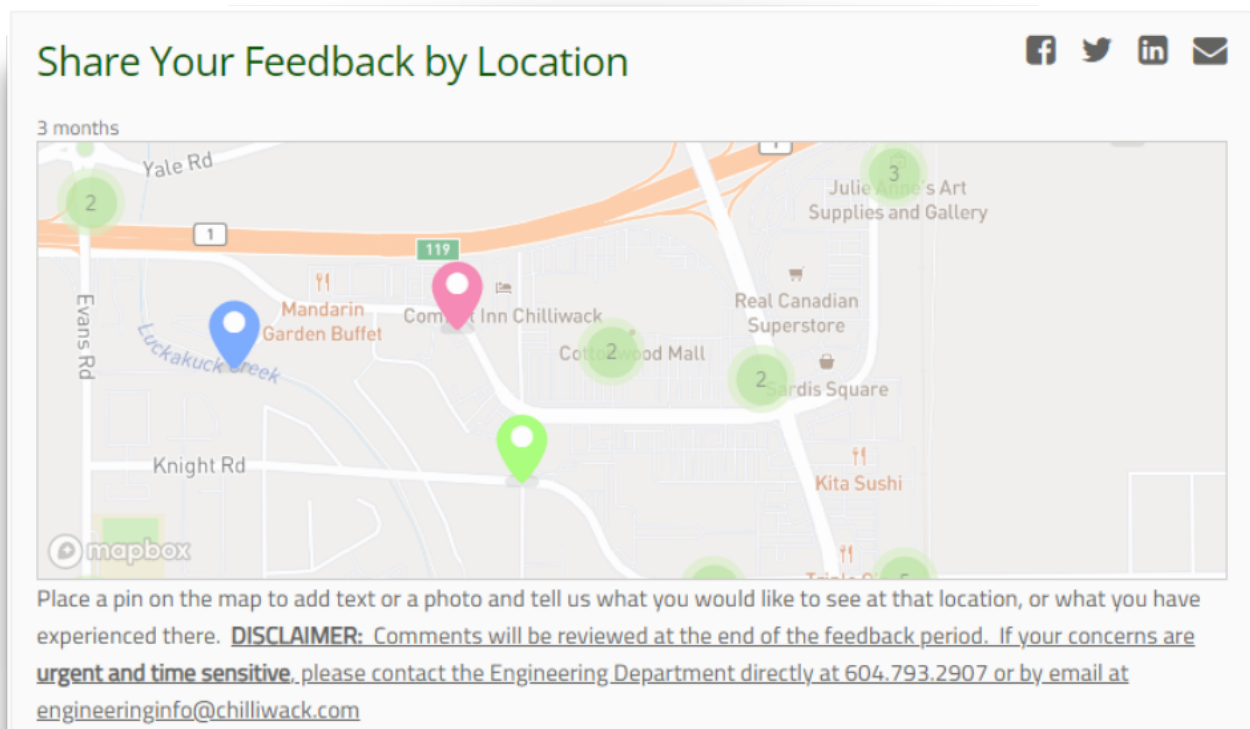
**Crossing: 62 Pins**

**Safety: 146 Pins**

**Sidewalk/Pathway: 84 Pins**

**Contributors: 104**

**Appendix 1** includes the date of the pin, location pinned, category/type, and the comments received. Please note that a few submissions were duplicated online with the exact words, similar time, and contributor and have been removed from the above tallies but remained included in Appendix 1, assuming that the contributor experienced technical submission challenges.





# SUMMARY

## 3. ONLINE MAPPING COMMENTS

### Accessibility:

Comment Category	# of Comments
Road/Sidewalk Condition	2
Barriers ( <i>utility poles; let-downs; signage; gates; no crosswalks</i> )	10
Designated Pedestrian Only Areas Requests	1
Bicycle Storage ( <i>lockers</i> )	2
Road Markings ( <i>bicycle</i> )	1
Rest Areas	2
Public Transit ( <i>location; stop conditions</i> )	2
Other	2
Kuddos/Thank You	1

### Crossing:

Comment Category	# of Comments
Pedestrian Signals ( <i>request; timing</i> )	11
Driver Behaviour/Safety	6
Other Safety	12
Pedestrian Facility Request ( <i>crosswalk</i> )	33

# SUMMARY

## 3. ONLINE MAPPING COMMENTS

### Safety:

Comment Category	# of Comments
Multi-use Facility Concerns ( <i>bicycle; pedestrian; vehicle</i> )	7
Signals ( <i>timing; request</i> )	12
Driver Behaviour/Safety ( <i>speed bumps; speeding; yielding</i> )	40
Bicycle Parking ( <i>storage; securement</i> )	1
Overall feeling of 'safety' on pedestrian facilities	4
Bike Facilities ( <i>safety; condition; request installation</i> )	23
Visibility ( <i>barriers; lighting</i> )	8
Facility Improvement ( <i>pedestrian; vehicle; safety; signage; sidewalk; crosswalk</i> )	32
Road Condition ( <i>widen; signage; traffic flow; design; road paint</i> )	17
Other	2

### Sidewalk/Pathway:

Comment Category	# of Comments
Facility Improvements ( <i>let-downs; sidewalk; crosswalk; width; repairs; signage; utility placement</i> )	59
Multi-use Facility ( <i>Rail Trail Extension</i> )	4
Safety ( <i>speed, design</i> )	6
Bike Lane ( <i>installation requests; improvements</i> )	6
Facility Design ( <i>improve design; repair; safety concerns</i> )	4
Other	2
Kuddos/Thank you	3



## LESSONS LEARNED

The engagement activities for the Active Transportation Plan span many months due in part to the ever-changing Pandemic landscape and the worry of engagement fatigue amongst key participants. Much to our delight, people were pleased to see the engagement team and, repeatedly, expressed their gratitude for having the opportunity to provide their opinions and input on local active transportation.

“*Good the city is looking for input from residents*”

## KEY REMINDERS

- Face-to-face engagement activities are welcomed; the pop-up events were well received.
- Look for opportunities to build relationships with key stakeholders prior to engagement activities.
- Prizes, treats are appreciated for the exchange of participation time.
- Build comfort of using online engagement tool into overall engagement plan.
- For evaluation purposes, the use of fewer engagement tools may benefit the project.
- Summer engagement saw the most participation.
- Educational opportunities:
  - feedback provided insight into what areas of concern could be supported through educational efforts.
  - Engage Chilliwack platform comfort with using online tools; more education on how to use (video training)
- Utilize social media to drive traffic to participation opportunities.





## NEXT STEPS

- Consultant: (Winter 2022)
  - prioritization
  - equity analysis
  - Bylaw update finalization
- Draft Report and final consultation: (Spring 2022)
  - public participation and final feedback opportunities
  - *timeline dependent on current public health orders*
- Active Transportation Plan final report and adoption (late Spring/Summer 2022)





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# ACTIVE TRANSPORTATION PLAN

PUBLIC PARTICIPATION SUMMARY - 2022

Phase 2



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Engineering Department

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# INTRODUCTION

## Background

In Chilliwack, over 440km (70%) of the City's 620 km of roads do not have sidewalks. With the Province's CleanBC Active Transportation Strategy pursuing an integrated, safe, and accessible active transportation system throughout the province, the City wanted to engage the public and create an Active Transportation Plan that best reflects its residents' needs. In developing an inclusive and well-informed Plan, public participation was essential. Learning from residents how they move as they go about their daily routines; how residents want to move; and what residents' priorities are was critical to incorporate into the Plan. The completed Active Transportation Plan will provide both bylaw amendment recommendations and plan the allocation of future pedestrian funding for the overall community.

The City completed a Cycle Vision Plan in 2017 that identifies where Chilliwack should prioritize future cycling infrastructure. The Active Transportation Plan instead focus on all other components of Active Transportation: walking, wheelchairs and assisted mobility devices, scooters, skateboards, and other forms of micro-mobility.



## Engagement Activities

Phase 1 of public engagement activities went from June 17 to October 15, 2021. The Phase 1 engagement activities focused on learning about local active transportation barriers, challenges, likes, dislikes, and wish lists.

This report focuses on Phase 2 of public engagement activities conducted from April 20 to May 19, 2022. Engagement efforts ensured people had an opportunity to review the draft Active Transportation Plan and provide their final round of feedback.

# PUBLIC PARTICIPATION

## Engagement Activities Continued

The City's Engage Chilliwack online platform created an opportunity to utilize an online survey. Due to the pop-up event's popularity in Phase 1 engagement activities, City staff coordinated additional pop-up events during Phase 2 at various locations throughout the community.

The pop-up locations included:

- UFV Chilliwack Resource and Transition Fair
- Save-on-Foods (Yale Road)
- Child & Youth Conversation (2 dates)
- Cottonwood Mall
- Transit (Yale Exchange)
- Save-on-Food (Promontory)
- Vedder Park x 2



Learning from the key reminders during Phase 1 of engagement, the City welcomes opportunities to meet, discuss, and share ideas regarding the Active Transportation Plan within the community. Staff met with two local Indigenous representatives and presented the draft Plan. The Transportation Advisory Committee provided feedback on the Plan's final draft. In the coming months and years, staff will continue to nurture relationships with local Indigenous communities and service groups. The Plan will be considered a living document. Involvement, communication, and relationship building with communities, groups, and residents will ensure the Plan is at the forefront of future planning and initiatives.

## Engagement Tactics

The City's website, social media platforms, e-newsletter, and updates on EngageChilliwack.com offered information sharing and public participation opportunities.

The tools used to gather feedback included:

- Active Transportation Survey
  - in-person;
  - and on EngageChilliwack.com

# PUBLIC PARTICIPATION

## Phase 2 Participation Numbers

- Surveys received (paper) = 83
- Surveys received (online) = 95
- Pop-up Events = 10
- Transportation Advisory Committee Meeting = 1 updates + Endorsement of Plan
- Meetings with local Indigenous representatives = 2 meetings with more anticipated
- Accessibility Advisory Panel Meeting
- Public attendance at pop-up events: 256 conversations
- Circulated draft Plan for review to Advisory Committees for Council (Design Review Advisory Committee, Parks and Trails Advisory Committee)



# SUMMARY

## Highlights

From the engagement activities, we received a variety of comments. The quotes below are samples from the hundreds of comments received.

**"People in rural areas need to walk as well"**

**"More garbage cans at bus stops"**

**“Connections to popular recreation areas - Vedder River Trail, Cultus Lake, etc. It's nicer to use active transportation to get to these destinations, rather than drive to a place to go for a walk or bike ride.”**



# SUMMARY

## Highlights

Survey discussion:



### KEY DESTINATIONS:

The majority of key destinations were included in the Plan. Everyone had different priorities and destinations that were important to them, which created a challenge to track.



### EQUITY GROUPS:

Ensuring vulnerable populations are included in a top priority. While there were some census limitations, focused outreach did occur.



### REFLECTING VALUES:

In the Plan, 72% of people's values aligned with the sidewalk prioritization criteria.



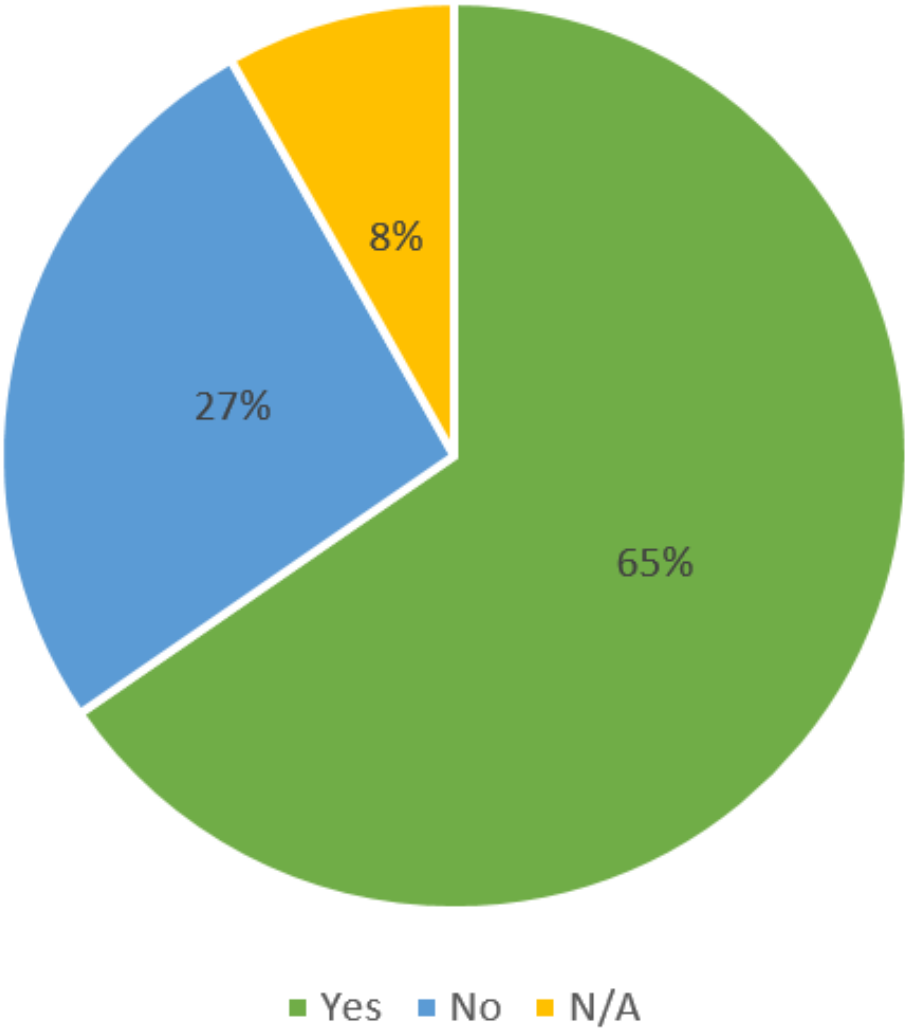
### PEDESTRIAN PRIORITIES:

Most residents agreed that their priorities were shown in the pedestrian priority areas outlined in the Plan, with some suburban areas indicating support for their pedestrian priorities to be included.

# SUMMARY

## 1. ONLINE/PAPER SUEY QUESTIONS

Q2: Are there any key destinations we missed?

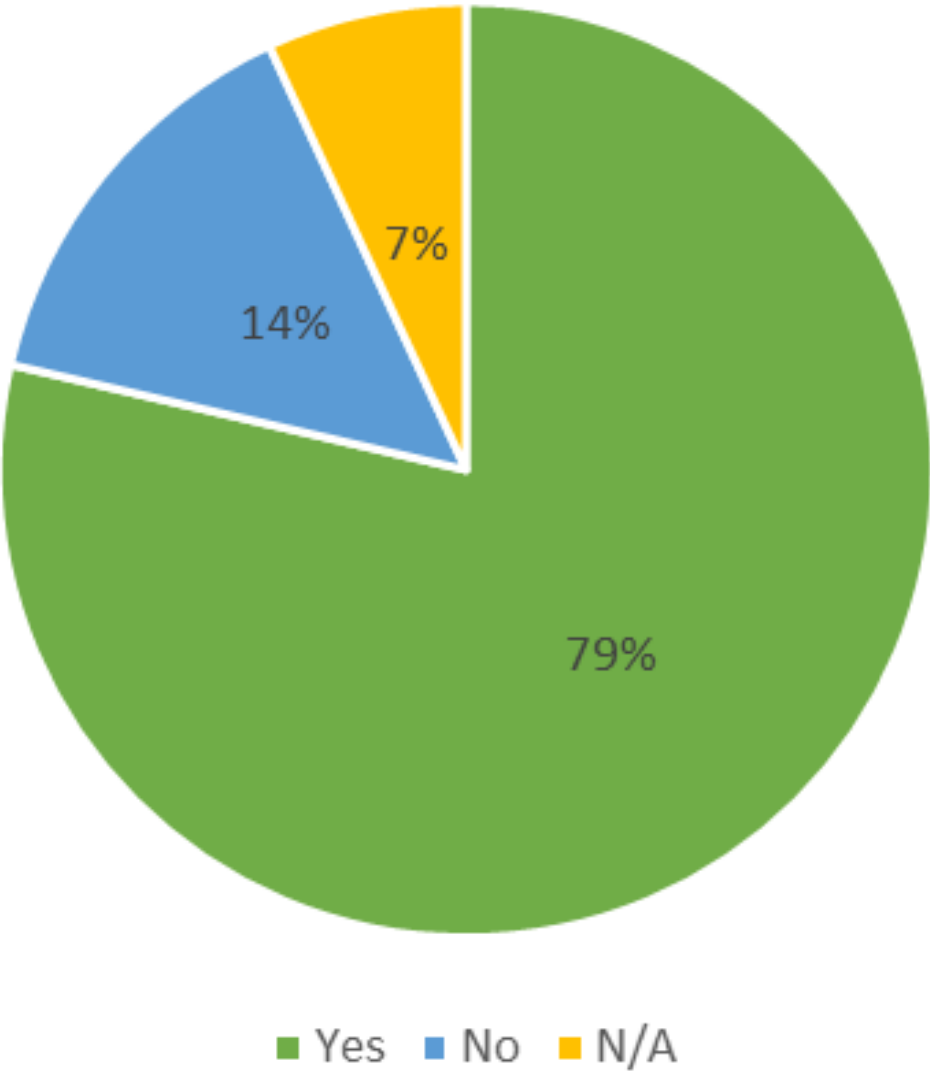




# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

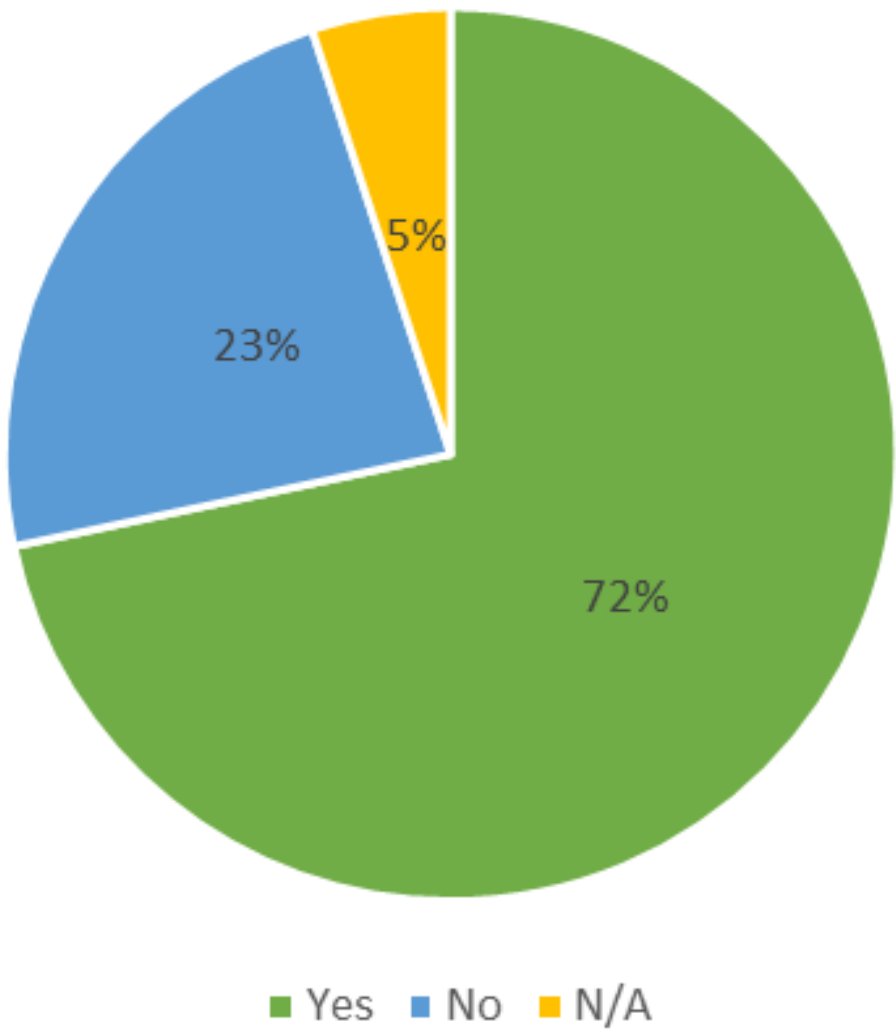
Q3: In your opinion did we cover all of the equity groups in the community?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

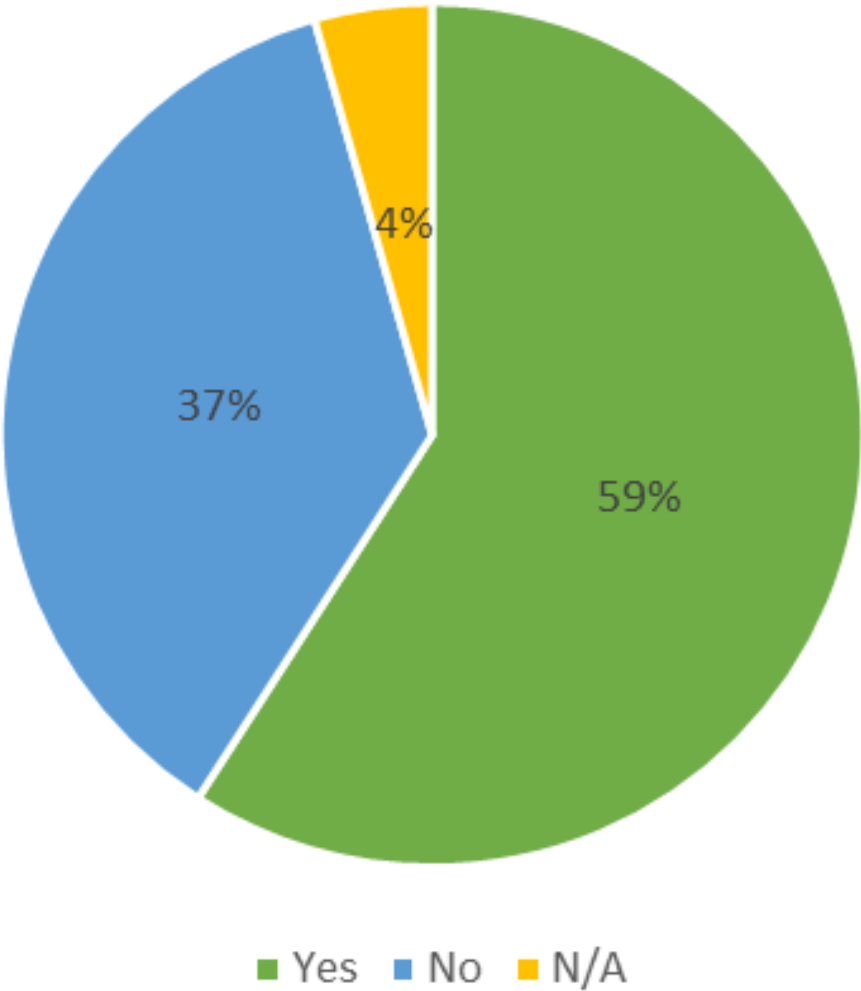
Q4: Have we set the sidewalk prioritization to reflect your values?



# SUMMARY

## 1. ONLINE/PAPER SUVEY QUESTIONS

**Q5: Are your priorities shown in the pedestrian priority areas?**



## A LOOK FORWARD

The engagement activities for the Active Transportation Plan spanned many months resulting in a thorough and inclusive public participation endeavor. Several valuable relationships have been initiated that will bring insight, understanding, and collaboration to the community's future active transportation initiatives.

## NEXT STEPS

- Integrate feedback into final Plan and priorities.
- Final Active Transportation Plan release date:
  - early Summer 2022

“  
***Street design is  
more important  
than speed limits  
for pedestrians***”



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# APPENDIXES

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








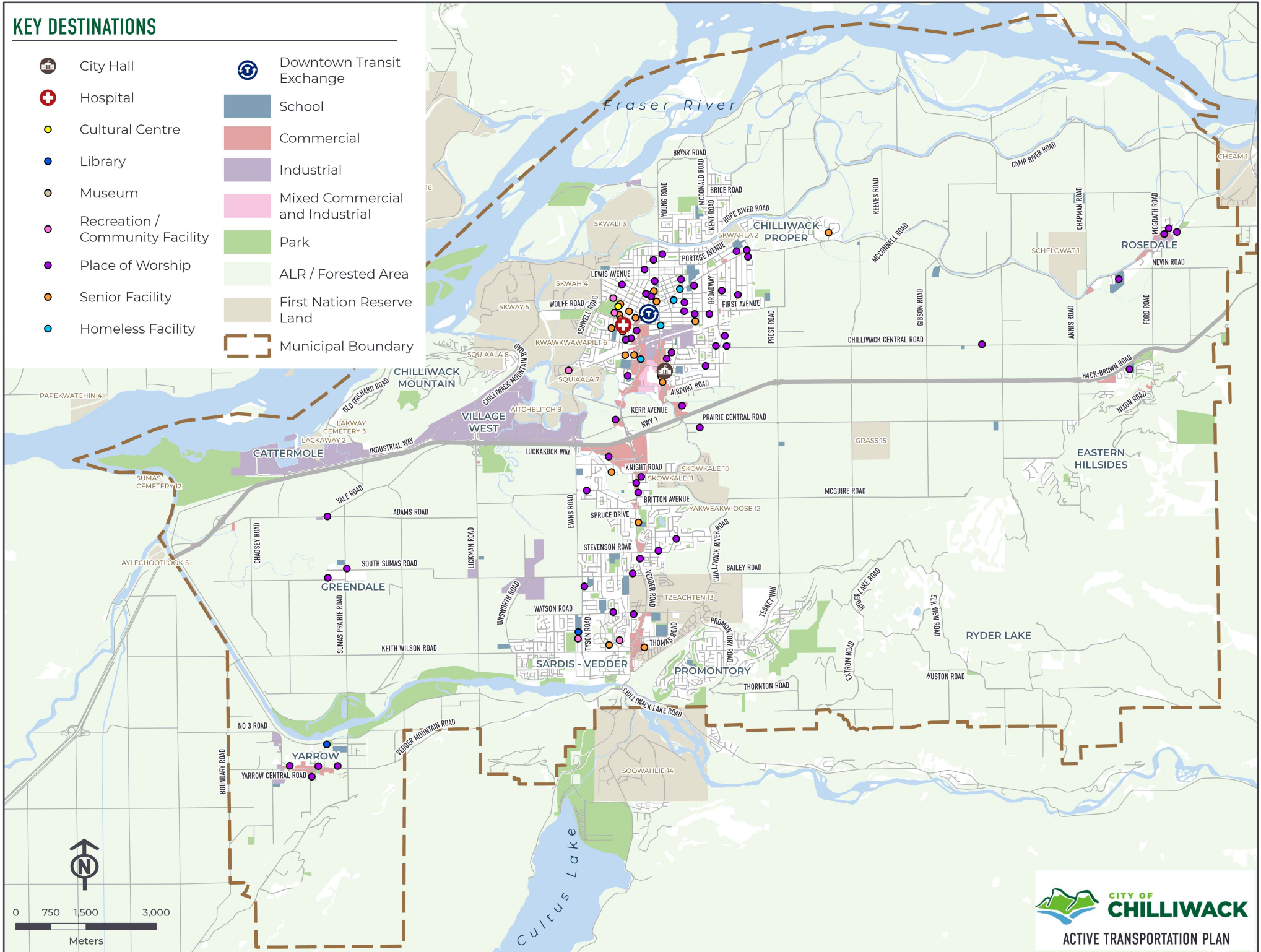
# APPENDIX B: MAPS





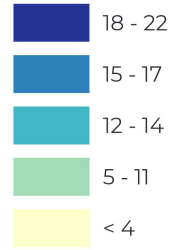
## KEY DESTINATIONS

-  City Hall
-  Hospital
-  Cultural Centre
-  Library
-  Museum
-  Recreation / Community Facility
-  Place of Worship
-  Senior Facility
-  Homeless Facility
-  Downtown Transit Exchange
-  School
-  Commercial
-  Industrial
-  Mixed Commercial and Industrial
-  Park
-  ALR / Forested Area
-  First Nation Reserve Land
-  Municipal Boundary

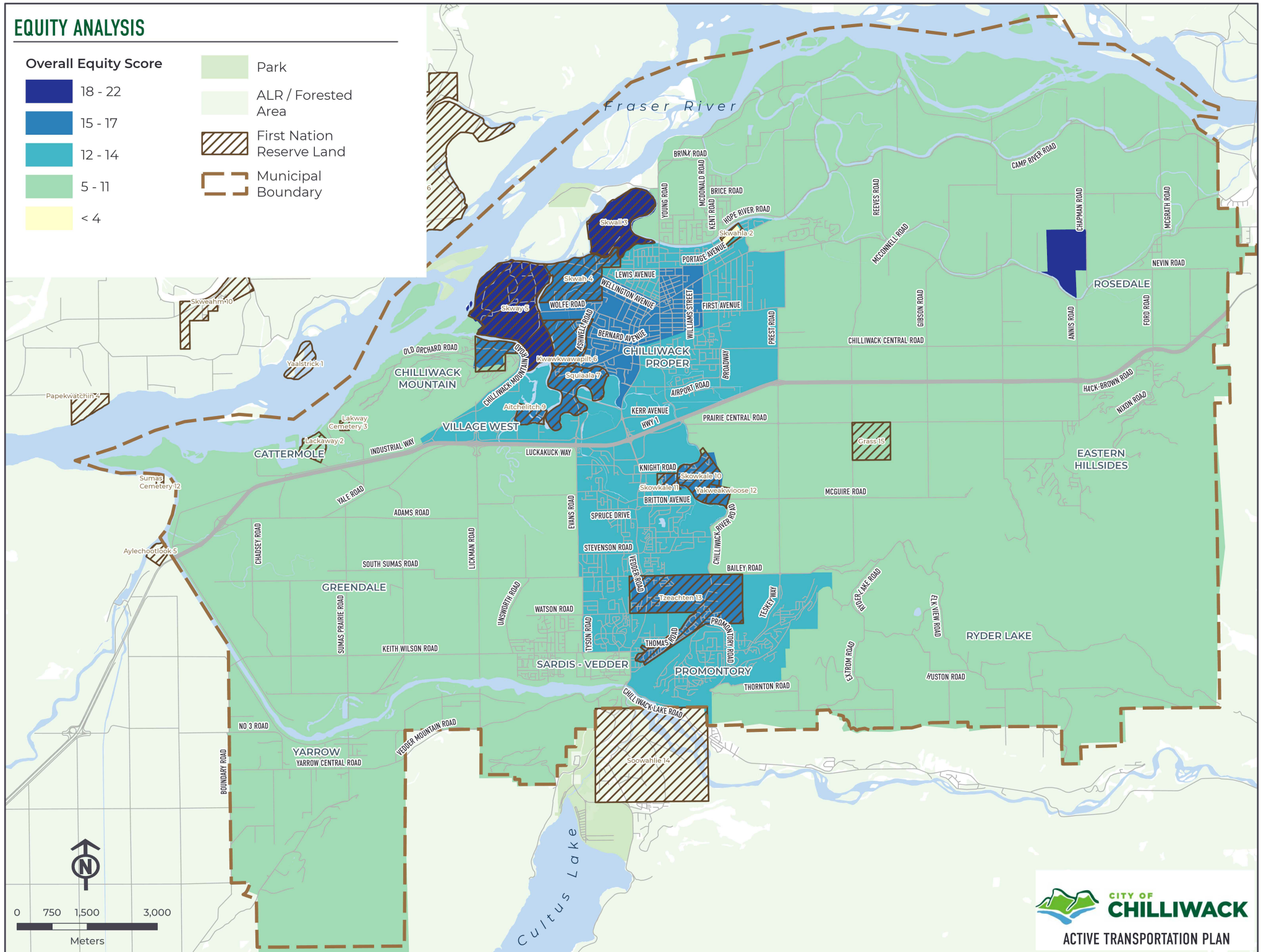


## EQUITY ANALYSIS

### Overall Equity Score



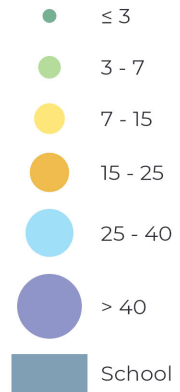
-  Park  
 ALR / Forested Area  
 First Nation Reserve Land  
 Municipal Boundary



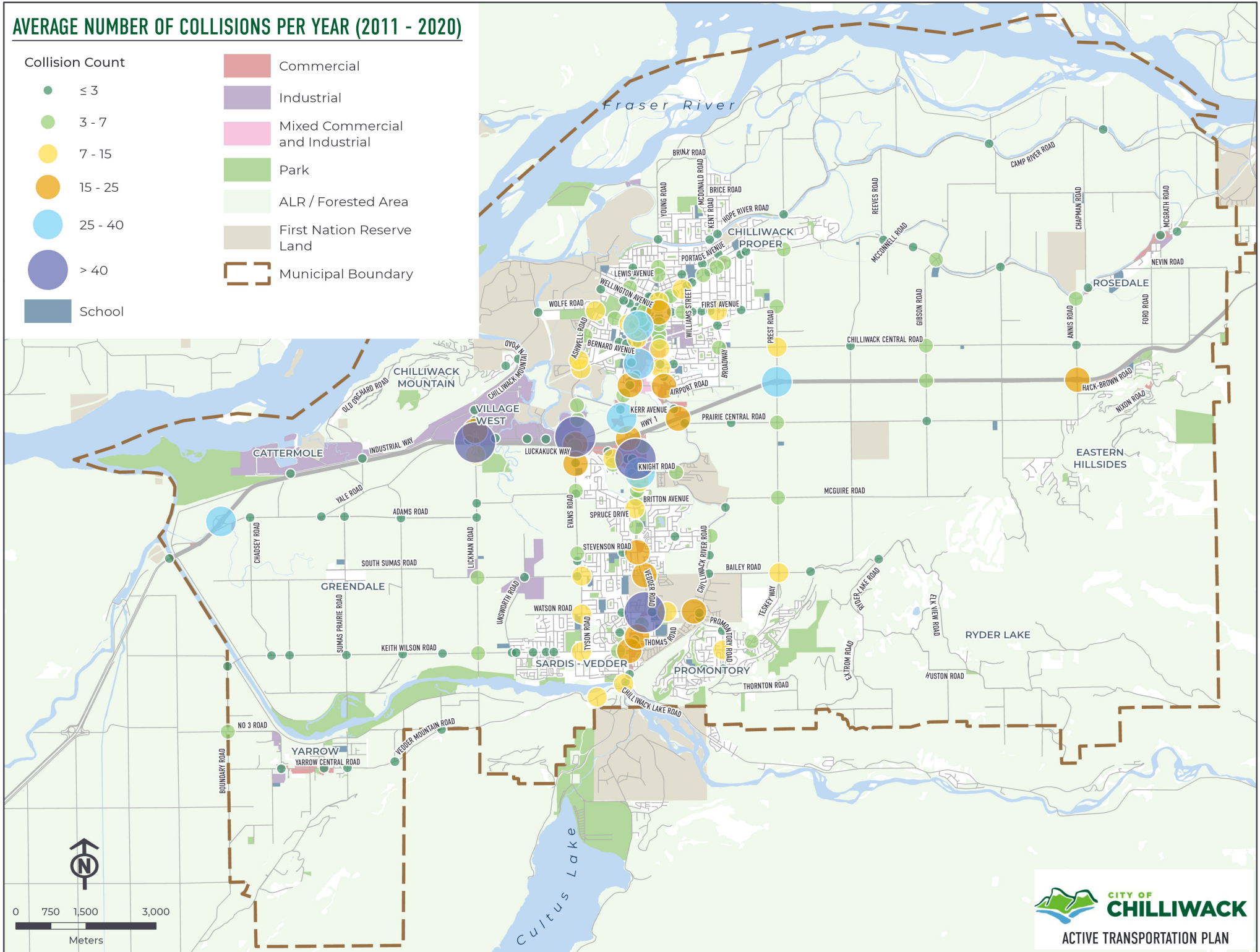


# AVERAGE NUMBER OF COLLISIONS PER YEAR (2011 - 2020)

## Collision Count



School (Blue square)



**AVERAGE NUMBER OF COLLISIONS PER YEAR RESULTING  
IN AN INJURY OR FATALITY (2011 - 2020)**

### Collision Count



Commercial

Industrial

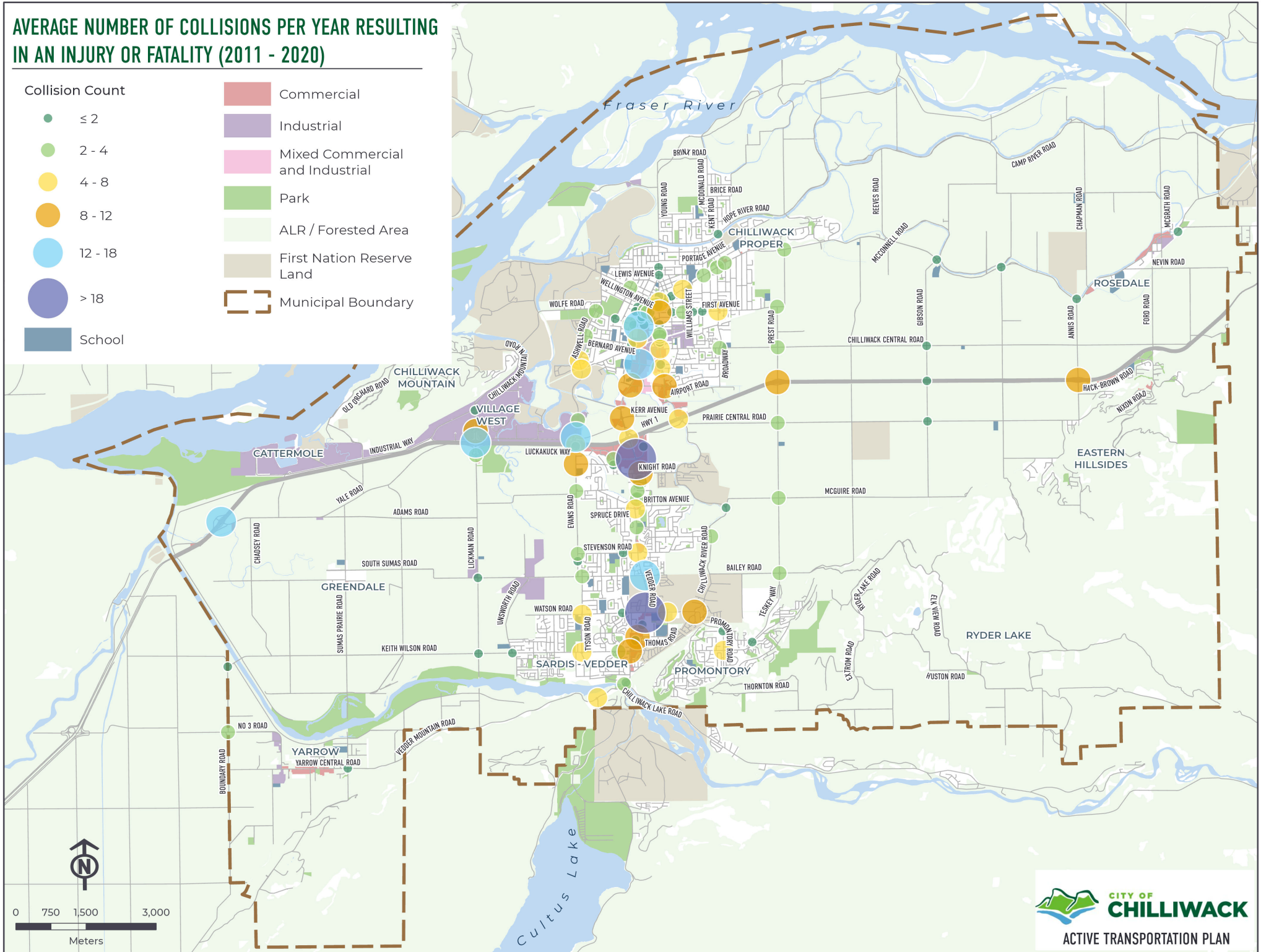
Mixed Commercial and Industrial

Park

ALR / Forested Area

First Nation Reserve Land

Municipal Boundary





# AVERAGE NUMBER OF PEDESTRIAN AND CYCLING COLLISIONS PER YEAR (2011 - 2020)

Collision Count

● ≤ 1.0

● 1.0 - 1.5

■ School

■ Commercial

■ Industrial

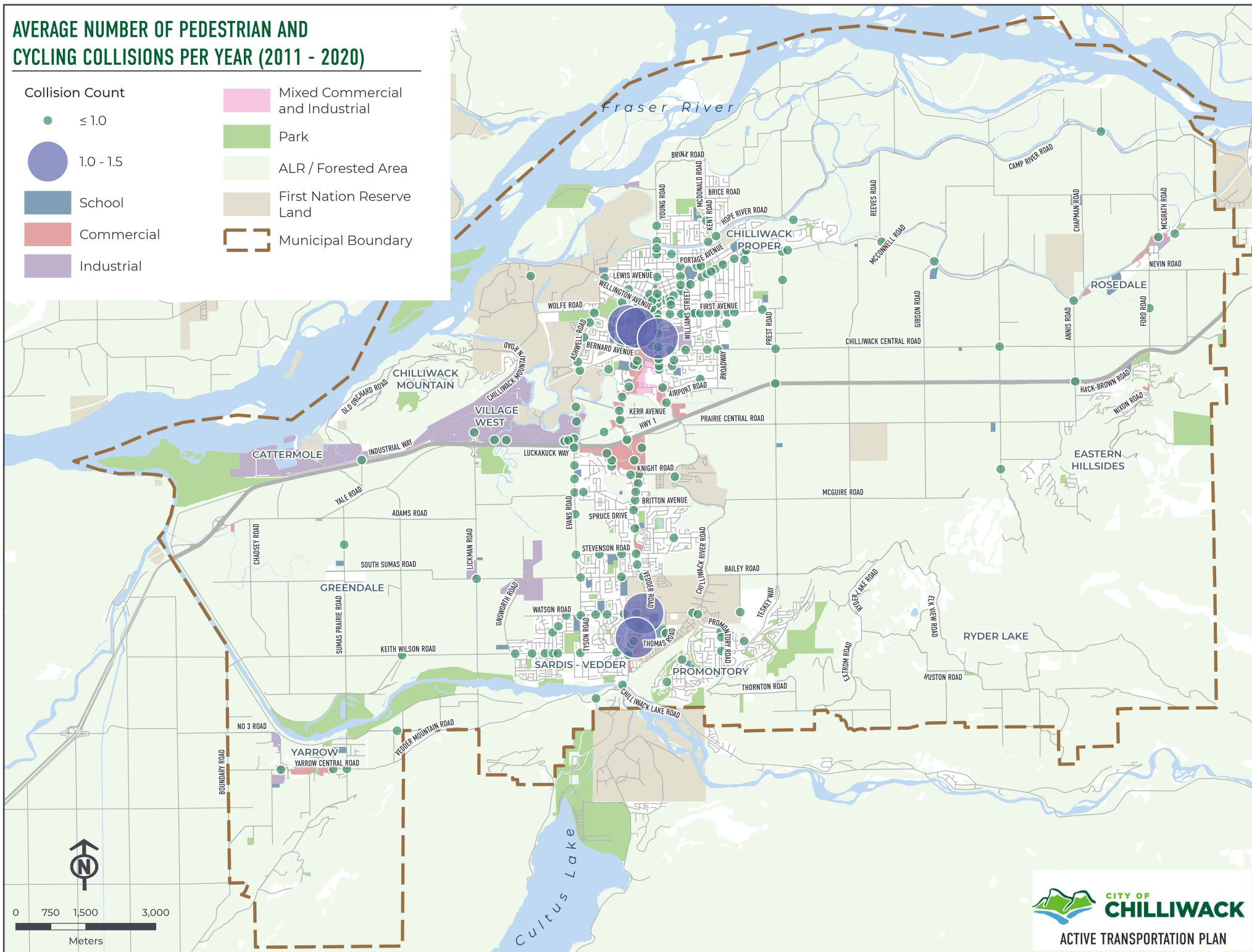
■ Mixed Commercial and Industrial

■ Park





■ ALR / Forested Area

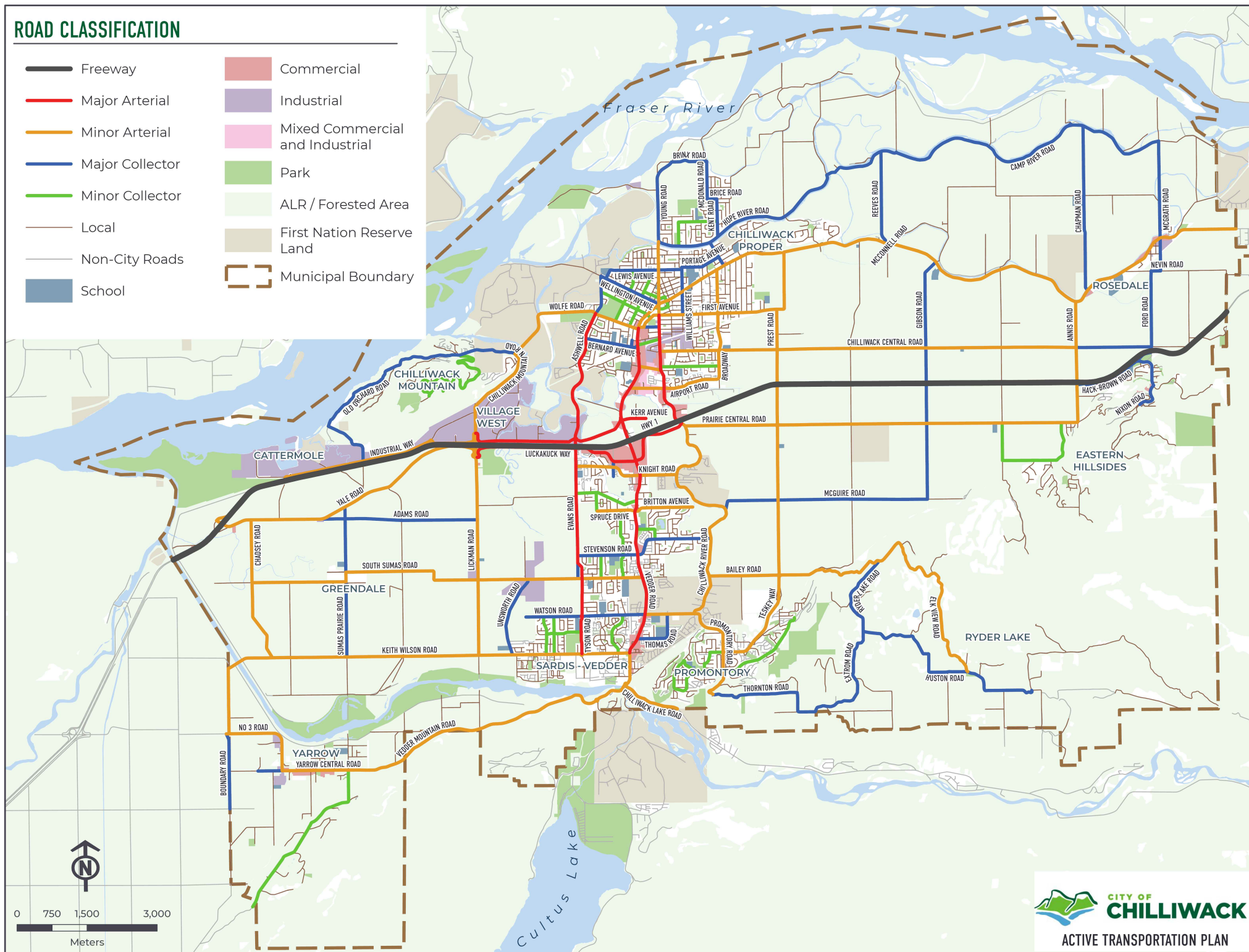
■ First Nation Reserve Land

■ Municipal Boundary













## ROAD CLASSIFICATION

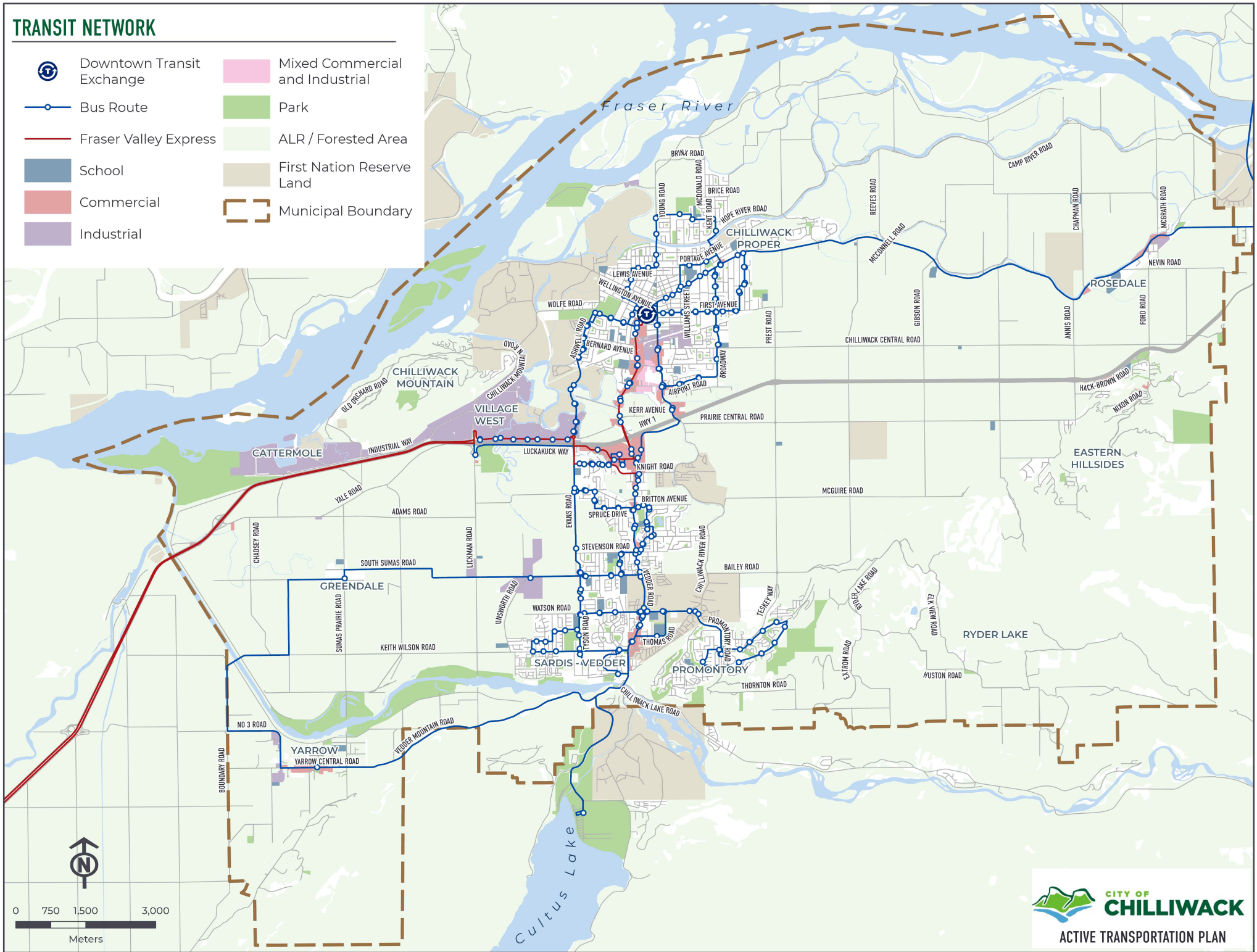
- |  |                 |   |                                 |
|--|-----------------|---|---------------------------------|
|  | Freeway         |  | Commercial                      |
|  | Major Arterial  |  | Industrial                      |
|  | Minor Arterial  |  | Mixed Commercial and Industrial |
|  | Major Collector |  | Park                            |
|  | Minor Collector |  | ALR / Forested Area             |
|  | Local           |  | First Nation Reserve Land       |
|  | Non-City Roads  |  | Municipal Boundary              |
|  | School          |   |                                 |





# TRANSIT NETWORK

-  Downtown Transit Exchange
-  Bus Route
-  Fraser Valley Express
-  School
-  Commercial
-  Industrial
-  Mixed Commercial and Industrial
-  Park
-  ALR / Forested Area
-  First Nation Reserve Land
-  Municipal Boundary



0 750 1500 3000  
Meters

## EXISTING SIDEWALK NETWORK

Sidewalk

Trail Type

Non-City Trail

Trail

Walkway

City Roads

Non-City Road

School

Commercial

Industrial

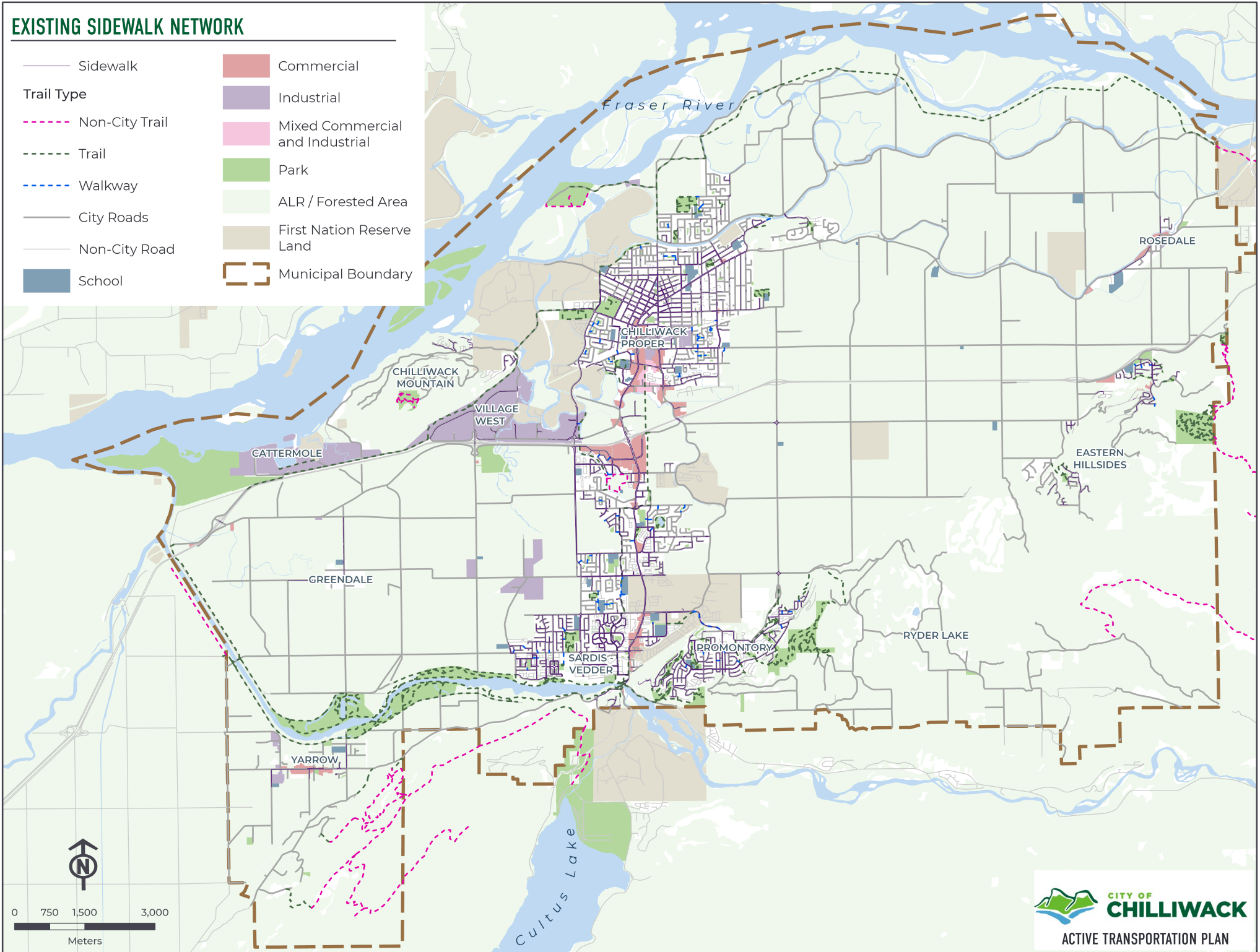
Mixed Commercial  
and Industrial

Park

ALR / Forested Area

First Nation Reserve  
Land

Municipal Boundary



0 750 1,500 3,000

Meters



# PEDESTRIAN NETWORK GAP

## Sidewalk Count

0 Sidewalks

1 Sidewalk

2 Sidewalks

## Trail Type

Non-City Trail

Trail

Walkway

Non-City Roads

School

Commercial

Industrial

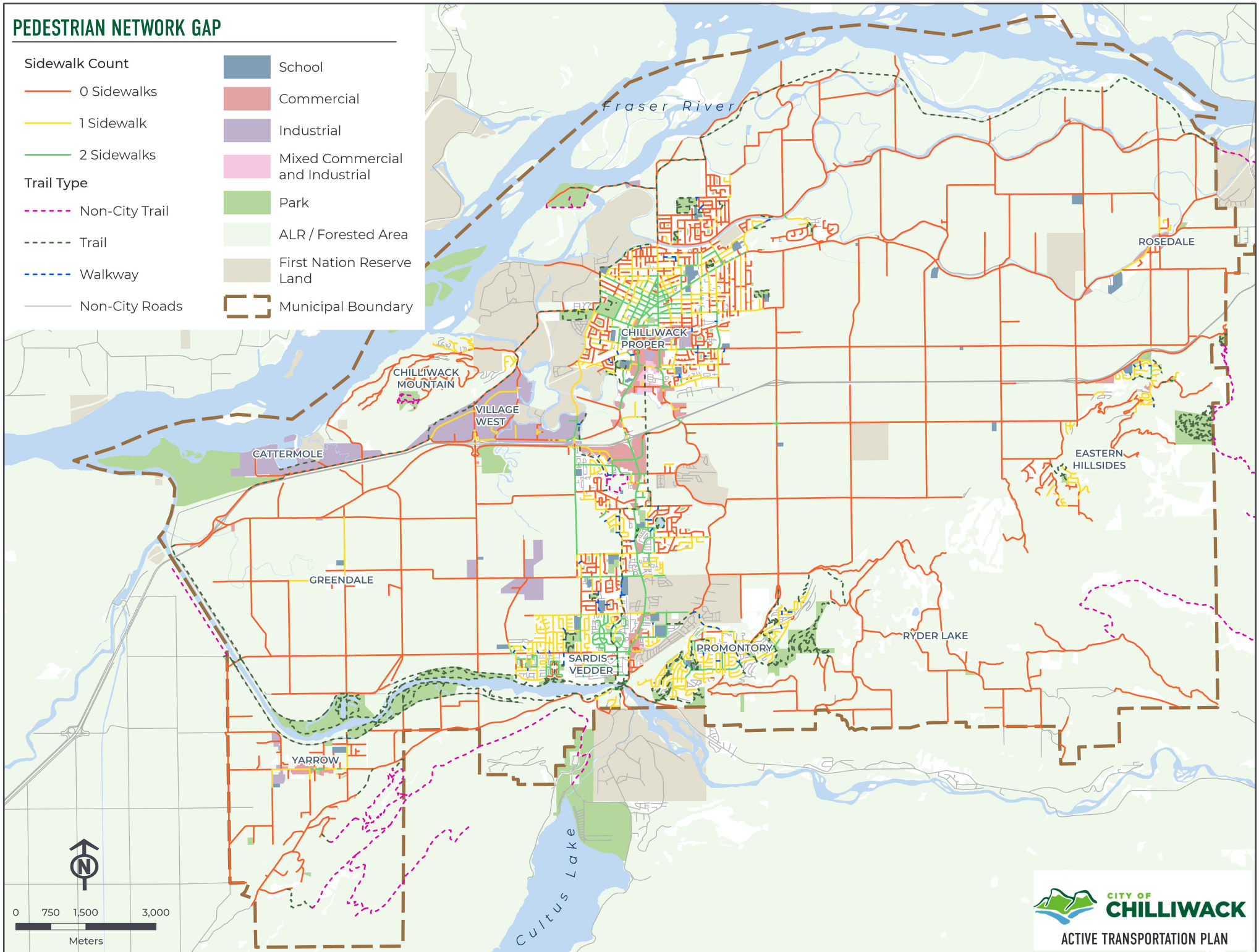
Mixed Commercial  
and Industrial

Park

ALR / Forested Area

First Nation Reserve  
Land

Municipal Boundary



## EXISTING CYCLING NETWORK

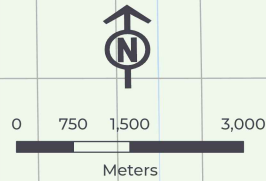
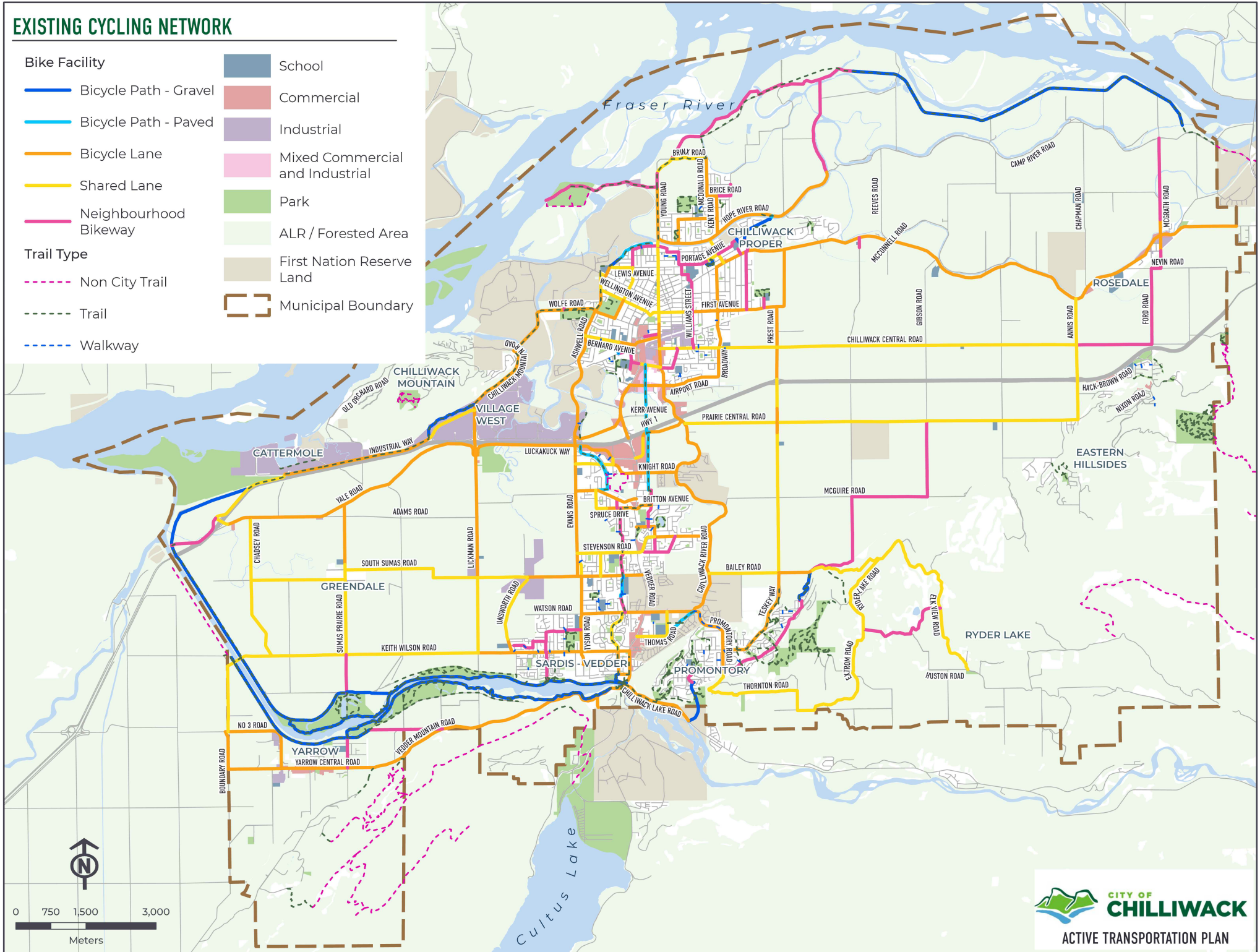
### Bike Facility

- Bicycle Path - Gravel
- Bicycle Path - Paved
- Bicycle Lane
- Shared Lane
- Neighbourhood Bikeway

### Trail Type

- - - Non City Trail
- - - Trail
- - - Walkway

- School
- Commercial
- Industrial
- Mixed Commercial and Industrial
- Park
- ALR / Forested Area
- First Nation Reserve Land
- Municipal Boundary





# TRAFFIC SIGNALS

## Type of Traffic Signal

● Traffic Control Signals

● RRFB\*

● RRFB\* (upcoming)

■ School

■ Commercial

■ Industrial

■ Mixed Commercial and Industrial

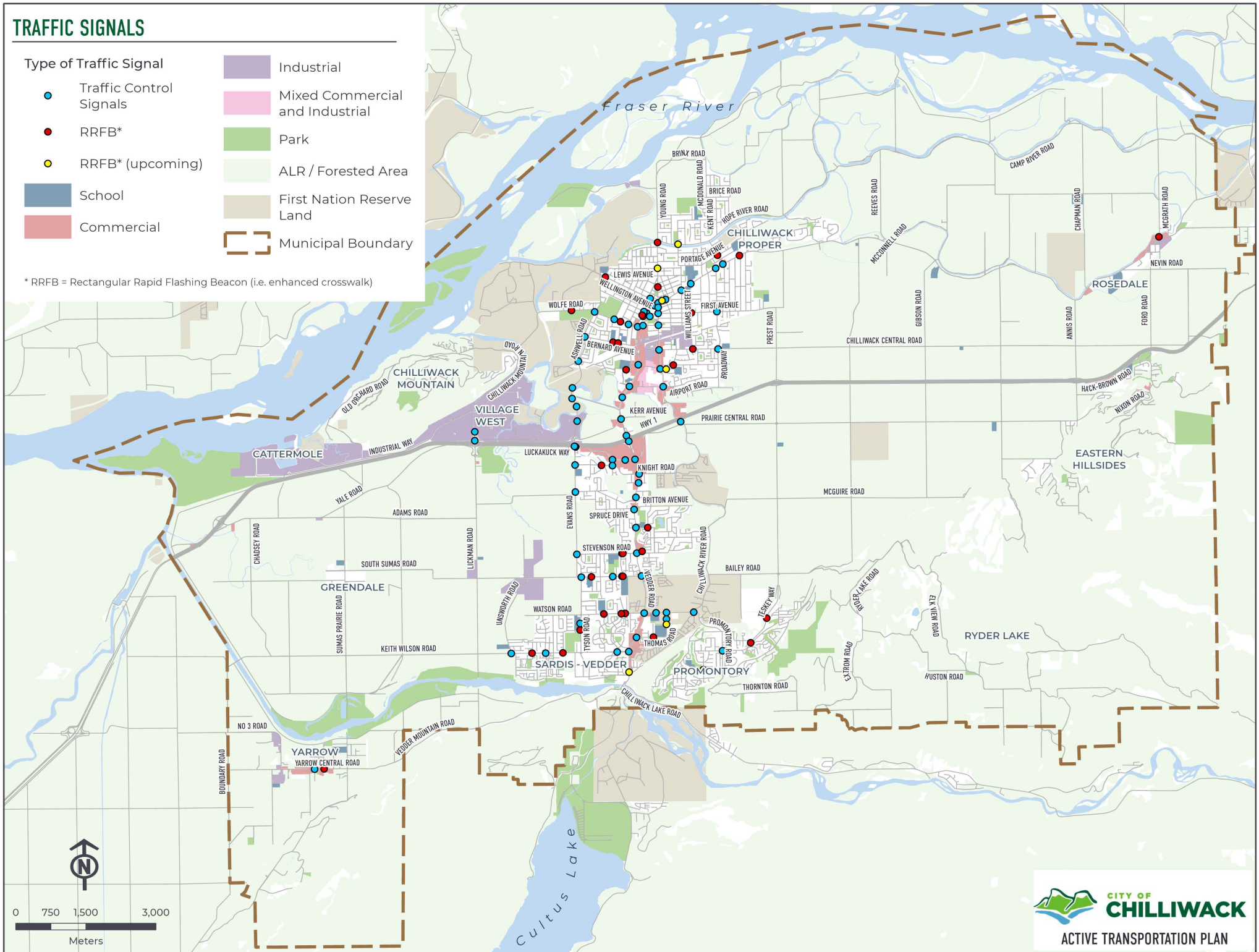
■ Park

■ ALR / Forested Area

■ First Nation Reserve Land

■ Municipal Boundary

\* RRFB = Rectangular Rapid Flashing Beacon (i.e. enhanced crosswalk)



## SIDEWALK PRIORITIZATION

Sidewalk Prioritization Score

High: 136 - 190

Medium: 86 - 135

Low: 35 - 85

Non-City Trail

Trail

Walkway

School

Commercial

Industrial

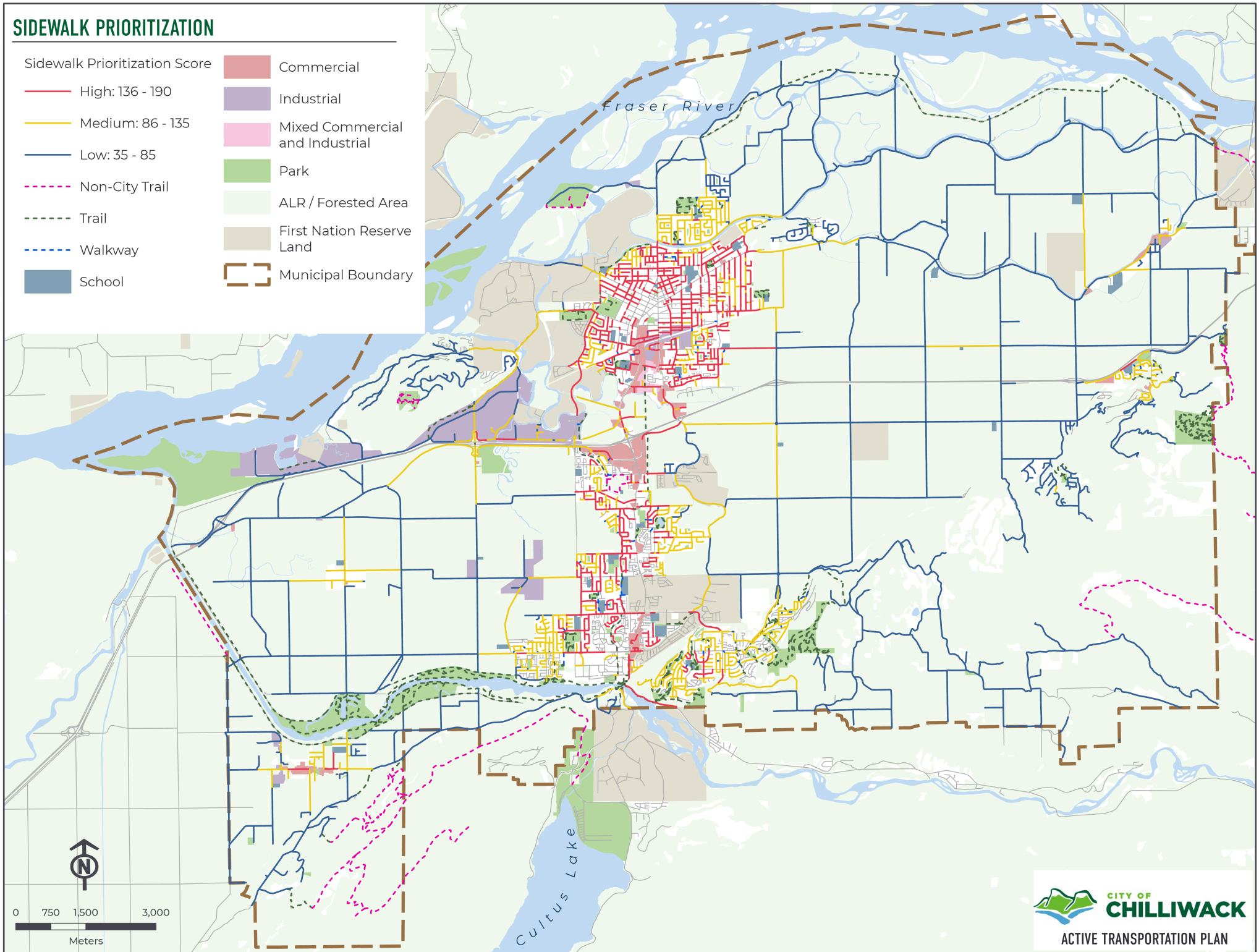
Mixed Commercial  
and Industrial

Park

ALR / Forested Area

First Nation Reserve  
Land

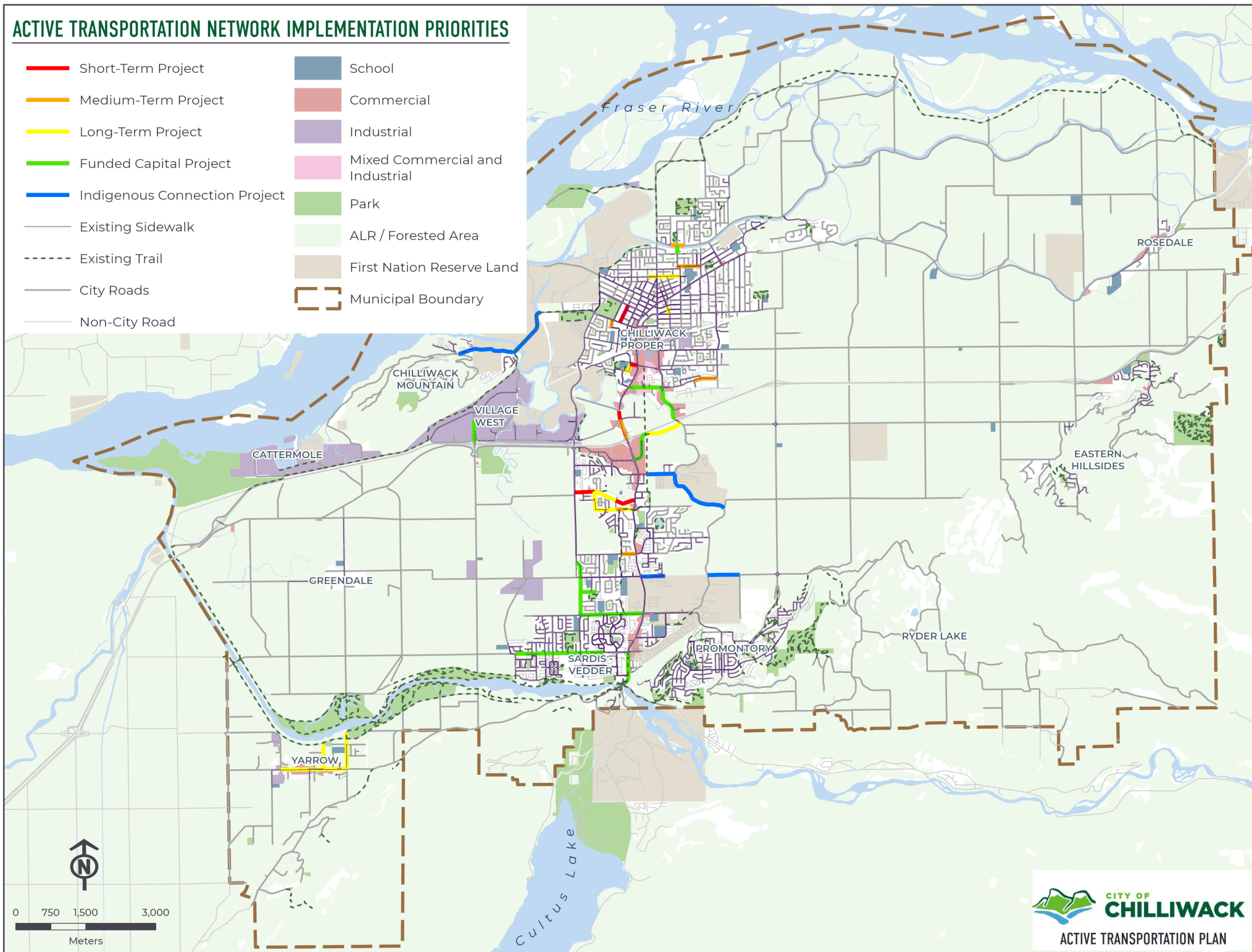
Municipal Boundary

















# ACTIVE TRANSPORTATION NETWORK IMPLEMENTATION PRIORITIES

- |   |   |
|---|---|
| <span style="color: red;">—</span> Short-Term Project             | <span style="background-color: #4682B4; color: white;"> </span> School                          |
| <span style="color: orange;">—</span> Medium-Term Project         | <span style="background-color: #CD5C5C; color: white;"> </span> Commercial                      |
| <span style="color: yellow;">—</span> Long-Term Project           | <span style="background-color: #800080; color: white;"> </span> Industrial                      |
| <span style="color: green;">—</span> Funded Capital Project       | <span style="background-color: #FF69B4; color: white;"> </span> Mixed Commercial and Industrial |
| <span style="color: blue;">—</span> Indigenous Connection Project | <span style="background-color: #90EE90; color: white;"> </span> Park                            |
| <span style="color: gray;">—</span> Existing Sidewalk             | <span style="background-color: #E0F0E0; color: white;"> </span> ALR / Forested Area             |
| <span style="color: green;">- - -</span> Existing Trail           | <span style="background-color: #D2B48C; color: white;"> </span> First Nation Reserve Land       |
| <span style="color: gray;">—</span> City Roads                    | <span style="border: 2px dashed brown;"> </span> Municipal Boundary                             |
| <span style="color: gray;">—</span> Non-City Road                 |   |





## SPECIAL AREA CONSIDERATIONS

- |   |   |
|---|---|
|  Water Course 30 m Buffer |  Industrial                      |
|  Slope < 20 %             |  Mixed Commercial and Industrial |
|  Slope > 20 %             |  Park                            |
|  Rural Area               |  ALR / Forested Area             |
|  School                   |  First Nation Reserve Land       |
|  Commercial               |  Municipal Boundary              |

