

Regular Meeting of Council Agenda November 17, 2025

Regular Meeting of the City of Castlegar Council held in Council Chambers at the Community Forum, 445 13th Avenue, Castlegar, B.C., and via Zoom live meeting, commencing at **3:00 p.m.** for **Committee of the Whole Meeting**, immediately followed by a **Closed Council Meeting** and reconvening at **7:00 p.m.** for **Regular Council Meeting**.

Please click the link below to join the webinar for **Committee of the Whole**:
<https://us02web.zoom.us/j/81537391928?pwd=ZpfUEPd3ETadsVvNDRH9ds8b2IB8ar.1>
or telephone: Dial (for higher quality, dial a number based on your current location):
Canada: 1-438-809-7799, 1-587-328-1099, 1-647-374-4685, 1-647-558-0588,
1-778-907-2071, 1-780-666-0144

Webinar ID: 815 3739 1928 Passcode: 707182

International numbers available: <https://us02web.zoom.us/j/kca05W0hcf>

Please click the link below to join the webinar for the **Regular Council Meeting**:
<https://us02web.zoom.us/j/82308886136?pwd=WTLZWbRCR5BQBhcQ9cAbGcSydCalqR.1>
or Telephone: Dial (for higher quality, dial a number based on your current location):
Canada: 1-780-666-0144, 1-204-272-7920, 1-438-809-7799,
1-587-328-1099, 1-647-374-4685

Webinar ID: 823 0888 6136 Passcode: 634712

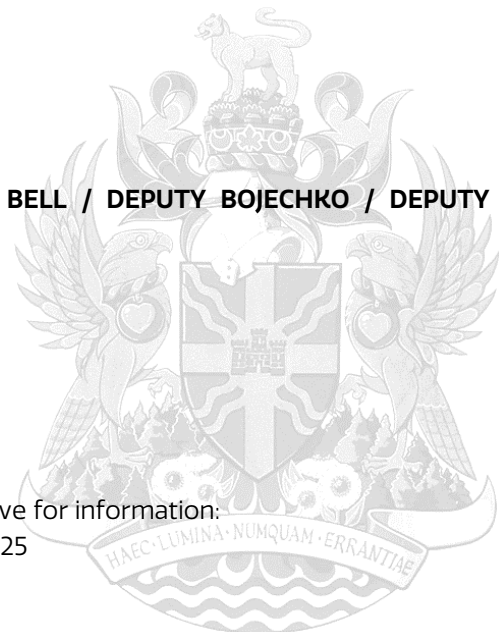
International numbers available: <https://us02web.zoom.us/j/kb1SZ1ZRbv>

- 1 **CALL TO ORDER (3:00 P.M.)**
- 2 **ADOPTION OF AGENDA**
- 3 **RESOLUTION TO RESOLVE INTO COMMITTEE OF THE WHOLE**
- 4 **DELEGATION: Nil**
- 5 **COMMUNITY WELLNESS, SAFETY & DEVELOPMENT (CHAIR BELL / DEPUTY BOJECHKO / DEPUTY HEATON-SHERSTOBITOFF):**
 - (a) **COUNCIL COMMITTEE LIAISON VERBAL UPDATE**
 - (b) **FIRE DEPARTMENT VERBAL UPDATE**
 - (c) **Emergency Services Monthly Report – October 2025**

RECOMMENDATION: Council consider and resolve to receive for information:

 - Emergency Services Monthly Report – October 2025
 - (d) **RCMP DETACHMENT VERBAL UPDATE**
 - (e) **WEST KOOTENAY REGIONAL AIRPORT VERBAL UPDATE**
 - (f) **COMMUNITY SAFETY AND DEVELOPMENT VERBAL UPDATE.**
 - (g) **Community Wildfire Resilience Plan (Report No. 25-60)**

Report from the Acting Director of Community Safety & Development to seek Council's adoption of the Community Wildfire Resilience Plan as attached to report 25-60.



RECOMMENDATION: Council consider and resolve:

THAT Council adopt the Community Wildfire Resilience Plan.

(h) **Building Permit and Business Licence Reports – October 2025**

RECOMMENDATION: Council consider and resolve to receive for information:

- Building Permit Report – October 2025
- Business Licence Report – October 2025

6 CULTURAL & CIVIC PRIDE (CHAIR HEATON-SHERSTOBITOFF / DEPUTY BOGLE / DEPUTY MACLEOD):

(a) **COUNCIL COMMITTEE LIAISON VERBAL UPDATE**

7 FINANCE AND CORPORATE SERVICES (CHAIR BOGLE / DEPUTY FALSTEAD):

(a) **FINANCE AND CORPORATE SERVICES COMMUNITY LIAISON VERBAL UPDATE**

(b) **CORPORATE SERVICES DEPARTMENT VERBAL UPDATE**

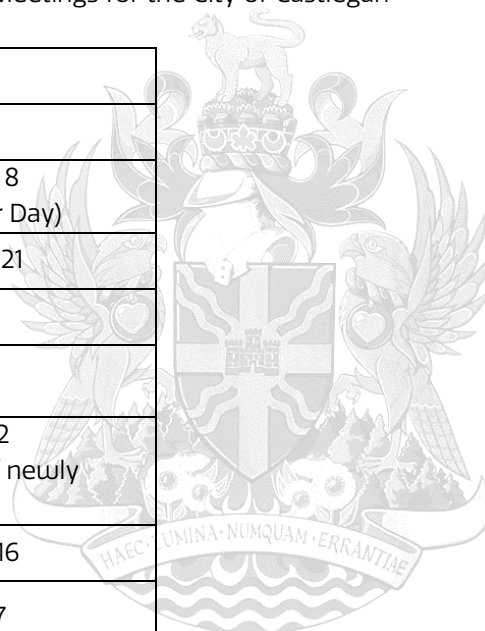
(c) **2026 Regular Council Meeting Schedule (Report No. 25-77)**

Report from the Manager of Legislative Services to set the Regular Council Meeting dates for 2026 in compliance with the City of Castlegar Council Procedures Bylaw No. 986 and the *Community Charter*.

RECOMMENDATION: Council consider and resolve:

THAT the following 2026 dates be set for Regular Council Meetings for the City of Castlegar:

Monday, January 12	Monday, July 13
Monday, February 2	Monday, August 10
Tuesday, February 17 (February 16 BC Family Day)	Tuesday, September 8 (September 7 Labour Day)
Monday, March 2	Monday, September 21
Monday, March 16	Monday, October 5
Tuesday, April 7 (April 6 Easter Monday)	Monday, October 19
Monday, April 20	Monday, November 2 Inaugural Meeting of newly elected Council
Monday, May 4	Monday, November 16
Tuesday, May 19 (May 18 Victoria Day)	Monday, December 7
Monday, June 1	Monday, December 21
Monday, June 15	



(d) **2025 City Hall Holiday Closure (Report No. 25-78)**

Report from the Manager of Legislative Services to seek Council authorization to close City Hall to the public on Monday, December 29, Tuesday, December 30, and Wednesday, December 31, 2025, during the holiday season.

RECOMMENDATION: Council consider and resolve:

THAT Council authorize the closure of City Hall to the public on Monday, December 29, Tuesday, December 30, and Wednesday, December 31, 2025.

(e) **FINANCE DEPARTMENT VERBAL UPDATE**

(f) **IT DEPARTMENT VERBAL UPDATE**

8 MUNICIPAL SERVICES (CHAIR MACLEOD / DEPUTY BELL):

(a) **MUNICIPAL SERVICES DEPARTMENT VERBAL UPDATE**

(b) **South Sewage Treatment Plant Communications Plan (Report No. 25-85)**

Report from the Assistant Manager – Utilities to seek Council's approval of the planned communications for the South Sewage Treatment Plant.

RECOMMENDATION: Council consider and resolve:

THAT Council approve the planned communications for the South Sewage Treatment Plant.

9 QUESTION PERIOD:

10 RESOLUTION TO RISE FROM COMMITTEE OF THE WHOLE:

Council consider and resolve to rise from the Committee of the Whole.

11 RESOLUTION TO EXCLUDE PUBLIC, RECESS THE PUBLIC MEETING UNTIL 7:00 P.M., AND IMMEDIATELY CONVENE INTO CLOSED SESSION:

RESOLUTION:

THAT pursuant to Section 90 of the *Community Charter*, the public be excluded from this portion of the meeting as the subject matter being considered relates to the following:

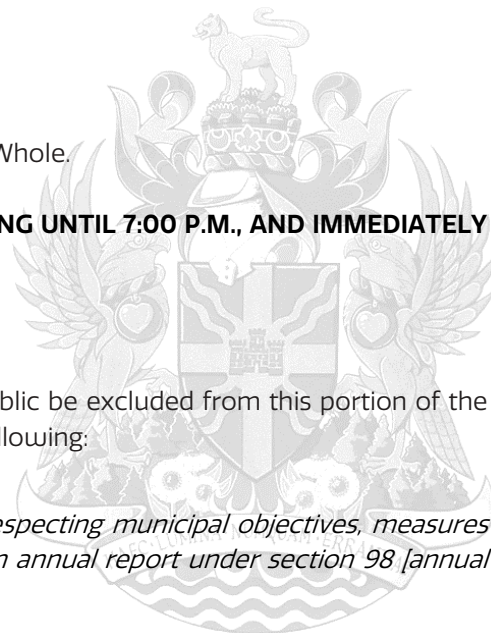
- ***Community Charter Section 90(1)(L)***

Discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report].

AND FURTHER;

THAT the public portion of the meeting be recessed until 7:00 p.m.,

AND FURTHER;



THAT Council immediately resolve into the closed portion of their meeting.

12 RECONVENE (7:00 P.M.) MAYOR TO RECONVENE AT THE REGULAR MEETING AT 7:00 P.M.

13 DELEGATION: Nil

14 COUNCIL MEETING MINUTES FOR APPROVAL:

RESOLUTION: THAT the following Minutes be adopted:

- (a) Regular Meeting Minutes – November 3, 2025

15 RESOLUTION TO ADOPT COMMITTEE OF THE WHOLE RECOMMENDATIONS:

- (a) Recommendations from the November 3, 2025, Committee of the Whole meeting to be considered for adoption (Motions to be considered individually). Full discussions, and reports on these recommendations can be viewed on the City's website during the November 3, 2025 Committee of the Whole Meeting.
 - 1. THAT Council authorizes staff to submit a funding application for up to \$15,000 to the Department of Canadian Heritage – Celebrate Canada Program in support of the 2026 Canada Day Celebrations.
 - 2. THAT Mayor McFaddin attend the 2026 BC Council of Forest Industries Convention held in Vancouver, BC from April 8-10, 2026, with travel expenses to be allocated from the 2026 Council Conferences budget.
 - 3. THAT Council receive for information Report #25-81 titled "2025 Council Strategic Plan Implementation Report – Quarter 3 Update".
- (b) Committee of the Whole recommendations from the November 17, 2025, meeting for adoption (Motions to be brought forward from the Committee of the Whole portion of the meeting to be considered individually). Full discussions, and reports on these recommendations can be viewed on the City's website during the November 17, 2025 Committee of the Whole Meeting.

16 REGIONAL DISTRICT OF CENTRAL KOOTENAY (RDCK) MEETING MINUTES: Nil

17 CORRESPONDENCE:

- (a) Margaret Rogers, on behalf of the Residents of Connors Road & Riverside Crescent, re: various encampments and South Sewage Treatment Plant.
- (b) Nicole Maskerine on behalf of Castlegar Violence Against Women in Relationships (VAWIR) re: request to illuminate the Kinnaird Overpass lights in purple from November 25-December 10 in recognition of the National Day of Remembrance and Action on Violence Against Women and the 16 days of activism against gender-based violence.

18 REPORTS OTHER:

- (a) **Recreation Commission Member Verbal Update**

19 MAYOR'S REPORT:

20 NEW & UNFINISHED BUSINESS: Nil

21 BYLAWS FOR CONSIDERATION:

- (a) **Regional District of Central Kootenay (RDCK) Letter of Consent – Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036**

A Bylaw from the Regional District of Central Kootenay to receive consent, on behalf of the City of Castlegar electors, to the Board of the Regional District of Central Kootenay adopting the Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036.

RECOMMENDATION: Council consider and resolve:

THAT Council provide a letter of consent on behalf of the City of Castlegar electors, to the Board of the Regional District of Central Kootenay adopting Bylaw No. 3036 "Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025".

22 NEXT MEETING(S):

December 1, 2025, at 3:00 p.m. for Committee of the Whole Meeting followed by the Regular Council Meeting at 7:00 p.m., held in Council Chambers at the Community Forum, 445 13th Avenue, Castlegar, B.C. and via Zoom live meeting.

23 NOTICE OF MOTION:

Nil

24 QUESTION PERIOD:

25 ADJOURNMENT:

26 2023–2027 STRATEGIC PLAN INFORMATION PAGE



EMERGENCY SERVICES REPORT

October 2025

This report has been prepared for the November 17, 2025 meeting to council, file number 7300-25.

Fire Department Operations:

The chart below compares the previous year 2024 to current year 2025.

Incident	2025		2024	
	October 2025	Year to Date	October 2024	Year to Date
Fires	10	46	5	49
Rescue (EMCR* Task)	3	17	3	24
Rescue (BCAS Assist)	43	336	21	185
Aircraft	0	0	0	0
Motor Vehicle Accident/Incident	7	34	5	42
Hazardous Materials	2	19	3	15
First Responder Medical	0	24	4	67
False Alarms	9	77	2	45
Standby	12	115	7	105
Public Service	7	33	4	42
Complaints	8	121	3	52
Other	3	45	7	100
Monthly Totals	104	867	64	726
Service Charge (False/Nuisance)	1	\$250	0	2
Burning permits	0	1	0	4
Reportable Fires (OFC)	3	8	4	10
Fire Damage Dollar Loss	\$482,700	\$847,800		\$1,515,100
Fire Dollar Amount Saved	\$0	\$178,382,000	\$0	\$0
Fire Injuries	0	0	0	1

TRAINING:

1. Familiarization on operations new fire fighters
2. 10 Members are starting the First Responder 3 Course, expected completion in December
3. Biannual fitness night
4. Reviewed Ground Ladders
5. Monthly Safety and Officers Meeting
6. Monthly Apparatus Checks

Other:

1. Staff attended the Seniors Expo
2. Fire Prevention Week in class presentations at local Schools, Kindergarten to grade 3
3. Fire Prevention Week at local daycares
4. Staff attended: Working together: Effective Fire Service for Fire Chiefs and Local Government Administrative Officers meeting.
5. Hosted local Fire Departments monthly meeting

Prepared by

Nick Ahlefeld

Nick Ahlefeld
Fire Chief

CASTLEGAR

REPORT TO COUNCIL

MEETING DATE: November 17, 2025 **REPORT NO.:** 25-60

SUBMITTED BY: Acting Director of Community Safety & Development **FILE NO.:** 7130-55

SUBJECT: Community Wildfire Resilience Plan

RECOMMENDATION:

THAT Council adopt the Community Wildfire Resilience Plan.

PURPOSE:

Report to seek Council's adoption of the Community Wildfire Resilience Plan as attached to report 25-60.

This Report is for consideration at the November 17, 2025, Committee of the Whole Meeting and adoption at the December 1, 2025, Regular Council Meeting.

SUMMARY/BACKGROUND:

The City's most recent Community Wildfire Protection Plan (CWPP) was adopted in 2020. These plans serve as a community's primary wildfire risk reduction planning tool and are required to be reviewed every five years. A new standard methodology and requirements for these plans was introduced by the Province in 2025. Key changes included:

- Renaming of Community Wildfire Protection Plans (CWPPs) to Community Wildfire Resilience Plans (CWRPs)
- Reducing the eligible Wildland-Urban Interface (WUI) from 2 kilometers to 1 kilometer from municipal boundaries

The City's most recent CWPP was adopted in 2020 and required replacement in full due to the above changes. The eligible WUI now includes a 6,663-hectare area that encompasses both public and private lands in the City and surrounding Electoral Areas I and J of the Regional District of Central Kootenay (RDCK).

This CWRP was developed by Cathro Consulting Ltd. with technical input from Blackwell Consulting Ltd. in collaboration with the City's FireSmart and Resiliency Committee and members of City staff. The project was funded through the Community Resiliency Investment Program and funding from the Union of British Columbia Municipalities (UBCM) and is a requirement of the City's FireSmart programming.

Since adoption of the City's most recent CWPP in 2020, the City has fully or partially completed 17 of the 30 CWPP recommendations—primarily those related to public FireSmart education and the completion of vegetation management activities on fuel treatment units. The new CWRP presents 33 recommendations, some of which have been carried over from 2020.

Due to dense vegetation, steep terrain, fire history and proximity to vulnerable infrastructure, Castlegar's WUI is rated as Risk Class 1—the highest wildfire risk rating in BC. The surrounding area is similarly ranked.

Due to the cross-jurisdictional nature of wildfire risk, it is of utmost importance that implementation of this plan is undertaken in on-going collaboration with Indigenous Governing Bodies (IGBs), RDCK, BC Wildfire Service, industry, and other community partners.

Implementation efforts will focus on public education, individual and community led initiatives, vegetation management, emergency planning, and inter-agency collaboration. Recommended actions will be incorporated into annual work plans as staff capacity and available funding permits. Priorities for any given year will be determined through the City's FireSmart and Resiliency Committee and deliberations with Council.

ALTERNATIVES:

That Council does not adopt the Community Wildfire Resilience Plan. This is not recommended as it is a component of the funding received from UBCM to strengthen the City's wildfire preparedness and resilience.

IMPLICATIONS:

- | | |
|--------------------------|---|
| (1) Social | The City has made significant progress in achieving many of the recommendations of the 2020 CWPP and has gained community support and recognition for its efforts. |
| (2) Environmental | Implementation of the CWRP will strengthen community preparedness and response from wildfire events. These activities will need to be balanced with the need to protect sensitive ecosystems and at-risk species. |
| (3) Personnel | The 2025 CWRP was prepared by Cathro Consulting Ltd. and Blackwell Consulting Ltd. Approximately 50 hours of staff time in engineering, fire, and emergency management was required to facilitate committee meetings and provide feedback on report contents. |
| (4) Financial | <p>Development of the CWRP was fully funded by the Community Resiliency Investment Program and UBCM for a budget of \$32,000.</p> <p>Recommendations of the CWRP will inform future grant applications and the City's 2026-2030 Financial Plan. The program will be administered by the City's new Climate Readiness Coordinator with support from Protective Services.</p> |

POLICY IMPLICATIONS:

The proposed work plan aligns with Council's 2023-2027 Strategic Plan principles of 'Governance and Service Excellence' by ensuring transparent decision making based on the CWRP implementation schedule and 'Quality of Life' by prioritizing public safety through FireSmart programming and wildfire mitigation priorities.

IMPLEMENTATION:

The 2025 CWRP was prepared to meet new reporting standards and requirements of funding. The recommendations of the CWRP will guide future funding applications and support annual work planning in the Community Safety & Development department. Review of the report is required every five years.

COMMUNICATION:

The City will be required to submit the CWRP to the Province of B.C. and ensure that the report is made available publicly through its website.

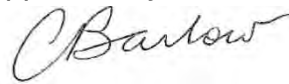
The City will prepare a news release to inform the community.

Respectfully submitted,



Meeri Durand, MCIP RPP
Acting Director of Community Safety &
Development

Approved by



Chris Barlow, A.Sc.T.
Chief Administrative Officer



Community Wildfire Resiliency Plan

City of Castlegar

October 2025

Submitted by:

Cathro Consulting Ltd

Box 1193

Kaslo, BC, V0G 1M0

T: 250 505 3513

E: cathro.john@gmail.com



REGISTERED PROFESSIONAL SIGN AND SEAL

RPF PRINTED NAME	
John Cathro	RPF # 3769
DATE SIGNED	
September 30, 2025	
I certify that the work described herein fulfills the standards expected of a member of the Association of British Columbia Forest Professionals and that I did personally supervise the work.	
Registered Professional Forester Signature and Seal	
	

ACKNOWLEDGEMENTS

Cathro Consulting Ltd. (Cathro) would like to thank the following for their direct involvement with planning, reviewing, and contributing to Castlegar’s 2025 Community Wildfire Resiliency Plan (CWRP):

Nick Ahlefeld	Acting Chief	City of Castlegar
Tony Mackie	Assistant Fire Chief	City of Castlegar
Brad Stickles	Assistant Fire Chief	City of Castlegar
Ryan Niddery	Manager of Engineering and Infrastructure	City of Castlegar
Meeri Durand	Acting Director of Community Safety and Development	City of Castlegar
Adriana Burton	Wildfire Prevention Specialist	BCWS
Kenny Forbes	Wildfire Prevention Officer	BCWS
Jonathon Fox	Wildfire Technician	BCWS
Nora Hannon	Disaster Mitigation and Adaptation Senior Advisor	RDCK
Greg Barnhouse	Wildfire Mitigation Specialist	RDCK
Jessie Lay	FireSmart Program Coordinator	RDCK
Peter Schroder	Forestry Instructor	Selkirk College
Marc Steynen	Natural Resources Program Lead	Okanagan Nation Alliance
Alysia Dobie	tmx ^w ulax ^w Technician	Okanagan Nation Alliance
Gerald Cordeiro	Forest Development Manager	Kalesnikoff Lumber Co.
Mike Hounjet	Environmental Lead	Columbia Power Corporation
Jeff Fish	Health and Safety Manager	Mercer Celgar
Taylor Frehr-Smith	Planning and Development Forester	Interfor
Amber Cooke	Land and Resource Coordinator	Ministry of Forests
Grant Walton	Resource Operations Manager	Ministry of Forests
Richard Garner	District Wildfire Coordinator	Ministry of Forests
Louis Orioux	Registered Professional Forester	Blackwell Consulting Ltd.
Debrah Zemanek	Registered Professional Forester	Blackwell Consulting Ltd.

These individuals invested their time in meetings, answering questions, and reviewing and commenting on the contents of this document. Cathro would like to thank the listed individuals for their helpful information and guidance that they provided during the CWRP’s development process.

This report would not be possible without the Community Resiliency Investment Program and funding from the Union of British Columbia Municipalities.

This report was developed with technical input from Blackwell Consulting Ltd. (Blackwell). Cathro has a long-standing relationship of collaboratively working with Blackwell to proactively support communities in wildfire resiliency.

INDIGENOUS ENGAGEMENT AND ACKNOWLEDGMENT

The City of Castlegar recognizes that it is situated on the traditional, ancestral, and unceded territories of the Sinixt, Syilx, and Ktunaxa Nations. The City of Castlegar is committed to advancing reconciliation and building meaningful relationships with these Nations and others that reside in this area. This Community Wildfire Resiliency Plan reflects Castlegar's policy to engage with Indigenous communities in ways that respect their leadership, knowledge systems, and stewardship responsibilities, specifically in the context of wildfire risk reduction and land management.

EXECUTIVE SUMMARY

In April 2025, Cathro was selected to assist the City of Castlegar in developing a new Community Wildfire Resiliency Plan (CWRP). This plan updates and replaces the 2020 Community Wildfire Protection Plan (CWPP) completed by Diamond Head Consulting, reflects changes over the past five years and incorporates BC's latest community wildfire planning framework.

The CWRP provides a wildfire risk assessment and a strategic action plan aimed at improving wildfire resilience across Castlegar's eligible Wildland-Urban Interface (eWUI). It is built on the integration of the [seven FireSmart™ disciplines](#): Education, Vegetation Management, Emergency Planning, Cross-Training, Interagency Cooperation, Legislation and Planning and Development Considerations.

Since 2020, Castlegar has fully or partially completed 17 of the 30 CWPP recommendations—primarily those related to public FireSmart education and the completion of vegetation management activities on fuel treatment units. For this CWRP, the eWUI is defined as the area that is within 1 km of the municipal boundary and also within the BC Wildfire Service WUI. The city's eWUI is 6,663.2 ha, and community wildfire resilience depends not only on municipal action, but also on residents, the Province, and land managers on timber harvest lands. Regular meetings of Castlegar's Community FireSmart Resiliency Committee (CFRC), along with engagement with the Sinixt, Syilx, and Ktunaxa Nations and sub-committees, will be key to successfully implementing this plan.

Castlegar's eWUI falls within a provincially designated Wildland Urban Interface area rated as Risk Class 1—the highest wildfire risk rating in BC—due to dense vegetation, steep terrain, fire history, and proximity to vulnerable infrastructure. Much of the surrounding area is similarly rated as “High” threat under the Provincial Strategic Threat Analysis (PSTA). Fieldwork conducted for this plan allowed for updated fuel typing and on-the-ground verification, resulting in an updated wildfire threat assessment.

Analysis determined that 13%, or 871.4 ha, of the eWUI area is at high or extreme wildfire behavior threat. However, half of Castlegar's eWUI, 3,322 ha, consists of private land, where threat assessments could not be completed. Conditions on private land often present even greater hazards than adjacent Crown and Municipal land because they are typically closer to values such as residences and private infrastructure. For fires in the eWUI, homes, landscaping, vehicles, and other combustible materials contribute significantly to fire spread, not just forest fuels.

Research shows that embers can travel long distances, on average 2 km ahead of the head of the fire, and will instantly ignite fuels due to preheating.¹ This presents a large threat to home losses during extreme wildfire events due to said wind-driven embers (firebrands), travelling unexpectedly long distances (recorded up to 17 km ahead of a flame front) and igniting flammable materials on or near

¹ <https://firesmartbc.ca/why-we-focus-on-embers/>

structures. The vulnerability of homes—particularly those lacking FireSmart construction or landscaping—is often a more critical factor in structure loss than the intensity of the wildfire itself. FireSmart homes have been shown to survive even high-intensity wildfires, while highly ignitable homes can be lost in relatively low-intensity events.²

Reducing structure ignitability is the key to preventing larger eWUI events. Therefore, mitigation responsibility must begin with property owners, supported by policies and activities that promote ignition-resistant homes and vegetation management. Castlegar’s eWUI is largely considered intermix, with areas of interface. Wildfire risks arise from various sources, including dry lightning strikes and human-caused ignitions from trails, roads, railways, and backyards. Additionally, structure fires can spread to surrounding vegetation and forests, compounding risk.

Due to Castlegar’s linear urban setting and relatively slow uptake of FireSmart activities on private properties—particularly in building materials and vegetation management—this plan places a strong emphasis on the importance of homeowner education, residential risk reduction and policy development. Empowering residents through clear communication and actionable guidance is critical. In parallel, Provincial agencies and forestry land managers must help reduce eWUI fuel hazards through targeted fuel treatments, appropriate harvesting, and logging slash mitigation.

The City is surrounded by rural areas within the Regional District of Central Kootenay (RDCK), particularly Electoral Areas I and J. This plan acknowledges these overlapping jurisdictions share responsibility for wildfire preparedness and response, and stresses the importance of inter-agency training and collaboration. Both Area I and J face challenges due to limited fire protection services and rely on volunteer fire departments, making local coordination and FireSmart adoption even more important. For example, the Lucas Road area— just outside the municipal boundary but dependent on Castlegar’s water system—lies beyond the city’s jurisdiction for emergency response. This underscores the need for inter-agency collaboration and cross-training to improve wildfire response capacity.

This Plan presents 33 recommendations and action items, outlined in Table 1, as a toolbox of priorities to reduce wildfire risk across the Castlegar eWUI. Implementation will require coordination among the City, the Province, First Nations, licensees, and the RDCK. Prioritization must be guided by local capacity, funding, and evolving conditions.

² <https://blog.gov.bc.ca/bcwildfire/case-study-explores-why-some-homes-are-more-likely-to-survive-a-wildland-urban-fire/>

Table 1: The City of Castlegar’s 2025 CWRP Recommendations Table

Item	Priority	Recommendation	Timeframe	Funding Source / Estimated Cost
1. Education - o Raise awareness and understanding of wildfire risks. - o Promote public education programs, workshops, and resources. - o Encourage individual and community responsibility for risk reduction.				
1	High	Hire a FireSmart Coordinator for the City of Castlegar. Secure funding so that this position is filled annually.	1 year	\$75,000 - \$150,000 annually. Costs may vary depending on staff requirements and shared job descriptions within the City.
2	High	Promote and work towards recognition of two FireSmart neighbourhoods annually, with specific priority for Oglow Subdivision, Arrow Lakes Drive, Kinnaird and Fairview. This should include neighbourhood level FireSmart committees collaborating with the Castlegar FireSmart and Resilience Committee (CFRC). The CFRC should also prioritize including a variety of strategies with the objective of increasing private land resilience to wildfire. Participating neighbourhoods should apply for FireSmart Neighbourhood Recognition status and funding for mitigation projects through FireSmart Canada. <i>(Carried over from 2020 CWPP - Rec #6)</i>	3 to 5 years	Up to \$515 per neighborhood Collective Assessment, and \$1,230 per neighborhood to pursue FireSmart Neighborhood Plans.
3	Moderate	Use recommended interface fuel treatment areas to promote similar projects on private lands. Showcase these treatments though a “FireSmart Day” with neighbourhood FireSmart committees. <i>(Carried over from 2020 CWPP - Rec# 7, 15)</i>	3 to 5 years	UBCM CRI funds up to \$6,140 per event
4	Moderate	Continue to distribute FireSmart brochures to all new builds and houses within higher risk interface areas. Refer to CRI for specific cost allocation. <i>(Carried over from 2020 CWPP - Rec #8)</i>	3 to 5 years	\$3,000
5	Low	Continue to distribute a list of ecologically suitable fire-resistant landscape plants to all new builds and annually send to residents in higher risk interface areas by mail. Have copies available for distribution at local nurseries. <i>(Carried over from 2020 CWPP - Rec #9)</i>	5+	\$3,000
6	Moderate	Host one large event annually that has both neighbourhood representatives and City and/or Fire Department staff on hand to provide educational material of all 7 FireSmart Disciplines. <i>(Carried over from 2020 CWPP - Rec #14)</i>	3 to 5 years	UBCM CRI funds up to \$6,140 per event
7	High	Expand current school education program to discuss wildfire prevention and preparedness. <i>(Carried over from 2020 CWPP - Rec #16)</i>	1 to 2 years	\$2,460 (four schools per year). Up to \$615 per school per year.
8	High	Continue to develop wildfire education partnerships with Selkirk College. Consider opportunities for expansion of this program. This may include partnership with other agencies and other jurisdictions. <i>(Carried over from 2020 CWPP - Rec #17)</i>	1 to 2 years	\$5,000-\$10,000

Item	Priority	Recommendation	Timeframe	Funding Source / Estimated Cost
9	Moderate	Incorporate the FireSmart BC Library Program and its distribution material into the City's already existing community outreach program. Provide print material at public locations including City Hall, Fire Departments, Community Centers, and Libraries. <i>(Carried over from 2020 CWPP- Rec #18)</i>	3 to 5 years	UBCM will fund up to \$615 per branch or \$2,050 per independent library to support the whole Library Program, or, up to \$310 per branch for the purchase of books from the Wildfire Resiliency Literacy Kit. Additionally, an eligible \$1,800 can be obtained through CRI for banners, \$275 for posters.
10	Moderate	Coordinate with Ministry of Transportation, BC Parks and Recreation Sites & Trails to post wildfire danger signage along major transportation corridors, at campsites, parks and recreation, and at high use trail heads areas. Signage should address current fire danger, how to report a wildfire and, when relevant, emphasize the need to fully extinguish campfires and properly dispose of cigarettes. <i>(Carried over from 2020 CWPP - Rec #20)</i>	3 to 5 years	N/A
11	High	Continue to develop an annual fire season social media campaign to raise awareness of individual responsibility to prevent ignitions and of the enforcement of fire bans. <i>(Carried over from 2020 CWPP - Rec #21)</i>	1 to 2 years	\$4,000
2. Vegetation Management - o Reduce and manage combustible vegetation near structures and throughout communities. - o Implement fuel treatment projects (e.g., thinning, pruning, debris removal). - o Maintain defensible space around homes and infrastructure.				
12	High	Pursue funding to develop fuel management for all high priorities PTU's within the City of Castlegar municipal boundary. Secondly, pursue funding for prescription high priority interface PTU's. <i>(Carried over from 2020 CWPP - Rec #2)</i>	3 to 5 years	FMPs are \$400 / ha and treatments are \$12,000-\$15,000 / ha
13	High	Continue to collaborate and communicate a prioritized approach with the RDCK, MOF, and adjacent license holders to pursue treatment of Crown lands adjacent to the City of Castlegar. <i>(Carried over from 2020 CWPP - Rec #3)</i>	3 to 5 years	Treatments on Crown land are undertaken by MoF and/ or licensees at no cost to the City. FMPs are \$400 / ha and treatments are \$12,000-\$15,000 / ha
14	Moderate	Consult and coordinate with utility providers to create defensible spaces and reduce risk around all substations. This should include securing funding, prioritizing partnerships to develop and implement fuel treatment units where mutual interest exists. <i>(Carried over from 2020 CWPP- Rec #4)</i>	3 to 5 years	N/A

Item	Priority	Recommendation	Timeframe	Funding Source / Estimated Cost
15	Moderate	The City of Castlegar and RDCK should continue to assess the condition of fuels and wildfire risk around joint critical infrastructure such as the Lucas Road Water System that includes developing a fuel treatment prescription with the target of establishing a 30m of defensible space around water infrastructure. <i>(Carried over from 2020 CWPP - Rec #5)</i>	3 to 5 years	Up to \$945 per structure
16	Low	Organize an annual spring community chipping event to help residents reduce vegetation fuel loads on private property. Designate a centralized drop-off location for woody debris. Coordination should be handled through Public Works, and if not carried out by union staff, services must be procured through the appropriate procurement process. Local tree service companies may be invited to participate as part of a promotional opportunity, modeled after successful Christmas tree chipping events. This recommendation also falls under the education discipline. <i>(Carried forward from 2020 CWPP- Rec #10)</i>	5+	\$10,000-\$20,000
17	Moderate	Identify and develop opportunities for low complexity prescribed/cultural burn plan development within City limits. This should prioritize multi-agency collaboration and training between BCWS, City Fire Department, and others. This recommendation also falls under the cross-training discipline.	3 to 5 years	N/A
18	Moderate	Continue to ensure that all road edges are mowed frequently during the summer months. <i>(Carried forward from 2020 CWPP - Rec #19)</i>	3 to 5 years	N/A
19	Moderate	Work with utility providers to encourage that distribution lines, transmission corridors and substations are assessed regularly for danger tree risk and wildfire risk and that the associated fuel hazards are abated. This recommendation also falls under the inter-agency discipline. <i>(Carried forward from 2020 CWPP - Rec #22)</i>	3 to 5 years	N/A
3. Emergency Planning - o Ensure evacuation routes, communication systems, and coordination with emergency services. - o Develop and maintain community emergency response plans. - o Practice preparedness through drills and exercises.				
20	High	Update City of Castlegar Evacuation Plan. Explicitly plan for evacuation in the context of a wildfire. <i>(Carried over from 2020 CWPP - Rec #26)</i>	1 to 2 years	\$40,000 UBCM Funding Available
21	High	The Emergency Program Coordinator should work alongside the Regional District (RDCK) to collaborate on a coordinated evacuation plan in case of wildfire or other large disasters. Additional attention should ensure that there are clear, rapid, and unified modes of communication to the public in the event of an emergency. <i>(Carried over from 2020 CWPP - Rec #27 & Learnables from 2021 Merry Creek Fire Report)</i>	1 to 2 years	See above - any work done on recommendation #20 would be done in collaboration

Item	Priority	Recommendation	Timeframe	Funding Source / Estimated Cost
22	High	Review, analyze and integrate relevant recommendations from the Report # 21-123 titled “Merry Creek Wildfire – Lessons Learned” into Evacuation Plans.	1 to 2 years	See above - any work done on recommendation #20 would include this
23	High	Support the development of an early evacuation notification system led by the appropriate emergency management authority. This system should include specific provisions for heavy industry, which may require additional time to safely shut down operations. <i>(Carried over from 2020 CWPP - Rec #28)</i>	3 to 5 years	This should be incorporated into the City's Emergency Management Plan and would be funded under recommendation #20
4. Cross Training - o Train firefighters, emergency personnel, contractors, and community members in wildfire prevention and response. - o Build local capacity to implement FireSmart practices. - o Encourage knowledge sharing across disciplines and jurisdictions.				
24	Moderate	Continue to train all City firefighters in S100 Basic Fire Suppression and Safety training. Select firefighters should receive S185 Fire Entrapment Avoidance and Safety training, as well as Incident Command System 100 training. <i>(Carried over from 2020 CWPP - Rec #29)</i>	3 to 5 years	This is mandatory training now under NFPA and budgeted for annually. Refresher training costs are low (\$50) but new training would be approximately \$500 per participant
25	High	Prioritize annual cross training with BCWS and other relevant agencies to enhance response in the event of wildland urban interface fire. Prescribed burn opportunities should also be identified for cross-training and educational purposes. <i>(Carried over from 2020 CWPP - Rec #30)</i>	1 to 2 years	\$2,400 per event as per UBCM funding
5. Interagency Cooperation - o Foster collaboration between local governments, fire departments, Indigenous communities, provincial agencies, industry, and residents. - o Share information, resources, and responsibilities. - o Coordinate fuel management and response activities.				
26	High	The City of Castlegar should work directly with relevant Indigenous communities to uphold inherent rights and support responsibilities of stewardship. Indigenous governments and communities must be meaningfully engaged in the planning and development of all activities — including wildfire risk reduction efforts. This engagement should prioritize Indigenous-led forest practices, including cultural fire and other vegetation management practices.	1 to 2 years	\$1,230 per cultural fire meeting (focused on integrating into fuel management planning led by Ministry)
27	High	Establish a quarterly FireSmart Committee (CFRC) that includes representation from the RDCK and reflects the sub-regional context, including Electoral Areas I and J.	1 to 2 years	\$5,000 to support meeting resources

Item	Priority	Recommendation	Timeframe	Funding Source / Estimated Cost
28	Moderate	Improve partnerships and continue to ensure that utility providers are maintaining their distribution lines, transmission corridors, and substations. This is inclusive of annual danger tree assessments and wildfire risk assessments. <i>(Carried over from 2020 CWPP - Rec #22)</i>	3 to 5 years	\$10,000 CRI will fund up to \$1,230 per meeting
29	High	Continue to maintain the mutual aid agreement between the City of Castlegar and the Regional District Fire Protection Areas to enable sharing of suppression resources when responding to a wildfire. Investigate increasing training opportunities to improve response efficiency. <i>(Carried over from 2020 CWPP - Rec #23)</i>	1 to 2 years	\$2,400 per event as per UBCM funding
6. Legislation and Planning - o Integrate wildfire risk reduction into local bylaws, development plans, and land use policies. - o Encourage fire-resistant building codes and zoning. - o Support community-level governance for long-term risk reduction.				
30	Moderate	Continuously review the CWRP as a living document and amend as required with an update every 5 years <i>(Carried over from 2020 CWPP - Rec #1)</i>	5+	\$17,950 per required update
31	Moderate	Develop or amend bylaws addressing aspect(s) of open fire that local government are responsible for regulating as defined in the <i>Wildfire Act</i>	5+	N/A
7. Development Considerations - o Design and build homes and neighbourhoods using fire-resistant materials and practices. - o Locate buildings away from high-risk areas when possible. - o Plan access routes for emergency vehicles.				
32	Moderate	Continue to require that all new fire hydrants systems for new development areas can serve adjacent high-risk interface areas. <i>(Carried over from 2020 CWPP - Rec #24)</i>	3 to 5 years	N/A
33	High	The City should continue to work with Mercer Celgar to determine solution(s) ensuring water availability is not compromised through wildfire. This may involve an analysis of water supply needs for firefighting purposes, as well as maximum operating time without grid power. <i>(Carried over from 2020 CWPP - Rec #25)</i>	1 to 2 years	\$11,880

TABLE OF CONTENTS

Registered Professional Sign and Seal	I
Acknowledgements.....	II
indigenous engagement and acknowledgment.....	III
Executive Summary.....	IV
Table of Contents.....	XI
List of Tables	XIII
List of Figures	XIV
List of Maps.....	XV
Frequently Used Acronyms.....	XVI
SECTION 1: Introduction	17
1.1 Plan Purpose and Goals.....	17
1.2 Plan Development Summary.....	17
SECTION 2: Relationship to Other Plans and Legislation	18
2.1 Linkages to CWPPs and CWRPs	18
2.2 Local Plans and Bylaws	18
2.3 Higher-Level Plans and Legislation	23
SECTION 3: Community Description	25
3.1 Wildland-Urban Interface.....	25
3.2 Community Description.....	29
3.3 Values at Risk.....	30
3.3.1 Electrical Power.....	32
3.3.2 Water and Sewage	33
3.3.3 Hazardous Values	36
3.3.4 Fire Department Service Areas	37
3.3.5 Cultural Values	39
3.3.6 High Environmental Values	39
3.3.7 Other Resource Values.....	42
SECTION 4: Wildfire Risk Assessment	44
4.1 Wildfire Environment	45
4.1.1 Topography	46

4.1.2	Fuel	49
4.1.3	Weather	53
4.2	Wildfire History.....	60
4.2.1	Historic Fire Regime	60
4.2.2	Historical Wildfire occurrences	62
4.2.1	Wildfire Response	66
4.3	Local Wildfire Risk Assessment.....	68
4.3.1	Wildfire Threat Class Analysis	69
4.3.2	WUI Risk Class Analysis	70
4.4	Hazard, Risk, and Vulnerability Assessment.....	73
SECTION 5:	FireSmart Principles	74
5.1	Community Overview	75
5.2	Education	76
5.3	Vegetation Management.....	77
5.4	Emergency Planning	81
5.4.1	Pre-Incident Plan	82
5.5	Cross-Training	85
5.5.1	Fire Department Training	85
5.5.2	Fire Department Resources	86
5.6	Interagency Cooperation.....	87
5.7	Legislation and Planning	88
5.8	Development Considerations	89
SECTION 6:	Appendices.....	ciii
6.1	Appendix A: Review of 2020 CWPP Recommendations.....	ciii
6.2	Appendix B: Local Wildfire Risk Process	cvii
6.2.1	Appendix B-1: Fuel Typing Methodology and Limitations	cix
6.2.2	Appendix B-2: Wildfire Threat Assessment Plots.....	cx
6.2.3	Appendix B-3: Fire Risk Threat Assessment Methodology	cxiv
6.2.4	Appendix B-4: Proximity of Fuel to the Community	cxvii
6.3	Appendix C: Wildfire Risk Assessment – Worksheets and Photos	cxx
6.4	Appendix D: Maps	cxx
6.5	Appendix E: Community FireSmart Resiliency Committee	cxxi

LIST OF TABLES

Table 1: The City of Castlegar’s 2025 CWRP Recommendations Table	VI
Table 2: Summary of Community Plan Bylaw. 1427 and its relationship to this CWRP.	19
Table 3: Summary of local bylaws and their relationship to the CWRP.	20
Table 4: Summary of local plans and policies that are directly relevant to the CWRP.....	22
Table 5: Higher level plans and legislation relevant to Castlegar's eWUI and this Plan.	23
Table 6: Landownership within Castlegar's eWUI.	27
Table 7: Socio-economic statistics for Castlegar, as per the 2021 census.....	30
Table 8: Critical Infrastructure and Community Assets within Castlegar’s eWUI.....	32
Table 9: Species and Ecosystems at Risk in Castlegar’s eWUI – BC Conservation Data Centre	39
Table 10: Slope Percentage and Fire Behaviour Implications.....	46
Table 11: Slope Position of Value and Fire Behaviour Implications.	47
Table 12: Fuel types in Castlegar’s eligible Wildland Urban Interface	51
Table 13: Natural Disturbance Types (NDTs) of Castlegar’s eWUI.	60
Table 14: Summary of fire ignition data by cause within Castlegar’s eWUI	63
Table 15: Castlegar Fire Department Callouts – Wildland vs Structural.....	68
Table 16: Wildfire threat summary for Castlegar’s WUI.....	70
Table 17: WUI Risk Class summary for Castlegar’s eWUI	71
Table 18: FireSmart Vulnerability by Neighbourhood, Identified by Castlegar Fire Department.	75
Table 19: FireSmart Assessments Conducted to Date in Castlegar	76
Table 20: Landfill Free Months Around Castlegar	79
Table 21: Example of a Wildfire Response Preparedness Condition Guide	84
Table 22: List of Critical Infrastructure with Known Secondary Power Sources.....	84
Table 23: Summary of Proposed Fuel Treatment Units for Castlegar’s CWRP.....	91
Table 24: Fuel Type Categories and Crown Fire Spot Potential encountered within the eWUI.....	cix
Table 25: Summary of WUI Threat Assessment Worksheets	cxix
Table 26: Components of Fire Threat Analysis	cxv
Table 27 WUI Risk Classes and their associated summed scores.	cxvi
Table 28: Proximity to the Interface for Home Ignition Zones	cxix
Table 28: Members of the 2025 Castlegar Community FireSmart Resiliency Committee	cxxi

LIST OF FIGURES

Figure 2: Definition of Risk Graphic	44
Figure 3: Graphic display of the fire behaviour triangle, and a subset of characteristics within each component.....	45
Figure 4: Average number of fire danger rating days by month for Nancy Green, Pend Oreille and Smallwood fire weather stations.....	54
Figure 5: Daily average initial spread index rose for Nancy Green fire weather station.....	57
Figure 6: Daily average initial spread index rose for Pend Oreille fire weather station.....	58
Figure 7: Daily average initial spread index rose for Smallwood fire weather station.....	59
Figure 8: FireSmart Home Ignition Zone	78
Figure 9. A pre-incident planning checklist that can be used to help develop a pre-incident wildfire suppression plan and maps.	83
Figure 10: FireSmart Ignition Zone (HIZ).....	cxviii

LIST OF MAPS

Map 1: The Eligible WUI of Castlegar is the red diagonally lined polygon.	28
Map 2: Critical Infrastructure and Community Assets within Castlegar’s eWUI.	31
Map 3: Hydrant and standpipe locations within Castlegar's eWUI.	35
Map 4: Fire Department Service Areas within Castlegar's eWUI	38
Map 5: Slope, by slope classes, for Castlegar's eWUI.	48
Map 6: Updated fuel types in Castlegar’s eWUI.	52
Map 7: Natural disturbance regimes for Castlegar’s eWUI and surrounding area.	61
Map 8: Historical fire perimeters for Castlegar’s eWUI and surrounding area.	64
Map 9: Historical fire ignitions and occurrences for Castlegar’s eWUI and surrounding area.....	65
Map 10: Local wildfire Threat Rating within Castlegar’s eWUI.	72
Map 11: Overview map of proposed Potential Fuel Treatment Units within Castlegar’s eWUI.	90

FREQUENTLY USED ACRONYMS

AOI	Area of Interest
BC	British Columbia
BCWS	British Columbia Wildfire Service
BEC	Bio-geoclimatic Ecosystem Classification
CFFDRS	Canadian Forest Fire Danger Rating System
CFRC	Community FireSmart Resiliency Committee
CRI	Community Resiliency Investment
CWPP	Community Wildfire Protection Plan
CWRP	Community Wildfire Resiliency Plan
DPA	Development Permit Area
EA	Electoral Area
EWUI	Eligible Wildland Urban Interface
FBP	Fire Behavior Prediction System
FCFS	FireSmart Community Funding and Supports: Stream 1 of the UBCM CRI Program
HIZ	Home Ignition Zone
MOF	Ministry of Forests
MOTT	Ministry of Transportation and Transit
NDT	Natural Disturbance Type
PSTA	Provincial Strategic Threat Assessment
RDCK	Regional District Central Kootenay
UBCM	Union of British Columbia Municipalities
WRR	Wildfire Risk Reduction: Stream 2 of the UBCM Community Resiliency Investment Program, administered by the Ministry of Forests
WTA	Wildfire Threat Assessment
WUI	Wildland Urban Interface

SECTION 1: INTRODUCTION

In April 2025, Cathro was selected to lead the development of a new Community Wildfire Resiliency Plan (CWRP) for Castlegar, replacing the 2020 Community Wildfire Protection Plan. The CWRP is a wildfire risk assessment and action plan aimed at enhancing wildfire resiliency in Castlegar's eligible Wildland-Urban Interface (eWUI) and the seven FireSmart disciplines.

CWRPs are tailored to address the needs of the community in response to size, capacity, and the unique wildfire threats faced. The goals of a CWRP are founded in the seven FireSmart disciplines: Education, Vegetation Management, Emergency Planning, Cross-Training, Interagency Cooperation, Legislation and Planning and Development Considerations.

1.1 PLAN PURPOSE AND GOALS

This plan accounts for changes that have occurred since Castlegar's last CWPP and use of the most recent community wildfire planning framework in BC. This CWRP identifies the interface wildfire risk within Castlegar's eWUI and provides an updated understanding of the threats to human life, infrastructure, and values at risk from wildfire within the city limits of Castlegar. This CWRP is intended to serve as a framework to guide the implementation of specific actions and strategies to:

- 1) Increase the efficacy of fire suppression and safety of emergency responders,
- 2) Reduce potential impacts and losses to property and critical infrastructure from wildfire, and
- 3) Reduce potential wildfire behavior and threat within the community.

To help guide and accomplish the above strategies, this CWRP provides Castlegar and the RDCK with:

- 1) An assessment of wildfire risk to the community,
- 2) An assessment of constraints (values at risk and potential consequences from wildfire),
- 3) Maps of fuel types and recommended areas for fuel treatments,
- 4) An assessment of emergency response capacity, and
- 5) Options and strategies to reduce wildfire risk through the seven FireSmart disciplines.

1.2 PLAN DEVELOPMENT SUMMARY

The CWRP development process consisted of five phases:

- 1) Formation of the Community FireSmart Resiliency Committee (CFRC – see Appendix H). Consultation with the CFRC and information sharing with stakeholders and First Nations occurred throughout.
- 2) Review of relevant plans and legislation regarding emergency response and wildfire (SECTION 2:)
- 3) Description of the community and identification of values at risk (SECTION 3:)
- 4) Assessment of the local wildfire risk (SECTION 4:)
- 5) Analysis and action plan for each of the seven FireSmart disciplines (SECTION 5:)

SECTION 2: RELATIONSHIP TO OTHER PLANS AND LEGISLATION

Wildfires can affect all aspects of a community. As a result, numerous RDCK plans, and neighboring jurisdictions relate to this CWRP and the municipal planning of Castlegar. This section summarizes all relevant plans, policies, bylaws, guidelines and provincial legislation to identify sections within that are relevant to community wildfire planning and response.

2.1 LINKAGES TO CWPPS and CWRPS

City of Castlegar Wildfire Protection Plan Update – 2020³

In 2020, Diamond Head Consulting completed a Community Wildfire Protection Plan for Castlegar. The scope of this plan was a 2 km buffer around all residences and critical infrastructure based on WUI density criteria. A tabularized review of the 2020 recommendations and their implementation status is presented in Appendix A. Overall, completed activities fall within the FireSmart Education discipline, but some recommended fuel treatments have been prescribed and/ or treated, and there is now an active Community FireSmart Resiliency Committee.

It is noteworthy that the 2025 CWRP is built within the constraints of the eligible Wildland Urban Interface (eWUI), which is a 1 km buffer from the municipal boundaries.

RDCK Electoral Areas CWRP's

Listed below are jurisdictions adjacent to Castlegar that have been involved in community wildfire planning. Strategic opportunities exist between these plans and should be considered when implementing the 2025 CWRP recommendations.

- RDCK Electoral Area J CWRP 2024
- RDCK Electoral Area I CWRP 2023

2.2 LOCAL PLANS AND BYLAWS

A review of the 2024 Official Community Plan (OCP) for Castlegar revealed a notable increase in attention to wildfire resiliency compared to the 2021 OCP (Bylaw No. 1150), which had been in effect since 2011. Table 2 summarizes the key proactive measures related to wildfire resilience outlined in the 2024 OCP. This review was conducted as part of the CWRP to identify any existing gaps or limitations in addressing wildfire hazards and risk mitigation strategies.

³ <https://castlegar.ca/wp-content/uploads/2023/10/8.-Castlegar-Community-Wildfire-Protection-Plan.pdf>

Table 2: Summary of Community Plan Bylaw. 1427 and its relationship to this CWRP.

Community Plan Bylaw. 1427, Version 5 2024	Sub Section	Description and Relation to CWRP
4.0 How We Adapt and Protect	Objective 6: Wildfire protection: protect the community from wildfire risk.	
	4.2.19	Create a “Wildfire Management Plan” that identifies high-risk wildfire interface areas and considers future impacts from climate change, creates actions for fuel management and other preventative measures, identifies roles and responsibilities of local government and emergency services, and identifies emergency evacuation routes.
	4.2.20	Amend the Building Bylaw where possible to include “FireSmart” Design Principles into Building Permit Application.
	4.2.21	Require “Landscape Plan’s to incorporate “FireSmart” Design Principles.
	4.2.22	Include FireSmart Design for Building Materials and Landscape Design in Development Permit Areas.
4.4 Community- Wide Ecological Policies	Objective 17: Urban forest: protect and expand the urban forest.	
	4.4.17	Develop a Castlegar Species Inventory that: a) Integrates “FireSmart” Design Principles;
5.4 Natural & Hazard Area (NHA)	Objective 33: Identify lands for environmental protection within the city that provide critical ecological functions for the city and its residents (e.g. stormwater/flood management, habitat for sensitive species, wildfire buffer, steep slopes).	
	5.4.5	The City shall commit to maintaining and updating (e.g. every 10 years) the base data and studies that underpin the Natural & Hazard Area Land Use, including: d) Wildfire risk areas.
5.5 Comprehensive Planning Area (CPA)	Objective 36: Protect current and future residents from hazards.	
	5.5.1	Prior to approving new development or redesignating lands in the CPA a neighbourhood plan shall be completed that includes community engagement and examines: a) Wildfire risk and emergency preparedness;
	5.5.3	Where development is deemed appropriate within this designation, and is otherwise permitted within this Plan, the development should: a) Mitigate for environmentally sensitive areas or hazards, such as flooding, wildfire, slope erosion and/ or impact on wildlife and sensitive species.
6.10 Transportation and Mobility	Objective 136: Manage the City’s transportation networks in a sustainable way.	
	6.10.33	Explore options for secondary access roads to provide safe egress options in the event of an emergency.
	6.10.24	Ensure that any future roads through Comprehensive Planning Areas, or Natural & Hazard Areas are designed, constructed, and maintained with high environmental protection standards.
6.2 Community Amenities	Objective 82: Facilities as supportive infrastructure for climate change adaptation.	

Community Plan Bylaw. 1427, Version 5 2024	Sub Section	Description and Relation to CWRP
	6.3.25	Public spaces and community facilities should consider future needs because of climate change, and how they can help the community during times of stress. These may include: a) Refuge space from heat waves, wildfire smoke, power outages and other similar circumstances; and
		Objective 87: Manage trails with long-term sustainability and climate change adaptation in mind.
	6.3.41	Site and design recreational trails to support multiple objectives, including hazard mitigation (e.g., wildfire breaks, flood protection), emergency access routes and maintenance access.
6.8 Institutional		Objective 123: Lead the way on quality and sustainable design.
	6.8.15	When designing public spaces and community facilities, consider climate adaptation measures including: a) Refuge space from heat waves, wildfire smoke, power outages and other similar circumstances;

The local bylaws listed in [Table 3](#) are directly relevant to proactive wildfire resilience in Castlegar. These bylaws were reviewed as part of the CWRP to address any gaps or limitations that inadequately address fire hazards or risk mitigation. It is noteworthy that the City of Castlegar enforces a comprehensive set of burning bylaws that prohibit burning of yard and garden waste, regulate campfires, and allow for temporary bans during periods of elevated wildfire risk. The Fire Chief or designate has the authority to issue a fire ban under these bylaws. However, the City typically follows the Southeast Fire Centre communicates fire bans in accordance with BCWS through social media channels and the newspaper.

Table 3: Summary of local bylaws and their relationship to the CWRP.

Bylaws	Section	Description and Relation to CWRP
Building Bylaw No.1338, 2020 ⁴ <i>Municipal Bylaw</i>	3.0	Governs building permit issuance in Castlegar. Requires permits for new buildings, renovations, accessory structures over certain size, installation of chimneys, solid fuel burning appliances, etc. <i>Ensures that construction in Castlegar meets BC Building Code and other safety standards. Code updates likely include fire safety components (e.g. materials, structural safety) which help buildings be more resilient to wildfire (especially embers, radiant heat).</i>
Open Air Burning Bylaw No. 905⁵ <i>Municipal Bylaw</i>	3.0	This bylaw prohibits burning of yard waste, construction/demolition material, garbage. It regulates campfires (size, location, type of material, distance from structures). <i>Directly reduces risk from human-caused ignition from yard waste, improper burning. Limiting burning of debris helps reduce fuel loads near dwellings,</i>

⁴ <https://castlegar.ca/bylaws/bylaw-1338-building/>

⁵ <https://castlegar.ca/bylaws/bylaw-905-open-air-burning/>

Bylaws	Section	Description and Relation to CWRP
		<i>which is very relevant in fire danger periods. Also fines for violation provide enforcement power.</i>
Zoning Bylaw No.1428, 2024⁶ <i>Municipal Bylaw</i>	2.0	Regulates how land use and density, lot sizes, permitted uses, setbacks, etc., across Castlegar. It updates urban planning vision and development rules. <i>Zoning can influence wildfire risk in multiple ways: where development is allowed (e.g. avoiding high wildfire hazard zones), required setbacks, lot densities, possibly limiting development in steep or heavily forested areas. It can enable or require more robust design or landscaping to reduce fire risk.</i>
Emergency Measures Bylaw No. 828, 1997⁷ <i>Municipal Bylaw</i>	5.0	Establishes the framework for managing emergencies and disasters within the city. It mandates the creation of an Emergency Executive Committee, to oversee emergency preparedness, response, and recovery. This committee is responsible for identifying local hazards, developing emergency plans, conducting training, and coordinating resources during crises. <i>Provisions are directly applicable to wildfire-related emergencies. The city's Fire Department, as part of the Emergency Executive Committee, plays a crucial role in wildfire response and recovery efforts. Additionally, Castlegar's FireSmart initiatives aim to reduce wildfire risks through community education, vegetation management, and fire-resistant property practices</i>
Volunteer Fire Service Regulation Bylaw No. 2769, 2023⁸ <i>RDCK Bylaw</i>	4.1	Jurisdiction of each Fire Department, and the powers granted to each Fire Department and its Fire Chief and Members under this Bylaw, is restricted to the boundaries of the Fire Department's particular Fire Protection Service Area Cs set out in its establishment bylaw. A Fire Department shall not respond to any Incident under this Bylaw outside of the boundaries of its Fire Protection Service Area except as specified in Section 4(2)(a) to (f) of this Bylaw. <i>- Outlines jurisdictional limits of fire departments, which may impact rural communities with no immediate fire service (see Section 5.4).</i>
	4.2	Apparatus and Fire Department Equipment shall not be taken beyond the geographical limits of the jurisdiction for reasons other than repair, maintenance, or training unless: (a) a written agreement, approved by the Regional District, authorizes the supply of Members, Apparatus, Fire Department Equipment, Fire Protection Services and Associated Services to another jurisdiction; or (b) under the authority of the CAO, the Regional Fire Chief, or the Emergency Operations Center Director; or (c) in connection with a request for assistance by a the Office of the Fire Commissioner, or a Federal or Provincial emergency response Agency; or (d) in connection with an Incident near the boundaries of the Fire Service Protection Area which, if left untended, may threaten the Fire Service Protection Area or other such Service area; or (e)

⁶ <https://castlegar.ca/bylaws/zoning-bylaw-1428/>

⁷ <https://castlegar.ca/wp-content/uploads/2023/04/bylaw-828-Emergency-Measures.pdf>

⁸ https://www.rdck.ca/wp-content/uploads/2024/11/2769-RPL-2170-RDCK_Fire_Services-1.pdf

Bylaws	Section	Description and Relation to CWRP
		In the event of a Federal or Provincial State of Emergency; or (f) Under the provision of a bylaw for Associated Services. <i>- Outlines jurisdictional limits of fire departments, which may impact rural communities with no immediate fire service (see Section 5.4).</i>
	9.4	No person shall grow shrubs, hedges, plants or trees to obstruct the visibility or use of a fire hydrant, standpipe or sprinkler connection. <i>- Provides linkage to FireSmart activities and property preparedness.</i>
	10.1	Where this bylaw applies within a municipality the Regional District is authorized to enforce municipal open burning regulations. <i>- Limits fire ignition and propagation risks.</i>
	12.2	The Occupier of a Public Building in which any of the Alarm System, Fire Protection Equipment, or emergency power system is not operating must institute and maintain a Fire Watch until those systems or equipment are operational. <i>- Limits fire ignition and propagation risks.</i>

The local plans listed in [Table 4](#) are directly relevant to proactive wildfire resilience in Castlegar. These plans were reviewed as part of the CWRP to address any gaps or limitations that inadequately address fire hazards or risk mitigation.

Table 4: Summary of local plans and policies that are directly relevant to the CWRP.

Plan	Description and Relationship to CWRP
Castlegar's Emergency Program⁹	This program ensures that residents have the maximum potential for survival and recovery in the event of a disaster. This program uses the municipal Emergency Measures Bylaw No. 828, 1997 to facilitate all aspects of emergency preparedness including response, recovery and mitigation.
Emergency Response and Recovery Plan for the Regional District of Central Kootenay	Outlines structural and organizational requirements for coordinated response and recovery from emergencies in the RDCK, including decision-making tools for evacuation or shelter in place; EOC levels and activation protocols; hazard and evacuation planning; fire planning including industrial, wildfire and structural fires; and recovery planning. Section 3.10 specifically deals with interface fires/wildfires, indicating that interface fires will be managed using unified command with the Ministry of Forests and local fire department(s) and other local fire departments, where applicable.

⁹ <https://castlegar.ca/services/public-safety/emergency-preparedness/>

2.3 HIGHER-LEVEL PLANS AND LEGISLATION

Table 5 lists higher-level plans and legislation that are relevant to wildfire planning and risk mitigation within Castlegar and the surrounding area. These plans help guide where and how activities like resource extraction occur on the landscape, which can affect both wildfire threat and consequence. Depending on the location of any proposed fuel management treatments, fuel management prescriptions and prescribed / cultural burn plans may need to address these plans as they relate to on-the-ground restrictions and policies for forest modification.

Table 5: Higher level plans and legislation relevant to Castlegar's eWUI and this Plan.

Plan/Legislation	Description and Relationship to CWRP
The Forest and Range Practices Act & Government Action Regulations (GARs)	The Forest and Range Practices Act integrate wildfire considerations into forest management by mandating proactive planning, authorizing necessary fire control actions, and promoting collaboration with Indigenous communities to enhance forest resilience against wildfires. Multiple GARs overlap with Castlegar's WUI. These include: ➤ <i>Non-legal Old Growth Management Areas</i> ➤ <i>Ungulate Winter Range partial-harvest</i> ➤ <i>Significant fish streams and rivers</i> ➤ <i>Community watersheds</i> ➤ <i>Regionally significant visual areas</i>
BC Provincial Open Burning Smoke Control Regulation	The Open Burning Smoke Control Regulation came into effect in September 2019 and governs open burning relating to land clearing, forestry operations and silviculture, wildlife habitat enhancement, and community wildfire risk reduction. ➤ <i>The wildland-urban interface of Castlegar is within a High Smoke Sensitivity Zone.</i>
Kootenay Boundary Higher Level Plan	The Kootenay Boundary Land Use Plan Implementation Strategy was completed in 1997 and was discussed in the previous CWPP. <i>Legal, spatially defined objectives for 'Connectivity Corridors', and 'Water Intakes Used for Human Consumption' apply within the AOI. A non-legal objective for fire-maintained ecosystem restoration also applies - this provision targets NDT4 ecosystems, which are present in Castlegar's WUI.</i> It must be noted that many of the KBHLP objectives have been replaced with other legislation such as Government Actions Regulation (GAR) for special management of certain forest values including caribou habitat.
The Wildfire Act and Regulation	The Wildfire Act supports wildfire management in BC by defining responsibilities for fire use, prevention, control, and recovery. It authorizes BCWS to work with City Staff in unified command, providing resources and expertise to prioritize human safety and protect values.

Plan/Legislation	Description and Relationship to CWRP
Parks Act	The Parks Act protects parks from wildfires through regulations, emergency responses, and collaboration with fire management efforts. Inclusive in this act, is an outline of authorities to prohibit or control the use of fire within Parks.
The Forest Act	Establishes the framework for managing forest resources, including provisions that can influence wildfire management. Key aspects include: - Provincial Forest and Wilderness Areas: The Act allows for the designation of Provincial forests and wilderness areas, facilitating coordinated management strategies that can include wildfire prevention and response measures. - Timber Supply Areas and Allowable Annual Cut: By designating timber supply areas and determining allowable annual cuts, the Act ensures sustainable forest harvesting, which can reduce fuel loads and mitigate wildfire risks. - Removal of Dead or Damaged Timber: The Act provides mechanisms for the timely removal of dead or damaged timber, such as that affected by insect infestations, to prevent significant value loss and minimize wildfire hazards. - Prohibited Timber Cutting: Unauthorized cutting, removal, or destruction of Crown timber is prohibited under the Act, helping to maintain forest health and reduce activities that could increase wildfire risks.
Emergency and Disaster Management Act	The Act provides the necessary legal authority and organizational structure to effectively manage emergencies and disasters, inclusive of wildfire risks through mitigation, preparedness, response, and recovery efforts
The Hydro and Power Authority Act The Special Accounts Appropriation and Control Act The Annual Rent Regulation	All acts comply with the Wildfire Act and Regulation in the event of a wildfire.

SECTION 3: COMMUNITY DESCRIPTION

This section defines the planning area for this CWRP and provides general demographic information about Castlegar. An understanding of population trends, land use patterns, and values at risk can help effectively direct FireSmart outreach and risk mitigation activities.

3.1 WILDLAND-URBAN INTERFACE

The Wildland-Urban Interface (WUI) is defined by FireSmart Canada as the zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels. For the FireSmart Community Funding and Supports (FCFS) program, the 'eligible WUI' is considered as the area 1 km from municipal boundary with a structure density class greater than six structures / km². BC Wildfire Service (BCWS) generates WUI Risk Class maps and associated spatial data to assist with initiatives related to wildfire risk reduction, including the FCFS program.¹⁰ For this CWRP, the eWUI is defined as the area that is within 1 km of the municipal boundary and also within the BCWS WUI.

Field work, GIS analysis, and the recommendations for this CWRP cover only the 'eligible WUI' which covers a total of 6,663 ha. Castlegar includes residential, industrial, agricultural, and forested areas. Land use is guided by the Official Community Plan as discussed in Section 2.2. As development occurs, the eWUI may change over time.

¹⁰ [Wildland Urban Interface Risk Class Maps - Province of British Columbia \(gov.bc.ca\)](https://www2.gov.bc.ca/gov/content/safety/preparedness-response-recovery/wildfire-preparedness/wildfire-risk-reduction/wildland-urban-interface-risk-class-maps)



Map 1 shows an overview of the eligible eWUI surrounding Castlegar, with an approximate breakdown of land ownership type by area listed in Table 6. A significant portion of Castlegar's eWUI consists of private land, accounting for approximately 49% of the total land area. This predominance of privately-owned land highlights the importance of proactive FireSmart practices by property owners. Crown

Provincial makes up approximately 30% of the area. This emphasizes the need for collaborative efforts and tailored strategies to address wildfire risk across the jurisdiction.

Table 6: Landownership within Castlegar's eWUI.

Land Ownership	Area (ha)	Percent of eWUI (%)
Private	3,269	49.1
Crown Provincial	1,990	29.9
Water	779	11.7
Crown Agency	340	5.1
Local Government	283	4.2
Federal	2	0.0
TOTAL	6,663	100



Map 1: The Eligible WUI of Castlegar is the red diagonally lined polygon.

The white and black dashed line is the Area of Interest (AOI) which is the Castlegar municipal boundary.

3.2 COMMUNITY DESCRIPTION

The City of Castlegar is nestled in the heart of the West Kootenay region, where the Columbia and Kootenay Rivers meet, surrounded by the Selkirk Mountains. Much of the community lies within historic river floodplains, which were developed in the early 20th century, creating fertile lands well-suited for agriculture. Castlegar supports a mix of urban and rural living, with most residences located in the valley bottom between elevations of 500–600 m, and some private lands rising to about 700 m.

Over 7,000 ha in the surrounding area is protected as important wildlife habitat, supporting both migratory and resident bird species and contributing to the area's ecological richness. Castlegar benefits from a well-established transportation network with direct access via Highways 3, 3A, and 22, along with numerous well-maintained secondary roads that ensure regional connectivity.

Emergency structural fire protection is provided by the Castlegar Fire Department. Ambulance and first responder services are locally available, and health care needs are met by the Castlegar and District Community Health Centre and nearby Trail and Nelson regional hospitals. The area is served by a local RCMP detachment, and the City has its own Emergency Management Program to coordinate disaster response.

Castlegar's economy is diverse. Industrial activity—ranging from forestry to equipment repair and manufacturing—is concentrated along major transportation corridors. Agriculture continues to play a role in outlying areas, while tourism has grown significantly, fuelled by the city's natural beauty and abundant outdoor recreation opportunities. Small home-based businesses and services in health care, education, and the social sector are vital contributors to the city's social and economic fabric.

Castlegar's population has shown marginal growth (3.7%), with the most recent census in 2021 recording a total population of 8,338 residents. Castlegar is the industrial backbone of the West Kootenays and has a population density of 419.6 people / km² within city limits. Despite reasonable population density, this is not reflective of high structure density as stated in the 2020 CWPP, AOI structure density is of low concern. As of 2021, there was a total of 3,702 private dwellings with most households being two person households. Castlegar has a strong rate of permanent residents which presents an ideal opportunity for proactive FireSmart education. This education can have a lasting impact within the community, empowering residents to apply FireSmart principles effectively.

Table 7 provides an overview of relevant census and socio-economic data, offering valuable insights into the demographics and characteristics of the area.

Table 7: Socio-economic statistics for Castlegar, as per the 2021 census.¹¹

Metric	Value
Population	
Total Population	8,338
Population Density (people/km2)	419.6
Population percentage change between 2016 and 2021	+3.7%
Number of people <14 years old	14.7%
Number of people 15-64 years old	60.4%
Number of people >65 years old	24.8%
Number of people >85 years old	3.0%
Median Age (years)	45.6 years of age
Housing	
Total private dwellings (year)	3,702
Private dwellings occupied by usual residents	3,549
Income and Employment	
Median Total Income of Households (2020)	\$40,800.00

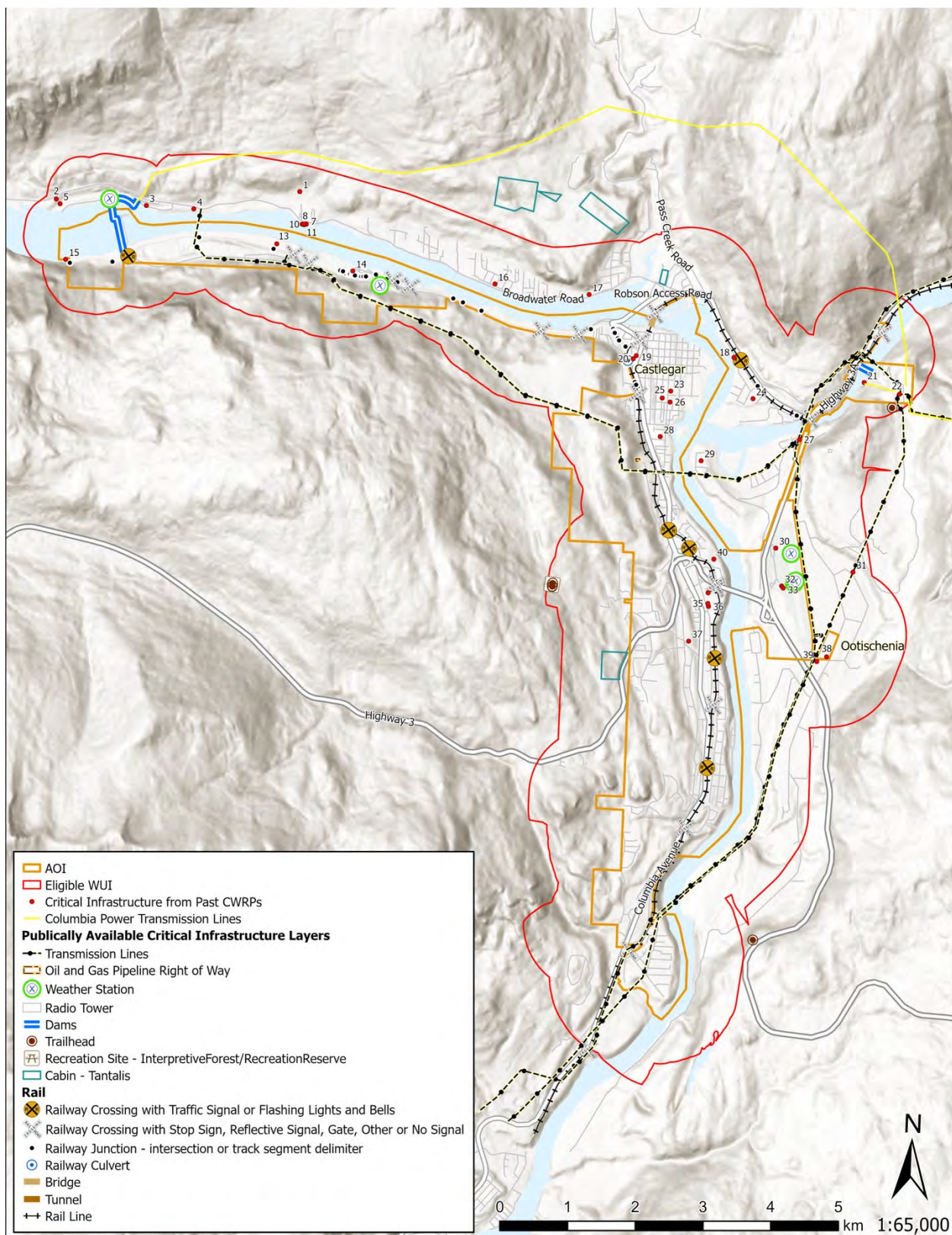
3.3 VALUES AT RISK

Values at risk are the human, natural, and cultural resources that could be negatively impacted by wildfire. Protection of these values during a wildfire event is an important consideration for effective emergency response. Pre-identifying critical infrastructure and values at risk before an emergency event can ensure that essential services can be protected and/ or restored quickly. As well, many activities that proactively assess and mitigate fire hazards around critical infrastructure and community assets are eligible for funding under the CRI FCFS Program (see Recommendation #15). Critical infrastructure includes buildings and structures that are essential to the health, safety, security, or economic wellbeing of the community and the effective functioning of government.

Error! Reference source not found. lists critical infrastructure in Castlegar’s eWUI as identified by the Castlegar FireSmart Resiliency Committee (CFRC), through meetings with Castlegar staff, and outlined in the OCP. This list should not be considered as exhaustive, but rather a starting point for what should be considered as critical infrastructure within the city. This list should be amended as required to add or remove new or outdated infrastructure so they are assessed for FireSmart activities.

The assets operated by the city include the Castlegar Fire Hall which is used as the Primary Emergency Operations Center in the event of an emergency. Water and electric systems are discussed in more detail in Sections 3.3.1 and 3.3.2. Critical Infrastructure FireSmart Assessments are outside the scope of this plan. However, FireSmart Critical Infrastructure Assessments are conducted annually by the Fire Department for the two firehalls within Castlegar.

¹¹ <https://www12.statcan.gc.ca/census-recensement/2021/>



Map 2: Critical Infrastructure and Community Assets within Castlegar's eWUI.

Table 8: Critical Infrastructure and Community Assets within Castlegar’s eWUI.

Map Label	Building Name/Description	CWRP/CWPP
1	Reservoir	RDCK Area J 2024
2	BC Hydro Electrical Infrastructure	RDCK Area J 2024
3	Arrow Lakes Power Corp. Electrical Infrastructure	RDCK Area J 2024
4	BC Hydro Electrical Infrastructure	RDCK Area J 2024
5	Arrow Lakes Power Corp. Electrical Infrastructure	RDCK Area J 2024
6	Pump House	RDCK Area J 2024
7	RDCK Water Distribution System	RDCK Area J 2024
8	RDCK Water Distribution System	RDCK Area J 2024
9	RDCK Water Distribution System	RDCK Area J 2024
10	Well Head	RDCK Area J 2024
11	Pump House	RDCK Area J 2024
12	Well Head	RDCK Area J 2024
13	Interfor Celgar	Castlegar 2020
14	Mercer Celgar	Castlegar 2020
15	City of Castlegar Main Water Intake	Castlegar 2020
16	Robson Fire Department	RDCK Area J 2024
17	Robson-Raspberry Improvement District - Water Distribution System	RDCK Area J 2024
18	Terasen Gas Inc Telecommunications Infrastructure	RDCK Area I 2023
19	RCMP: One Station	Castlegar 2020
20	Castlegar City Hall	Castlegar 2020
21	Brilliant Expansion Generating Station	Castlegar 2020
22	Brilliant Terminal Station	Castlegar 2020
23	Twin Rivers Elementary School	Castlegar 2020
24	Brilliant Cultural Centre	RDCK Area I 2023
25	Stanley Humphries Secondary School	Castlegar 2020
26	Castlegar Primary School	Castlegar 2020
27	Fortis Electrical Infrastructure	RDCK Area J 2024
28	Castlegar and District Community Healthy Centre	Castlegar 2020
29	Selkirk College	Castlegar 2020
30	West Kootenay Regional Airport	Castlegar 2020
31	Teck Electrical Infrastructure	RDCK Area J 2024
32	BC Wildfire Service: Southeast Zone Fire Centre	Castlegar 2020
33	BC Wildfire Service Airtanker Base	Castlegar 2020
34	Castlegar Recreation Centre	Castlegar 2020
35	BC Ambulance: One Station	Castlegar 2020
36	Castlegar Fire Department - Main Hall	Castlegar 2020
37	Kinnaird Elementary Castlegar Primary School	Castlegar 2020
38	FortisBC Kootenay Operations Centre	Castlegar 2020
39	Ootischenia Firehall	RDCK Area J 2024
40	City of Castlegar South Wastewater Treatment Plant	Castlegar 2025 CWRP Engagement

3.3.1 ELECTRICAL POWER

Castlegar receives electricity through a mix of local hydroelectric generation and purchases from regional providers. Key facilities include:

- **Brilliant Dam and Generating Station** (Kootenay River), co-owned by Columbia Power and Columbia Basin Trust, with a capacity of ~265 MW.

- **Arrow Lakes Generating Station** (Columbia River), producing ~185 MW and feeding into BC Hydro's grid via the Brilliant Terminal Station.

Together with FortisBC's smaller hydro stations in Corra Linn and Lower Bonnington, these plants supply most of Castlegar's power. Electricity is transmitted through step-up transformers and high-voltage lines to BC Hydro's grid, then distributed locally—much of it managed from FortisBC's Kootenay Operations Centre in Castlegar.

Wildfires can disrupt power through direct damage such as flames and falling trees, or through infrastructure failures. Castlegar's electricity is largely distributed through wood-pole and underground systems managed by FortisBC. While transmission corridors can serve as firebreaks and access routes for responders, they also pose ignition risks when vegetation encroaches on power lines. For instance, branches touching lines can arc and cause fires or damage. Regular vegetation management along transmission rights-of-way is critical. Castlegar and the RDCK should advocate for proactive maintenance by power providers (see Recommendation #19).

Most residential poles and lines are in good condition with appropriate clearances, though some are surrounded by overgrown grass and need attention. To strengthen community resilience, Castlegar should assess critical infrastructure for backup power needs and invest in generators where necessary (see Recommendation #15 & 19).

3.3.2 WATER AND SEWAGE

Castlegar sources its drinking water from the Lower Arrow Lakes, just upstream of the Hugh Keenleyside Dam. From there, the water is pumped into eight reservoirs across the city. To manage demand and reduce the energy cost of pumping, the city has installed water meters on all properties, helping to incentivize conservation and avoid major pump system upgrades. Annual maintenance includes unidirectional flushing to clear sediment, a cross-connection control program to prevent backflow into the municipal system, and registered testing of backflow assemblies, particularly for commercial or multi-unit buildings.

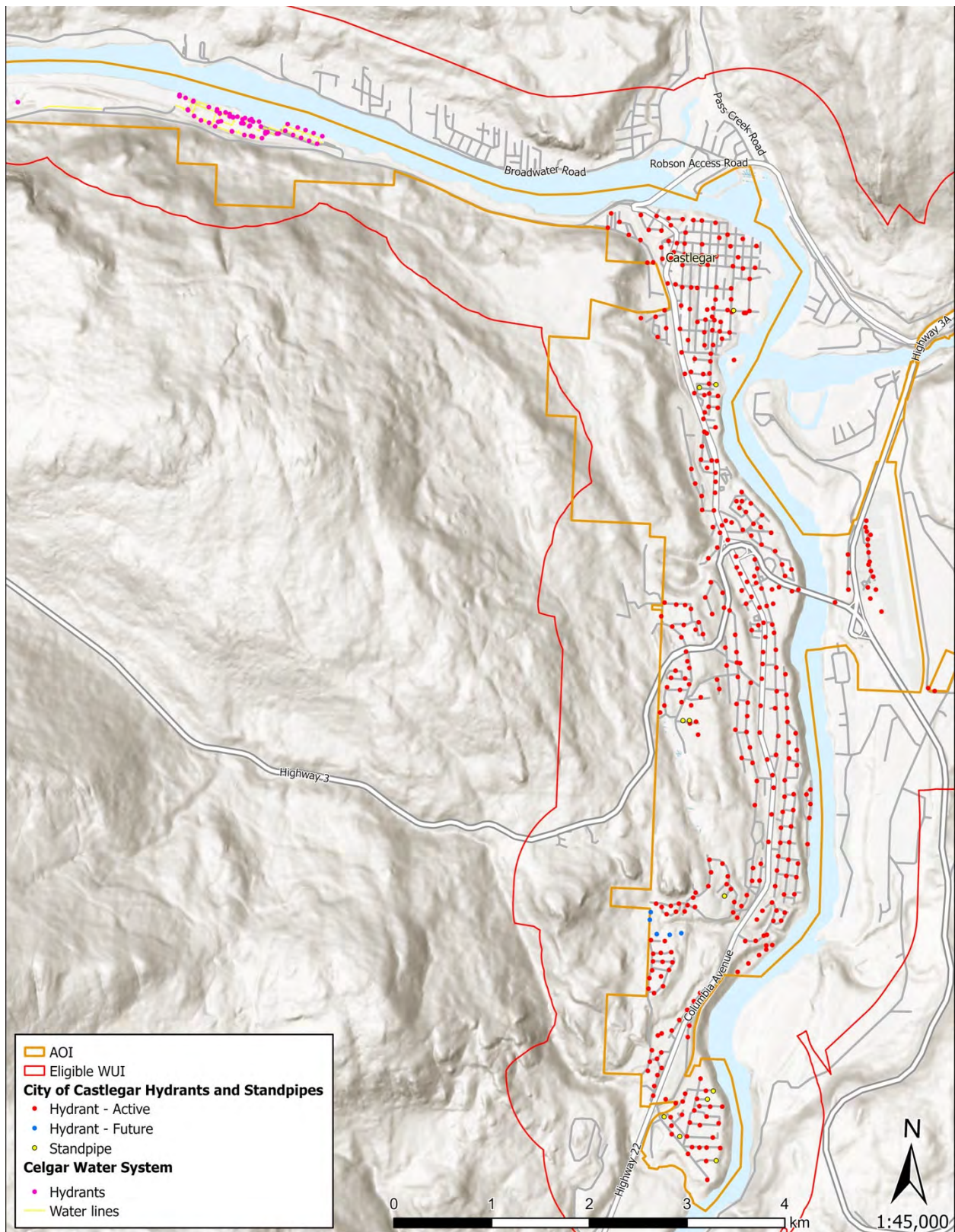
Castlegar's sanitary sewer network comprises around 75 km of pipeline and a dozen lift stations. Wastewater from the north side flows to lagoon-based treatment ponds, while the south side is served by a more modern treatment plant, Map 2, label 40, South Wastewater Treatment Plant. Treated effluent is discharged into the Columbia River under provincial permits through the City of Castlegar.

Stormwater is handled separately—some areas have storm sewers that discharge untreated runoff directly into the river, while others rely on infiltration into soil. Septic systems are still used in the outlying Blueberry area; septage is managed by Interior Health and the City of Castlegar. No significant concerns or vulnerabilities related to wildfire hazards were identified within the sewage system of Castlegar. The City is currently developing a 20-year Liquid Waste Management Plan (LWMP), as

required by the BC Ministry of Environment and Parks. This plan will guide integrated handling of sanitary sewage, stormwater, and septage, and explore opportunities like nutrient or water reuse from treated effluent and biosolids of the City of Castlegar. It would be recommended to ensure emergency response inclusive of wildfire is considered in this plan.

The City's existing hydrant system has been deemed sufficient for meeting fire suppression needs. A few areas have low pressure, but they are identified and mitigated accordingly. The only challenge noted by the City Fire Department was that drafting locations along the river within City limits are limited. Additionally, the neighbourhood of Fairview is under contract with the City, facilitated by the RDCK, has no hydrants, and rely on tender support through mutual aid in the case of an emergency. Questionnaires were sent to both the Robson and Ootischenia Volunteer Fire Department, however, feedback was not received. Referring to Recommendation #29, the City Fire Department should annually review mutual aid agreements with relevant jurisdictions that would respond in a larger incident. Priority should be given to annual training opportunities to improve inter-agency response efficiency (see Recommendation #29).

Thorough assessments of Castlegar's vulnerability to drought were outside the scope of this project, however there are several creeks, streams, and springs within the eWUI. Source flow will vary based on local topography and precipitation. Much of Castlegar is situated close to the Columbia and Kootenay River, presenting the most reliable source of year-round water for firefighting. However, a lack of infrastructure and steep banks is a limiting factor in many locations. Developing access capability throughout Castlegar would enhance wildfire firefighting efforts greatly. See Section 5.5 for recommendations related to fire department resources.



Map 3: Hydrant and standpipe locations within Castlegar's eWUI.

3.3.3 HAZARDOUS VALUES

Castlegar faces a mix of natural and human-influenced risks shaped by its geography and climate. The most significant hazards are wildfire, due to its location in a heavily forested, mountainous region, and flooding, given its position at the confluence of the Columbia and Kootenay Rivers along with several smaller upland creeks. Both of these risks are being amplified by climate change, which is bringing hotter, drier summers, more intense storms, shifting snowmelt patterns, and recurring smoke that affects community health. Steep terrain also creates vulnerability to landslides and rockfall, which can disrupt homes, infrastructure, and critical transportation corridors.

Beyond natural hazards, Castlegar must also contend with risks tied to its role as a regional hub. Severe weather events—such as heavy snowfall, ice, and extreme heat—pose threats to health, utilities, and emergency response. The presence of highways, rail lines, and hydro infrastructure introduces exposure to accidents, service disruptions, or hazardous material spills. Taken together, these factors mean that Castlegar’s resilience depends on proactive planning for wildfire, flooding, and geohazards, while also preparing for cascading effects on infrastructure, air quality, and community safety.

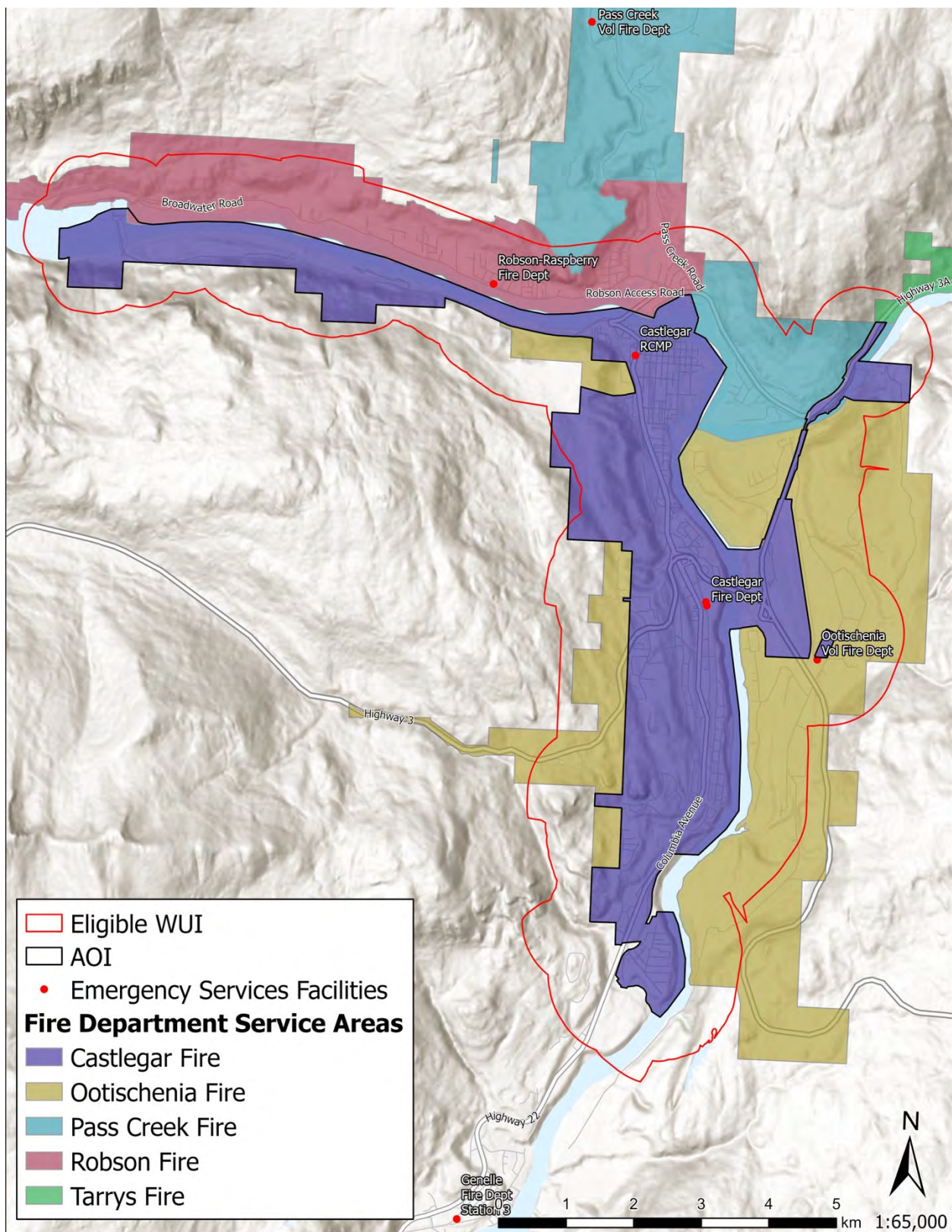
Hazardous values are defined as values that pose a safety hazard to emergency responders and include large fuel and propane facilities, landfills, rail yards, storage facilities containing explosives, pipelines, toxic materials, etc. Anywhere combustible materials, explosive chemicals, or petrochemicals are stored can be considered a hazardous value. Protecting hazardous values from fires is important to preventing interface wildfire disasters.

Fire ignition data presented in Section 4.2.2– Historical Wildfire Occurrences, show the concentration of human-caused fire ignitions along the transportation corridors. As such, the Ministry of Transportation and Transit (MOTT) needs to continue to employ best management practices in maintaining the grass and vegetation within MOTT rights-of way. The CP Railway traverses the eWUI parallel to Highway 22 and runs straight through the City of Castlegar. These rail tracks represent another potential ignition source, particularly if vegetation becomes overgrown along the tracks. The risk is heightened where adjacent private properties have coniferous vegetation and/ or unmaintained grass. The relationship between CP and the City of Castlegar should be strengthened (see Recommendation #28). Additionally, the CFRC should consider inviting a CP Rail representative to join the committee.

Additional hazardous infrastructure includes Mercer Celgar, a pulp mill, and Interfor, a sawmill, northwest of the City which stores a substantial amount of wood at any given time. Log piles have historically spontaneously ignited on Mercer Celgar and Interfor property. Recommendation #23 stresses the importance of updating ERP’s annually and ensuring that there is strong communication between industry, licensees and the City Fire Department. Map 4 shows the Fire Department Service Areas in and around the City of Castlegar as well as the complexity of rigid jurisdictional lines. Inter-agency training and cooperation is of high priority for the City of Castlegar.

3.3.4 FIRE DEPARTMENT SERVICE AREAS

Recommendation #29 highlights the importance of maintaining a mutual aid agreement between the City of Castlegar and the Regional District Fire Protection Areas, ensuring the sharing of suppression resources during wildfire responses. The City of Castlegar borders three additional Fire Department Service Areas—Robson, Pass Creek, and Ootischenia. Through interviews it was noted that the Ootischenia Fire Department Service Area is segmented by municipal boundaries. To enhance response efficiency, efforts should focus on increasing training opportunities for all involved parties. Additionally, it is recommended that a representative from each fire department consider joining the CFRC to foster greater communication, coordination, and collaboration.



Map 4: Fire Department Service Areas within Castlegar's eWUI

3.3.5 CULTURAL VALUES

There are several documented and registered historic sites within the eWUI, particularly reflecting the region's rich Doukhobor, as well as archaeological sites tied to the long-standing use of the area by the Sinixt, Syilx, and Ktunaxa First Nations. Given this deep history, there remains a high likelihood of additional sites being discovered. All known archaeological sites are protected under the Heritage Conservation Act, which applies to both private and public lands.

To respect and protect these cultural values, Castlegar should continue early and meaningful consultation with applicable First Nations before developing or implementing any proposed fuel prescriptions (see Recommendation #26). This approach allows for input, collaboration, and the integration of Indigenous land management practices. Cultural burning has been identified as a priority by the Okanagan Nation Alliance (ONA), with particular interest in Dove Hill, located east of Castlegar near the golf course. Where needed, archaeological assessments should be carried out to ensure cultural resources—both known and undiscovered—are safeguarded, while also supporting First Nations' stewardship strategies within their traditional territories.

3.3.6 HIGH ENVIRONMENTAL VALUES

The West Kootenays region of British Columbia, including the area around Castlegar, is home to a rich diversity of ecosystems that support numerous species at risk. The region's varied landscape—ranging from interior cedar-hemlock forests to grasslands and riparian zones—provides critical habitat for threatened wildlife such as the Northern Leopard Frog, the American badger and Caribou. Castlegar and its surrounding areas are influenced by the Columbia and Kootenay Rivers, which create important riparian and wetland environments essential for the survival of many at-risk species. Habitat fragmentation, invasive species, and pressures from development and resource extraction continue to pose challenges for conservation efforts.

Using the Province's BC Species and Ecosystem Explorer, 109 species have potential to exist within the AOI. This was determined through the tool for the City of Castlegar and further refined by BEC zone isolating ICH, ICHxw and ICHdw1. Refer to the table below. All potential treatment units must identify and mitigate potential impacts to ecosystems or species at risk and may require additional considerations, rationales and/or mitigation measures for tree removal in some areas.

Table 9: Species and Ecosystems at Risk in Castlegar's eWUI – BC Conservation Data Centre

Common Name	Scientific Name	BC List	Category	Provincial
Alkali Bluet	<i>Enallagma clausum</i>	Blue	Invertebrate Animal	S3 (2023)
Alkali-Marsh Butterweed	<i>Senecio hydrophilus</i>	Red	Vascular Plant	SH (2019)
American Avocet	<i>Recurvirostra americana</i>	Blue	Vertebrate Animal	S2S3B (2023)
American Badger	<i>Taxidea taxus</i>	Red	Vertebrate Animal	S2 (2015)
American Barn Owl	<i>Tyto furcata</i>	Blue	Vertebrate Animal	S3 (2022)
American Golden-Plover	<i>Pluvialis dominica</i>	Blue	Vertebrate Animal	S3S4B (2015)

Common Name	Scientific Name	BC List	Category	Provincial
American Goshawk, <i>atricapillus</i> subspecies	<i>Accipiter atricapillus atricapillus</i>	Blue	Vertebrate Animal	S3S4 (2017)
American White Pelican	<i>Pelecanus erythrorhynchos</i>	Red	Vertebrate Animal	S1B (2022)
Attenuate Fossaria	<i>Galba truncatula</i>	Blue	Invertebrate Animal	S3S5 (2024)
Band-Tailed Pigeon	<i>Patagioenas fasciata</i>	Blue	Vertebrate Animal	S3S4 (2022)
Banded Tigersnail	<i>Anguispira kochi</i>	Blue	Invertebrate Animal	S3S4 (2025)
Beardless Wildrye	<i>Elymus curvatus</i>	Blue	Vascular Plant	S2S3 (2019)
Bighorn Sheep	<i>Ovis canadensis</i>	Blue	Vertebrate Animal	S3? (2015)
Black Cottonwood / Common Snowberry	<i>Populus trichocarpa</i> / <i>Symphoricarpos albus</i> - <i>Rosa</i> spp.	Red	Vascular Plant	S1 (2019)
Black Swift	<i>Cypseloides niger</i>	Blue	Vertebrate Animal	S2S4B (2022)
Black-Crowned Night-Heron	<i>Nycticorax nycticorax</i>	Red	Vertebrate Animal	S1 (2022)
Bobolink	<i>Dolichonyx oryzivorus</i>	Red	Vertebrate Animal	S2? B (2022)
Bull Trout	<i>Salvelinus confluentus</i>	Blue	Vertebrate Animal	S3S4 (2018)
California Gull	<i>Larus californicus</i>	Red	Vertebrate Animal	S1B, SNRN (2022)
California Hairstreak	<i>Satyrium californica</i>	Blue	Invertebrate Animal	S3 (2020)
Canyon Wren	<i>Catherpes mexicanus</i>	Blue	Vertebrate Animal	S3 (2024)
Caribou (Southern Mountain Population)	<i>Rangifer tarandus</i> pop. 1	Red	Vertebrate Animal	S1 (2017)
Caspian Tern	<i>Hydroprogne caspia</i>	Blue	Vertebrate Animal	S2S4B (2024)
Checkered Skipper	<i>Pyrgus communis</i>	Blue	Invertebrate Animal	S3 (2020)
Coeur d'Alene Oregonian	<i>Cryptomastix mullani</i>	Blue	Invertebrate Animal	S3S4 (2025)
Coeur d'Alene Salamander	<i>Plethodon idahoensis</i>	Blue	Vertebrate Animal	S3? (2022)
Columbia Dune Moth	<i>Copablepharon absidum</i>	Red	Invertebrate Animal	SH (2020)
Columbia Plateau Pocket Mouse	<i>Perognathus parvus</i>	Blue	Vertebrate Animal	S3 (2024)
Columbia Quillwort	<i>Isoetes minima</i>	Red	Vascular Plant	S1S2 (2019)
Columbia Sculpin	<i>Cottus hubbsi</i>	Blue	Vertebrate Animal	S3 (2019)
Common Clarkia	<i>Clarkia rhomboidea</i>	Blue	Vascular Plant	S2S3 (2019)
Common Nighthawk	<i>Chordeiles minor</i>	Blue	Vertebrate Animal	S3S5B (2022)
Common Sootywing	<i>Pholisora catullus</i>	Blue	Invertebrate Animal	S3 (2020)
Cutthroat Trout, <i>clarkii</i> subspecies	<i>Oncorhynchus clarkii clarkii</i>	Blue	Vertebrate Animal	S3S4 (2004)
Cutthroat Trout, <i>lewisi</i> subspecies	<i>Oncorhynchus clarkii lewisi</i>	Blue	Vertebrate Animal	S2S3 (2018)
Double-Crested Cormorant	<i>Nannopterum auritum</i>	Blue	Vertebrate Animal	S3S4 (2015)
Douglas-Fir / Tall Oregon-Grape / Parsley Fern	<i>Pseudotsuga menziesii</i> / <i>Mahonia aquifolium</i> / <i>Cryptogramma acrostichoides</i>	Red	Vascular Plant	S2? (2004)
Dusky Fossaria	<i>Galba dalli</i>	Blue	Invertebrate Animal	S3S4 (2025)
Dwarf Hesperochiron	<i>Hesperochiron pumilus</i>	Red	Vascular Plant	S2 (2019)
Eared Grebe	<i>Podiceps nigricollis</i>	Blue	Vertebrate Animal	S3B (2015)
Eastern Tailed Blue	<i>Cupido comyntas</i>	Blue	Invertebrate Animal	S3 (2020)
Forster's Tern	<i>Sterna forsteri</i>	Red	Vertebrate Animal	S1B (2022)
Fringed Myotis	<i>Myotis thysanodes</i>	Blue	Vertebrate Animal	S2S3 (2022)
Great Blue Heron, <i>herodias</i> subspecies	<i>Ardea herodias herodias</i>	Blue	Vertebrate Animal	S3? (2017)
Green Heron	<i>Butorides virescens</i>	Blue	Vertebrate Animal	S3S4B (2015)
Grizzly Bear	<i>Ursus arctos</i>	Blue	Vertebrate Animal	S3? (2015)

Common Name	Scientific Name	BC List	Category	Provincial
Gyr Falcon	<i>Falco rusticolus</i>	Blue	Vertebrate Animal	S3S4B, SNRN (2015)
Hairy Paintbrush	<i>Castilleja tenuis</i>	Red	Vascular Plant	S1 (2019)
Hairy-necked Tiger Beetle	<i>Cicindela hirticollis</i>	Blue	Invertebrate Animal	S2S4 (2024)
Hoary Bat	<i>Lasiurus cinereus</i>	Blue	Vertebrate Animal	S3S4 (2022)
Idaho Fescue/Bluebunch Wheatgrass/ Silky lupine/Junegrass	<i>Festuca idahoensis</i> - <i>Pseudoroegneria spicata</i> - <i>Lupinus sericeus</i> - <i>Koeleria macrantha</i>	Red	Vascular Plant	S2 (2018)
Lance-tipped Darner	<i>Aeshna constricta</i>	Blue	Invertebrate Animal	S3 (2023)
Lark Sparrow	<i>Chondestes grammacus</i>	Blue	Vertebrate Animal	S2S4B (2022)
Least Bladdery Milk-Vetch	<i>Astragalus microcystis</i>	Blue	Vascular Plant	S2S3 (2019)
Lewis's Woodpecker	<i>Melanerpes lewis</i>	Blue	Vertebrate Animal	S2S3B (2022)
Lilac-bordered Copper	<i>Lycaena nivalis</i>	Blue	Invertebrate Animal	S3 (2020)
Little Brown Myotis	<i>Myotis lucifugus</i>	Blue	Vertebrate Animal	S3S4 (2022)
Magnum Mantleslug	<i>Magnipelta mycophaga</i>	Blue	Invertebrate Animal	S3 (2024)
Monarch	<i>Danaus plexippus</i>	Red	Invertebrate Animal	S1? B (2020)
North American Racer	<i>Coluber constrictor</i>	Blue	Vertebrate Animal	S2S3 (2018)
Northern Leopard Frog	<i>Lithobates pipiens</i>	Red	Vertebrate Animal	S1 (2021)
Northern Tightcoil	<i>Pristiloma arcticum</i>	Blue	Invertebrate Animal	S3S4 (2025)
Painted Turtle	<i>Chrysemys picta</i>	No Status	Vertebrate Animal	S3 (2018)
Painted Turtle - Intermountain - Rocky Mountain Population	<i>Chrysemys picta</i> pop. 2	Blue	Vertebrate Animal	S3? (2018)
Pale Jumping-Slug	<i>Hemphillia camelus</i>	Blue	Invertebrate Animal	S3S4 (2025)
Peregrine Falcon, <i>anatum</i> subspecies	<i>Falco peregrinus anatum</i>	Red	Vertebrate Animal	S2? (2011)
Prairie Falcon	<i>Falco mexicanus</i>	Red	Vertebrate Animal	S1 (2018)
Pronghorn Clubtail	<i>Phanogomphus graslinellus</i>	Blue	Invertebrate Animal	S2S3 (2023)
Purple Martin	<i>Progne subis</i>	Blue	Vertebrate Animal	S3S4B (2022)
Purple Meadow Rue	<i>Thalictrum dasycarpum</i>	Blue	Vascular Plant	S3 (2019)
Pursh's Wallflower	<i>Erysimum capitatum</i> var. <i>purshii</i>	Blue	Vascular Plant	S3 (2019)
Pygmy Slug	<i>Kootenaia burkei</i>	Blue	Invertebrate Animal	S3 (2024)
Red-necked Phalarope	<i>Phalaropus lobatus</i>	Blue	Vertebrate Animal	S3B, SNRM (2023)
Red-tailed Chipmunk, <i>simulans</i> subspecies	<i>Neotamias ruficaudus simulans</i>	Blue	Vertebrate Animal	S3 (2021)
Rough-legged Hawk	<i>Buteo lagopus</i>	Blue	Vertebrate Animal	S3N (2015)
Sage Thrasher	<i>Oreoscoptes montanus</i>	Red	Vertebrate Animal	S1B (2022)
Sandhill Skipper	<i>Polites sabuleti</i>	Red	Invertebrate Animal	S2 (2020)
Sheathed Slug	<i>Zacoleus idahoensis</i>	Red	Invertebrate Animal	S2 (2024)
Short-Billed Dowitcher	<i>Limnodromus griseus</i>	Red	Vertebrate Animal	S1S2B, S2S3M (2023)
Short-Eared Owl	<i>Asio flammeus</i>	Blue	Vertebrate Animal	S3B, S1N (2022)
Shortface Lanx	<i>Fisherola nuttalli</i>	Red	Invertebrate Animal	S1S2 (2025)
Shorthead Sculpin	<i>Cottus confusus</i>	Blue	Vertebrate Animal	S3 (2019)
Silver-Spotted Skipper, <i>clarus</i> subspecies	<i>Epargyreus clarus clarus</i>	Blue	Invertebrate Animal	S3 (2023)

Common Name	Scientific Name	BC List	Category	Provincial
Sitka Willow - Pacific Willow / skunk cabbage	<i>Salix sitchensis</i> - <i>Salix lasiandra</i> var. <i>lasiandra</i> / <i>Lysichiton americanus</i>	Blue	Vascular Plant	S3 (2022)
Smooth Goldenrod	<i>Solidago gigantea</i> var. <i>shinnensis</i>	Blue	Vascular Plant	S3 (2019)
Subalpine Mountain Snail	<i>Oreohelix subrudis</i>	Blue	Invertebrate Animal	S3 (2025)
Townsend's Big-Eared Bat	<i>Corynorhinus townsendii</i>	Blue	Vertebrate Animal	S3 (2022)
Upland Sandpiper	<i>Bartramia longicauda</i>	Red	Vertebrate Animal	S2B (2022)
Variegated Fritillary	<i>Euptoieta claudia</i>	Blue	Invertebrate Animal	S3N (2020)
Viceroy	<i>Limnitis archippus</i>	Red	Invertebrate Animal	SX (2020)
Vivid Dancer	<i>Argia vivida</i>	Blue	Invertebrate Animal	S3 (2023)
Western Grebe	<i>Aechmophorus occidentalis</i>	Red	Vertebrate Animal	S1S2B, S2N (2023)
Western Screech-Owl	<i>Megascops kennicottii</i>	No Status	Vertebrate Animal	S4 (2015)
Western Screech-Owl, <i>macfarlanei</i> subspecies	<i>Megascops kennicottii macfarlanei</i>	Blue	Vertebrate Animal	S3 (2017)
Western Skink	<i>Plestiodon skiltonianus</i>	Blue	Vertebrate Animal	S3S4 (2025)
Western Tiger Salamander	<i>Ambystoma mavortium</i>	Red	Vertebrate Animal	S2 (2021)
White Sturgeon	<i>Acipenser transmontanus</i>	No Status	Vertebrate Animal	S2 (2018)
White Sturgeon (Upper Columbia River Population)	<i>Acipenser transmontanus</i> pop. 2	Red	Vertebrate Animal	S1 (2018)
White-Headed Woodpecker	<i>Dryobates albolarvatus</i>	Red	Vertebrate Animal	S1 (2022)
White-Tailed Jackrabbit	<i>Lepus townsendii</i>	Red	Vertebrate Animal	SX (2022)
Whitebark Pine	<i>Pinus albicaulis</i>	Blue	Vascular Plant	S2S3 (2019)
Widelip Pondsnaill	<i>Ladislavella traskii</i>	Blue	Invertebrate Animal	S3S4 (2025)
Wild Licorice	<i>Glycyrrhiza lepidota</i>	Blue	Vascular Plant	S3 (2019)
Williamson's Sapsucker	<i>Sphyrapicus thyroideus</i>	Blue	Vertebrate Animal	S3B (2022)
Wolverine	<i>Gulo gulo</i>	Blue	Vertebrate Animal	S3 (2025)
Yellow-Billed Cuckoo	<i>Coccyzus americanus</i>	Red	Vertebrate Animal	SXB (2022)
Yellow-Breasted Chat	<i>Icteria virens</i>	Red	Vertebrate Animal	S2B (2018)
Yuma Myotis	<i>Myotis yumanensis</i>	Blue	Vertebrate Animal	S3 (2022)

3.3.7 OTHER RESOURCE VALUES

There are several forest licensees operating within Castlegar including BC Timber Sales (BCTS), Interfor, and Kalesnikoff. Fuel reduction treatments are not anticipated to have a measurable effect on the timber harvesting land base. The opportunity exists to work with local licensees on commercial thinning projects that meet fuel management objective while prioritize wildfire risk reduction. Recommendations #26, 27, 28, 29, and 33 highlight the importance of interagency cooperation and development considerations.

Agriculture (commercial and hobby farms) and designated recreation sites are additional stakeholders to consider within Castlegar. Recommendation #10 highlights the importance of working with MOTT, BC Parks, as well as Recreation Sites and Trails to post wildfire danger signage along major transportation corridors, campsites and high use trail heads. Additionally the Association of the West Kootenay Rock Climbers ([TAWKROC](#)) was identified to hold title to property above the neighbourhood of Kinnaird to preserve rock climbing and other recreation values. Collaboration with relevant stakeholders to conduct

fuel treatment and to secure funding should be prioritized. All fuel management within Castlegar's eWUI should consider the impact on any of these additional values and consult with appropriate land managers and organized recreation groups in the area. Recommendations associated with industry and community stakeholders are discussed further in Section 5.6.

SECTION 4: WILDFIRE RISK ASSESSMENT

This section summarizes the factors that contribute to local wildfire risk in Castlegar. Section 4.1 discusses the wildfire environment in the eWUI, focusing on topography, fuel, and weather. Section 4.2 and 4.2.1 discuss wildfire history in the area and wildfire response data from local fire crews. Section 4.3 uses updated fuel types combined with wildfire threat assessments and an office-based analysis to update the local wildfire risk for the eligible WUI.

This wildfire risk assessment helps to identify the parts of the eligible WUI that are most vulnerable to wildfire. The CWRP risk assessment complements the City of Castlegar’s Emergency Response Program referenced in Section 2.2 .

The relationship between wildfire risk and wildfire threat is defined as follows:

Figure 1: Definition of Risk Graphic

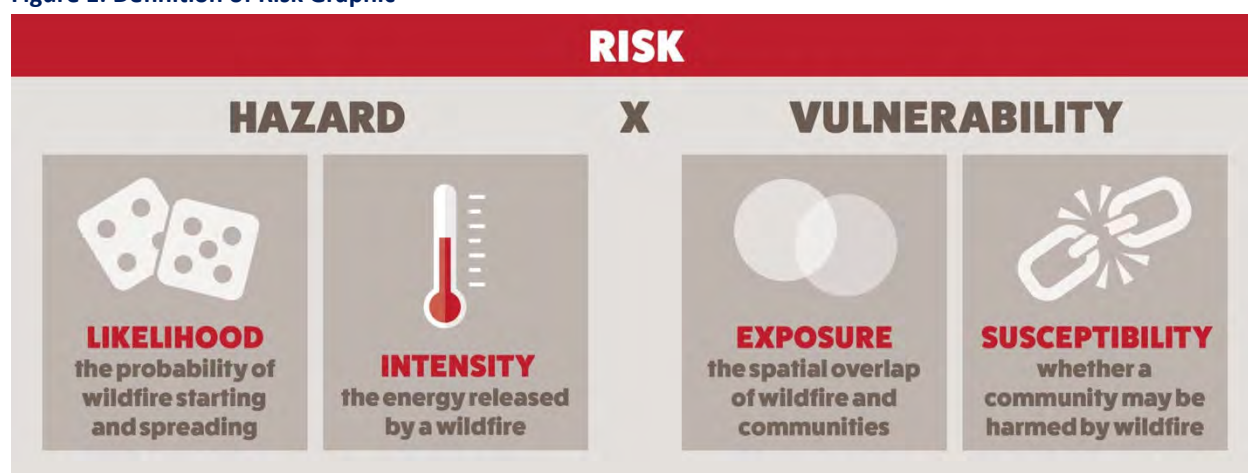


Image: [Wildfire Risk to Communities](#)

$$\text{Wildfire Risk} = \text{Hazard} \times \text{Vulnerability}$$

A Community’s Wildfire risk is defined as the combination of likelihood and intensity (together creating ‘hazard’) and exposure and susceptibility (together creating vulnerability’) for the potential loss of human life and values at risk within a community in the event of a wildfire.

Hazard refers to the inherent wildfire potential in an area—specifically the combination of wildfire **likelihood** and **intensity**. It captures how probable a fire is to occur (likelihood) and how powerful it could be if it does (intensity), based on fire behavior modeling across many simulated seasons. Wildfire intensity is controlled by the following:

- Topography: Slope and terrain features can influence rate of spread; aspect can affect pre-heating and other fuel properties
- Fuel: Amount, vertical and horizontal arrangement, type, and dryness

- Weather: Temperature, relative humidity, wind speed and direction, precipitation.

Vulnerability, on the other hand, represents how much a community is at risk when a wildfire occurs—combining both **exposure** and **susceptibility**. Exposure refers to the extent to which the community’s structures or people coincide with wildfire likelihood and intensity—that is, whether homes or neighborhoods lie within zones where wildfires are probable. Susceptibility captures the propensity for damage if impacted, under the framework’s assumption that all homes encountering wildfire will be damaged proportionally to wildfire intensity.

Consequences refer to the repercussions associated with a fire occurrence in each area. Higher consequences are associated with densely populated areas, presence of values at risk, etc.

4.1 WILDFIRE ENVIRONMENT

There are three environmental components that influence wildfire behavior: topography, weather, and fuel. These components are generally referred to as the ‘fire behaviour triangle’. Fuel is the only component of the fire triangle that can be reasonably managed through human intervention. It is important to recognize that in eWUI fires, wildland fuels (trees, shrubs, branches, etc.) are not the only fuel available to the fire – houses and their exterior construction materials and landscaping vegetation, cars, barbeque propane tanks, and more (anything that is flammable or combustible) is available fuel.



Figure 2: Graphic display of the fire behaviour triangle, and a subset of characteristics within each component.¹²

¹² Graphic adopted from the Province of Alberta.

4.1.1 TOPOGRAPHY

Slope steepness influences the fire's trajectory and rate of spread and slope position relates to the ability of a fire to gain momentum uphill. Other factors of topography that influence fire behaviour include aspect, elevation, and configuration of features on the landscape that can restrict the movement of wildfire such as water bodies, rock outcrops, or drive the movement of wildfire such as valleys and exposed ridges.

The topography of Castlegar plays a significant role in influencing wildfire behavior and the associated risks to the community. Much of the city is located along the valley bottom formed by the Columbia River, near its confluence with the Kootenay River. Residential and commercial development is primarily concentrated on the relatively flat, sandy, river terraces adjacent to the Columbia, which provide favorable conditions for construction and community growth. Some neighborhoods extend into the lower elevations of the surrounding hillsides including areas near Sentinel Mountain, however most of the urban core is positioned on flatter terrain near the rivers. This layout offers certain advantages with respect to wildfire risk. Homes situated in the valley bottom are less exposed to rapid rates of wildfire spread often associated with steep slopes. However, the sandy banks pose a challenge for direct access to water in certain locations.

Steeper, forested terrain on the periphery of the city, particularly north of town (Sentinel Mountain) and the upland areas to the west (Merry Creek) and south, presents more significant wildfire risk due to slope-driven fire behavior. However, development in these areas is more limited due to natural topographic constraints. The steep terrain and limited access challenges of these slopes can pose challenges for wildfire mitigation and suppression efforts.

Table 10 and

Map 5 show a breakdown of the eWUI based on slope classes. Notably, approximately 29% of the eWUI has slopes exceeding 30%. These steep slopes can significantly accelerate the rate of fire spread uphill, posing increased fire behavior challenges.

Table 10: Slope Percentage and Fire Behaviour Implications.

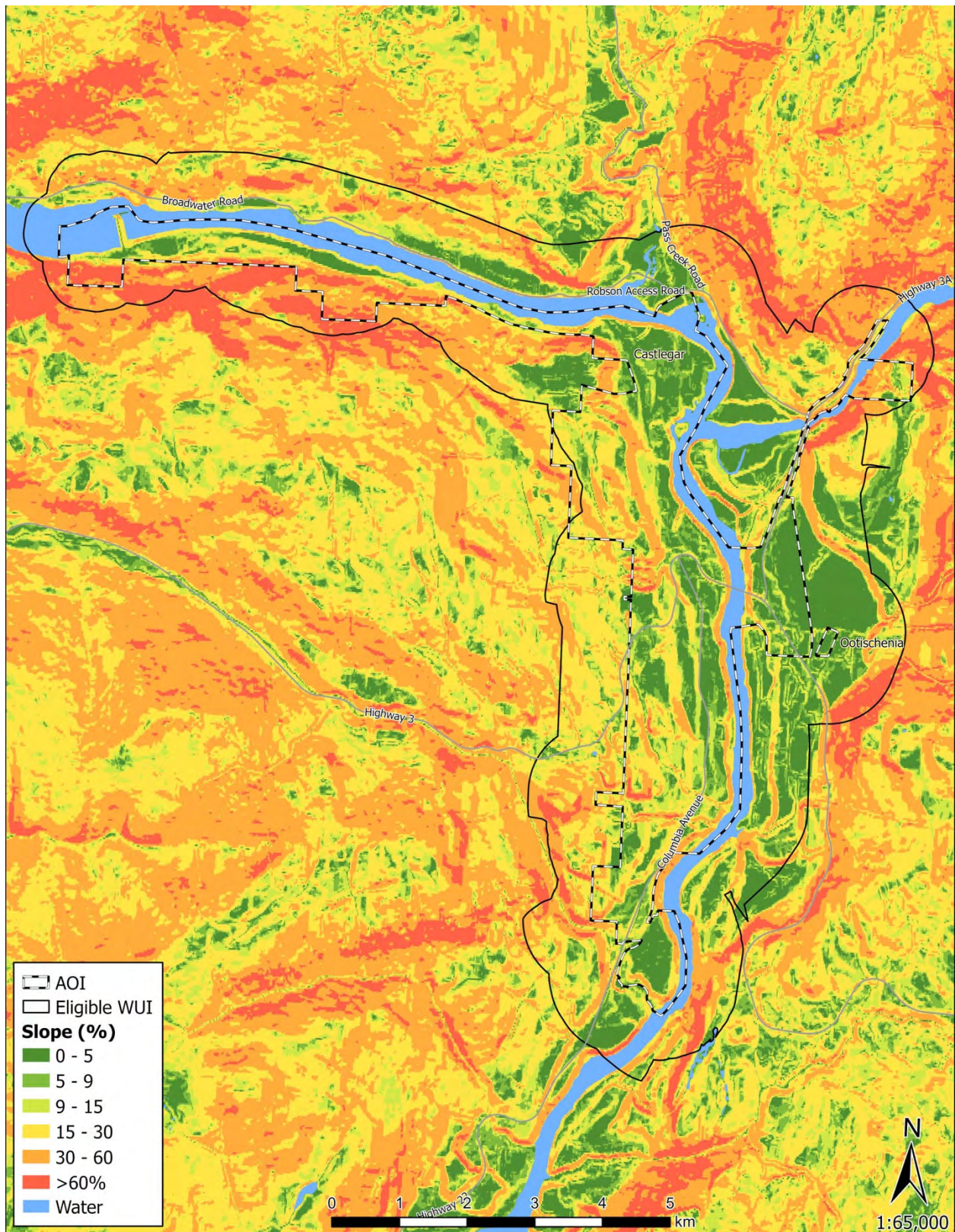
Slope (%)	Percentage of Eligible WUI (%)	Fire Behaviour Implications
<20	46	Very little flame and fuel interaction caused by slope, normal rate of spread.
21-30	13	Flame tilt begins to preheat fuel, increase rate of spread.
31-40	10	Flame tilt preheats fuel and begins to bathe flames into fuel, high rate of spread.
41-60	12	Flame tilt preheats fuel and bathes flames into fuel, very high rate of spread.
>60	7	Flame tilt preheats fuel and bathes flames into fuel well upslope, extreme rate of spread.
Water	12	Non-flammable

Slope-associated fire risk is dependent upon the slope position and location of values, summarized below in Table 11. Values located in the middle and upper slopes are threatened by faster rates of fire spread due to the pre-heating of fuels from fire below and longer flame lengths reaching uphill. As discussed above, most of Castlegar is located at valley bottom and lower slope, on grades <30%, so it would be unlikely to have increased fire behaviour risks influenced by topography and slope position alone. However, wind is a big driver of fire behaviour and is prevalent in Castlegar, discussed further in Section 4.1.3. However, there are neighbourhoods, homes, and structures that are middle slope, and these would be threatened by faster rates of slope-driven fire spread.

For Castlegar, the key topographical feature affecting potential fire behaviour is the presence of continuous forest fuels on all slopes and aspects of Sentinel Mountain. This landscape composition implies that accelerated rates of fire spread are a potential concern, particularly if a fire were to move uphill from structures into the wildland.

Table 11: Slope Position of Value and Fire Behaviour Implications.

Slope Position of Value	Fire Behaviour Implications
Bottom of Slope/ Valley Bottom	Impacted by normal rates of spread.
Mid Slope - Bench	Impacted by increase rates of spread. Position on a bench may reduce the preheating near the value. (Value is offset from the slope).
Mid Slope – Continuous	Impacted by fast rates of spread. No break in terrain features affected by preheating and flames bathing into the fuel ahead of the fire.
Upper Third of Slope	Impacted by extreme rates of spread. At risk to large continuous fire run, preheating and flames bathing into the fuel.



Map 5: Slope, by slope classes, for Castlegar's eWUI.

4.1.2 FUEL

Understanding the ecological context of wildfire and the role fire plays in both current and historical ecosystems is critical for evaluating wildfire risk in communities. Equally important is assessing the distribution, types, and management of wildland fuels within Castlegar's eWUI, as fuel is the only element of the fire triangle that can be effectively managed through human intervention. This section analyses and discusses the relevant wildland vegetative fuels in Castlegar's eWUI.

Castlegar supports a diverse mix of vegetative communities shaped by both natural geography and human activity. Land clearing for agriculture and residential development—along with past flooding—has significantly altered the vegetation in the valley bottom, resulting in parcels of irrigated farmland and manicured lawns that border untreated forested areas.

Located at the confluence of the Kootenay and Columbia Rivers, Castlegar features extensive riparian zones ranging from steep, sandy and clay slopes to flat embankments. These upper slopes host many of the city's residential neighbourhoods. Field observations note that many of these steep riverbanks contain dense clusters of dead standing lodgepole pine, particularly areas adjacent to the western riverbank of the Columbia River. These trees pose a significant ember-casting threat if a wildfire were to descend toward town. While deciduous vegetation in riparian-adjacent neighbourhoods can reduce fire intensity due to its higher moisture content, this buffering effect is limited within the City of Castlegar. Only a small portion of Castlegar lies within this deciduous riparian zone, and the surrounding coniferous forests increase overall wildfire risk—offsetting any natural protection provided by the Columbia River.

Forested slopes in and around the eWUI have been heavily impacted by past and ongoing logging activities. Decades of fire suppression throughout the past several decades has further contributed to the development of even-aged conifer stands across much of the area. Effective slash management in harvested eWUI zones is essential to reduce fire behaviour and associated risk to nearby neighbourhoods. Some properties have long, irrigated setbacks that help reduce wildfire threat, but many still require improved private vegetation management. Recommendation #16 highlights the importance of reducing fuel loads on private land, especially within Home Ignition Zones. Coniferous vegetation in these zones must be reduced to enhance community-level wildfire resilience.

The Canadian Forest Fire Behaviour Prediction (FBP) System classifies 16 fuel types based on characteristic fire behaviour under specific conditions.¹³ For this CWRP, BCWS's Provincial Fuel Type layer was field-verified and updated. However, the FBP system was designed primarily for boreal and sub-boreal forests, which do not represent the interior wet-belt forests present in Castlegar. As such,

¹³ Forestry Canada Fire Danger Group. 1992. Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3.

these local mixed-conifer¹⁴ stands are considered poorly matched to existing FBP categories—highlighting a known gap in the system.¹⁵

Fuel typing in this report relied heavily field validation to assigned Provincial data. Despite limitations in spatial resolution and ground access in some areas, the most appropriate fuel types were assigned, drawing on 25 years of successful application and ongoing refinement in BC.¹⁶

Fuel Types in Castlegar's eWUI:

Table 12 below provides details of all fuel types in the eWUI. The most hazardous among them are C-3, C-7, and M-1/2.

- **C-3 (Mature Coniferous Forests):** These are fully stocked, late young forests with variable crown base heights. Common along forested edges near residential areas, they support both surface and crown fires with high rates of spread and intensity. Spotting potential is significant.
- **C-7 (Open Coniferous Forests):** Mature, open stands with flashy grass fuels and some low-flammability shrubs. Like C-3, C-7 carries a high risk of crown fire and spotting.
- **M-1/2 (Mixed-wood Stands):** Risk varies with conifer dominance and fuel load. Stands with over 60% conifer cover and significant deadfall are generally prioritized for treatment.
- **O-1a/b (Grassland and Open Areas):** Found on south-facing slopes above Brilliant and the highway interchange, and scattered in residential zones, these areas consist of cured grasses and sparse woody material. They support fast-moving surface fires, especially when grass is tall and unmaintained, making them a priority for mitigation efforts. Fire is often hot, fast, flashy and wind driven.

C-5 and C-7 types dominate mid-slopes of Sentinel Mountain and other drier, rockier terrain, especially on south- and west-facing aspect. These areas can sustain rapidly spreading surface fires with variable behaviour, influenced by fuel curing, wind conditions and aspect.

D-1/2 (Deciduous Forests) are generally the least hazardous due to higher moisture content and fewer ladder fuels. However, the risk increases significantly in dry spring conditions or where surface fuel buildup occurs—conditions that have supported damaging fires even in deciduous stands.

For detailed descriptions of fuel types and associated wildfire risks, refer to Appendix B-1: Fuel Typing Methodology.

¹⁴ Species such as western white pine and western larch growing in multi-story canopies, usually associated with Douglas-fir, redcedar, lodgepole pine, or other species.

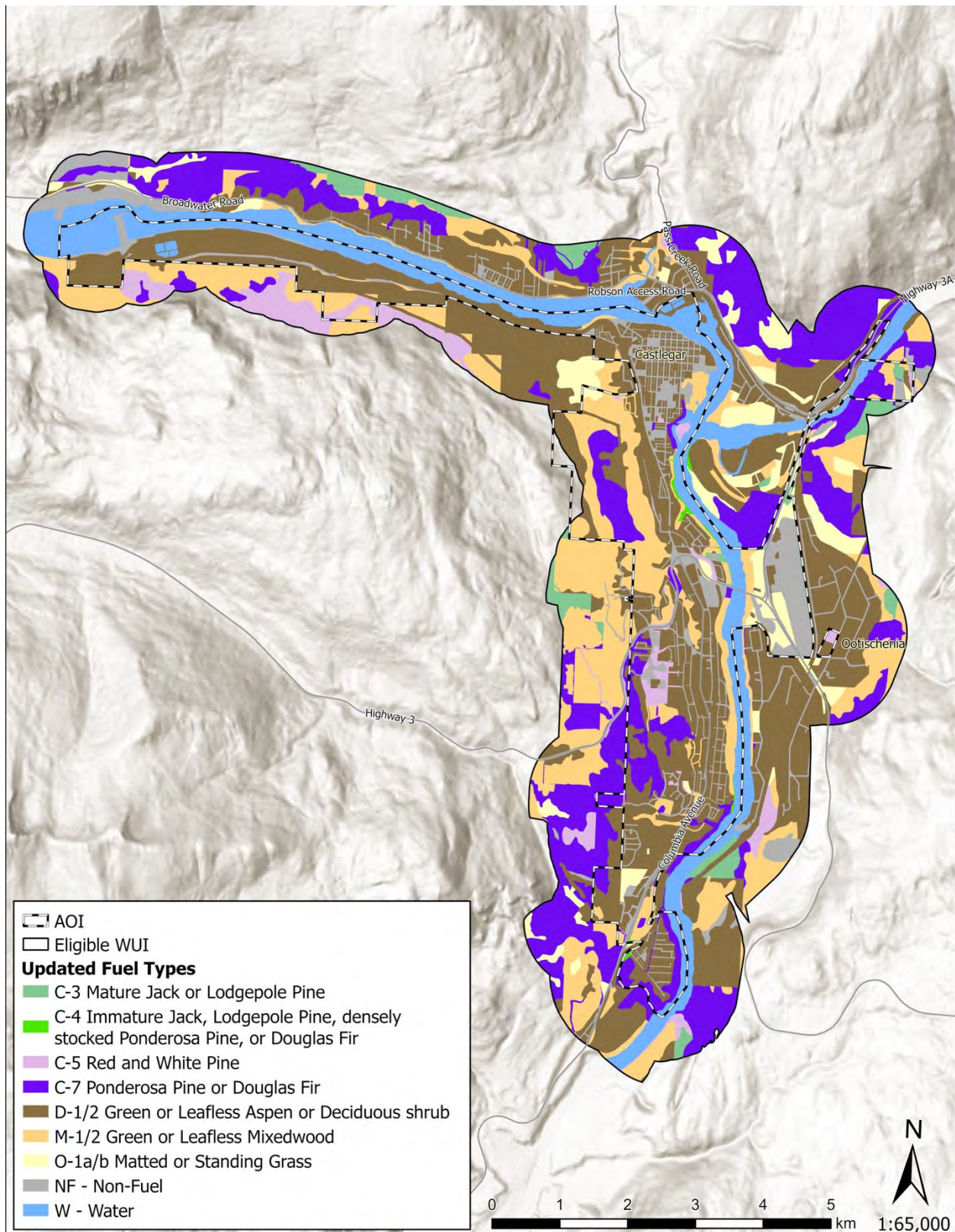
¹⁵ Natural Resources Canada. 2018. British Columbia Wildfire Fuel Typing and Fuel Type Layer Description. Daniel D.B. Perrakis, George Eade, and Dana Hicks

¹⁶ Perrakis, D, G. Eade and D. Hicks. 2018. Canadian Forest Service Pacific Forestry Centre. British Columbia Wildfire Fuel Typing and Fuel Type Layer Description

Table 12: Fuel types in Castlegar’s eligible Wildland Urban Interface

Fuel Type	Fuel Type Description within the eWUI	Area (ha)
C-3 Mature Jack or Lodgepole Pine	Fully stocked, late young conifer stands with crowns separated from the ground. Moderate to high surface fuel loading from self-pruning and stem exclusion.	156
C-4 Immature Jack, Lodgepole Pine, densely stocked Ponderosa Pine, or Douglas Fir	Dense pure pine stands with high levels of standing dead stems and downed woody fuel from natural thinning. Strong vertical and horizontal fuel continuity, with greater surface fuel loading than C-3. Shallow, less compact organic layers; ground cover mainly needle litter within a low shrub layer.	8
C-5 Red and White Pine	Well-stocked mature forest, crowns separated from ground. Moderate understory herbs and shrubs. Little grass or surface fuel accumulation.	208
C-7 Ponderosa Pine or Douglas Fir	Mature and open forest stands with a mix of flashy grass fuels and lower flammability shrubs. Often located on south-facing slopes and throughout the ICHxw.	1,220
D-1/2 Green or Leafless Aspen or Deciduous Shrub	Deciduous stands/ forest. Hazard increases with the amount of deadfall and/or establishment of a flammable shrub layer.	2,206
M-1/2 Green or Leafless Mixed	Moderately well-stocked mixed stands of conifer and deciduous, low to moderate dead stems and down woody fuels. Often transition to become more conifer dominated as pioneer deciduous species die out if disturbance is excluded. ¹⁷	1,186
O-1a/b Matted or Standing Grass	Grassland fuels ('a' refers to matted grasses, 'b' refers to standing grass). The volatility of this fuel type depends on the percentage of grass that is cured.	321
NF - Non-fuel	Areas with no available forest or grass fuels (e.g., roadways, gravel clearings, irrigated and/or mowed fields). These areas may (and often do) contain combustible materials, infrastructure, flammable landscaping, and homes.	592
W - Water	Water and riparian features (e.g., rivers, streams, waterbodies, wetlands)	767
Total Area:		6,663

¹⁷ Larch was treated as deciduous during fuel typing to account for its high moisture content.



Map 6: Updated fuel types in Castlegar's eWUI.

4.1.3 WEATHER

Weather conditions, including relative humidity and wind, along with drought, play pivotal roles in wildfire behaviour. The intricacies of local topography can result in unpredictable and variable weather patterns, further emphasizing the significance of weather as a primary environmental factor influencing fire behaviour. Castlegar's weather patterns are considerably variable and are strongly influenced by local topography and other environmental factors. Summers are relatively hot and dry, while winters bring freezing temperatures, potential for heavy snowfall, and mostly cloudy conditions.

During the summer months, Castlegar experiences hot and dry conditions, with occasional periods of extreme heat. Climate change projections suggest that these trends are likely to intensify, pointing toward even hotter summers and more pronounced droughts. These conditions create an environment conducive to increased wildfire behaviour, particularly in the context of the region's complex topography and on account of fuel type.

July and August are typically when fire danger reaches High to Extreme levels in the area. Data from Nancy Green, Pend Oreille and Smallwood weather stations confirm this, showing that July averages 8.2 High days and 4.7 Extreme Fire Danger Days, while August averages 13 High days and 4.7 Extreme Fire Danger Days. These were averaged over 3-5 years. It is also important to note that elevated fire danger days are not exclusive to mid-summer—both June and September stretching into October in recent years frequently record High fire danger conditions across Castlegar's eWUI.

Wind is a particularly influential factor in fire behaviour. While northerly winds dominate year-round in Castlegar, seasonal variations are evident: southerly to easterly winds are more frequent in winter, west winds tend to prevail in spring through early summer and again in early fall, and southeast winds are commonly observed at weather stations during the cold season. These shifting wind patterns, when interacting with the area's valley topography, can lead to dangerous wind funneling effects that rapidly escalate wildfire spread, particularly in open C7 fuel types with grassy surface fuels.

Additionally, during July and August, highly active thunder cells—often without precipitation—can pass through the region, bringing as many as 40+ lightning strikes in a single day. Environment Canada has Castlegar averaging 36.5 days with lightning annually¹⁸. Under conducive fire weather indices, many of these lightning events can result in new fire ignitions.

¹⁸Castlegar has a total of 15,226 cloud-to-ground lightning flashes recorded from 1999-2018.

<https://www.canada.ca/en/environment-climate-change/services/lightning/statistics/activity-canadian-cities.html>

The local climatic profile of neighbourhoods is influenced by their geographical position relative to Sentinel Mountain. These varying positions lead to distinct weather patterns that influence potential wildfire behaviour. The mountain acts as a natural barrier, intercepting moisture-laden air masses and resulting in relatively cooler and moister conditions. In contrast, south-facing neighborhoods are more exposed to sunlight, resulting in warmer, sunnier conditions that contribute to lower humidity levels. Forests on these south-facing slopes often exhibit drier characteristics, supporting more hazardous fire behaviour, as vegetation in these areas tends to have lower moisture content, making it more susceptible to ignition and rapid fire spread.

Overall, fire weather and associated fire danger days tend to blend across Castlegar’s eWUI. The region as a whole is at high risk of experiencing fire season weather conditions, including dry lightning and wind events that can rapidly escalate fire activity.

Figure 3: Average number of fire danger rating days by month for Nancy Green, Pend Oreille and Smallwood fire weather stations.

Weather Station	Year	Month	Fire Danger Rating	Number of Days
Nancy Green	2020	August	High Danger	6
	2020	September	High Danger	17
	2020	September	Extreme Danger	3
	2021	July	High Danger	15
	2021	August	High Danger	10
	2021	July	Extreme Danger	9
	2021	August	Extreme Danger	1
	2022	July	High Danger	2
	2022	August	High Danger	25
	2022	September	High Danger	7
	2022	October	High Danger	7
	2022	July	Extreme Danger	1
	2022	August	Extreme Danger	4
	2022	September	Extreme Danger	6
	2023	July	High Danger	7
	2023	August	High Danger	11
	2023	August	Extreme Danger	9
	2024	July	High Danger	12
	2024	August	High Danger	10
	2024	July	Extreme Danger	4
	2025	July	High Danger	5
Pend Oreille	2020	August	High Danger	3
	2020	September	High Danger	17
	2020	August	Extreme Danger	3
	2020	September	Extreme Danger	2
	2021	May	High Danger	2
	2021	June	High Danger	10
	2021	July	High Danger	4
	2021	August	High Danger	11
	2021	September	High Danger	3
	2021	June	Extreme Danger	3
	2021	July	Extreme Danger	27
	2021	August	Extreme Danger	3
	2022	July	High Danger	10

Weather Station	Year	Month	Fire Danger Rating	Number of Days
	2022	August	High Danger	24
	2022	September	High Danger	12
	2022	October	High Danger	16
	2022	July	Extreme Danger	1
	2022	August	Extreme Danger	7
	2022	September	Extreme Danger	5
	2023	June	High Danger	1
	2023	July	High Danger	13
	2023	August	High Danger	7
	2023	July	Extreme Danger	8
	2023	August	Extreme Danger	9
	2024	July	High Danger	18
	2024	August	High Danger	13
	2024	September	High Danger	7
	2024	July	Extreme Danger	6
	2024	August	Extreme Danger	1
	2025	June	High Danger	12
	2025	July	High Danger	19
	2025	August	High Danger	4
Smallwood	2020	August	High Danger	6
	2020	September	High Danger	22
	2020	September	Extreme Danger	1
	2021	June	High Danger	2
	2021	July	High Danger	14
	2021	August	High Danger	11
	2021	June	Extreme Danger	1
	2021	July	Extreme Danger	17
	2021	August	Extreme Danger	1
	2022	July	High Danger	7
	2022	August	High Danger	23
	2022	September	High Danger	13
	2022	August	Extreme Danger	1
	2023	July	High Danger	10
	2023	August	High Danger	14
	2023	July	Extreme Danger	6
	2023	August	Extreme Danger	5
	2024	July	High Danger	15
	2024	August	High Danger	15
	2024	September	High Danger	6
	2024	July	Extreme Danger	1
	2025	June	High Danger	7
	2025	July	High Danger	6
	2025	August	High Danger	9

Wind speed and direction are critical weather components influencing fire behaviour and are recorded at BCWS weather stations. This data is publicly available through average Initial Spread Index (ISI) roses¹⁹, a numerical rating that reflects the expected rate of fire spread, factoring in wind speed and fine

¹⁹<https://www2.gov.bc.ca/gov/content/safety/wildfire-status/prepare/weather-fire-danger/fire-weather/fire-weather-index-system>

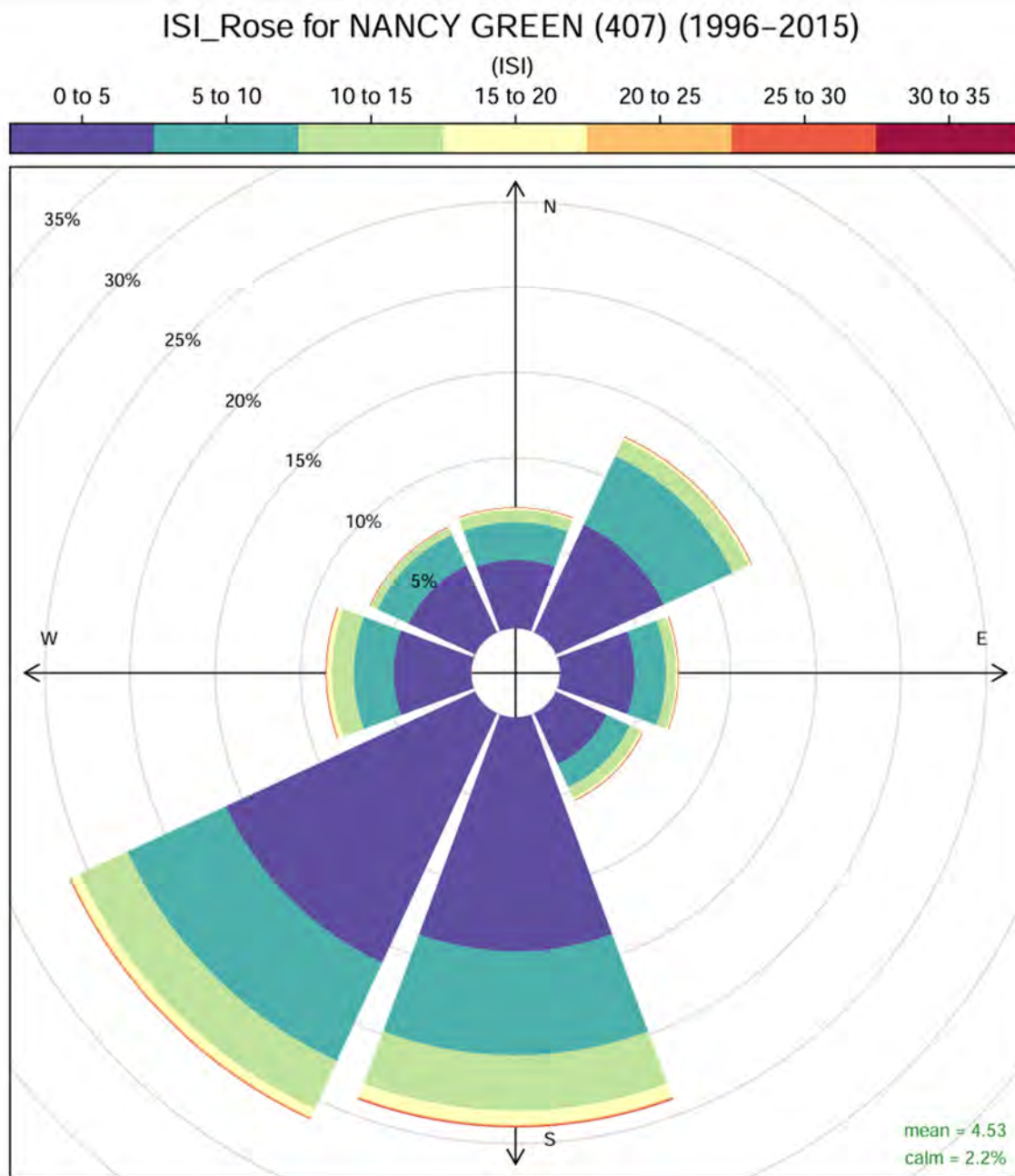
fuel moisture, which is influenced by temperature and relative humidity. ISI roses can inform the strategic placement of fuel treatments on the landscape, helping to protect values at risk based on the predominant wind direction and frequency of higher ISI values. Fires occurring upwind of these values pose a more significant threat than those occurring downwind.

During the fire season, data from the Nancy Green, Pend Oreille, and Smallwood fire weather stations (Figure 4, 5 and 6) indicate that Castlegar experiences strong diurnal wind patterns—up-valley winds from the southeast and south during the day, and down-valley winds from the northeast at night. According to ISI roses, the highest ISI wind directions originate from the south, generally driving fire spread northward. July and August are particularly susceptible to wind-driven fire spread, as strong winds and high ISI values often coincide with peak temperatures.

BCWS Wildfire Prevention Officers highlight that July and August are typically when fire danger levels reach *High* to *Extreme* in Castlegar. Hot, dry, and windy conditions are the most concerning during this period, with wind playing a key role in increasing fire spread—particularly in open C-7 fuel types, which contain grassy surface fuels highly prone to rapid spread. The officer also notes that cold fronts or isolated wind events often lead to elevated fire risk due to the area's topography, which can cause wind funnelling within the valley.

C-7 fuel types are considered the most aggressive and volatile in the region. Middle-elevation mixed stands of Douglas-fir, larch, and pine—especially on the upper slopes of Castlegar's eWUI—can also be volatile, though generally less so than higher-elevation spruce/balsam stands. In contrast, low-elevation western red cedar/western hemlock stands, typically found on the lower, northern slopes of the eWUI, tend to exhibit the least volatility—unless specific fuel and weather conditions align.

As summer progresses and fuel conditions dry out, these fuel types can react intensely when combined with specific weather patterns such as wind, low humidity, and high temperatures. BCWS ground crew observations from field assessments echoed this concern: wind is a primary driver of fire volatility and growth in Castlegar. It is also essential for pushing fires downslope—toward communities—underscoring the need for proactive mitigation and planning.



Frequency of counts by wind direction (%)

Figure 4: Daily average initial spread index rose for Nancy Green fire weather station.

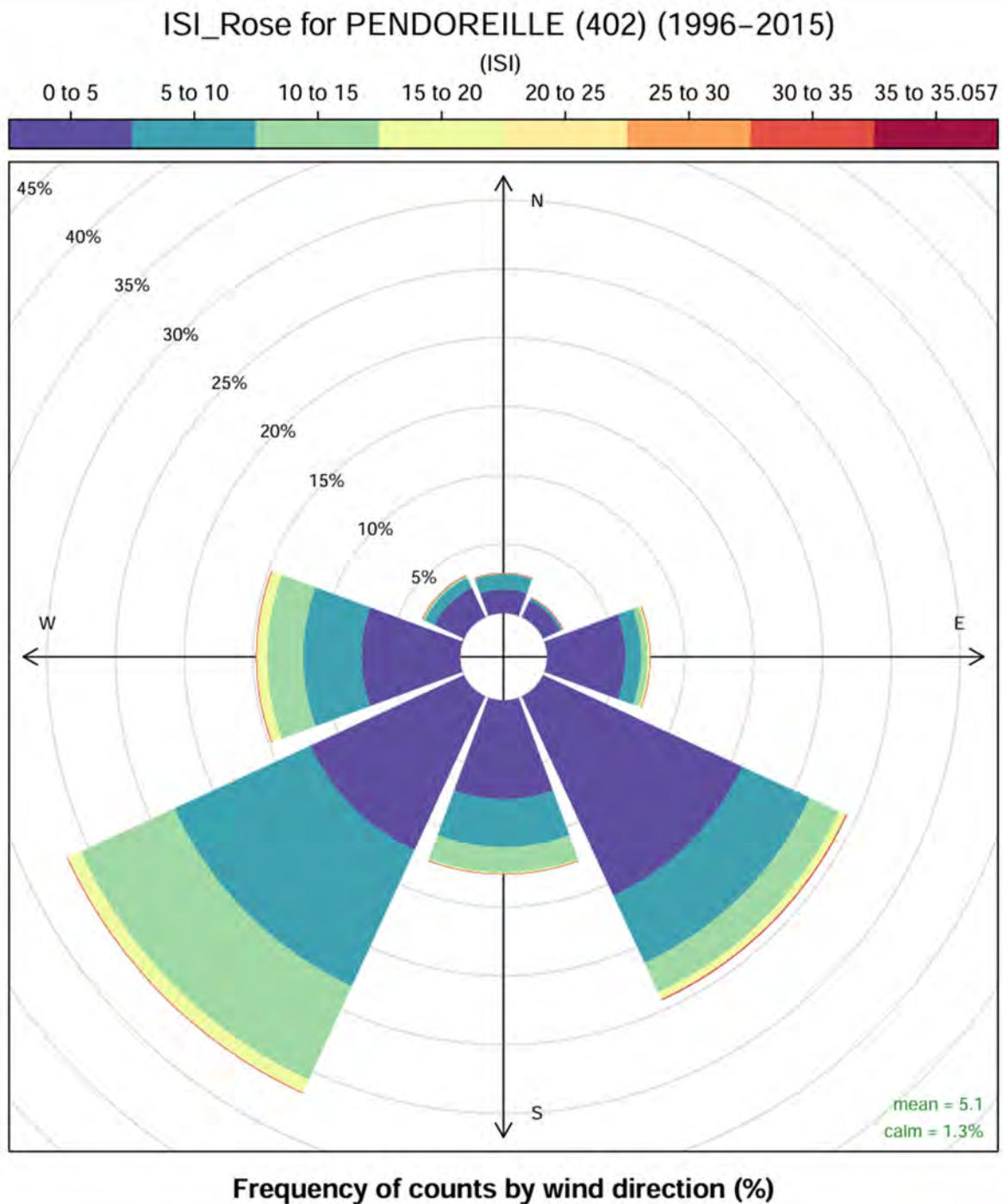


Figure 5: Daily average initial spread index rose for Pend Oreille fire weather station.

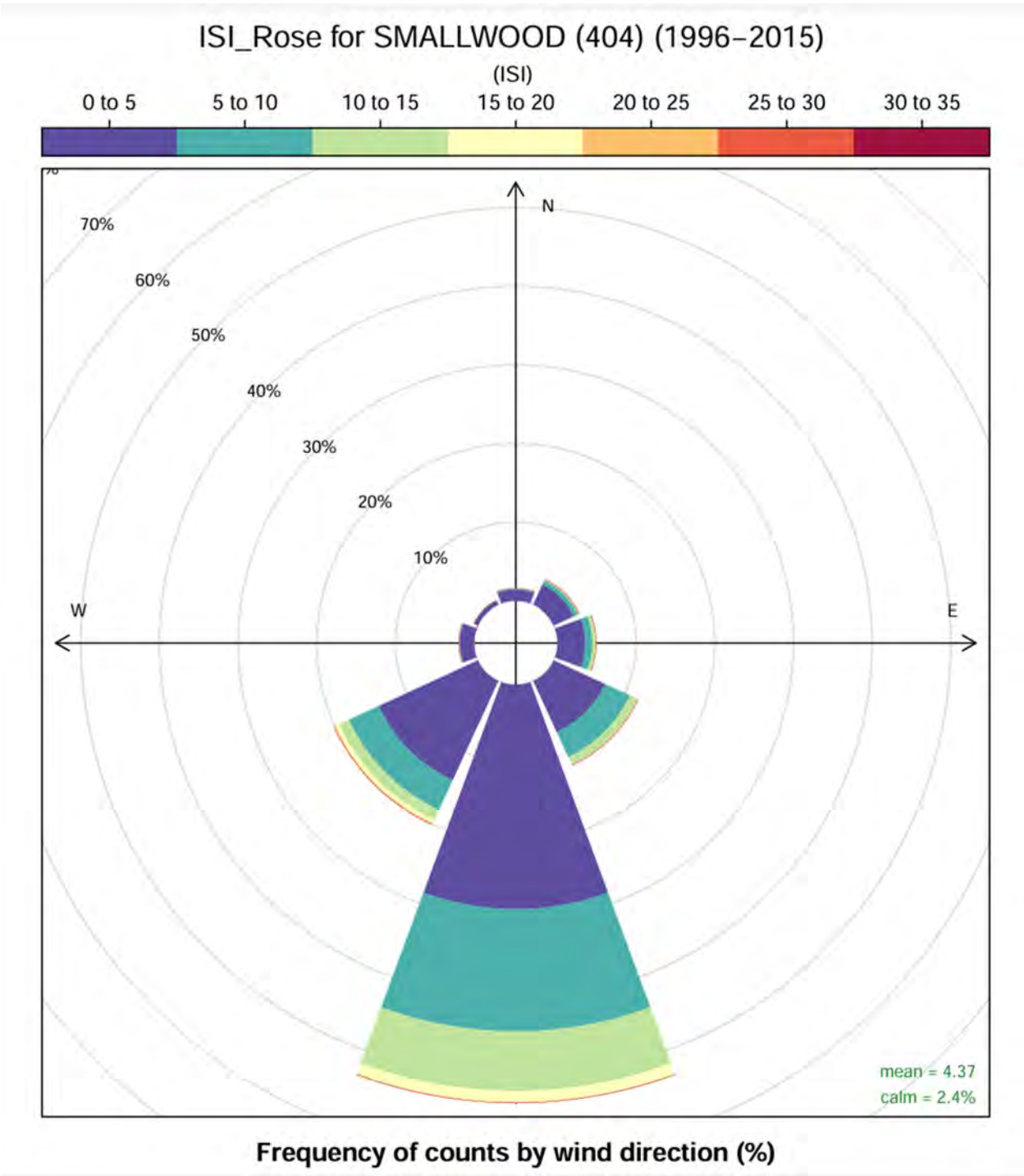


Figure 6: Daily average initial spread index rose for Smallwood fire weather station.

4.2 WILDFIRE HISTORY

4.2.1 HISTORIC FIRE REGIME

Castlegar's eWUI can be classified using the Biogeoclimatic Ecosystem Classification (BEC) system, which organizes the province into ecological zones based on vegetation, soil, and climate. Regional subzones are further distinguished by relative precipitation and temperature.

As shown in [Map 7](#) the Biogeoclimatic zones and their associated Natural Disturbance Types (NDTs) vary across Castlegar's eWUI. Table 13 summarizes this distribution.

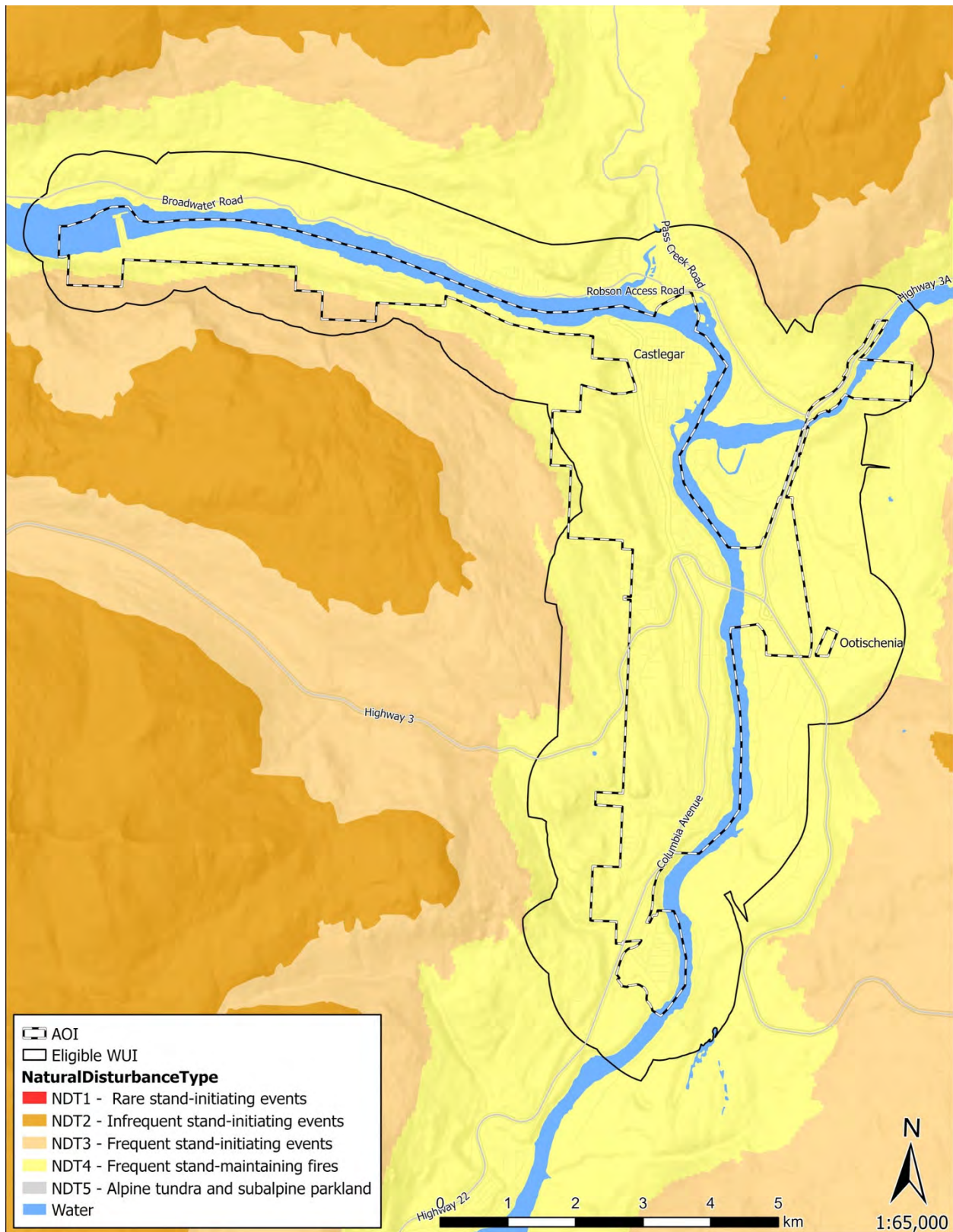
Table 13: Natural Disturbance Types (NDTs) of Castlegar's eWUI.

Biogeoclimatic Zone	Natural Disturbance Type	Area (ha)	Percent (%)
ICHdw1: Interior Cedar - Hemlock; Dry Warm; West Kootenay Variant	NDT3	360	5
ICHxw: Interior Cedar - Hemlock; Very Dry Warm	NDT4	5,507	83
Water	Water	779	12

The middle and lower slopes primarily fall within the Interior Cedar–Hemlock Very Dry Warm (ICHxw) subzone, associated with NDT4 – ecosystems characterized by frequent, low-intensity stand-maintaining fires. Historically, these fires maintained forest structure by regularly reducing surface fuel accumulation and limiting the growth of sapling-sized regeneration. Over time, this regime created a patchwork of uneven-aged forests interspersed with grassy or shrubby openings, naturally limiting the spread of large, severe fires. Although less frequent, larger stand-initiating crown fires did occur, typically at intervals of 150 to 250 years.

In contrast, the upper slopes of Castlegar's WUI lie within the Interior Cedar–Hemlock Dry Warm (ICHdw1) subzone, associated with NDT3 – ecosystems subject to frequent stand-initiating disturbances. Wildfires here ranged from small spot fires to massive conflagrations spanning tens of thousands of hectares. These events produced a landscape mosaic of stands of varying ages, with individual stands typically being even-aged. In the absence of topographical barriers, fires could grow to extreme sizes. The average return interval for fire in the ICH NDT3 is approximately 150 years.

It is important to recognize that pre-settlement Indigenous cultural burning practices likely influenced historical fire regimes across the region. Looking ahead, climate change is expected to alter the distribution and characteristics of BEC zones and their associated NDTs.



Map 7: Natural disturbance regimes for Castlegar's eWUI and surrounding area.

4.2.2 HISTORICAL WILDFIRE OCCURENCES

Before the imposition of colonial laws, Indigenous Peoples used fire intentionally and thoughtfully as a tool for land stewardship. Guided by their own knowledge systems, these cultural burns served spiritual, ecological, and subsistence purposes. Such practices supported biodiversity, enhanced food security, and contributed to the landscape's long-term resilience.²⁰

Map 7 highlights natural disturbance regimes that reflect historical fire use and stewardship within Castlegar's eWUI, illustrating that wildfire is not only natural but essential to the health of these landscapes.

Recommendation #26 emphasizes the need to uphold the inherent rights and responsibilities of Indigenous communities in land stewardship. For the City of Castlegar, this involves meaningful collaboration with the Sinixt, Syilx, and Ktunaxa. Indigenous governments and communities must be fully engaged in the planning and implementation of all land management activities, including wildfire risk reduction.

This engagement should prioritize Indigenous-led forest practices such as cultural burning and other forms of vegetation management. Collected from questionnaires for this CWRP, the Okanagan Nation Alliance (ONA) expressed shared interest in treatment areas near the Columbia River and the confluence of the Columbia and Kootenay Rivers—regions historically occupied and managed by the Syilx people. Interviews also underscored the importance of conducting a Cultural Values Survey (CVS) on all Potential Treatment Units (PTUs) adjacent to riparian zones. Additionally, through questionnaires, Dove Hill was identified as a key area for collaboration. The City of Castlegar is encouraged to seek funding to support and work alongside First Nations in treating this area using prescribed and/or cultural fire practices.

²⁰ Copes-Gerbitz, Kelsey et al. "Transforming fire governance in British Columbia, Canada: an emerging vision for coexisting with fire." *Regional environmental change* vol. 22,2 (2022): 48. doi:10.1007/s10113-022-01895-2

Several large fires have occurred around Castlegar since the 1900s. In the 1960s, a significant human-caused fire scorched approximately 2,777 ha, burning from Gibsons Creek up Sentinel Mountain. Historical records also indicate several small to medium-sized fires in Pass Creek during the 1910s, 1920s, and 1930s, likely attributed to forestry activities and land-clearing practices. Recent fires in Castlegar include a 2015 human-caused fire resulting from a rollover incident in Pass Creek. Most recently the Merry Creek Fire in 2021 was a multi-agency response fire that evacuated parts of the City. BCWS staff note that in 2023, the Pass Creek Volunteer Fire Department worked with BCWS around Goose Creek to extinguish multiple smaller Initial Attack wildfires outside the City. [Map 8](#) goes into more detail showing the exact historic wildfire perimeters, from 1919-2024 around the City.

The majority of reported fire ignitions in Castlegar are unknown, with many of these ignitions occurring along the highway. Lightning ignitions, although less common, can be a concern, particularly on the tops of slopes where fire behavior can be challenging to control. The table below shows a summary of fire ignition history in Castlegar.

Table 14: Summary of fire ignition data by cause within Castlegar’s eWUI

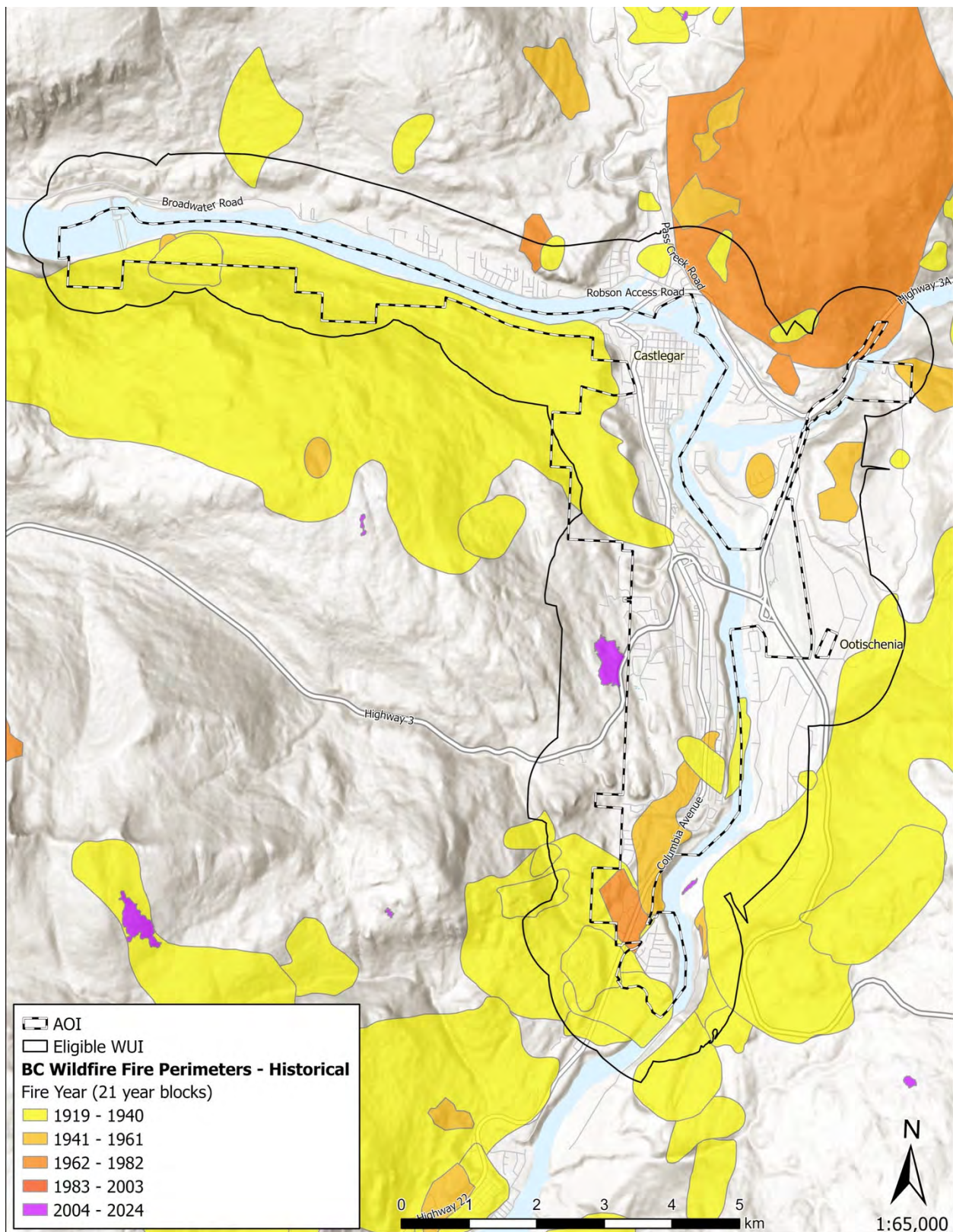
	Fire Cause			
	Lightning	Person	Unknown	Total
Number of Fire Incidents Since 2000	7	18	65	90

Data from the BC Wildfire Service

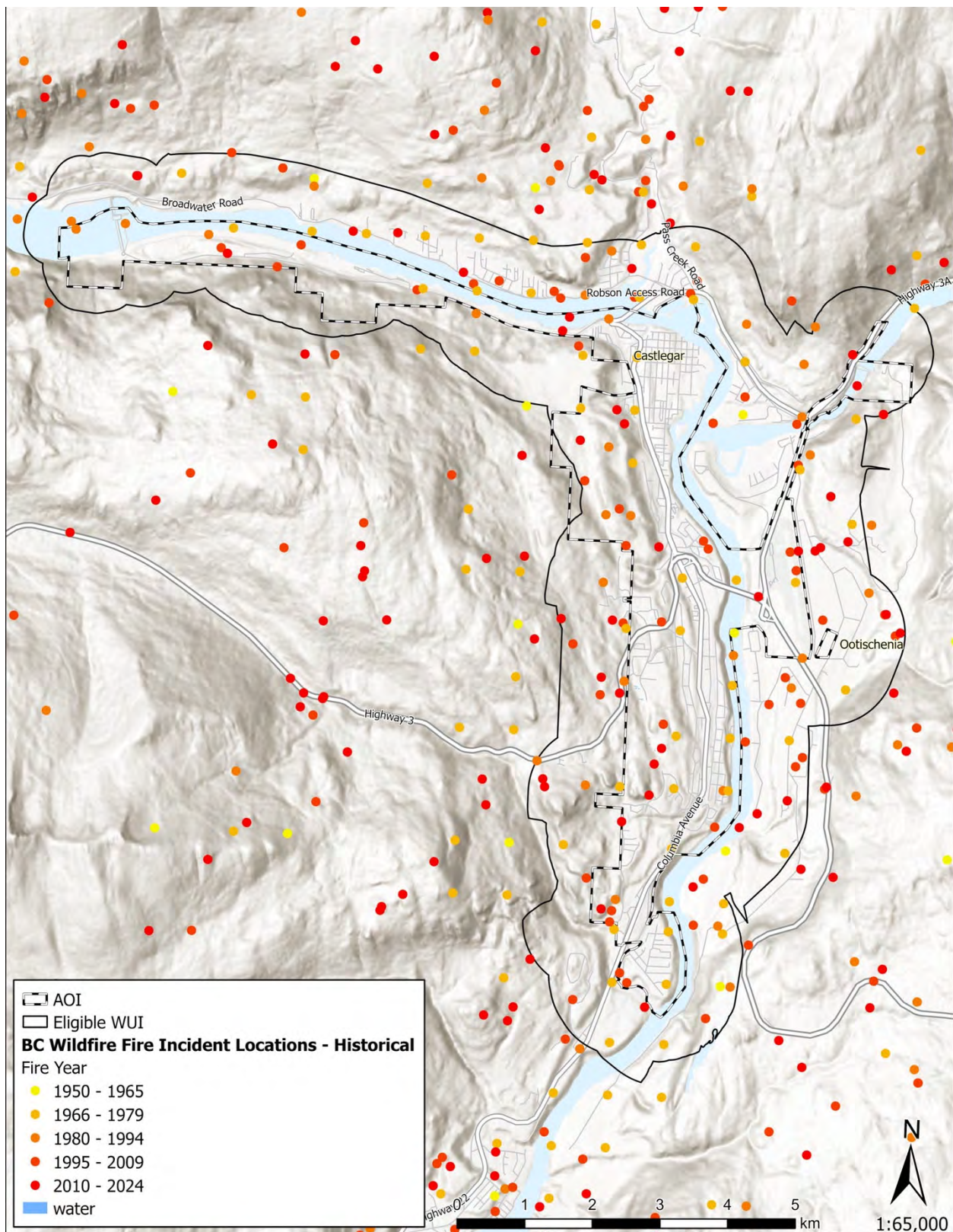
Since 2000, there have been 90 recorded fire incidents within Castlegar’s eWUI. Of these, only 7 were attributed to lightning, while 18 were identified as human-caused. The remaining 65 incidents—nearly three-quarters of the total—are categorized as "unknown." This significant proportion of unknown causes points to limitations in current tracking and investigation methods, making it difficult to implement fully targeted prevention strategies.

While human-caused ignitions represent about one-fifth of all incidents, they remain the largest known cause. This underscores the need for continued community education, enforcement of burning regulations, and public awareness campaigns. Although human-caused fires are historically the dominant ignition source, lightning still poses a serious risk, particularly in higher elevations such as slopes and ridges within 5 km of Castlegar’s eWUI.

Ultimately, fires from any ignition source can grow and threaten the eWUI under the right fire weather conditions. The data highlights the need for improved fire reporting and investigation practices to reduce the "unknown" category, while also reinforcing the importance of proactive measures to minimize human-caused wildfire risks.



Map 8: Historical fire perimeters for Castlegar's eWUI and surrounding area.



Map 9: Historical fire ignitions and occurrences for Castlegar's eWUI and surrounding area

4.2.1 WILDFIRE RESPONSE

Fire response data for the Castlegar Fire Department shows an average of 83 fire calls per year between 2013 and 2024. While most incidents were structural in nature, wildland fires account for approximately 12% of total call outs, with notable fluctuations year on year. A significant spike in total call volume occurred in 2015, due to an arsonist in the area at the time, followed by another sharp increase in 2023. Provincially, 2023 has been recorded as the worst fire season on record. In Castlegar 119 calls were recorded, including 60 wildland fires—the highest number of wildland responses in the dataset to date.

These trends underscore a growing need for wildfire-specific training, equipment, and public fire education, particularly as wildland fires increasingly contribute to overall fire activity. Recommendation #24 and #25 stress the importance of cross training between City firefighters and BCWS to enhance response in the event of an interface fire. It is important to recognize that wildfires may originate from structural fires that spread to nearby forests and fuels.

All staff and agencies that participate in wildfire response and recovery should be appropriately trained. This includes the City's emergency management staff and other municipal staff that could play a role in the City's Emergency Operations Centre (EOC), and area fire departments. Training opportunities include:

- Basic Wildland Fire Suppression and Safety
- Incident Command System
- FireSmart 101
- FireSmart Local FireSmart Representative (LFR)
- FireSmart Community Champion
- FireSmart Home Partners Wildfire Mitigation Specialist (WMS)
- Post-Wildfire Reclamation and Recovery
- Post-Wildfire Structure Damage Assessment
- BC Structure Protection Program (WSPP-115)

Regular in-person cross training between agencies is imperative for familiarization with each other's equipment and to address any incompatibilities. The Castlegar Fire Department (CFD) noted that they have participated in BCWS training but there was no mention of regular annual cross training conducted with BCWS staff. All CFD members are trained in the BCWS certified WFF1 course for structural firefighters. Additional training that a portion of CFD members have, include the SPP-115 sprinkler course, Engine Boss certification, and Task Force Leader certification. These are all BCWS certified courses. The department hosted an Engine Boss and SPP-115 course in the spring of 2025. The department has wildland specific equipment, but this equipment has not been reviewed by BCWS, as there are no standard requirements for municipal fire departments in BC.

Annual cross-training with BCWS and other relevant agencies is a priority recommendation in order to improve coordination and operational efficiency during WUI events. Recommendation #25 includes

identifying opportunities for prescribed burns, which serve also as educational tools to reinforce best practices in fire management. This ongoing inter-agency collaboration is essential for building strong working relationships and ensuring a unified approach to wildfire response.

4.2.2 SEE FIRE DEPARTMENT TRAINING

All staff and agency partners who are expected to participate in the development and implementation of this plan, or participate in a wildfire response and recovery, should be appropriately trained. This includes the City's Emergency Management staff, other municipal staff that could play a role in the City's Emergency Operations Center (EOC), and Castlegar Fire Response Area Fire Departments. Training opportunities include:

- Basic Wildland Fire Suppression and Safety
- Incident Command System
- FireSmart 101
- FireSmart Local FireSmart Representative (LFR)
- FireSmart Community Champion
- FireSmart Home Partners Wildfire Mitigation Specialist (WMS)
- Post-Wildfire Reclamation and Recovery
- Post-Wildfire Structure Damage Assessment
- BC Structure Protection Program (WSPP-115)

Regular in-person cross-training between agencies is imperative for familiarization with each other's equipment and to address any incompatibilities. Castlegar Fire Department noted that they have participated in BCWS training but there was no mention of scheduled annual cross-training conducted with BCWS staff. All Castlegar Fire Department members are trained in the BCWS certified WFF1 course for structural firefighters. Additionally, ten members have their SPP-115 sprinkler course, seven members have their Engine Boss certification, and four members have their Task Force Leader certification. These are all BCWS certified courses. Additionally, the Castlegar Fire Department was host to an Engine Boss Course and the SPP-1115 course in the spring of 2025. The Department has wildland and forestry specific equipment, but this has not been reviewed by BCWS, as there is no standard requirements for municipal equipment.

Annual cross-training with BCWS and other relevant agencies is a priority to improve coordination and operational efficiency during WUI fire events. Recommendation #25 includes identifying opportunities for prescribed burns, which serve not only as valuable cross-training exercises but also as educational tools to reinforce best practices in fire management. This ongoing inter-agency collaboration is essential for building strong working relationships and ensuring a unified approach to wildfire response.

Fire Department Resources for related recommendations .

Table 15: Castlegar Fire Department Callouts – Wildland vs Structural

Year	Wildland	Structural	Total Calls
2013		88	88
2014		76	76
2015		171	171
2016		97	97
2017		70	70
2018		68	68
2019		57	57
2020		76	76
2021	1	91	92
2022		81	81
2023	60	59	119
2024		62	62

Data from the City of Castlegar

4.3 LOCAL WILDFIRE RISK ASSESSMENT

There are two main components of this local wildfire risk assessment:

1. Wildfire behaviour threat class including fuels, weather, and topography sub-components; and
2. WUI risk class that includes the structural sub-component.

The local wildfire threat assessment process includes several key steps as outlined in Appendix B: Local Wildfire Risk Process and summarized as follows:

- *Fuel type attribute assessment* – ground truthing/verification and updating as required to develop a local fuel type map (Appendix B-1: Fuel Typing Methodology).
- *Consideration of the proximity of fuel to the community* – recognizing that fuel closest to the community usually represents the highest hazard (Appendix B-4: Proximity of Fuel to the Community).
- *Analysis of predominant summer fire spread patterns* – using wind speed and wind direction during the peak burning period using ISI Rose(s) from BCWS weather station(s). Wind speed, wind direction, and fine fuel moisture condition influence wildfire trajectory and rate of spread.
- *Consideration of topography in relation to values* (Table 10 and Table 11) – slope percentage and slope position of the value are considered, where slope percentage influences the fire’s trajectory and rate of spread and slope position relates to the ability of a fire to gain momentum uphill.

- *Stratification of the WUI* – according to relative wildfire threat based on the above considerations, other local factors, and field assessment of priority wildfire risk areas.

Wildfire threat assessment field work in Castlegar’s WUI was completed in June 2025. Over 100 field stops were made across the eWUI (see Appendix B-2: Wildfire Threat Assessment Plots and [Map 6](#)), comprised of qualitative FireSmart notes, fuel type updates, or verification and photograph documentation. This includes 81 WTA Assessment plots (see Appendix C: Wildfire Risk Assessment – Worksheets and Photos). WTA plots were completed in interface areas where there is an abrupt change from forest to residential development and intermix areas where forest and structures are intermingled. This wildfire risk analysis supports the identification of priority treatment areas and was also conducted in completed fuel treatment areas to quantify the reduction in site-level wildfire threat. Constraints such as the limited amount of public land available for assessment within some parts of the eWUI, as well as no roads and no access through private property limited field assessments for some areas.

The local WTA analysis does not apply to private land parcels nor any areas outside of the eWUI for this CWRP. Additionally, the WUI is referenced above for the methodology, but it is the results within the eWUI that were used to write this report. As well, the threat assessments quantify wildfire threat as it relates to forest fuels, but do not include the ignition potential of residential landscaping, structures, or other infrastructure. Structural fires and structure-to-structure spread in a wildfire scenario are largely attributable to hazardous conditions in the 30m FireSmart Home Ignition Zone of a structure.

4.3.1 WILDFIRE THREAT CLASS ANALYSIS

Wildfire threat class analysis classes are as follows:

- **Very Low:** Waterbodies with no forest or grassland fuels, posing no wildfire threat;
- **Low:** Developed and undeveloped land that will not support significant wildfire spread;
- **Moderate:** Developed and undeveloped land that will support surface fires that are of low threat to homes and structures;
- **High:** Landscapes or stands with continuous forested or grassland fuels that will support candling, intermittent crown fires, or continuous crown fires. These landscapes often contain steeper slopes, rough or broken terrain and/or south or west aspects. High polygons may include high indices of dead and downed conifers; and
- **Extreme:** Continuous forested land that will support intermittent or continuous crown fires.

The results of the wildfire threat class analysis are shown on [Map 10](#) and summarized in [Table 16](#) below. This threat analysis shows that 27% of accessible crown WUI is represented by High to Extreme wildfire behaviour landscapes. High and Extreme fire wildfire threat areas in Castlegar encompass forested slopes of the southern facing slopes and areas where dense dead stands of pine were observed. Forested slopes with extreme fire threat ratings accounting for 10.4% of public land within the WUI are

characterized by densely stocked second growth stands often with moderate to high surface fuel loading on the forest floor. High wildfire behaviour forests accounting for 16.6% of public land within the WUI are typically more open with a mix of grassy fuels and deciduous shrubs dominating the understory. Both often have a drier south or west aspect component. 48.7% of the landscape within the WUI is classified as a Moderate wildfire behaviour threat, represented by a mosaic of open-grown forests and grasslands, often on lower and gentler slopes and/or with cooler north and east aspects.

Table 16: Wildfire threat summary for Castlegar's WUI

Wildfire Threat Rating			
Threat Class	Area (ha)	Percentage of WUI (%)	Percentage of Assessable Public Land (%)
Extreme	335.7	5.0	10.4
High	535.7	8.0	16.6
Moderate	1,573.8	23.6	48.7
Low	6.1	0.1	0.2
Water	779.4	11.7	24.1
No Data (Private Land)	3,432.6	51.5	-
Sum of total area:	6,663.2		
Sum of total Public Land:	3,230.7		

4.3.2 WUI RISK CLASS ANALYSIS

WUI risk classes are quantified when the Wildfire Threat summarized in section 4.3.1 is assessed as High or Extreme, potentially causing unacceptable wildfire risk when near communities and developments. WUI risk classes are described below:

- **Low:** The high or extreme threat is sufficiently distant from developments, having no direct impact to the community and is located over 2 km from structures;
- **Moderate:** The high or extreme threat is sufficiently distant from developments, having no direct impact to the community and is located 500 m to 2 km distance from structures;
- **High:** The high or extreme threat has potential to directly impact a community or development and is located 200 m to 500 m from structures; and
- **Extreme:** The high or extreme threat has potential to directly impact a community or development and is located within 200 m from structures.

Table 17 below and Map 10 show the risk class ratings within the WUI. Of the 871.4 ha assigned a High or Extreme wildfire threat class, 335.7 ha or 8% have an Extreme WUI risk. This analysis provides an initial step towards identifying priority areas/neighbourhoods for directing FireSmart education and vegetative/fuel management efforts, if practicable.

It is important to note that reducing the wildfire risk through implementation of fuel management activities in any of the High to Extreme eWUI risk areas is unlikely to be a silver bullet in protecting communities and structures. In extreme wildfire scenarios, embers can travel several kilometers ahead of the active wildfire front, land in densities of up to 600/m², and ignite combustible building materials and landscaping vegetation.

In combination with wildland fuel management activities, increasing the resilience of Castlegar's neighbourhoods can be best achieved by conducting residential-scale FireSmart activities on private land. The proposed fuel treatment units identified in Table 23 are not a comprehensive list of all areas that qualify for fuel management activities. Rather, they are selected as the highest priority areas that are practicable to implement, present a high risk to their respective communities, and meet required funding program goals and requirements as either fuel breaks or fuel treatment areas.

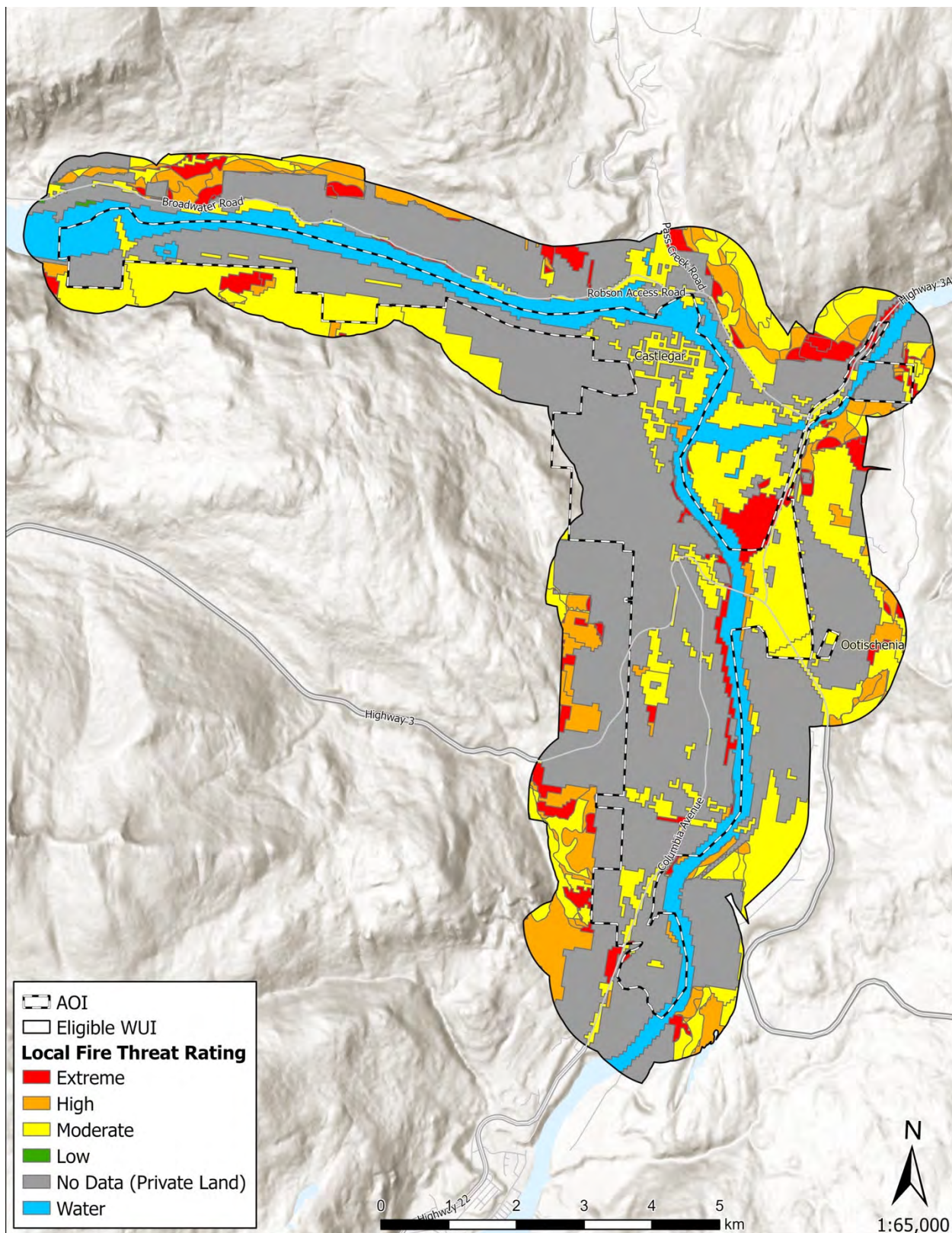
Table 17: WUI Risk Class summary for Castlegar's eWUI

WUI Risk			
Risk Class	Area (ha)	Percentage of Entire WUI (%)	Percentage of Assessable Public Land (%)
Extreme	82	1	2
High	270	4	8
N/A (Moderate, Low, Very Low Wildfire Threat Class)	2,989	45	90
No Data (Private Land)	3,322	50	-
Total:	6,663	-	-

The Province of BC produces a Provincial Strategic Threat Analysis (PSTA, updated in 2021) for all non-private land parcels in BC. This high-level assessment of relative wildfire threat throughout the province is largely based on data from the Vegetation Resource Inventory (VRI) that has not been ground truthed, fire occurrence patterns, potential fire intensity, and spotting potential.²¹ The PSTA ranks threat on a scale of 1 (lowest) through 10 (extreme). Complementing the local wildfire risk analyses in section 4.3.1, the PSTA is a high-level, geographic information system (GIS) analysis of wildfire threat across the land base. Using this information, appropriate land management activities need to be determined at the local level using site-specific stand-level information.

Additionally, the Province has developed a WUI Risk Class Framework to prioritize risk reduction initiatives, categorizing WUI polygons by a risk class of 1 (highest) through 5 (lowest). The application of relative risk does not imply "no risk" since the goal is to identify areas where there is higher risk. Castlegar's WUI is categorized as Risk Class of 1.

²¹ [MFLNRORD. \(2017\). Provincial Strategic Threat Analysis.](#)



Map 10: Local Wildfire Threat Rating within Castlegar's eWUI.

4.4 HAZARD, RISK, AND VULNERABILITY ASSESSMENT

The purpose of a Hazard, Risk and Vulnerability Assessment (HRVA) is to help a community make risk-based choices to address vulnerabilities, mitigate hazards, and prepare for responding to and recovering from hazard events. The HRVA process assesses sources of potential harm, their likelihood of occurring, the severity of their possible impacts, and who or what is particularly exposed or vulnerable to these impacts.²²

The most recent HRVA in the City of Castlegar took place in 2009, focusing specifically on stormwater infrastructure and its vulnerability to climate change using Engineers Canada's PIEVC protocol. This study identified that 34 out of 35 infrastructure elements were at medium or high risk due to projected increases in rainfall and other climate impacts. In August 2025, the City received nearly \$400,000 through B.C.'s Disaster Resilience and Innovation Funding program to begin a new floodplain mapping and climate change hazard risk assessment. This new assessment is currently underway and aims to provide updated data for future planning and resilience efforts.

²² [Government of BC. HRVA Example Report.](#)

SECTION 5: FIRESMART PRINCIPLES

FireSmart is the leading program in Canada aimed at empowering the public and increasing community wildfire resilience through mitigation measures. It has been formally adopted by almost all Canadian provinces and territories, including British Columbia in 2000. The FireSmart program covers a wide breadth of preventative measures, which are founded in the seven FireSmart disciplines: Education, Vegetation Management, Emergency Planning, Cross-Training, Interagency Cooperation, Legislation and Planning and Development Considerations. These seven disciplines and the guiding principles behind FireSmart can be applied at several spatial scales and are not restricted to any type of land ownership, forest type or property type. Castlegar has an active FireSmart program that is well staffed and funded to complete residential education activities.

Since Castlegar's 2020 CWPP was completed, 17 of 30 of its recommendations have been wholly or partially implemented ([Appendix A: Review of 2020 CWPP Recommendations](#)). The recommendations addressed primarily relate to delivering public FireSmart and wildfire education and prescribing and implementing proposed treatment units within municipal boundaries.

During extreme wildfire events, a study in the USA showed that up to 90% of home and structure destruction is from ember ignition.²³ Embers can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate in densities that can exceed 600 embers/m². Combustible materials found on and adjacent to homes within the 30 m the FireSmart Home Ignition Zone provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smouldering fire into contact with structures.

Because ignitability of structures and landscaping vegetation is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. For example, FireSmart homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fires.²⁴ Increasing ignition resistance would reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters.²⁵ For this reason the key to reduce eWUI fire structure loss is to reduce structure ignitability. Mitigation responsibility must be centered on the public, including homeowners and renters. Risk communication, education on the range of available activities, and prioritization of activities should help homeowners and renters to feel empowered to complete important and relatively easy risk reduction activities on their property.

²³ <https://firesmartbc.ca/why-we-focus-on-embers/>

²⁴ Cohen, J. Preventing Disaster Home Ignitability in the Wildland-urban Interface. *Journal of Forestry*. p 15 - 21.

²⁵ Calkin, D., J. Cohen, M. Finney, M. Thompson. 2014. *How risk management can prevent future wildfire disasters in the wildland-urban interface*. *Proc Natl Acad Sci U.S.A.* Jan 14; 111(2): 746-751. Accessed online 1 June 2016 at <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3896199/>.

5.1 COMMUNITY OVERVIEW

During the CWRP development, FireSmart risk and resiliency factors for different general areas or specific neighbourhoods throughout Castlegar were noted, see [Table 18](#). This incorporates field observations, the local risk assessment, and information from local government meetings and consultation including the previous Wildfire Mitigation Specialists of the City.

Table 18: FireSmart Vulnerability by Neighbourhood, Identified by Castlegar Fire Department.

Neighbourhood/Community	Vulnerability Type
Oglov Subdivision	Interface Wildfire Potential
Arrow Lakes Drive	Interface Wildfire Potential
Fairview	Interface Wildfire Potential
Blueberry	Interface Wildfire Potential Single Access Neighbourhood
Southridge Drive	Interface Wildfire Potential
Crestview Crescent	Interface Wildfire Potential
Grosvenor Place	Interface Wildfire Potential
Kinnaird Bench (area in the south-end)	Interface Wildfire Potential
Woodland Park	Single Access Neighbourhood
Dumont Street	Single Access Neighbourhood
Toba Road	Single Access Neighbourhood
Twin Rivers Phase 2 Thompson Ave.	Single Access Neighbourhood
Cone Hill Park Area	Single Access Neighbourhood

The sections to follow provide information on each FireSmart discipline. An analysis of actions that have been implemented are noted, as well as gaps identified. Each section discusses recommended actions for the City of Castlegar to pursue. Most actions are fundable through the CRI FireSmart Community Funding and Supports program.

To date, the City of Castlegar has completed several home assessments, rebates, and has several FireSmart Recognized Communities. Previously these home assessments were done by the RDCK, but the City Fire Department has been conducting them since 2024. Questionnaires from the City suggest that the community is supportive of FireSmart Programming, averaging 40 annual requests for rebates and/or home assessments. The City currently has three Wildfire Mitigation Specialists that do home assessments. There are currently four FireSmart recognized neighbourhoods in Castlegar.

In 2024, the City included new FireSmart landscaping requirements within its Community Plan, which has been in place for just over a year to date.

Table 19: FireSmart Assessments Conducted to Date in Castlegar

FireSmart Assessment Type	2018	2019	2020	2021	2022	2023	2024	2025
Assessments	15	16	20	22	26	40	35	13
Rebates	-	-	-	4	7	11	15	TBD
Neighbourhood Recognition Program	-	-	-	1	3	3	4	4

5.2 EDUCATION

Castlegar has been actively engaged in the FireSmart education program since 2022. Castlegar contracted FireSmart programming under the RDCK from 2022-2024. As of 2025, the City has taken an independent lead on the FireSmart Program. As a result, FireSmart education efforts are relatively new to the City. The Fire Department has indicated that uptake in home assessments has been good and expects the program to continue to grow in the coming years as community awareness grows and as insurance companies incorporate the completion of FireSmart activities into their home insurance policies. Other FireSmart education activities that have been completed or that are ongoing include:

- Distribution of FireSmart educational materials to residents at issuance of a Building Permit;
- FireSmart information days at schools,
- Annual social media campaign with FireSmart information, raising awareness of individual responsibility to prevent ignitions, fire danger ratings and the enforcement of fire bans,
- Community FireSmart workshops and presentations, and
- Creation of FireSmart signage at completed community fuel treatments.

To advance wildfire resiliency and community safety, the City of Castlegar can take a series of strategic actions rooted in Recommendations. #1-11. First and foremost, the City should prioritize hiring a dedicated FireSmart Coordinator and secure consistent funding to ensure this position is filled on a full time basis. This role is essential for overseeing the implementation of FireSmart initiatives, coordinating with neighbourhood committees, and acting as a liaison between municipal departments and provincial programs. The City should also actively support neighbourhood-level engagement by promoting the establishment of FireSmart Neighbourhood Recognition groups, particularly in high-priority areas such as Oglow Subdivision, Arrow Lakes Drive, Kinnaird, and Fairview. These groups should be encouraged to apply for FireSmart Neighbourhood Recognition and access funding for local mitigation efforts.

In addition Castlegar should continue investing in education and outreach. Hosting an annual FireSmart event that brings together residents, City staff, and fire officials to showcase FireSmart disciplines has been shown to strengthen community awareness and increase buy-in. Distributing educational materials—such as FireSmart brochures, lists of fire-resistant plant species, and wildfire prevention resources—should remain a consistent part of the City's communication strategy, with special attention

toward new builds in high-risk interface zones. Expanding wildfire education through partnerships with local schools and Selkirk College will ensure that the next generation is well-informed and prepared. Furthermore, integrating resources from the FireSmart BC Library Program into community hubs and outreach programs will help maintain a visible and accessible presence for wildfire awareness efforts.

Lastly, the City can improve regional coordination and public engagement by working with provincial partners like the Ministry of Transportation and Transit and BC Parks to install wildfire signage in high-traffic areas and recreation zones. A strong, visible presence—bolstered by a well-managed social media campaign during fire season—can reinforce public responsibility and compliance with fire bans. Together, these efforts represent a comprehensive, community-driven approach to wildfire resilience that will protect Castlegar’s people, homes, and natural assets into the future.

As soon as the FireSmart Program Coordinator is appointed, they should meet with the RDCK Wildfire Mitigation Specialists for Areas I and J who have significant familiarity with Castlegar to familiarize themselves with the history of FireSmart Activities in Castlegar. As all of these positions have been created within the last five years, there are likely many initial lessons learned that could be shared. RDCK Wildfire Mitigation Specialists and the FireSmart Program Coordinator for Castlegar should plan to meet regularly to review and share lessons, future successes, and failures so that the region is working together toward a more wildfire resilient future. Additionally, as FireSmart Neighbourhood Champions, part of the FireSmart Canada Neighbourhood Recognition Program, are identified they can be included in these meetings so that FireSmart information and programming opportunities are taken back into each community.

5.3 VEGETATION MANAGEMENT

As discussed in Section 4.1.2, fuel is the only aspect of the fire behavior triangle that can be realistically modified to reduce wildfire threat. Fuel or vegetation management reduces potential wildfire intensity and ember, flame, and radiant heat exposure to people, structures, and other values through manipulation of both natural and cultivated vegetation within or adjacent to the community. A well-planned vegetation management strategy can greatly increase first responder safety, fire suppression effectiveness, and reduce damage to property and to values.

Vegetation management can be accomplished through two different activities:

1. **Residential-scale FireSmart landscaping:** The removal, reduction, or conversion of flammable landscaping plants to create more fire-resistant areas in the FireSmart Immediate, Intermediate, and Extended Zones. See [Figure 7](#) below.



Figure 7: FireSmart Home Ignition Zone

2. **Fuel management treatments:** The manipulation or reduction of living or dead forest and grassland fuels to reduce the rate of spread and head fire intensity and enhance likelihood of successful suppression.

Fuel Management Units

Fuel management treatments may function as fire breaks which are linear features, at least 1 km in length, or fuel treatments for discrete areas. The intent of establishing fuel treatments is to modify fire behaviour and should be designed to keep surface fires on the ground to reduce the likelihood of more dangerous and uncontrollable crown fires. Fuel treatments can also provide anchor points to wildland fire-fighting crews for suppression activities,²⁶. The application of appropriate suppression tactics in a timely manner with sufficient resources is essential for fuel treatments to be effective – fuel treatments adjacent to a home or property should not be considered a “fire break”. Thus, to increase the efficacy of fuel treatments, FireSmart standards should be applied on nearby private properties to structures and vegetation to reduce the risk of structure ignition. To retain their effectiveness, fuel treatments require periodic maintenance including brushing, prescribed burning and surface fuel cleanup.

²⁶ BC Wildfire Service. (2022). [2022 Fuel Management Prescription Guidance](#).

Implementing fuel management treatments often requires the collaboration of various land managers as these treatment areas can span across different jurisdictions. Often, this is required for the fuel treatment to effectively connect areas of low hazard, or to be a cohesively effective area. A significant amount of public land within Castlegar’s eWUI is Crown provincial land under forest licenses. Fuel management projects on municipal land are funded and administered through the CRI FCFS program. Those on Crown provincial land are funded and administered through the BCWS Crown Land Wildfire Risk Reduction (CLWRR) Program. Castlegar will need to ensure good planning and collaboration with the Selkirk Resource District CLWRR team, forest tenure holders, adjacent local government, community groups, and BCWS to achieve higher quality, more effective, and more efficient fuel treatments. See Recommendation # 13 and 17.

Potential Treatment Units (PTUs) proposed as part of this Plan are discussed and described in [Table 23](#).

Priority levels for prescription development and treatment of each PTU is based upon a combination of site-level risks and factors that include wildfire behaviour threat, strategic location, proximity to structures and critical infrastructure, location relative to dominant fire-season wind directions and overall practicability of treatment implementation. The PTUs identified in this Plan are not a comprehensive list of all areas that qualify for management. Rather, they are selected as the highest priority areas that are practicable to implement, present a high risk to their respective communities or a strategic opportunity, and meet required funding program goals and requirements as either fuel breaks or fuel treatment areas. Overall, increasing the resilience of Castlegar’s WUI communities can only be efficiently achieved by performing residential-scale FireSmart activities on private land.

Residential-Scale FireSmart Landscaping

Several smaller, community centrally-located PTUs are proposed within this CWRP with the additional intention of providing residents with FireSmart vegetation management demonstration projects – showing them what can be done on their properties to reduce similar wildfire risks. In addition to the lack of funding, a barrier to implementing FireSmart vegetation management on private property is if there is no easy disposal process for the created vegetative debris. Table 20 lists local landfills that take yard waste. RDCK managed landfills within and adjacent to Castlegar and Grohman Narrows accept yard and garden waste for payment, but during the months of May and October there is no charge. There are free and green waste days at the Ootischenia Landfill. Despite these free months, many residents will likely rely on at-home burn piles for garden and yard waste. This means that education around the risks associated with this practice, and how to properly manage them, should be built into Castlegar’s FireSmart education program.

Table 20: Landfill Free Months Around Castlegar

Landfill Locations	Free Months	Paid Options (Outside Free Months)
Ootischenia Landfill (Castlegar)	May and October	~\$6/ pickup truck load; weight-based general fees apply

Landfill Locations	Free Months	Paid Options (Outside Free Months)
RDCK Transfer Stations (yard & garden waste)	May and October	Standard tipping fees apply (variable by site/load)
RDCK Organics Diversion (yard + food)	All year (fee-based)	\$2.75/ container (up to 3–4); \$10.60 minimum for more; \$106.50/tonne if > 100 kg; truck loads require notice

Other Residential-scale FireSmart Activities that Castlegar should continue to apply through CRI FCFS and implement include:

➤ **FireSmart Canada Neighbourhood Recognition Program**

The FireSmart Canada Neighbourhood Recognition Program is a unique approach to collaboratively reduce a neighbourhood’s risk to wildfire through education and events. It is run provincially through FireSmart BC and facilitated locally by both the City and the RDCK. It is a grassroots, volunteer run program that is assisted by trained Wildfire Mitigation Specialists. It is a small-scale approach for neighbourhoods consisting of 5-50 homes, with the intent to implement achievable FireSmart goals. Mitigation projects can be small and simple, or complex and extensive, ranging from individual owners doing around home clean-ups, to community hand treatments on common and private land near critical infrastructure. Castlegar has recruited and guided communities into this program and should continue to do so. Communities within Castlegar that have been recognized through this program include Stellar Place, Sandalwood Court, and Lindmar Estates (2021-2022).²⁷

➤ **FireSmart Rebate Program**

To aid in residential-scale vegetation management and structure improvements, this program allows for residents that have had a completed FireSmart assessment to receive a rebate based on the amount spent on work completed to lower risk identified in their assessment. Starting with the 2024 CRI FCFS program, the eligible amount of rebate per property is now \$5,000. In 2024 alone, \$75,000 worth of rebates were distributed in Castlegar.

Recommendations #12-19 focus on enhancing wildfire prevention and fuel management strategies within the City of Castlegar and its surrounding areas. Key actions include securing funding to develop fuel management for high-priority PTUs and collaborating with regional stakeholders such as the RDCK, MOF, and utility providers to prioritize treatment of adjacent Crown lands and create defensible spaces, especially around critical infrastructure like substations and the Lucas Road Water System. These efforts

²⁷<https://castlegar.ca/2022/09/07/two-castlegar-neighbourhoods-receive-national-firesmart-recognition/>

aim to reduce wildfire risk through targeted fuel treatment prescriptions and improved inter-agency cooperation.

Community involvement and ongoing maintenance also play a critical role. The City is encouraged to host an annual spring chipping event to help residents manage vegetation on private property and to maintain regular mowing of road edges during the summer. Additionally, there are opportunities to explore prescribed or cultural burns within city limits, fostering multi-agency collaboration and training. Regular assessments of utility corridors for fire hazards are recommended to ensure consistent mitigation. Many of these actions build on previous wildfire protection planning efforts, highlighting a commitment to continuity and long-term resilience.

5.4 EMERGENCY PLANNING

Local government and community preparations for a wildfire emergency are very important. Plans, mutual aid agreements, resources, training, and emergency communications systems make for effective wildfire response. Castlegar's Emergency Management Program conducts tabletop exercises yearly with staff, and responds to emergencies involving evacuations almost yearly.

Recommendations #20-23 focus on enhancing the City of Castlegar's preparedness and response capabilities in the event of a wildfire or other major disaster, with a strong emphasis on evacuation planning. One of the key actions is to update the City's Evacuation Plan to explicitly account for wildfire scenarios (Recommendation #20), addressing a gap identified in previous assessments. This update should incorporate lessons from past events, such as the 2021 Merry Creek Fire, by reviewing and integrating findings from relevant reports like "Merry Creek Wildfire – Lessons Learned". See Recommendation #22.

In a wildfire emergency that requires evacuation, Castlegar has limited access and egress routes depending on where the ignition occurs. On the City's website there is an [Evacuation Preparedness Document](#) and guidebook. [The Castlegar Emergency Preparedness Guidebook](#) should include evacuation route plans for the community so that community members are aware of their designated egress routes as well for city planning purposes. This document should be attached to Castlegar's Emergency Response Plan (ERP) and encouragement of the identification and maintenance of public access points for the city is recommended in the event of forest fire, spills, slides, and other disasters.

Clear, consistent and timely communication during an emergency event and evacuation are integral to the prevention of loss of life and property. Castlegar has upgraded to a new notification system for emergency alerts and water advisories powered by "Castlegar's Voyant Alert!". Downloadable as an app to a smart phone, the user can receive a detailed map of the affected area. The system also supports text messaging, emails, or landline calls. Castlegar should promote this notification to residents as much as possible.

Much of Castlegar's eWUI is only accessible by roads through private property. This is a significant constraint to wildfire first responders as those road conditions are largely unknown. This constraint should also be recognized in Castlegar's Emergency Response Plan by encouraging that private roads that access forest lands be of adequate design to allow for the safe movement of emergency and fire-fighting equipment. Access by emergency responders to the eWUI is important for defending communities from eWUI fire events as well as aiding in fuel treatment implementation.

Additionally, during field assessments and in meeting with local government and first responders it was noted that there is a pervasive lack of visible, reflective addresses for properties within Castlegar. Addresses are one of the most common forms of providing first responders directions of where to respond to. This issue should be addressed in the City's Street Naming and Addressing Bylaw and marketed made to the public with examples and options of proper signage.

A coordinated regional approach is emphasized, with a recommendation for the City's Emergency Program Coordinator to collaborate closely with the RDCK on a unified evacuation strategy (Recommendation #21). This includes ensuring effective, rapid communication with the public during emergencies. Furthermore, the development of an early evacuation notification system is recommended, particularly one that includes protocols for heavy industry to safely manage shutdown procedures (Recommendation #23). Collectively, these recommendations aim to strengthen local emergency planning through improved coordination, communication, and integration of past experiences.

5.4.1 PRE-INCIDENT PLAN

A pre-incident plan is a compilation of essential fire management information needed to save time during fire suppression operations. During a busy wildfire season, Provincial resources are often stretched thin, and any information that local governments can provide to BCWS crews is helpful. A pre-incident plan could be developed and tested using tabletop simulations, and if necessary, revised prior to every fire season. BCWS should be involved in this process to ensure that any mapping done as part of the pre-incident plan or Fire Management Planning process is not unnecessarily duplicated.



Figure 8. A pre-incident planning checklist that can be used to help develop a pre-incident wildfire suppression plan and maps.

Castlegar could also consider developing local daily action guidelines based on expected wildfire conditions. Table 21 below provides a template that can be tailored specifically to the Castlegar, outlining actions staff can take as fire danger levels change throughout the fire season.

Table 21: Example of a Wildfire Response Preparedness Condition Guide

FIRE DANGER LEVEL	ACTION GUIDELINES
LOW	All City staff on normal shifts.
MODERATE	- All City staff on normal shifts. - Information gathering and dissemination through Castlegar's CFRC.
HIGH	- All City staff on normal shifts. - Regional fire situation evaluated. - Daily fire behavior advisory issued. - Wildland fire-trained City/District staff and EOC staff notified of Fire Danger Level. - Establish weekly communications with CFRC.
EXTREME	- Daily fire behavior advisory issued. - Regional fire situation evaluated. - EOC staff considered for stand-by. - Wildfire Incident Command Team members considered for stand-by/extended shifts. - Designated City/District staff: water tender and heavy machinery operators, arborists may be considered for stand-by/extended shifts. - Consider initiating Natural Area closures to align with regional situation. - Provide regular updates to media / City/District staff on fire situation. - Update public websites and RDCK social media as new information changes.
FIRE(S) ONGOING	- All conditions apply as for 'Extreme' (regardless of actual fire danger rating). - Mobilize EOC support if evacuation is possible, or fire event requires additional support. - Mobilize Wildfire Incident Command Team under the direction of the EOC/Fire Chiefs. - Implement Evacuation Alerts and Orders based on fire behavior prediction and under the direction of the EOC/Fire Chief.

This table is an example taken from FireSmart Community Funding and Supports 2025 CWRP Supplemental Instruction Guide.

Emergency planning also includes the recovery from an emergency. As discussed in Section 3.3.1, having secondary power sources for critical infrastructure is important to reduce community vulnerability in the event of an emergency that cuts power for days, or even weeks.

Table 22: List of Critical Infrastructure with Known Secondary Power Sources

Critical Infrastructure	Secondary Power Source
Castlegar Fire Department – Main Hall	Natural Gas
Meadowlark Pump House	Diesel
Park Pump House	Diesel

Critical Infrastructure	Secondary Power Source
City of Castlegar South Wastewater Treatment Plant	Diesel
Arrow Lakes Pump House	2 Electrical Power Sources
West Kootenay Regional Airport	Diesel
Castlegar and District Community Health Centre	Diesel
All Sewage List Stations	Diesel

5.5 CROSS-TRAINING

5.5.1 FIRE DEPARTMENT TRAINING

All staff and agency partners who are expected to participate in the development and implementation of this plan, or participate in a wildfire response and recovery, should be appropriately trained. This includes the City's Emergency Management staff, other municipal staff that could play a role in the City's Emergency Operations Center (EOC), and Castlegar Fire Response Area Fire Departments. Training opportunities include:

- Basic Wildland Fire Suppression and Safety
- Incident Command System
- FireSmart 101
- FireSmart Local FireSmart Representative (LFR)
- FireSmart Community Champion
- FireSmart Home Partners Wildfire Mitigation Specialist (WMS)
- Post-Wildfire Reclamation and Recovery
- Post-Wildfire Structure Damage Assessment
- BC Structure Protection Program (WSPP-115)

Regular in-person cross-training between agencies is imperative for familiarization with each other's equipment and to address any incompatibilities. Castlegar Fire Department noted that they have participated in BCWS training but there was no mention of scheduled annual cross-training conducted with BCWS staff. All Castlegar Fire Department members are trained in the BCWS certified WFF1 course for structural firefighters. Additionally, ten members have their SPP-115 sprinkler course, seven members have their Engine Boss certification, and four members have their Task Force Leader certification. These are all BCWS certified courses. Additionally, the Castlegar Fire Department was host to an Engine Boss Course and the SPP-1115 course in the spring of 2025. The Department has wildland and forestry specific equipment, but this has not been reviewed by BCWS, as there is no standard requirements for municipal equipment.

Annual cross-training with BCWS and other relevant agencies is a priority to improve coordination and operational efficiency during WUI fire events. Recommendation #25 includes identifying opportunities for prescribed burns, which serve not only as valuable cross-training exercises but also as educational tools to reinforce best practices in fire management. This ongoing inter-agency collaboration is essential for building strong working relationships and ensuring a unified approach to wildfire response.

5.5.2 FIRE DEPARTMENT RESOURCES

Recommendation #24 states the importance of the Castlegar Fire Department maintaining a high level of wildland-specific training and equipment. From interviews with the Acting Fire Chief, it was noted that the following equipment is presently available at the Castlegar Fire Hall:

- Engine 2 1050 IGPM, structural Type 1 Engine
- Engine 1 1050 IGPM, structural Type 1 Engine
- Ladder 1 1750 IGPM, structural Type 1 Engine
- Rescue 1 1250 IGPM, structural Type 3 Engine
- UTV Can am Defender Max with a wildland skid unit. 70-gallon tank
- 2023 Ford F350 with wildland skid unit 160-gallon tank Type 7 Engine
- 2014 Dodge 1500 Command Vehicle
- 2020 Ford Interceptor Explorer Command Vehicle

Additionally, this is the wildfire specific equipment available to municipal firefighters:

- Two portable pumps
- 5 5-gallon water packs
- 2500 feet of 1 ½ forestry hose QC. 25 hoses
- 1000 feet of 19mm Econoline forestry hose. 20 hoses.
- 35 FR Coveralls
- 35 wildland helmets and gloves

Water is the most important resource for fighting wildland and structure fires. Detailed in Section 3.3.2, Castlegar has a well-equipped fire hydrant system usable by the fire department, apart from Lucas Road. Natural water sources are a valuable source of water that can be used for wildfire fighting, especially during summer drought conditions. The Kootenay River has water available year-round but drafting from the river can be tricky.

The entire water supply for the City of Castlegar is on Mercer Celgar property. This water pump is among the most important critical infrastructure for the City. The City of Castlegar is currently investigating a secondary source, but this is still underway. In the interim, high priority must be given to cross

collaboration between the City of Castlegar and Mercer Celgar to ensure that ERPs are shared and up to date. Recommendation #29 and 33 address this.

Valuable training through experience can be acquired from being deployed to wildfires. Castlegar Fire Department has responded to some local wildfires with BCWS in the past and effort should continue toward building capacity to support cross jurisdiction response in the future.

5.6 INTERAGENCY COOPERATION

The formation of a quarterly FireSmart Committee (Recommendation #27) aims to ensure regional representation and context-specific planning, while improved coordination with utility providers (Recommendation #28) is vital for ongoing maintenance and risk assessments of infrastructure. Continued mutual aid agreements and expanded joint training opportunities (Recommendation #29) are also encouraged to enhance wildfire response capacity across jurisdictional boundaries. Together, these steps support a more resilient and integrated approach to wildfire risk reduction in the region.

The goal of interagency cooperation is to approach wildfire resilience through a collaborative, multi-agency approach. This increases the ability of local governments to plan and respond to emergencies effectively. Cooperation and communication are especially critical for Castlegar as there are multiple jurisdictions side-by-side including RDCK Electoral Areas I and J, as well as multiple land managers including BC Timber Sales, Mercer Celgar, Interfor, Kalesnikoff and Columbia Power Corporation, among others. Landscape-level fire resilience can best be achieved through planning for resilience across jurisdictional boundaries. Engagement can be formal or informal and can take place through existing communication channels or stand-alone committees.

The City of Castlegar hosts a Community FireSmart Resiliency Committee (CFRC) which meets quarterly to coordinate cross-jurisdictional FireSmart and fuel mitigation planning within Castlegar and surrounding RDCK electoral areas (see Appendix E: Community FireSmart Resiliency Committee). A suggestion would be for the Castlegar Fire Chiefs to meet with all mutual aid agreement staff to discuss the CWRP and relevant agreements. This would be inclusive of existing mutual aid agreements that Castlegar has with BCWS and the RDCK Fire Service.

When planning and implementing forest harvesting and fuel management treatments in the community and in adjacent forest tenures, a high-level tracking and communication of fuel treatments needs to occur. Land managers should work with adjacent or overlapping jurisdictions to identify fuel breaks. The CFRC is a great venue to accomplish this in Castlegar.

As discussed in Section 3.3.1, transmission lines can provide excellent fuel breaks and access for first responders in the event of a wildfire – if the vegetation in them is regularly managed and kept in a low-hazard state. They can also be the source of fire ignitions – trees and other vegetation encroaching onto power lines can be ignition sources. Highways and rail lines can also provide excellent fuel breaks if the vegetation in them is regularly managed and kept in a low-hazard state. If not, they can act as wicks

moving fire along them, or ignition sources for fires from burning cars, cigarette butts, sparks, and other means. Additionally, highways are a main access/egress route during an emergency – these routes should be kept at as low a state of risk as possible.

Recommendations #26-29 underscore the importance of fostering collaboration and coordination in managing wildfire risks across the City of Castlegar and its surrounding areas. A central element of this approach is the active engagement of Indigenous communities (Recommendation #26), ensuring that their rights and stewardship responsibilities are integral to the process. This collaborative effort extends to supporting Indigenous-led Forest practices, such as cultural burning and vegetation management, which play a vital role in sustainable wildfire mitigation and broader community resilience.

5.7 LEGISLATION AND PLANNING

Legislation and planning regulation are effective tools to reduce wildfire risk. FireSmart activities on private land, close to residences are among the the most effective strategies towards homes and structures surviving a wildfire event. Two of the most common types of legislation and planning to address wildfire risk is through Wildfire Hazard Development Permit Areas (DPAs) and Open Burning Bylaws.

Section 2.2 outlines the local plans and bylaws currently in place to support wildfire resilience in Castlegar. The City’s Community Plan Bylaw 1427 (2024) integrates FireSmart development policies at the heart of all future building guidelines in the city. While there is no DPA specifically for wildfire, the OCP emphasizes wildfire risk reduction as a central element. DPAs are intended to ensure new developments align with the policies set forth in the OCP, including adherence to Provincial and National FireSmart standards.

Recommendations #30-31 emphasize the importance of ongoing wildfire risk management and local government responsibility in fire regulation. Recommendation #30 highlights the need for the CWRP to be treated as a dynamic, living document. It should be reviewed and amended as needed, with a formal update every five years. This ensures the plan remains current and responsive to evolving wildfire risks, carrying forward the approach from the 2020 Community Wildfire Protection Plan.

Recommendation #31 focuses on the development or amendment of local bylaws to regulate aspects of open fire that fall under the jurisdiction of local governments, as outlined in the *Wildfire Act*. This step aims to strengthen local authority and legal clarity in managing fire risks, supporting broader wildfire prevention and community safety efforts.

5.8 DEVELOPMENT CONSIDERATIONS

New developments within Castlegar should be designed to minimize wildfire hazard and contribute to the fire safety of the neighbourhood, thus limiting property damage should a wildfire occur. DPAs can incorporate a variety of FireSmart construction and landscaping principles to achieve the level of risk reduction acceptable by the community and local government. However, three key principles have been proven to provide the greatest risk reduction and should be seriously considered²⁸ :

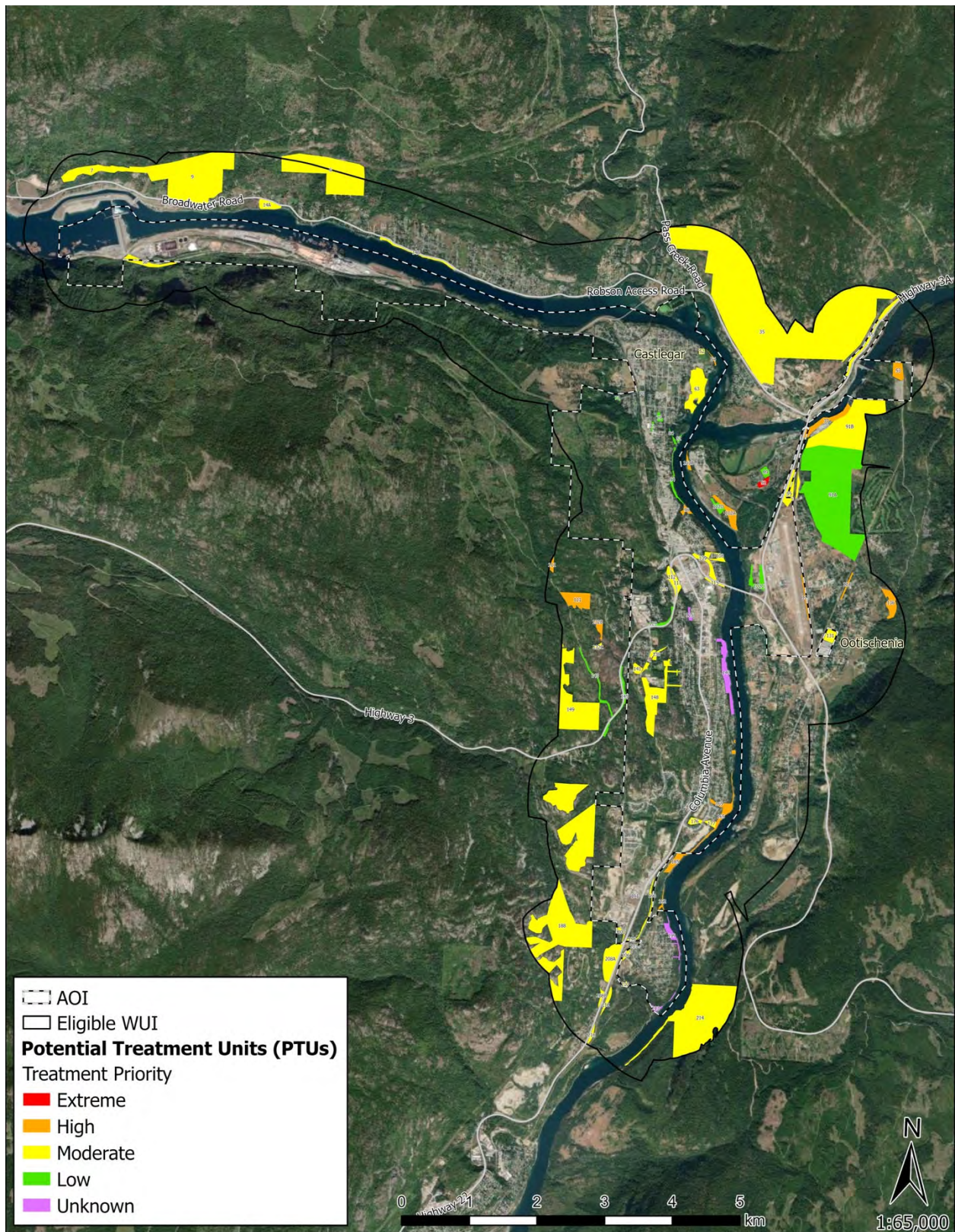
- Creating a 1.5 metre non-combustible zone (inclusive of vegetation considerations) surrounding the structure.
- Installing fire-resistant roofing.
- Installing fire-resistant structure siding.

Water is the most important resource for fighting wildland and structure fires. As such, policies regarding regular access points for fire trucks to known water sources along the Columbia and sections of the Kootenay River (by the Brilliant Dam) should be identified and included in Castlegar's OCP. Recommendations #32-33 emphasize the importance of maintaining and enhancing water infrastructure to support wildfire resilience in high-risk areas. Recommendation #32 calls for the continued requirement that all new fire hydrant systems in developing areas be designed to support adjacent high-risk wildland-urban interface zones. This ensures that firefighting capabilities are not limited by inadequate infrastructure as new developments emerge.

Part of development considerations is ensuring that all critical infrastructure (described in Section 3.3) is constructed or brought up to a high FireSmart standard. Performing FireSmart Critical Infrastructure Assessments on those infrastructures that have not been assessed will identify which are most at risk to wildfire, and what mitigation activities should be performed to reduce those risks. Additionally, including a policy in the OCP stating that all municipal structures are built, landscaped and maintained to FireSmart standards ensures these structures are wildfire resilient and provides an example of FireSmart construction and landscaping to the public.

Recommendation #33 highlights the need for ongoing collaboration between the City and Mercer Celgar to secure water availability during wildfire events. This includes analyzing current and future water supply needs for firefighting, as well as ensuring that critical water systems can function effectively during power outages. These measures are vital for safeguarding both industrial and residential areas from wildfire threats.

²⁸ As noted in FireSmart™ BC's recently published "An examination of the Lytton, BC wildland-urban fire destruction" document and additionally detailed and discussed in the National Research Council's "National Guide for Wildland-Urban Interface Fires".



Map 11: Overview map of proposed Potential Fuel Treatment Units within Castlegar's eWUI.

Table 23: Summary of Proposed Fuel Treatment Units for Castlegar’s CWRP.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
92	Brilliant	Extreme	1.5	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Agency	no	Composed densely stocked C3 pine leading stands with moderate surface fuel loading. Treatment should target the removal of understory stems, surface fuel reduction and pruning of overstory retained trees. Manual thin is recommended. Residences and private land are present to the east of the unit. Treat to reduce wildfire threat within the eWUI adjacent to private property.
53	Thrums	High	3.7	Water License Linear Feature, Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Provincial	yes	A C3 dominated fuel type with mature overstory and dense ladder fuels which integrate into the overstory canopy. A commercial thin treatment regime may be considered, removing smaller diameter stems, however the unit has high recreation values, but it is small in size and therefore a manual thin treatment may be better suited. This PTU ties into a recreation trail to the west and to previous treatments. Utility infrastructure is present to the south and east of the PTU.
54	Brilliant	High	0.4	Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial, Untitled Provincial	yes	Coniferous leading stand with a C3 fuel type dominated by lodgepole pine. Significant fuel loading from dead and downed trees should be targeted for manual, hand thinning. This area is steep with minimal access points for treatment. Treatment plans should identify all viable access to ensure safe work activities working about the Columbia River.
77	Brilliant	High	6.2	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Provincial	straddles	A C3 to C7 fuel type with PI and Fd leading tree species. Forest health considerations and dense immature conifer ingress elevate the wildfire threat within this PTU. Treatment should target the removal of immature understory conifers to reduce ladder fuels, surface fuel disposal through pile burning and pruning of retained overstory trees. The TransCanada Trail travels through the PTU. Treatment will protect the highway corridor as an access/egress feature, as well as protect Brilliant Dam and Suspension Bridge.
98	Brilliant	High	1.1	Streams, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	yes	A C4 leading fuel type with dense immature PI and Fd ladder fuels. A manual thin treatment regime targeting dense understory and surface fuel removal is recommended. Municipal water treatment facility infrastructure exists, and private homes are within 50 m of the PTU. This unit has high potential to exhibit FireSmart techniques.
111	Castlegar	High	1.1	Streams, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial, Castlegar Tactical Plan FTU	no	A coniferous, pine leading stand with low to moderate surface fuel loading throughout. Treatment should largely target the removal of dead and dying PI understory, and prune retained overstory. Ample road access exists throughout the unit. All healthy Pw should be retained. Homes and private land exist to the east, and the West Kootenay Regional Airport is located to the west.
113	Ootischenia	High	1.9	Ungulate Winter Range, Scenic Areas, Crown Agency	yes	Fuel treatment should prioritize removal of understory and immature Hw and Cw as well as pile and burn surface fuels. Access to the unit is via Merry Creek FSR.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
114	Ootischenia	High	0.9	Water License Linear Feature, Ungulate Winter Range, Crown Tenures, Scenic Areas	no	A coniferous, PI leading stand with low to moderate surface fuel loading throughout. Fuel types are largely C3 in PI leading areas intermixed with O-1a/b with herbaceous shrub, moss and herb vegetation. Treatment should target understory removal, pruning of retained trees, and surface fuel reduction.
121	Castlegar	High	8.3	Water License Linear Feature, Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Castlegar Tactical Plan FTU, Kalesnikoff Planned Blocks	no	Identified within the 2022 Castlegar Tactical Plan within C-FTU-02, this area has been identified by Kalesnikoff Lumber for proposed harvest activities to support WRR objectives. Any treatment planning in this unit should be conducted in collaboration with Selkirk Natural Resource District staff and Kalesnikoff Lumber.
136	Ootischenia	High	5.2	Streams, Water License Linear Feature, Ungulate Winter Range, Crown Tenures, OGMA - Non-Legal, Scenic Areas, Crown Provincial, Crown Agency, WRR Planned Units	no	This PTU ties into existing walking trail to the south and the east along a well-defined slope break and adjacent creek draw. Ample road access for manual thin crews or mechanical harvesting equipment. Potential for merchantable volume to be removed, removing PI up to 30 cm DBH, retaining Py, Fd, and Pw.
165	Blueberry Creek	High	4.5	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial, Untitled Provincial	yes	Coniferous leading stand with a C3 fuel type dominated by lodgepole pine. Significant fuel loading from dead and downed trees should be targeted for manual, hand thinning. This area is steep with minimal access points for treatment. Treatment plans should identify all viable access to ensure safe work activities working about the Columbia River.
169	Blueberry Creek	High	1.4	Streams, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	yes	Coniferous leading stand with a C3 fuel type dominated by PI. Significant fuel loading from dead and downed trees should be targeted for manual, hand thinning techniques. Private land and residences are located adjacent to the subunit boundary, elevating the need for treatment.
185	Blueberry Creek	High	3.1	Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Untitled Provincial	straddle	Coniferous leading stand with a C3 fuel type dominated by PI. Significant fuel loading from dead and downed trees should be targeted for manual, hand thinning. This area is steep with minimal access points for treatment. Treatment plans should identify all viable access to ensure safe work activities working about the Columbia River. Treatment unit boundaries should tie into low threat deciduous leading fuel types to the south. Located outside of the municipal boundary.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
192	Blueberry Creek	High	0.6	Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	no	PI leading stand that would benefit from immature thinning and dead standing removal. Limited access.
102A	Brilliant	High	4.8	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Agency	no	West facing, Sloped Py leading area with heavy needle cast from Py. PTU is designed to tie into previous treatments conducted by Selkirk college and trail networks.
102B	Brilliant	High	0.8	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Provincial, Crown Agency	no	PTU targets dense C-4 fuel types, Fd Ingress along trail network from Selkirk College parking lot. PTU also targets a C-5 Py leading stand where FireSmart activities should be considered around Selkirk college buildings.
132B	Ootischenia	High	1.9	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Castlegar Tactical Plan FTU	no	Identified within the 2022 Castlegar Tactical Plan within C-FTU-02, this area has been identified by Kalesnikoff Lumber for proposed harvest activities to support WRR objectives. Any treatment planning in this unit should be conducted in collaboration with Selkirk Natural Resource District staff and Kalesnikoff Lumber.
70	Castlegar	Low	0.1	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Unclassified Crown Land	yes	Largely deciduous leading stand, having a 'low' predicted wildfire behavior, this area supports a manual surface fuel treatment regime where chipping may be the main debris disposal method. Crown land located within the municipal boundary.
71	Castlegar	Low	0.4	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A coniferous leading stand located largely on municipally owned land, this unit will benefit from a manual thin, with surface fuel reduction through pile burning and chipping.
79	Castlegar	Low	0.7	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A coniferous leading stand located largely on municipally owned land and crown land, this unit will benefit from a manual thin, with surface fuel reduction through a combination of pile burning and chipping.
81	Castlegar	Low	0.4	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Crown Agency	yes	A coniferous leading stand located largely on municipally owned land and crown land, this unit will benefit from a manual thin, with surface fuel reduction through a combination of pile burning and chipping.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
82	Castlegar	Low	0.4	Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	yes	A coniferous leading stand located largely crown land, this area has been previously treated and should be assessed within 5 years for further treatment. The stand shows signs of forest health concerns and should be monitored as a result.
84	Castlegar	Low	0.5	Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial	yes	A coniferous leading stand located largely on municipally owned land and crown land, this unit will benefit from a manual thin, with surface fuel reduction through a combination of pile burning and chipping. Treatment should target the removal of dead PI understory.
89	Brilliant	Low	1.5	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Agency	no	Largely dominated by M1/2 fuel types with 30% conifer. Located on crown land outside of the existing municipal boundary.
94	Castlegar	Low	1.6	Streams, Water License Linear Feature, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial, Unclassified Crown Land	yes	Located on crown land within municipal boundaries, this unit has poor access to properly assess the forest conditions. Based on visual assessments from across the river at Selkirk College suggest the area contains steep slopes, poor access but values at risk are directly above. The stand is largely coniferous leading and should be further assessed on the ground.
129	Ootischenia	Low	1.3	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	Located on crown land and municipally owned land within municipal boundaries, this unit is largely deciduous with moderate surface fuel loading, and a dominant ladder fuel of herbaceous shrubs lending to its low wildfire threat. Treatment of removing understory stems, and surface fuel loading may be beneficial for adjacent homeowners and improve access/egress routes along highway rights of way.
143	Blueberry Creek	Low	2.7	Water License Linear Feature, Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Untitled Provincial, Castlegar Tactical Plan FTU	no	Located on crown land, and outside of the municipal boundary, this unit captures the forested area between Merry Creek FSR and private land. Consultation with Selkirk Natural Resource District Staff and Kalesnikoff Lumber, is recommended. Treatment may include mechanical removal of forest fuels along road edge to serve as a fuel break
145	Blueberry Creek	Low	2.6	Streams, Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	no	Located on crown land, and outside of the municipal boundary, this unit captures the forested area between HWY3 and private land. Consultation with Selkirk Natural Resource District Staff and Kalesnikoff Lumber, is recommended. Treatment may include mechanical removal of forest fuels along road edge to serve as a fuel break to homes and the Kinnaird neighborhood.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
213	Blueberry Creek	Low	0.9	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	no	Access is restricted to the unit, reducing the opportunity to assess and treat this unit, thereby reducing its priority for treatment. Based on visual observations from the Bombi Highway, manual thin is suggested to target removal of dense PI stand, removing dead and declining stems.
214	Blueberry Creek	Low	69.7	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, OGMA - Non-Legal, Scenic Areas, Untitled Provincial	no	Access is restricted to the unit, reducing the opportunity to assess and treat this unit, thereby reducing its priority for treatment. Based on visual observations from the Bombi Highway, manual thin is suggested to target removal of dense PI stand, removing dead and declining stems.
102C	Ootischenia	Low	3.9	Water License Linear Feature, Ungulate Winter Range, Scenic Areas	yes	PTU targets mid-slope bench adjacent to Doukhobor Discovery Center and SPCA. Treatment should target pruning overstory, thin understory, remove debris from powerline maintenance. Treatment should tie into slop break.
102D	Brilliant	Low	1.8	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Agency	no	C-3 fuel type situated on fluvial bench. PTU designed to reduce ember cast and ignitions around Selkirk College. Consult Selkirk on treatment regime.
91A	Ootischenia	Low	102.5	Spring, Water Licensed Works Point Features, Water License Linear Feature, Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Provincial, WRR Planned Units	no	Dominant fuel type is D1/2 (herbaceous shrub community) with C-7 (Py, Fd) interspersed throughout. This area has been identified under the RDCK Area J CWRP, and a portion of the PTU has been treated through the Selkirk District WRR program. The Dove Hill area captured by this PTU may be eligible for fuel treatment to prepare for a prescribed burn for wildfire risk reduction and ecosystem restoration objectives.
6	Robson	Moderate	45.0	Streams, Spring, Water Licensed Works Point Features, Water License Linear Feature, Ungulate Winter Range, Crown Tenures, Scenic Areas, Unstable or Potentially Unstable Slope, Crown Provincial, Crown Agency, Castlegar Tactical Plan FTU, Castlegar Tactical Plan AMU	no	A C3 fuel type, dominated by Cw and Fd leading overstory, with M-1/2 areas, particularly adjacent to riparian features. A private land driveway intersects the PTU and should be further reviewed prior to implementation. An effort has been made to anchor this PTU to access features. Collaboration with Selkirk Natural Resource District staff and Kalesnikoff Lumber is recommended.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
7	Robson	Moderate	10.5	Streams, Ungulate Winter Range, Crown Tenures, Unstable or Potentially Unstable Slope, Castlegar Tactical Plan FTU	no	Densely stocked conifer forest with low crown base height on Fd overstory along Rialto FSR. Treatment activities may include mechanical thinning along the FSR to provide a tactical fuel break to the Robson community. Transmission lines intersect the northern boundary of this unit.
9	Robson	Moderate	66.4	Streams, Water License Linear Feature, Ungulate Winter Range, Crown Tenures, Scenic Areas, Unstable or Potentially Unstable Slope, Crown Provincial, Crown Agency, CPC Proposed Treatment Unit, Castlegar Tactical Plan FTU, Kalesnikoff Planned Blocks	no	A C7 dominant fuel type, with Lw and Fd dominated overstory composition. This PTU should be planned in collaboration with Kalesnikoff Lumber, Columbia Power and the Selkirk Natural Resource District staff. Sanctioned recreation trails exist within the unit and recreation clubs should also be consulted.
35	Brilliant	Moderate	261.1	Streams, Spring, Water License Linear Feature, Ungulate Winter Range, Crown Tenures, OGMA - Non-Legal, Old Growth Forest, Scenic Areas, Crown Provincial, Crown Agency	no	A C7 and M1/2 dominant stand with mature Lw, Fd, Pl overstory. Significant herbaceous shrub community is present throughout the unit. Fuel management treatment activities may be identified at small scale within the PTU, however this PTU has been created to identify the need for prescribed fire within this ecosystem. Collaboration with regional ecologists, Selkirk Natural Resource District staff, recreation users, Kalesnikoff Lumber and Columbia Power are recommended.
36	Robson	Moderate	4.6	Streams, Water License Linear Feature, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Unstable or Potentially Unstable Slope, Unclassified Crown Land, Untitled Provincial	straddle	M1/2 fuel type with 60% coniferous overstory composition. Situated upslope to the sewage treatment plant and the Mercer Celgar mill, many opportunities exist to collaborate with Selkirk Natural Resource Staff, BCTS, Mercer, Interfor, and Kalesnikoff on treatment unit planning, access, and treatment activities.
45	Brilliant	Moderate	6.4	Streams, Ungulate Winter Range, OGMA - Non-Legal, Scenic Areas	straddle	A C7 stand dominated by Fd, Lw, Pl, and herbaceous shrub. The PTU lies next to the HWY3A and the Brilliant Expansion Generating Station. Treatment may include manual thin, surface fuel reduction pruning and hazard tree removal. Collaboration with Selkirk Natural Resource District Staff, MOTT, and BCTS will be needed. Access to the unit is via Terrace Road.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
52	Brilliant	Moderate	0.7	Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	yes	Located on Municipal Land, this PTU shares WTA plot 63 with PTU52, 54, and 43. This is a mix-wood leading stand with pockets of C4 densely stocked immature PI and Fd ingress. Treatment should target the removal of dead and declining stems, and areas may allow for mechanical support for debris disposal. Given the proximity to Millenium Park and public access, this may be a good opportunity for public education on FireSmart techniques.
63	Brilliant	Moderate	11.9	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Untitled Provincial	yes	Located on Municipal Land, this PTU shares WTA plot 63 with PTU52, 54, and 43. This is a mix wood leading stand with pockets of C4 densely stocked immature PI and Fd ingress. Treatment should target the removal of dead and declining stems, and areas may allow for mechanical support for debris disposal. Given the proximity to Millenium Park and public access, this may be a good opportunity for public education on FireSmart techniques.
95	Brilliant	Moderate	6.1	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Agency	no	PTU 95 targets a moderate to densely stocked (PL and Pw) C3 fuel type with light surface fuel loading. To the west the unit abuts highway 3A and to the east, Ootischenia Road. Treatment should largely target the removal of dead and dying PI understory, and prune retained overstory. Retain all healthy Pw. Lots of road access throughout the unit. Residences and private land are situated to the east, and upslope of the unit.
108	Ootischenia	Moderate	2.0	Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Unclassified Crown Land	yes	A C3 Fd leading stand surrounding South Castlegar Wastewater Treatment facility. Treatment should focus on understory stem removal, pruning and surface fuel reduction, thereby increasing the crown base height within the stand.
109	Ootischenia	Moderate	2.8	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A C5 Fd leading stand located within the right-of-way and vegetated corridor next to railway tracks. Treatment should consider manual thin of conifer stems and reducing surface fuel and ladder fuels. Hazard tree removal may be necessary to reduce tree strike potential to adjacent powerlines and railway infrastructure. Collaboration with the rail provider will be needed.
112	Ootischenia	Moderate	2.1	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A C7 mature Lw, Fd leading overstory stand with herbaceous and shrub dominated surface fuel. Areas with understory conifer should be targeted for removal using manual thin treatment strategies. Treatment is designed to improve tactical response and access/egress along Highway 3. Kinnaird Elementary school is located to the east of the unit. Collaboration with MOTT on access, and proximity to Highway 3.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
115	Ootischenia	Moderate	0.8	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A C7, Fd, PI and Py leading unit situated on the south of Highway 3, to the west of Kinnaird Bridge. Vehicle and foot access to the unit should be from the Community Center. Treatment should consider manual thin to remove forest fuels. Prescribe fire may be considered to create joint agency training opportunities and for maintenance accumulated surface fuels. Adjacent values are Highway 3 as an egress route, and the Castlegar & District Recreation Centre to the south.
117	Ootischenia	Moderate	1.6	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A C7 mature Lw, Fd leading overstory stand with herbaceous and shrub dominated surface fuel. Areas with understory conifer should be targeted for removal using manual thin treatment strategies. Treatment is designed to improve tactical response and access/egress along Highway 3. Private land and homes are located to the west and upslope of the unit. Collaboration with MOTT on access, and proximity to Highway 3.
118	Ootischenia	Moderate	0.1	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	Largely dominated by C5 Fd, Lw and Hw overstory species. Located on municipal land, access to the PTU is via Crestview Crescent. Homes are located to the East, West and South of the unit. Treatment should be a manual thin understory targeting dead standing trees and conifers up to 20 cm DBH.
128	Ootischenia	Moderate	5.4	Water License Linear Feature, Ungulate Winter Range, Scenic Areas	yes	Collaboration with BCWS and Fire Department. Investigate if Invasive species are present. Consider burn plan development with Fire Department staff.
131	Ootischenia	Moderate	3.0	Water License Linear Feature, Ungulate Winter Range, Scenic Areas	yes	A C5/C3 leading fuel type with areas of D1/2 intermixed. Treatment should target densely stocked patches of C3 and C5. PTU ties into Ootischenia road and Columbia Road and is next to Fortis BC substation and local office.
138	Ootischenia	Moderate	1.4	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A C5 Lw, Cw, Hw and Fd leading stand, accessed via 24th street. The treatment unit is targeting vegetated fuels adjacent to 24th street, to improve egress routes in the event of an evacuation due to wildfire. Private homes and public road found to the north of the Kinnaird Elementary School.
141	Ootischenia	Moderate	2.2	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	A C7 fuel type with a mixed conifer stand of Lw, Cw, Hw, and Fd. Treatment should be a manual thin, remove surface and ladder fuels. The unit is next to Kinnaird School, homes to the north, and to enhance 14th Avenue as a potential evacuation route for students and staff from the school. This PTU is located on municipal land.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
148	Ootischenia	Moderate	17.7	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Unclassified Crown Land	yes	A large contiguous forest directly to the south of Kinnaird School and Park. Treatment should be a manual thin to target immature conifers, surface fuel and ladder fuels. This PTU is located on municipal land.
149	Blueberry Creek	Moderate	34.3	Streams, Water License Linear Feature, Ungulate Winter Range, Wildlife Habitat Area, Old Growth Forest, Scenic Areas, Untitled Provincial, Castlegar Tactical Plan FTU, Kalesnikoff Planned Blocks	no	A C7 fuel type dominated by Pl, Fd, Lw, with areas of C5 in receiving sites. PTU is accessed off of Merry Creek FSR and may require access through private land agreements. Further collaboration with private landowners, Selkirk Natural Resource District Staff and Kalesnikoff Lumber prior to further project development.
176	Blueberry Creek	Moderate	1.5	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Unclassified Crown Land	yes	A C7 fuel type, with Lw, Py, Pl and some deciduous areas. Private homes area located to the south, and north. The unit is located on municipal land and treatment should target understory conifers, surface fuels and ladder fuels. The PTU is accessed via 5th Avenue.
177	Blueberry Creek	Moderate	1.0	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	yes	A C7 fuel type, with Lw, Py, Pl and some deciduous areas. Private homes area located to the south, and north. The unit is located on municipal land and treatment should target understory conifers, surface fuels and ladder fuels. The PTU is accessed via 5th Avenue.
188	Blueberry Creek	Moderate	108.2	Streams, Spring, Water License Linear Feature, Community Watersheds, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, OGMA - Non-Legal, Scenic Areas, Unstable or Potentially Unstable Slope, Crown Provincial	no	A C7/C5 leading fuel type. Rocky ground with sloped terrain will limit machine operations, lending the unit to manual thin treatment activities. However, during prescription development, some areas may be identified for merchantable harvest and mechanized thinning. Access is via Upland Crescent. Collaboration with private landowners, and The Association of West Kootenay Rock Climbers (TAWKROC) to discuss access routes.
190	Blueberry Creek	Moderate	1.4	Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial	no	A long narrow corridor of crown land within the municipal boundary with a mix-wood fuel type with Pl, Act, At, and herbaceous shrubs. Treatment should target understory conifers, surface and ladder fuels for removal. Access is via Dubé Road, and treatment is designed to bolster this road feature for fire suppression activities.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
198	Blueberry Creek	Moderate	1.0	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial	straddle	A long narrow corridor of crown land within the municipal boundary with a mix-wood fuel type with PI, Act, At, and herbaceous shrubs. Treatment should target understory conifers, surface and ladder fuels for removal. Access is via Dubé Road, and treatment is designed to bolster this road feature for fire suppression activities.
200	Blueberry Creek	Moderate	0.7	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	no	A deciduous leading stand with mixed ownership, of municipal and crown land. Treatment should target understory PI, through manual thin activities. Limited access off of Trowalex Road.
203	Blueberry Creek	Moderate	0.3	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Crown Provincial, Crown Agency	no	A C4 leading fuel type with dense immature PI and Fd ladder fuels. A manual thin treatment regime targeting dense understory and surface fuel removal is recommended. Municipal water treatment facility infrastructure exists, and private homes are located to the south and east of the PTU.
206	Blueberry Creek	Moderate	1.0	Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial	no	A C4 leading fuel type with dense immature PI and Fd ladder fuels. A manual thin treatment regime targeting dense understory and surface fuel removal is recommended. Municipal water treatment facility infrastructure exists, and private homes are located to the east of the PTU.
210	Blueberry Creek	Moderate	0.6	Streams, Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	yes	Located on municipal land, and within the municipal boundary, this area presents moderate threat rating based on stand conditions (C7 fuel type), however this PTU is relatively far from values (100-500m), which may reduce its priority for treatment, relative to other areas. Access is off of Blueberry Road, and a gate restricts vehicle access.
212	Blueberry Creek	Moderate	1.6	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Crown Agency, Untitled Provincial	no	A C7 stand with PI, Py, Lw, and Act. Treatment should consider manual thin of immature PI under 17.5cm, DBH. Located on crown land outside of the municipality, collaboration with Selkirk Natural Resource District staff is recommended.
216	Blueberry Creek	Moderate	0.9	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	no	An M1/2 fuel type with immature PI understory interspersed. Manual treatment is recommended to remove immature PI, surface and ladder fuels. The treatment is designed to reduce fuel loading adjacent to Highway 22 to support access/egress in the event of a wildfire.
132C	Ootischenia	Moderate	0.6	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Castlegar Tactical Plan FTU	no	General Comments: WRR flagging present

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
14A	Robson	Moderate	3.5	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Agency	no	A deciduous leading stand located on crown land outside of the municipal boundary. Observed pockets of dense immature PI which should be thinned using manual treatment activities.
14B	Robson	Moderate	3.1	Streams, Ungulate Winter Range, Crown Tenures, Scenic Areas	no	General Comments: Young PI mixed with deciduous.
208A	Blueberry Creek	Moderate	9.9	Streams, Water License Linear Feature, Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Crown Provincial, Crown Agency	no	A C7 stand with PI, Py, Lw, and Act. Treatment should consider manual thin of immature PI under 17.5 cm, DBH. Located on crown land outside of the municipality, collaboration with Selkirk Natural Resource District staff is recommended.
208B	Blueberry Creek	Moderate	0.9	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas	no	A C7 stand with PI, Py, Lw, and Act. Treatment should consider manual thin of immature PI under 17.5 cm, DBH. Located on crown land outside of the municipality, collaboration with Selkirk Natural Resource District staff is recommended.
91B	Brilliant	Moderate	43.2	Ungulate Winter Range, Crown Tenures, Scenic Areas, Crown Provincial, WRR Planned Units	no	A C3 leading fuel type dominated by Cw, Fd, Lw, and Hw, interspersed with deciduous leading patches near wet sites. Treatment may include mechanized merchantable selective harvest, targeting Cw, Hw, and unhealthy stems.
125	Ootischenia	Unknown	0.8	Ungulate Winter Range, Wildlife Habitat Area, Scenic Areas, Unclassified Crown Land	yes	General Comments: C-3/C-4 fuel type. Very minimal access. Consultation with Stellar Place is required to assess and confirm access and potential to treat this isolated forested unit within the city.
142	Ootischenia	Unknown	7.8	Streams, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	yes	General Comments: access is very limited. Either we need to work with residents or perhaps access by boat.
191	Blueberry Creek	Unknown	0.2	Water License Linear Feature, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas	yes	A conifer leading stand dominated with PI. The main treatment required is a manual understory, with surface fuel reduction and pruning of retained trees.

PTU Name	Nearest Community	Priority	Area (ha)	Overlapping Values / Treatment Constraints	Within Municipal Boundary (y/n)	Treatment Rationale
199	Blueberry Creek	Unknown	3.3	Streams, Critical Habitat for Federally - Listed Species at Risk, Ungulate Winter Range, Wildlife Habitat Area, Crown Tenures, Scenic Areas, Crown Provincial	yes	General Comments: assessment made from vantage point on the Bombi. Tons of dead standing pine with overall high stand density. Negligible access observed.

SECTION 6: APPENDICES

6.1 APPENDIX A: REVIEW OF 2020 CWPP RECOMMENDATIONS

This review is based on interviews with staff from the both the City of Castlegar and the Fire Department.

Item	Priority	2019 CWPP Recommendation	Comments from Castlegar City staff to Develop 2025 Recommendations
1	Medium	Continuously review the CWPP as a living document and complete an update every 5 years.	<i>In Progress</i>
2	High	Develop fuel treatment prescriptions for high priority interface fuel treatment areas. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #9 Fuel and Vegetation Management).	<i>Unknown</i>
3	High	Develop a partnership with the RDCK to pursue treatment of RDCK lands adjacent to the City (CRI Activity #9 Fuel and Vegetation Management).	<i>Not Completed</i>
4	Moderate	Consult and coordinate with utility providers to create defensible spaces and reduce risk around all substations.	<i>Not Completed</i>
5	Moderate	The City and Regional District should assess the condition of fuels and wildfire risk around their facilities and develop fuel treatment prescriptions with the target of establishing a 30 m defensible space around them.	<i>Not Completed</i>
6	High	Develop neighbourhood level FireSmart plans for the above priority neighbourhoods. This should include neighbourhood level FireSmart committees with the District, Fire Department, BCWS, and First Nations representative. This should also include a variety of strategies with the objective of increasing private land resilience to wildfire. Participating communities should apply for FireSmart Community Recognition status and funding for mitigation projects through FireSmart Canada. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #1 Education).	<i>Unknown and does not specify area</i>
7	Moderate	Use recommended interface fuel treatment areas to promote similar projects on private lands. Showcase these treatments through a “FireSmart Day” with neighbourhood FireSmart committees. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #1 Education).	<i>Not Completed</i>

Item	Priority	2019 CWPP Recommendation	Comments from Castlegar City staff to Develop 2025 Recommendations
8	Moderate	Distribute FireSmart brochures to all houses within higher risk interface areas. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #1 Education).	<i>Distributed at BP Issuance</i>
9	Low	Distribute a list of ecologically suitable fire-resistant landscape plants (Appendix 4) to residents by mail and through local nurseries. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #1 Education).	<i>Distributed at BP Issuance</i>
10	Low	Establish community chipping days in the spring to encourage residents to reduce vegetation fuel loads on private land. Provide a location where woody debris can be dropped off for chipping and request tree companies volunteer as a promotional event, similar to Christmas tree chipping events. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #8 FireSmart Activities for Private Land).	<i>Not Completed</i>
11	High	Review the City's Official Community Plan (OCP) to include wildfire as a Development Permit Area. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI #3 Development Considerations).	<i>Completed</i>
12	High	Include Wildfire as a Development Permit Area. The specific requirements and GIS area for this DPA should be developed with a Wildfire specialist. This should aim to include areas that are within 100m of moderate, high, or extreme Wildfire Threat/Risk as a starting point. The specific language should include FireSmart construction materials and landscaping, and the removal of hazardous fuels. Specific objectives should be established, as well as recommended strategies to meet those objectives. This DPA should also include professional review and sign off. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI #3 Development Considerations).	<i>Completed</i>
13	High	Ensure that Wildfire DPA applications are reviewed by City or Fire Department staff to ensure the objectives of the DPA are achieved. This will require coordination between City staff and Fire Department staff.	<i>Completed</i>
14	Moderate	During large event have City and/or Fire Department staff on hand to provide educational material.	<i>Completed</i>
15	Moderate	Include Open House component to fuel treatments to allow public input and education.	<i>Not Completed</i>

Item	Priority	2019 CWPP Recommendation	Comments from Castlegar City staff to Develop 2025 Recommendations
16	High	Expand current school education program to discuss wildfire prevention and preparedness.	<i>Not Completed</i>
17	High	Continue to develop wildfire education partnerships with Selkirk College. Consider opportunities for expansion of this program. This may include partnership with other agencies and other jurisdictions.	<i>Completed</i>
18	Moderate	Update the City's digital media, including video and web content, to reflect this CWPP update. Provide print material at public locations including City Hall, Fire Departments, Community Centres, and Libraries. Risk maps should be presented at some of these locations.	<i>Not Completed</i>
19	Moderate	Ensure all road edges are mowed frequently during the summer months.	<i>Completed for City Roads</i>
20	Moderate	Post wildfire danger signage along major transportation corridors, at campsites, parks and recreation, and at high use trail heads areas. Signages should address current fire danger, how to report a wildfire and, when relevant, emphasize the need to fully extinguish campfires and properly dispose of cigarettes.	<i>Not City Jurisdiction</i>
21	High	Develop an annual fire season social media campaign to raise awareness of individual responsibility to prevent ignitions and of the enforcement of fire bans.	<i>Completed</i>
22	Moderate	Work with utility providers to ensure that distribution lines, transmission corridors and substations are assessed regularly for tree risk and that the associated fuel hazards are abated.	<i>Done by Utility</i>
23	High	Maintain the mutual aid agreement between the City and the Regional District Fire Protection Areas to enable sharing of suppression resources when responding to a wildfire. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #4 Interagency Co-operation).	<i>Completed</i>
24	Moderate	Continue to require that all new fire hydrants systems for new development areas are able to serve adjacent high-risk interface areas.	<i>On-going</i>
25	High	The City should continue to work with Mercer Celgar to determine solution(s) ensuring water availability is not compromised through wildfire. This may involve an analysis of water supply needs for firefighting purposes, as well as maximum operating time without grid power.	<i>On-going</i>

Item	Priority	2019 CWPP Recommendation	Comments from Castlegar City staff to Develop 2025 Recommendations
26	High	Update City of Castlegar Evacuation Plan. Explicitly plan for evacuation in the context of a wildfire.	<i>Not Completed</i>
27	High	Work with the Regional District to maintain a coordinated evacuation plan in case of wildfire or other large disaster.	<i>Not Completed</i>
28	High	Develop an early evacuation notification system. Include specific recommendations for heavy industry which need extra time to shut down facilities safely.	<i>Completed</i>
29	Moderate	Continue to train all City firefighters in S100 Basic Fire Suppression and Safety training. Select firefighters should receive S185 Fire entrapment avoidance and safety training, as well as Incident Command System 100 training. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #6 Cross training).	<i>Completed</i>
30	High	Continue to conduct annual training exercises with the local BCWS to enhance response in the event of wildland urban interface fire. Apply for funding for this initiative through the UBCM Community Resiliency Investment Program (CRI Activity #6 Cross training).	<i>Completed</i>

6.2 APPENDIX B: LOCAL WILDFIRE RISK PROCESS

Wildfire Risk Assessment plot worksheets are provided in The correlation between structure loss and wildfire are described below.

Home and Critical Infrastructure Ignition Zones

Multiple studies have shown that the principal factors regarding home and structure loss to wildfire are the structure's characteristics and immediate surroundings. The area that determines the ignition potential of a structure to wildfire is referred to as (for residences) the Home Ignition Zone (HIZ) or (for critical infrastructure) the Critical Infrastructure Ignition Zone (CIIZ). Both the HIZ and CIIZ include the structure itself and three concentric, progressively wider Priority Zones out to 30 m from the structure (Figure 9 below). More details on priority zones can be found in the FireSmart Manual.



Figure 9: FireSmart Ignition Zone (HIZ)

During extreme wildfire events, most home destruction is a result of low-intensity surface fire flame exposures, usually ignited by embers. Embers can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate within the HIZ in densities that can exceed 600 embers / m². Combustible materials found within the HIZ combine to provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smoldering fire into contact with structures.

Because ignitability of the HIZ is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. For example, FireSmart™ homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fire events.³³ Increasing ignition resistance would reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters. For this reason the key to reducing WUI fire structure loss is to reduce structure ignitability. Mitigation responsibility must be centered on structure owners. Risk communication, education on the range of available activities, and prioritization of activities should help homeowners to feel empowered to complete simple risk reduction activities on their property. Table 28 shows in more detail the the distances and their relation to the HIZ for appropriate treatment.

Table 28: Proximity to the Interface for Home Ignition Zones

Proximity to the Interface	Distance*	Description of HIZ
WUI 100 <i>HIZ/CIIZ and Community Zones</i>	(0-100 m)	This Zone is always located adjacent to the value at risk. Treatment would modify the wildfire behaviour near or adjacent to the value. Treatment effectiveness would be increased when the value is FireSmart.
WUI 500 <i>Community and Landscape Zones</i>	(100-500 m)	Treatment would affect wildfire behaviour approaching a value, as well as the wildfire's ability to impact the value with short- to medium-range spotting; should also provide suppression opportunities near a value.
WUI 2000 <i>Landscape Zone</i>	(500-1000 m)	Treatment would be effective in limiting long - range spotting but short- range spotting may fall short of the value and cause a new ignition that could affect a value.
<i>Landscape Zone</i>	> 1000 m	This should form part of a landscape assessment and is generally not part of the zoning process. Treatment is relatively ineffective for threat mitigation to a value, unless used to form a part of a larger fuel break / treatment.

**Distances are based on spotting distances of high and moderate fuel type spotting potential and threshold to break crown fire potential (100m). These distances can be varied with appropriate rationale, to address areas with low or extreme fuel hazards.*

Appendix C: Wildfire Risk Assessment – Worksheets and Photos, plot locations are summarized in Appendix B-2: , and the field data collection and spatial analysis methodology is detailed in Appendix B-2 and B-3.

6.2.1 APPENDIX B-1: FUEL TYPING METHODOLOGY AND LIMITATIONS

The Canadian Forest Fire Behaviour Prediction (FBP) System outlines five major fuel groups, and 16 fuel types based on characteristic fire behaviour under defined conditions.²⁹ Fuel typing is recognized as a blend of art and science. Although a subjective process, the most appropriate fuel type was assigned based on field observations, experience, and practical knowledge. This system has been used in BC, with continual improvement and refinement, for 20 years.³⁰

There are limitations with the fuel typing system which should be recognized, including:

- a fuel typing system designed to describe fuels which sometimes do not occur within the WUI,
- fuel types which cannot accurately capture the natural variability within a polygon, and
- limitations in the data used to create initial fuel types.

There are several implications of these limitations, which include:

- fuel typing further from the developed areas of the study has a lower confidence, generally; and
- fuel typing should be used as a starting point for more detailed assessments and as an indicator of overall wildfire risk, not as an operational, or site-level, assessment.

Forested ecosystems are dynamic and change over time: fuels accumulate, stands fill in with regeneration, and forest health outbreaks occur. Regular monitoring of fuel types and wildfire risk assessment should occur every 5 to 10 years to determine the need for threat assessment updates and the timing for their implementation.

Table 24 summarizes the fuel types by general fire behaviour including crown fire and spotting potential. These fuel types were used to guide the threat assessment.

Table 24: Fuel Type Categories and Crown Fire Spot Potential encountered within the eWUI

Fuel Type	FBP / CFDDRS Description	AOI Description	Wildfire Behaviour Under High Wildfire Danger Level	Fuel Type – Crown Fire / Spotting Potential
C-3	Mature jack or lodgepole pine	Fully stocked, late young forest (Douglas fir, hemlock, cedar), with crowns separated from the ground	Surface and crown fire, low to very high fire intensity and rate of spread.	High*

²⁹ Forestry Canada Fire Danger Group. 1992. Development and Structure of the Canadian Forest Fire Behavior Prediction System: Information Report ST-X-3.

³⁰ Perrakis, D.B., Eade G., and Hicks, D. 2018. Natural Resources Canada. Canadian Forest Service. *British Columbia Wildfire Fuel Typing and Fuel Type Layer Description* 2018 Version.

Fuel Type	FBP / CFDDRS Description	AOI Description	Wildfire Behaviour Under High Wildfire Danger Level	Fuel Type – Crown Fire / Spotting Potential
C-5	Red and white pine	<i>Well-stocked mature forest, crowns separated from ground. Moderate understory herbs and shrubs. Little grass or surface fuel accumulation.</i>	Moderate potential for active crown fire in wind-driven conditions. Under drought conditions, fuel consumption and fire intensity can be higher due to dead woody fuels.	Low
C-7	Ponderosa pine and Douglas-fir	<i>Low-density, uneven-aged forest, crowns separated from the ground, understory of discontinuous grasses and shrubs. Exposed bed rock and low surface fuel loading.</i>	Surface fire spread, torching of individual trees, rarely crowning (usually limited to slopes > 30%), moderate to high intensity and rate of spread.	Moderate
O-1a/b	Grass	<i>Matted and standing grass that can cure, sparse or scattered shrubs, trees, and down woody debris. Seasonal wetlands that can cure</i>	Rapidly spreading, high-intensity surface fire when cured.	Low
M-1/2	Boreal mixed wood (leafless and green)	<i>Moderately well-stocked mixed stand of conifers and deciduous species, low to moderate dead, down woody fuels</i>	Surface fire spread, torching of individual trees and intermittent crowning, (depending on slope and percent conifer).	<26% conifer (Very Low); 26-49% Conifer (Low); >50% Conifer (Moderate)
D-1/2	Aspen or birch (leafless and green)	<i>Deciduous stands</i>	Always a surface fire, low to moderate rate of spread and fire intensity.	Low
N	N/A	<i>Non-fuel: irrigated agricultural fields, urban or developed areas void or nearly void of vegetation and forests</i>	N/A	N/A
W	N/A	<i>Water</i>	N/A	N/A

*C-3 fuel type is considered to have a high crown fire and spotting potential within the WUI due to the presence of moderate to high fuel loading (dead standing and partially or fully down woody material), and continuous conifer ladder fuels.

6.2.2 APPENDIX B-2: WILDFIRE THREAT ASSESSMENT PLOTS

Table 25 summarizes the Wildfire Threat Assessment (WTA) plots completed during CWRP field work. The most recent 2020 WTA threat plot worksheets and methodology were used.³¹ The plot forms and photos are submitted as a separate document. The following ratings are applied to applicable point ranges:

- Wildfire Behaviour Threat Score (Coast and Mountains Eco province)
 - o 0 – 41 Low
 - o 42 – 57 Moderate
 - o 58 – 69 High
 - o 70 – 100 Extreme

Table 25: Summary of WUI Threat Assessment Worksheets

WTA Plot ID	WTA Score	Priority
81	28	Low
70	31	Low
71	31	Low
79	33	Low
102C	33	Low
102D	33	Low
91A	35	Low
89	38	Low
143	44	Low
145	44	Low
82	46	Low
84	46	Low
94	47	Low
98	47	Low
129	47	Low
118	48	Moderate
148	48	Moderate
176	49	Moderate
190	49	Moderate
198	49	Moderate
210	49	Moderate
212	49	Moderate
216	49	Moderate
140A	49	Moderate
141	50	Moderate
14A	50	Moderate
14B	50	Moderate
52	51	Moderate
63	51	Moderate

³¹ MFLNRORD.2020 Wildfire Threat Assessment Guide and Worksheets

WTA Plot ID	WTA Score	Priority
95	52	Moderate
112	52	Moderate
131	52	Moderate
140B	52	Moderate
177	53	Moderate
188A	53	Moderate
188B	53	Moderate
188C	53	Moderate
188D	53	Moderate
188E	53	Moderate
188F	53	Moderate
117	54	Moderate
200	54	Moderate
214	54	Moderate
132D	54	Moderate
208A	54	Moderate
208B	54	Moderate
108	55	Moderate
133	55	Moderate
138	55	Moderate
149	56	Moderate
91B	56	Moderate
203	57	Moderate
206	57	Moderate
45	58	Moderate
132C	58	Moderate
7	60	Moderate
109	60	Moderate
9	61	Moderate
36	64	Moderate
115	64	Moderate
35	65	Moderate
6	66	High
77	66	High
113	66	High
114	66	High
121	66	High
136	66	High
169	66	High
132A	66	High
132B	66	High
165A	66	High
165B	66	High
165C	66	High
185	67	High
192	67	High
53	71	High
54	71	High
111	71	High
102B	74	High

WTA Plot ID	WTA Score	Priority
102A	77	High
92	83	Extreme

6.2.3 APPENDIX B-3: FIRE RISK THREAT ASSESSMENT METHODOLOGY

As part of the CWRP process, spatial data submissions are required to meet the defined standards in the Program and Application Guide. Proponents completing a CWRP can obtain open-source BC Wildfire datasets, including Provincial Strategic Threat Analysis (PSTA) datasets from the British Columbia Data Catalogue. Wildfire spatial datasets obtained through the BC Open Data Catalogue used in the development of the CWRP include, but are not limited to:

- PSTA Spotting Impact
- PSTA Fire Density
- PSTA Fire Threat Rating
- PSTA Lighting Fire Density
- PSTA Human Fire Density
- Head Fire Intensity
- BC Wildfire Wildland Urban Interface Risk Class
- BC Wildfire WUI Human Interface Buffer
- BC Wildfire WUI 1km Buffer
- Current Fire Polygons
- Current Fire Locations
- Historical Fire Perimeters
- Historical Fire Incident Locations
- Historical Fire Burn Severity
- BC Wildfire Fuel Types

As part of the program, proponents completing a CWRP are provided with a supplementary PSTA dataset from BC Wildfire Services. This dataset includes:

- Structures
- Structure Density

The required components for the spatial data submission are detailed in the Program and Application Guide Spatial Appendix – these include:

- AOI and Values at Risk
- Local Fire Risk
- Proposed Fuel Treatment Units

The provided PSTA data does not transfer directly into the geodatabase for submission, and several PSTA feature classes require extensive updating or correction. In addition, the Fire Threat determined in the PSTA is fundamentally different than the localized Fire Threat feature class that is included in the Local Fire Risk map required for project submission. The Fire Threat in the PSTA is based on provincial scale inputs - fire density; spotting impact; and head fire intensity, while the spatial submission Fire Threat is based on the components of the Wildland Urban Interface Threat Assessment Worksheet.

Field Data Collection

The primary goals of field data collection are to confirm or correct the provincial fuel type, complete WUI Threat Assessment Plots, and assess other features of interest to the development of the CWRP. This is accomplished by traversing as much of the AOI and surrounding Eligible WUI as possible (within time, budget and access constraints). Threat Assessment plots are completed on the 2020 form, and as per the Wildland Urban Interface Threat Assessment Guide.

For clarity, the final threat ratings for the AOI were determined through the completion of the following methodological steps:

1. Update fuel-typing using orthophotography provided by the client and field verification.
2. Update structural data using critical infrastructure information provided by the client, field visits to confirm structure additions or deletions, BC Assessment, and orthophotography
3. Complete field work to ground-truth fuel typing and threat ratings (completed 8 WUI threat plots on a variety of fuel types, aspects, and slopes and an additional 250 field stops with qualitative notes, fuel type verification, and/or photographs)
4. Threat assessment analysis using field data collected and rating results of WUI threat plots – see next section.

Spatial Analysis

The field data is used to correct the fuel type polygon attributes provided in the PSTA. This corrected fuel type layer is then used as part of the spatial analysis process. The other components are developed using spatial data (BEC zone, fire history zone) or spatial analysis (aspect, slope). A scoring system was developed to categorize resultant polygons as having relatively low, moderate, high or extreme Fire Threat, or Low, Moderate, High or Extreme WUI Threat. Table 26 below summarizes the components and scores to determine the Fire Behaviour Threat.

Table 26: Components of Fire Threat Analysis

Attribute	Indicator	Score
Fuel Type	C-1	35
	C-2	
	C-3	
	C-4	
	M-3/4, >50% dead fir	
	C-6	25
	M-1/2, >75% conifer	20
	C-7	
	M-3/4, <50% dead fir	
	M-1/2, 50-75% conifer	15
	M-1/2, 25-50% conifer	10
	C-5	
	O-1a/b	
	S-1	
	S-2	
	S-3	
	M-1/2, <25% conifer	5
	D-1/2	0
	W	0
	N	0
Weather - BEC Zone	AT, irrigated	1

	CWH, MH	3
	ICH, SBS, ESSF	7
	IDF, MS, SBPS, CWHsds1 & ds2, BWBS, SWB	10
	PP, BG	15
Historical Fire Occurrence Zone	G5, R1, R2, G6, V5, R9, V9, V3, R5, R8, V7	1
	G3, G8, R3, R4, V6, G1, G9, V8	5
	G7, C5, G4, C4, V1, C1, N6	8
	K1, K5, K3, C2, C3, N5, K6, N4, K7, N2	10
	N7, N1, K4	15
Slope	<16	1
	16-29 (max N slopes)	5
	30-44	10
	45-54	12
	>55	15
Aspect (>15% slope)	North	0
	East	5
	<16% slope, all aspect	10
	West	12
	South	15

Table 27 WUI Risk Classes and their associated summed scores.

Risk Class	Score
Very Low	0
Low	0-35
Moderate	35-55
High	55-65
Extreme	>65

As discussed in Section 4.3, a WUI Risk Class analysis is only completed for areas with a ‘High’ or ‘Extreme’ Wildfire Threat Class. Through a Risk Class analysis, the above attributes are summed to produce polygons with a final WUI Risk Score. To determine the Fire Threat score, only the distance to structures is used, based on buffer distance classes of <200 m, 200-500 m and >500 m. Polygons within 200 m are rated as ‘extreme’, within 500 m are rated as ‘high’, within 2 km are ‘moderate’, and distances over that are rated ‘low’.

Limitations

There are obvious limitations in this method, most notably that not all components of the threat assessment worksheet are scalable to a GIS model, generalizing the Fire Behaviour Threat score. The WUI Threat Score is greatly simplified, as determining the position of structures on a slope, the type of development and the relative position are difficult in an automated GIS process. Structures are considered, but there is no consideration for structure type (also not included on threat assessment worksheet). This method uses the best available information to produce accurate and useable threat assessment across the study area in a format which is required by the UBCM CRI program.

6.2.4 APPENDIX B-4: PROXIMITY OF FUEL TO THE COMMUNITY

The correlation between structure loss and wildfire are described below.

Home and Critical Infrastructure Ignition Zones

Multiple studies have shown that the principal factors regarding home and structure loss to wildfire are the structure's characteristics and immediate surroundings. The area that determines the ignition potential of a structure to wildfire is referred to as (for residences) the Home Ignition Zone (HIZ) or (for critical infrastructure) the Critical Infrastructure Ignition Zone (CIIZ).^{32,33} Both the HIZ and CIIZ include the structure itself and three concentric, progressively wider Priority Zones out to 30 m from the structure (Figure 9 below). More details on priority zones can be found in the FireSmart Manual.³⁴

³² Reinhardt, E., R. Keane, D. Calkin, J. Cohen. 2008. *Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States*. Forest Ecology and Management 256:1997 - 2006. Retrieved from: [Objectives and considerations for wildland fuel treatment in forested ecosystems of the interior western United States | Treesearch \(usda.gov\)](#)

³³ Cohen, J. *Preventing Disaster Home Ignitability in the Wildland-urban Interface*. Journal of Forestry. p 15 - 21. Retrieved from: [Preventing Disaster: Home Ignitability in the Wildland-Urban Interface | Journal of Forestry | Oxford Academic \(oup.com\)](#)

³⁴ Available for download here: [FireSmartBC HomeownersManual Printable.pdf](#)



Figure 9: FireSmart Ignition Zone (HIZ)³⁵

During extreme wildfire events, most home destruction is a result of low-intensity surface fire flame exposures, usually ignited by embers. Embers can be transported long distances ahead of the wildfire, across fire guards and fuel breaks, and accumulate within the HIZ in densities that can exceed 600 embers / m². Combustible materials found within the HIZ combine to provide fire pathways allowing spot surface fires ignited by embers to spread and carry flames or smoldering fire into contact with structures.

Because ignitability of the HIZ is the main factor driving structure loss, the intensity and rate of spread of wildland fires beyond the community has not been found to necessarily correspond to loss potential. For example, FireSmart™ homes with low ignitability may survive high-intensity fires, whereas highly ignitable homes may be destroyed during lower intensity surface fire events.³³ Increasing ignition resistance would reduce the number of homes simultaneously on fire; extreme wildfire conditions do not necessarily result in WUI fire disasters. For this reason the key to reducing WUI fire structure loss is to reduce structure ignitability. Mitigation responsibility must be centered on structure owners. Risk communication, education on the range of available activities, and prioritization of activities should help homeowners to feel empowered to complete simple risk reduction activities on their property. Table 28 shows in more detail the the distances and their relation to the HIZ for appropriate treatment.

³⁵ FireSmart Canada. 2024. The Home Ignition Zone. Retrieved from: [The Home Ignition Zone | FireSmart Canada](https://www.fire-smart.ca/en/the-home-ignition-zone)

Table 28: Proximity to the Interface for Home Ignition Zones

Proximity to the Interface	Distance*	Description of HIZ
WUI 100 <i>HIZ/CIIZ and Community Zones</i>	(0-100 m)	This Zone is always located adjacent to the value at risk. Treatment would modify the wildfire behaviour near or adjacent to the value. Treatment effectiveness would be increased when the value is FireSmart.
WUI 500 <i>Community and Landscape Zones</i>	(100-500 m)	Treatment would affect wildfire behaviour approaching a value, as well as the wildfire's ability to impact the value with short- to medium-range spotting; should also provide suppression opportunities near a value.
WUI 2000 <i>Landscape Zone</i>	(500-1000 m)	Treatment would be effective in limiting long - range spotting but short- range spotting may fall short of the value and cause a new ignition that could affect a value.
<i>Landscape Zone</i>	> 1000 m	This should form part of a landscape assessment and is generally not part of the zoning process. Treatment is relatively ineffective for threat mitigation to a value, unless used to form a part of a larger fuel break / treatment.

**Distances are based on spotting distances of high and moderate fuel type spotting potential and threshold to break crown fire potential (100m). These distances can be varied with appropriate rationale, to address areas with low or extreme fuel hazards.*

6.3 APPENDIX C: WILDFIRE RISK ASSESSMENT – WORKSHEETS AND PHOTOS

Provided separately as PDF package.

6.4 APPENDIX D: MAPS

Provided separately as PDF package.

6.5 APPENDIX E: COMMUNITY FIRESMART RESILIENCY COMMITTEE

The Castlegar FireSmart Resiliency Committee (CFRC) was formed in response to implementation of the 2020 CWPP recommendations. The Committee met monthly (starting June 2025) throughout the course of the CWRP development, with each meeting focused on one or more FireSmart disciplines. This committee's feedback was appreciated and incorporated into this CWRP.

Table 29: Members of the 2025 Castlegar Community FireSmart Resiliency Committee

Agency	Role	Name
BC Wildfire Service	Wildfire Prevention Specialist	Adriana Burton
Regional District of Central Kootenays	FireSmart Co-Ordinator	Jessie Lay
	Disaster Mitigation and Adaptation Senior Advisor	Nora Hannon
	Wildfire Mitigation Specialist	Greg Barnhouse
Ministry of Forests	District Wildfire Coordinator	Richard Garner
	Resource Operations Manager	Grant Walton
	Wildfire Risk Reduction Specialist	Amber Cooke
City of Castlegar	Acting Director of Community Safety and Development	Meeri Durand
	Acting Fire Chief	Nick Ahlefeld
	Assistant Fire Chief	Tony Mackie
	Assistant Fire Chief	Brad Stickles
Columbia Power Corporation	Environmental Lead	Michael Hounjet
Kalesnikoff	Forest Development Manager	Gerald Cordeiro
Mercer Celgar	Health and Safety Manager	Jeff Fish
Interfor	Planning and Development Forester	Taylor Frehr-Smith
Okanagan Nation Alliance	tmx ^w ulax ^w (Land) Technician	Alysia Dobie
Selkirk College	Forestry Instructor	Peter Schroeder

Building Permit Report
October 2025

This report has been prepared for the November 17th, 2025 meeting to council.
file number 3800-01.

Value of Work & Permits

The below chart compares the previous year 2024 to current year values in 2025.

	2025		2024	
	Value of Work	Permits Issued	Value of Work	Permits Issued
Residential. New Single/Duplex			\$402,000.00	1
Residential. New Multi-Family				
Residential. New Garages/Carports				
Residential. Alterations & Additions	\$23,000.00	2	\$7,300.00	4
Secondary Suites			\$35,000.00	1
Commercial. New	\$2,100,000.00	2		
Commercial. Alterations & Additions	\$181,000.00	3	\$23,350.00	4
Industrial. New				
Industrial. Alterations & Additions				
Institutional/Gov't. New				
Institutional/Gov't. Alterations & Additions	\$3,700,000.00	2		
Demolition				
Monthly Totals	\$6,004,000.00	9	\$467,650.00	10
Year-to-Date Totals	\$33,197,140.00	86	\$15,471,110.00	111

Maior Projects Started October 2025

102 – 1502 Columbia Ave. Restaurant Renovation	2241 6th Ave. New Commercial Building
2101 6th Avenue. Exterior Door Repair	4600 14th Ave. New Commercial Building
2245 6th Ave. Shelter Renovation	709 10th Street. Fire Svstem Upgrade

PART A. ONGOING MAIOR PROJETS

Single Family Dwelling		
▪ 1564 Woodland Drive	▪ 1537 Grandview Drive	▪ 1513 Aspen Lane
▪ 3937 Grandview Drive	▪ 2421 11 th Avenue	▪ 2108 8th Avenue
▪ 902 Merrv Creek	▪ 3728 Toba Road	▪ 2632 9th Avenue
▪ 3701 Powell Road	▪ 3704 Toba Road	
▪ 1509 Aspen Lane	▪ 508 3 rd Avenue	
Renovation		
▪ 330 Columbia Avenue	▪ 507 8th Avenue	▪ 1408 Meadowbrook Drive
▪ 2232 Columbia Avenue	▪ 1127 4 th Street	▪ 3388 Southridge Drive
▪ 4190 Minto Road	▪ 630 17 th Street	▪ 2001 Columbia Avenue
▪ 2112 10th Avenue	▪ 602 18 th Street	▪ 831 7 th Avenue
▪ 3429 8th Avenue	▪ 2171 Crestview Crescent	▪ 608 7 th Avenue
▪ 3937 Grandview Drive	▪ 1801 Connors Road	▪ 12-1502 Columbia Avenue
▪ 3405 3 rd Avenue	▪ 1840 8 th Avenue	▪ 614 12 th Street
▪ 1217 1 st Street	▪ 316 8 th Avenue	▪ 2905 9th Avenue
▪ 2185 Crestview Crescent	▪ 309 3 rd Avenue	▪ 146 10th Street
▪ 1680 Woodland Drive	▪ 1007 2 nd Street	
▪ 4400 Minto Road	▪ 209 5th Avenue	
Miscellaneous		
▪ 704 Center Avenue. Addition	▪ 522 105 th Street. Garage	
▪ 4690 14th Avenue. New Industrial Building	▪ 1680 Columbia Avenue. Restaurant	
▪ 1921 Arrow Lakes Drive. Racking Svstem	▪ 174 Crescent Street. Multi Familv	
▪ 2225 Columbia Avenue. Multi Unit	▪ 1013 2 nd Street. Foundation	
▪ 2237 10 th Avenue. Covered Patio	▪ 215 Orchard Avenue. Office Building	
▪ 2704 5 th Avenue. Garage	▪ 1114 4 th Street. Mixed Use Building	
▪ 2133 Columbia Avenue. Retail Space	▪ 1921 Arrow Lakes Drive Retaining Wall	
▪ 3004 4th Avenue. Garage	▪ 2408 11th Avenue. Suite	

PART B. NUMBER OF STEP CODE BUILDINGS

	Monthlv	Yearlv	YTD Completed Step Code Compliance				
			1	2	3	4	5
Single/Multi Familv Dwellings	1	8			5	3	
Renovations							
Commercial Buildings							
Industrial Buildings							
Step Code Building Totals	1	8					

PART B. COMPLETED IN OCTOBER 2025

- 1249 3rd Street
- 1448 Selkirk Avenue
- 3736 & 3738 Toba Road

This report has been prepared for the November 17th, 2025 meeting to council.
file number 4320-20.

Monthly & Year-to-Date Totals

The below chart shows the newest ICBL and Business licences and the year-to-date totals.

	2025		2024	
	Fees Received	Otv Issued	Fees Received	Otv Issued
New Business Licences	\$575.00	10	\$250.00	5
New ICBL Licences	\$500.00	5	\$100.00	1
ICBL Licence Year-to-Date Totals	\$8,700.00	87	\$8,500.00	85
All Licence Monthly Total	\$1,325.00	17	\$850.00	10
All Licence Year-to-Date Totals	\$119,921.26	702	\$124,508.74	780

New Licences

BL #3305 BMS & RR Cleaning Services
Castlegar, BC
Ianitorial Services

BL #3308 Robdog
Castlegar, BC
Hotdog Cart

BL #3309 New Scene Entertainment
Castlegar, BC
Professional Audio/Visual Service

BL #3310 Selkirk Insulators
Castlegar, BC
Insulation Contractor

BL #3313 Timeless Windows Corp.
Castlegar, BC
Window Sales & Installation Services

BL #3314 West Kootenav Frames & Lights
Castlegar, BC
Photographv/Videographv Services

BL #3315 Arrow Lake Pest Control
Castlegar, BC
Pest Control Contractor

BL #3316 Betv's Beautv Parlour
Castlegar, BC
Mobile Hair Care

BL# 3317 Voltmax Electric LTD
Castlegar, BC
Electrical Contractor

BL #3318 Touch of the Kootenavs
Castlegar, BC
Custom Apparel Contractor

BL# 3320 North West Entertainment Group
LTD

Non-Resident
Environmental Consulting Firm

BL# 3322 Simm Excavating

Non-Resident
Excavation & Snow Removal

BL# 3321 Pilot Petroleum

2180 6th Avenue

Castlegar, BC

Cardlock

CASTLEGAR

REPORT TO COUNCIL

MEETING DATE: November 17, 2025

REPORT NO.: 25-77

SUBMITTED BY: Manager of Legislative Services

FILE NO.: 0550-01

SUBJECT: 2026 Regular Council Meeting Schedule

RECOMMENDATION:

THAT the following 2026 dates be set for Regular Council Meetings for the City of Castlegar:

Monday, January 12	Monday, July 13
Monday, February 2	Monday, August 10
Tuesday, February 17 (February 16 BC Family Day)	Tuesday, September 8 (September 7 Labour Day)
Monday, March 2	Monday, September 21
Monday, March 16	Monday, October 5
Tuesday, April 7 (April 6 Easter Monday)	Monday, October 19
Monday, April 20	Monday, November 2 Inaugural Meeting of newly elected Council
Monday, May 4	Monday, November 16
Tuesday, May 19 (May 18 Victoria Day)	Monday, December 7
Monday, June 1	Monday, December 21
Monday, June 15	

PURPOSE:

A report to set the Regular Council Meeting dates for 2026 in compliance with the City of Castlegar Council Procedures Bylaw No. 986 and the *Community Charter*.

This Report is for consideration at the November 17, 2025, Committee of the Whole Meeting and adoption at the December 1, 2025, Regular Meeting.

SUMMARY/BACKGROUND:

The *Community Charter* requires Council to set a yearly schedule of the date, time and place of Regular Council meetings and give Public Notice of the schedule at least once a year.

In accordance with Council Procedures Bylaw No. 986, unless Council determines otherwise in advance by resolution, Regular Council Meetings are scheduled for the first and third Monday of each month, with the exception of July and August, when only one meeting per month is scheduled.

The January meeting is scheduled for the second Monday to accommodate the holiday season and account for historically limited agenda items typically associated with the first Monday in January. Holding the meeting on the second Monday, rather than the third, helps minimize the gap between the December and February meetings.

The 2026 meeting schedule has been arranged to avoid statutory holidays. Additionally, staff recommend holding three meetings in March and one in April to accommodate the Easter long weekend. This schedule does not conflict with any local government conferences or conventions.

ALTERNATIVES:

Council may choose to amend the 2026 Regular Council Meeting dates, provided any changes comply with Council Procedures Bylaw No. 986. Staff does not recommend this as the proposed dates comply with the Bylaw and are scheduled around statutory holidays and conventions.

IMPLICATIONS:

- | | |
|--------------------------|---|
| (1) Social | Advertising an annual schedule of Regular Council Meeting dates and times may encourage public attendance at meetings. |
| (2) Environmental | N/A |
| (3) Personnel | Approximately 2 hours of staff time was dedicated to preparing this report. It is anticipated that an additional 2 hours will be spent implementing the 2026 Council Meeting schedule. |
| (4) Financial | As per Public Notice under the <i>Community Charter</i> , the schedule must be advertised in two consecutive newspaper editions. Advertising costs for this statutory notice in the local paper are approximately \$1,000 for both ads. |

POLICY IMPLICATIONS:

The suggested 2026 Regular Council Meeting schedule complies with the City's Council Procedures Bylaw 986, and the *Community Charter* Section 127 Notice of Council Meetings and Section 94 Requirements for Public Notice.

IMPLEMENTATION:

Once approved, staff will update Council and staff calendars with the 2026 meetings.

COMMUNICATION:

The 2026 Regular Council meeting schedule will be advertised in the Castlegar News in two consecutive issues on December 11 and 18. It will also be posted on the City's website, at City Hall, and the Community Forum.

Respectfully submitted,



Nicole Brown
Manager of Legislative Services



Chris Barlow, A.Sc.T.
Chief Administrative Officer

CASTLEGAR

REPORT TO COUNCIL

MEETING DATE: November 17, 2025

REPORT NO.: 25-78

SUBMITTED BY: Manager of Legislative Services

FILE NO.: 2720-01

SUBJECT: 2025 City Hall Holiday Closure

RECOMMENDATION:

THAT Council authorize the closure of City Hall to the public on Monday, December 29, Tuesday, December 30, and Wednesday, December 31, 2025.

PURPOSE:

Report to seek Council's authorization to close City Hall to the public on Monday, December 29, Tuesday, December 30 and Wednesday, December 31, 2025, during the holiday season.

This Report is for consideration at the November 17, 2025, Committee of the Whole Meeting and adoption at the December 1, 2025, Regular Council Meeting.

SUMMARY/BACKGROUND:

City Hall will be closed to the public on Thursday, December 25, Friday, December 26, 2025, and Thursday, January 1, 2026 for the Christmas Day, Boxing Day and New Years Day statutory holidays.

Historically, City Hall public inquiries and visits are low mid-December to early January each year, and many employees request time off during this period.

Council has approved similar holiday closures dating back to 2011, most recently being December 2024.

As in past years, the City Hall closure will not impact core operations, including snow clearing or emergency operations.

ALTERNATIVES:

Council could choose not to authorize the recommendation, and City Hall would remain open to the public on December 29, 30, and 31, 2025.

IMPLICATIONS:

(1) **Social** N/A

(2) **Environmental** N/A

(3) Personnel

Staff will have the option of using vacation, banked time, or floater credits for the closure. Staff can choose to attend work on those days; however, City Hall will be closed to the public.

Some employees choose to work on all or some of the closure days as it provides an opportunity to work uninterrupted on projects.

(4) Financial

This closure does not financially impact the City, as staff will be required to use vacation, banked time or floater credits for these days.

POLICY IMPLICATIONS:

This recommendation is in alignment with Administrative Staff Compensation Policy 4-8 section 3 and Article 9.1 of the CUPE Local 2262 Collective Agreement which outline the annual statutory holidays for City employees.

IMPLEMENTATION:

If Council authorization is received, City Hall staff will be advised and directed to notify their supervisor if they wish to take the closure days off or if they will be working at City Hall on any of those days.

COMMUNICATION:

Public notification of the closure will be advertised in the Castlegar News on December 11 and 18, 2025. It will also be posted on the City's website, Facebook page, and the front door of City Hall.

Respectfully submitted,



Nicole Brown
Manager of Corporate Services

Approved by:



Chris Barlow, A.Sc.T.
Chief Administrative Officer

CASTLEGAR

REPORT TO COUNCIL

MEETING DATE:	November 17, 2025	REPORT NO.: 25-85
SUBMITTED BY:	Assistant Manager - Utilities	FILE NO.: 1390-30
SUBJECT:	Planned Communications - South Sewage Treatment Plant	

RECOMMENDATION:

THAT Council approve the planned communications for the South Sewage Treatment Plant.

PURPOSE:

Report to seek Council's approval of the planned communications for the South Sewage Treatment Plant.

This report is for consideration at the November 17, 2025, Committee of the Whole Meeting and adoption at the December 1, 2025, Regular Council Meeting.

SUMMARY/BACKGROUND:

As discussed at the July 14, 2025, Committee of the Whole meeting, Council requested that communication be increased with residents in the vicinity of the South Sewage Treatment Plant (SSTP) regarding odours from the facility and the measures being taken to address them.

The SSTP has long been a challenging site to manage, in part due to its location within a residential neighbourhood. Periodic odours have historically occurred and are characteristic of wastewater treatment processes. These conditions are not unique to Castlegar—many municipalities experience similar challenges managing odour around treatment facilities.

Previously, the SSTP used open-air sludge drying ponds to manage biosolids; however, ongoing operational and odour issues, along with restraints on how much material could be stored in each pond, required the City to find an alternative solution. In 2024, the City installed a geotube system to manage biosolids. While the system offered a low-capital, interim solution, it has not performed as effectively as expected in managing biosolids or reducing odours.

Staff are working closely with technical experts to improve system performance and explore other dewatering solutions that could help reduce odours. In the meantime, the City remains committed to keeping nearby residents informed. Hand-delivered notices are provided when work or conditions at the plant are expected to cause increased odour, and regular updates are being shared through the City's website. Staff will also provide periodic updates to Council.

Communications Timeline

Date	Action
October 27, 2025	Hand delivered resident information letter to Woodland Park neighbourhood.
November 14, 2025	Established a dedicated feedback email sstp@castlegar.ca
November 24, 2025	Sewer information website to go live castlegar.ca/sewer
Ongoing	Provide updates at Council meetings
Ongoing	Regular website updates; monitor email feedback and hand deliver information of upcoming operations or maintenance activities that are expected to affect nearby residents (E.g. potential increases in odours, traffic and/or noise)

The communications approach is intended to be iterative and will be revised based on community feedback.

ALTERNATIVES:

1. Council could choose to not approve the planned communications. This alternative is not recommended as it would leave the public uninformed.
2. Council could choose to suggest amendments to the planned communications.

IMPLICATIONS:

- (1) Social** The communications approach reflects the City's commitment to keeping the community informed and maintaining transparency regarding operations and odour management at the SSTP.
- (2) Environmental** Information will be shared regarding the management of biosolids generated at the SSTP and how they are disposed of in accordance with environmental regulations.
- (3) Personnel** Approximately 80 staff hours will be spent implementing the planned communications and will include involvement from the Assistant Manager - Utilities, Communications Manager, Director of Municipal Services, and other staff and resources.
- (4) Financial** Internal staff time will be required to execute the planned communications, and any associated costs, such as the development of signage, website, or social media materials, will be accommodated within the approved 2025–2029 Financial Plan.

POLICY IMPLICATIONS:

This project supports the 2024-2027 Council Strategic Plan Principle #1 Governance & Service Excellence – Be Efficient & Effective – Provide efficient and effective services. Recognizing we are a growing and evolving city, we will strive to advance as a city, continually improving our services and programs towards our vision of providing a best-in-class customer experience.

This communications approach supports the City's 2020 Communications Plan vision to:

- Create informed citizens and encourage public participation in the City's decision making (engage in a more meaningful way).

IMPLEMENTATION:

Upon Council approval, staff will implement the communications and review progress regularly to ensure it continues to meet its objectives, adjusting communications as needed.

COMMUNICATION:

Once approved by Council, staff will deliver on the planned communications, as identified in the summary/background section of this report.

Respectfully submitted,

Approved by



Aaron Geck
Assistant Manager - Utilities

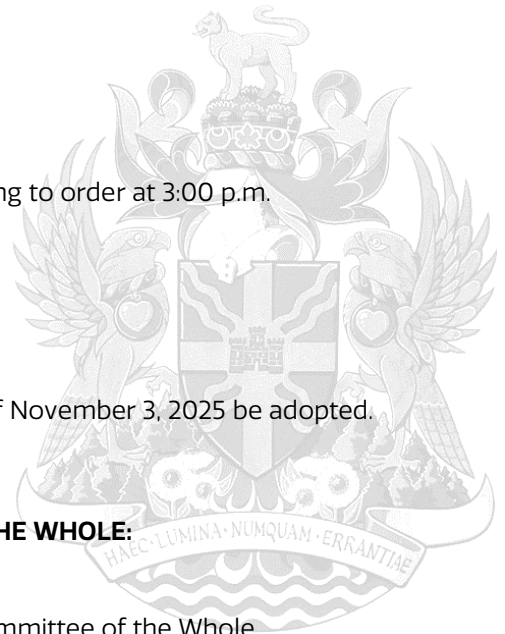


Chris Barlow, A.Sc.T.
Chief Administrative Officer

Regular Meeting Minutes of Council November 3, 2025

Regular Meeting Minutes of the City of Castlegar Council held by Zoom live meeting and available to the public for live streaming in Council Chambers at the Community Forum, 445 13th Avenue, Castlegar, B.C., commenced at 3:00 p.m. for Committee of the Whole, immediately followed by a Closed Meeting of Council and reconvened at 7:00 p.m. for Regular Council proceedings.

Members Present	Mayor Maria McFaddin Councillor Darcy Bell Councillor Brian Bogle Councillor Sandy Bojecho Councillor Shirley Falstead – Via Zoom Councillor Sue Heaton-Sherstobitoff Councillor Cheryl MacLeod
Absent	Nil
Staff Present	Chris Hallam, Director of Municipal Services/Acting CAO Bree Seabrook, Director of Corporate Services Steffan Klassen, Director of Finance & Technology David Bristow, IT Manager Nicole Brown, Manager of Legislative Services Jennifer Chamberlain, Executive Assistant Meeri Durand, Acting Director of Community Safety & Development Aaron Geck, Assistant Manager – Utilities Deanna Hooper, Manager of Civic Works Ginger Lester, Communications Manager Ryan Niddery, Manager of Engineering and Infrastructure Anne Simonen, Project Manager Monty Taylor, RCMP Sergeant Paul Wallen, Manager of Finance
Other	Public and Media
	1 CALL TO ORDER: Mayor McFaddin called the meeting to order at 3:00 p.m.
	2 ADOPTION OF AGENDA:
R228-25	Moved and seconded, and RESOLVED: THAT the agenda for the Regular Council Meeting of November 3, 2025 be adopted. CARRIED.
	3 RESOLUTION TO RESOLVE INTO COMMITTEE OF THE WHOLE:
R229-25	Moved and seconded, and RESOLVED: THAT Council now resolve itself into Committee of the Whole. CARRIED.
	4 DELEGATION: Nil
	5 COMMUNITY WELLNESS, SAFETY & DEVELOPMENT (Councillor Bell, Chair)
	(a) COUNCIL COMMITTEE LIAISON VERBAL UPDATE: Nil



(b) **FIRE DEPARTMENT VERBAL UPDATE:**

- Department has responded to 48 calls since last meeting update.
- Fire prevention education and training in schools and at Senior's Expo.
- Update on member training.

(c) **RCMP DETACHMENT VERBAL UPDATE**

- Currently have 13 of 17 members.
- Reminder of winter tires and driving conditions.

(d) **WEST KOOTENAY REGIONAL AIRPORT VERBAL UPDATE**

- Three cancelled flights due to weather last week.
- Dexterra is hiring an operations manager at the West Kootenay Regional Airport.

(e) **COMMUNITY SAFETY AND DEVELOPMENT VERBAL UPDATE.**

- Update on building permits, and developments.
- Update on project delays on the new shelter due to Provincial strike and backlog.

(f) **Emergency Treatment Fund Application (Report No. 25-83)**

Report from the Acting Director of Community Safety & Development to obtain Council endorsement of application to the Emergency Treatment Fund in the amount of \$400,000.

COW093-25

Moved, and
RECOMMENDED

THAT Council endorse application to the Emergency Treatment Fund in the amount of \$400,000.

CARRIED.

6 CULTURAL & CIVIC PRIDE (Councillor Heaton-Sherstobitoff, Chair)

(a) **COUNCIL COMMITTEE LIAISON VERBAL UPDATE**

- Update on Winter Wonderland event planning.
- Merry and Bright judging on December 21, 2025.
- Castlegar and District Hospital Foundation Light Up on Friday December 5.
- Christmas at the Gallery shopping event opens in December.
- Communities in Bloom is requesting Council consider decorating the holiday planters outside of City Hall.

7 FINANCE AND CORPORATE SERVICES (Councillor Bogle, Chair)

(a) **Finance and Corporate Services Community Liaison Verbal Update**

- The small business expo last week at the Confluence building.
- Chamber of Commerce Business Awards is sold out, event to be held on Saturday.

(b) **Corporate Services Verbal Update**

- Update on HR hiring, and positions filled.
- Update on Winter Wonderland.
- Attended the Senior's Expo.
- The Castlegar playground is closed for warranty work until November 8, 2025.



(c) **2026 Celebrate Canada Program (Report No. 25-80)**

Report from the Communications Manager to obtain Council authorization to submit a funding application for up to \$15,000 to the Department of Canadian Heritage – Celebrate Canada Program.

COW094-25

Moved, and
RECOMMENDED

THAT Council authorizes staff to submit a funding application for up to \$15,000 to the Department of Canadian Heritage – Celebrate Canada Program in support of the 2026 Canada Day Celebrations.

CARRIED.

(d) **Travel Authorization – BC Council of Forest Industries 2026 Convention (Report No. 25-84)**

Report from the Executive Assistant to obtain Council authorization for Mayor McFaddin to attend the 2026 BC Council of Forest Industries Annual Convention in Vancouver, BC.

COW095-25

Moved, and
RECOMMENDED

THAT Mayor McFaddin attend the 2026 BC Council of Forest Industries Convention held in Vancouver, BC from April 8-10, 2026, with travel expenses to be allocated from the 2026 Council Conferences budget.

CARRIED.

(e) **2025 Council Strategic Plan Implementation Report – Quarter 3 Update. (Report No. 25-81)**

Report from the Chief Administrative Officer to present Council with the 2025 Council Strategic Plan Implementation Report – Quarter 3 Update.

COW096-25

Moved, and
RECOMMENDED

THAT Council receive for information Report #25-81 titled "2025 Council Strategic Plan Implementation Report – Quarter 3 Update."

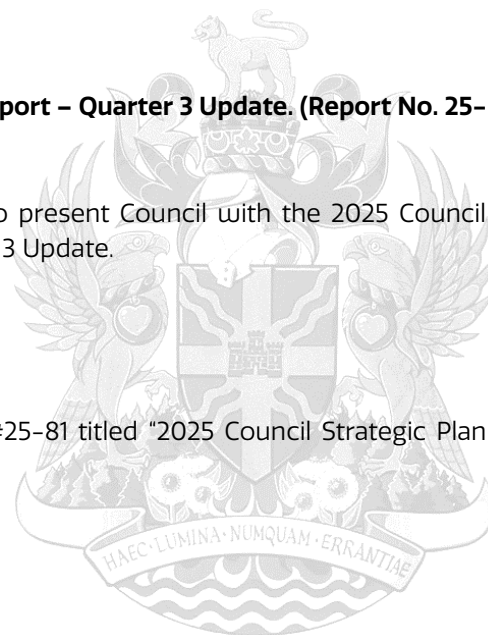
CARRIED.

(f) **Finance Department Verbal Update**

- Introduction of Paul Wallin, Manager of Finance.
- Permissive Tax Exemption Bylaw submitted.

(g) **IT Department Verbal Update**

- IT maintenance undertaken by the Manager and Sea to Sky.
- The October 20 Committee of the Whole Meeting had 26 views, and the Regular Meeting had 14 views.



- The Special Meeting on October 28 had 8 views.
- Update on project management for the department.

8 MUNICIPAL SERVICES (Councillor MacLeod, Chair)

(a) Municipal Services Department Verbal Update

- Update on the Eremenko building demolition.
- Update on speed reader and speed in the committee report to next meeting.
- Update on the Liquid Waste Management Plan and next steps, report coming to Council in December.

Aaron Geck, Assistant Manager – Utilities presented to Council on the South Sewage Treatment Plant (SSTP) and odour mitigation. Highlights of the presentation included:

- Overview of where odours come from in general at a treatment plant.
- Review of the Geotube system, and biosolid management options.
- Overview of Geotube system installation, the concept of geotubes, the proof-of-concept testing, and the outcome not being as anticipated, challenges with the original design.
- Next steps, Liquid Waste Management Plan, and the communication and engagement plan.
- Working to replace geotube system and exploring options.

(b) Brandson Park Design Concept (Report No. 25-79)

Report from the Project Manager to obtain Council authorization to proceed with the construction of the Brandson Neighbourhood Park design concept as presented in this report for a total cost of \$327,000 and support a \$68,000 project budget increase in the 2026-2030 Five-Year Financial Plan with funding contribution from the Game Host Agreement Reserves.

COW097-25

Moved, and
RECOMMENDED

THAT Council approve the Brandson Neighbourhood Park design concept as presented in Report #25-79 for a total cost of \$327,000.

CARRIED.

COW098-25

Moved, and
RECOMMENDED

THAT Council support a \$68,000 project budget increase in the 2026-2030 Five-Year Financial Plan with funding contribution from the Game Host Agreement Reserves.

CARRIED.

9 QUESTION PERIOD:

- Nil

10 RESOLUTION TO RISE FROM COMMITTEE OF THE WHOLE:

R230-25

Moved and seconded, and
RESOLVED: THAT Council rise from Committee of the Whole.

CARRIED.



11 RESOLUTION TO RECESS THE PUBLIC MEETING UNTIL 7:00 P.M.

R231-25

Moved and seconded, and
RESOLVED:

THAT pursuant to Section 90 of the *Community Charter*, the public be excluded from this portion of the meeting as the subject matter being considered relates to the following:

- ***Community Charter Section 90(1)(L)***
Discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report].

AND FURTHER;

THAT the public portion of the meeting be recessed until 7:00 p.m.,

AND FURTHER;

THAT Council immediately resolve into the closed portion of their meeting.

CARRIED.

The meeting recessed at 4:44 p.m.

12 RECONVENE: Mayor McFaddin reconvened the meeting at 7:00 p.m.

Members Present	Mayor Maria McFaddin Councillor Darcy Bell Councillor Brian Bogle Councillor Sandy Bojecho Councillor Shirley Falstead – Via Zoom Councillor Sue Heaton-Sherstobitoff Councillor Cherryl MacLeod
Absent	Nil
Staff Present	Chris Hallam, Director of Municipal Services/Acting CAO Bree Seabrook, Director of Corporate Services Steffan Klassen, Director of Finance & Technology David Bristow, IT Manager Nicole Brown, Manager of Legislative Services Meeri Durand, Acting Director of Community Safety & Development Jennifer Chamberlain, Executive Assistant
Other	Public and Media



13 DELEGATION:

- (a) Dharmesh Manuja, Paramveer Bagga, Maddy, and Savan Bhatt on behalf of the Castlegar Cricket Club presented Council with a proposal for construction of a cricket pitch. Highlights of the presentation included:
 - Overview of the sport, community sponsorship and growth of the game in Castlegar.

- No dedicated cricket pitch in Castlegar or area.
- The benefits to the community of creating a cricket pitch. Potential for tournaments to be held in Castlegar.
- Proposed locations are Millennium Park soccer field, a field next to Kinnaird Park Community Church.
- They are requesting the City of Castlegar work with them to establish a cricket pitch in Castlegar.
- Council suggests they also present to the Recreation Commission about potential field use within the area as there are more in the immediate area than just within the City boundary.

- (b) Darlene Kalawsky and Val Field on behalf of Castlegar Communities in Bloom presented Council with the Class of Champions Award. Highlights of the presentation included:
- Thank you to the City of Castlegar, Civic Works Department and all the volunteers and community members for support over the past 21 years.
 - The group is requesting the City of Castlegar enter the holiday planter challenge for the planters outside of City Hall.

14 COUNCIL MEETING MINUTES FOR APPROVAL:

R232-25

Moved and seconded, and
RESOLVED:

THAT the following Minutes be adopted as presented:

- Regular Meeting Minutes – October 20, 2025
- Special Meeting Minutes – October 28, 2025

CARRIED.

15 RESOLUTION TO ADOPT RECOMMENDATIONS OF COMMITTEE OF THE WHOLE:

The following resolutions were recommended at the October 20, 2025, Committee of the Whole Meeting and are presented for consideration of adoption by Council:

R233-25

Moved and seconded, and
RESOLVED:

THAT the following items considered and received for information at the October 20, 2025 Committee of the Whole meeting, be adopted:

- Emergency Services Monthly Report – September 2025
- Building Permit Report – September 2025
- Business Licence Report – September 2025

CARRIED.

The following resolutions were recommended at the November 3, 2025, Committee of the Whole Meeting and are presented for consideration of adoption by Council:

R234-25

Moved and seconded, and
RESOLVED:

THAT Council endorse application to the Emergency Treatment Fund in the Amount of \$400,000.

CARRIED.



R235–25 Moved and seconded, and
RESOLVED:

THAT Council approve the Brandson Neighbourhood Park design concept as presented in report #25-79 for a total cost of \$327,000.

CARRIED.

R236–25 Moved and seconded, and
RESOLVED:

THAT Council support a \$68,000 project budget increase in the 2026–2030 Five-Year Financial Plan with funding contribution from the Game Host Agreement Reserves.

CARRIED.

16 REGIONAL DISTRICT OF CENTRAL KOOTENAY (RDCK) MEETING MINUTES:

R237–25 Moved, and seconded and
RESOLVED:

THAT the following minutes be received for information:

(a) RDCK Regular Board Meeting Minutes – September 18, 2025

CARRIED.

17 CORRESPONDENCE:

Council discussed the correspondence from Michael Trapani regarding the request considered including ducks as a permitted backyard poultry in the Animal Control Bylaw. At this time, Council has chosen to maintain the current definition of poultry, which does not include ducks, and asked that staff reply to Micheal Trapani regarding this request.

Council discussed the correspondence from the Castlegar Curling Club requesting the City of Castlegar develop a formal agreement with regard to developing additional parking spaces at the rear of the Curling Club building. Staff will follow up with the Club on parking options.

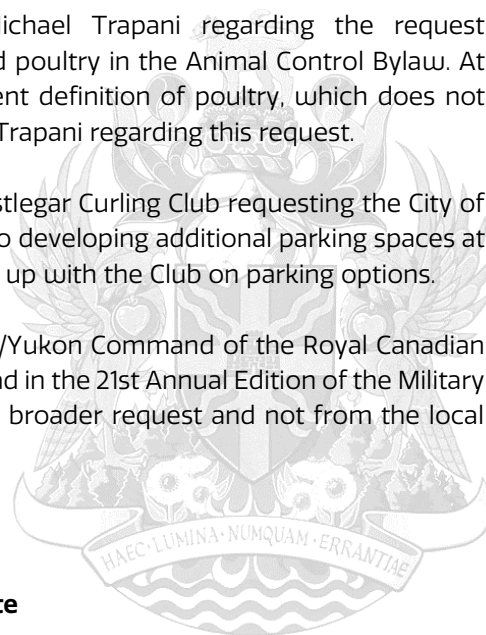
Council discussed the correspondence from the BC/Yukon Command of the Royal Canadian Legion requesting the City of Castlegar purchase an ad in the 21st Annual Edition of the Military Service Recognition Book. Council noted this was a broader request and not from the local branch.

18 REPORTS OTHER:

- (a) **Recreation Commission Member Verbal Update**
- Next meeting on November 4, 2025

19 MAYOR'S REPORT:

- (a) Mayor McFaddin Reported on her attendance at:
- The Union of British Columbia Municipalities 2025 Convention.
 - YRB stakeholder meeting.
 - Mercer stakeholder update meeting.



(b) Mayor McFaddin discussed with Council the arrival of the Holiday train on December 15, 2025.

R238-25

Moved and seconded, and
RESOLVED:

THAT Council direct staff to proceed with the legislated requirements to reschedule the regular scheduled Council meeting on December 15, 2025, to December 17, 2025.

CARRIED.

20 NEW & UNFINISHED BUSINESS: Nil

21 BYLAWS FOR CONSIDERATION:

Regional District of Central Kootenay (RDCK) Letter of Consent – RDCK Castlegar and Area Indoor Aquatic Local Service Area Establishment Amendment Bylaw No. 3061.

R239-25

Moved and seconded, and
RESOLVED:

THAT Council provide consent on behalf of the City of Castlegar electors, to the Board of the Regional District of Central Kootenay adopting Bylaw No. 3061 "Castlegar and Area Indoor Aquatic Centre Local Service Area Establishment Amendment Bylaw No. 3061, 2025".

CARRIED.

Regional District of Central Kootenay Castlegar and District Regional Facilities, Recreation, Parks and Leisure Service Amendment Bylaw No. 3062.

R240-25

Moved and seconded, and
RESOLVED:

THAT Council provide consent on behalf of the City of Castlegar electors, to the Board of the Regional District of Central Kootenay adopting Bylaw No. 3062 "Castlegar and District Regional Facilities, Recreation, Parks and Leisure Service Amendment Bylaw No. 3062, 2025".

CARRIED.

22 NEXT MEETING(S):

November 17, 2025 at 3:00 p.m. for Committee of the Whole Meeting followed by the Regular Council Meeting at 7:00 p.m. via Zoom live meeting and available to the public for live streaming in Council Chambers at the Community Forum, 445 13th Avenue, Castlegar, B.C.

23 NOTICE OF MOTION: Nil

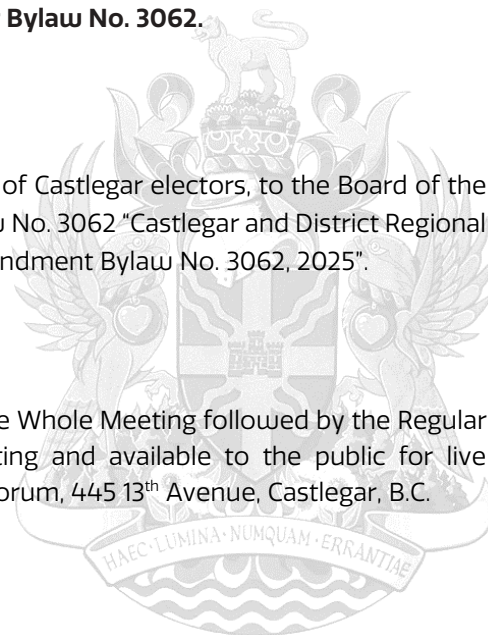
24 QUESTION PERIOD: Nil

25 ADJOURNMENT:

R241-25

Moved and seconded, and
RESOLVED: THAT the Regular meeting be adjourned.

CARRIED.



The Regular Meeting was adjourned at 7:56 p.m.

CERTIFIED CORRECT:

Bree Seabrook
Director of Corporate Services

Maria McFaddin
Mayor



Margaret Rogers (on Behalf of the Residents of Connors Road & Riverside Crescent)

1941 Riverside Crescent

Castlegar, BC V1N 3W5



Date: November 5, 2025

To: Mayor Maria McFaddin and Members of Council

City of Castlegar

445 13th Avenue

Castlegar, BC V1N 1G1

URGENT ACTION REQUIRED Regarding Homeless Camp and South Waste Management Treatment Centre, located along the south end of Connors Road and the Entirety of Riverside Crescent

Dear Mayor McFaddin and Members of Council,

We, the Residents of Connors Road (10 properties from 1885-1925) & Riverside Crescent (29 properties between 1905-1943), to be referred to as "the Residents", are writing to express our deep concern and frustration regarding the multiple homeless camps in the area, including the particularly large camp located directly across from Highway 3 and six southernmost residential properties near to the Kinnaird Bridge (see Photo 1). In addition to this camp, there are other pop-up camps in the trees west of our Crescent in the trees between the railway line, as well as a camp near the old school at the east end of 18th Street (see Photo 2).

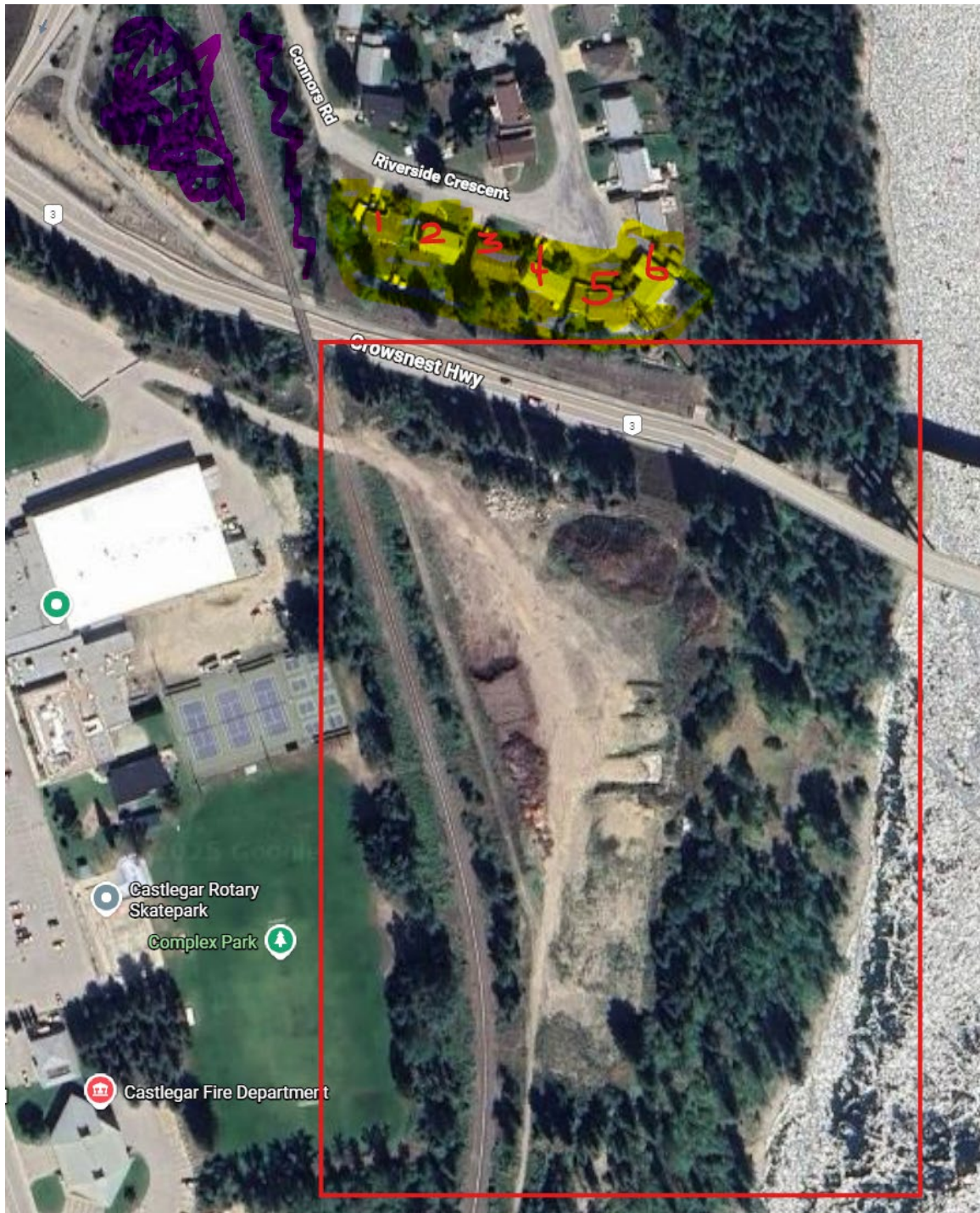


Photo 1: Southernmost homes along Riverside Crescent (yellow) across from camp (spread out within the red)



Photo 2: Southeast Treatment Centre (blue), camp area at the end of 18th and area of school bus stop west of entrance to Woodland Park

Note that Photo 2 also shows the privately owned cannabis store and Safeway to the west, creating an area of high and constant transient traffic, garbage, overnight parking, and the occasional tent. Because of the inherent danger to our children, we want to ask that the City scope out a different, safer place for the children of Woodland Park to load and exit the bus in the morning and afternoon. At the very least, and regardless of where the stop is, there should *always* be clear signage and an area of refuge for the children to gather safely.

For the sake of opportunity, the Residents would also like to include in our list of concerns the continued utterly offensive stench and increased amount of dump truck traffic through around the Road & Crescent, related to the activities at the City's Southern Waste Management Treatment Centre.

Columbia River/Complex Homeless Camp *et al.*

The Columbia River/Complex Homeless Camp (CRCHC) has grown significantly over the past year and is now directly impacting on our safety, health, property values, and overall quality of life. We want to make it clear that we are not only concerned about our own safety and property values, but *also* about the vulnerable individuals living in the camp,

especially as winter weather is approaching. The situation has escalated to a point where immediate and coordinated action from the City is required.

The following is a list of our concerns regarding what we have, collectively, identified as a growing Public Safety and Health Risk for both ourselves, the un-homed and the rest of the tax paying citizens of Castlegar who are concerned.

Key Concerns

The CRCHC is large and the greater area that surrounds it has become unusable to every other person, including clear (trails are overrun with garbage) and safe access to the Columbia River. The camp has also become a site of frequent drug use, public sex acts, and violent altercations (including domestic) occurring at all hours. Most recently, on October 12, 2025, the Fire Department attended a structure fire involving the explosion of multiple propane canisters (at least six) erupted, at least adjacent (if not in) the Ministry of Transportation and Transit (MoTT) ROW and Highway 3 below.

1. Environmental and Sanitation Hazards:

- Human waste and garbage of all kinds (including used needles and other drug paraphernalia) are being discarded without care throughout the area, including onto the Highway and into the Columbia River.
- Campers have and continue to pollute the riparian zone along the River, posing serious safety and environmental risks to people, animals, plants, and even to fish.
- The area contains sensitive animal and plant species (both blue and red listed in SARA) that have likely been impacted.
- The area is visibly littered, unsanitary, and increasingly infested with rodents.

2. Continued Strain on Shared Tax-Payer Resources:

- Repeated phone calls by the Residents to the City with little information and repeated redirection to call the RCMP.
- Repeated calls to the RCMP, which mostly went without resolution and with redirection to call the City. This back-and-forth finger pointing is a waste of our time and City and RCMP resources, leading to an increase in frustration for all.

3. Destruction of City-Zoned Subdivision Land:

- Cutting by ax, hand sawing, and chainsaws at all hours of the day and night. As an example, hand cutting and sawing and nailing together of items through the night on October 28, 2025.

- In addition, cutting down trees has amplified Highway noises, especially at night where the neighboring residents can hear every word. This has caused the residents to shy away from using their own backyard socially, due to a lack of privacy!
4. Loss of Privacy and Noise Pollution:
- With no fencing or other visual barriers, homes are fully exposed to the camp.
 - There is a growing number of aggressive dogs that fight and bark at all hours, affecting resident's ability to sleep.
 - have made our yards and homes feel unsafe and unlivable. This is compounded by the ever-growing noise from Highway 3.
5. Impact on Children and Families:
- There are multiple homes with children and teenagers. We are concerned about their physical safety and mental well-being, with many becoming fearful and depressed as a direct result of what they see and hear daily.
 - Children are expected to walk past these sites just to get to the unmarked school bus?

Waste Management Treatment Centre

The Southeast Treatment Centre has created a persistent odour and now has capacity issues. The City has indicated that it is implementing a Liquid Waste Management Plan to address aging infrastructure and environmental concerns over the next 20 years. However, despite upgrades in 2014, residents have continued to experience strong odours and increased heavy vehicle traffic, specifically large dump trucks (sometimes with their pups).

Relevant Bylaws and Legislative Support

1. Waste Disposal and Sanitation: Violations of Residential Curbside Collection and Disposal Bylaw No. 1408 and Solid Waste and Recycling Bylaw No. 1248.
2. Tree Cutting and Environmental Protection: Violations of Maintenance of Private Property Bylaw No. 1120 and Official Community Plan Bylaw No. 1427.
3. Noise Control: Violations of Noise Control Bylaw No. 622.
4. Dog Control and Leash Laws: Violations of Animal Control and Licensing Bylaw No. 1342.
5. Riparian Area Protection: Violations of the Riparian Areas Protection Regulation under the Riparian Areas Protection Act.

6. Sewer and Wastewater Management: Violations of Sewer Regulations and Rates Bylaw No. 1356.
7. Fencing and Property Protection: Lack of compliance with Zoning Bylaw No. 1428.

In Conclusion

Overall, the Residents feel frustrated, They are tired (from a lack of sleep), some are concerned for their property and the overall value of their properties (and inability to sell in the future), some are angry (from the lack of action and communication), and some are scared (for their children's mental health and safety).

We respectfully request that the City please:

- confirm receipt of this letter and provide available dates for a meeting with City officials and relevant ministries,
- set up a meeting with us, the Residents, Mayor McFaddin, respected City officials, relevant Provincial ministries, and the RCMP to discuss real-time solutions,
- provide a clear timeline for addressing these concerns, including relocation or better services for the many homeless camps within the City limits,
- a mitigation plan to address the foul odour and impacts from increase of traffic from the Waste Management Treatment Centre,
- either moving or clearly designating the area of the school bus stop, and
- to support the request for protective infrastructure for six neighbouring properties along High 3 (including cost of property survey to create individual site plans, a variance against City bylaws for fence height, and assistance with cost (with potential help from Ministry of Transport)).

We are committed to working collaboratively toward solutions that benefit all the Residents, as well as members of our Woodland Park community.

Sincerely,

The Residents of Connors Road & Riverside Crescent

Violence Against Women in Relationships (VAWIR) Committee – Castlegar

1695 Columbia Avenue

Castlegar, BC V1N 1J1

November 10th, 2025

Subject: Request to Illuminate Overpass Lights Purple in Recognition of December 6th – National Day of Remembrance and Action on Violence Against Women and 16 days of activism against gender-based violence November 25th – December 10th.

Dear Mayor McFaddin and Members of Council,

On behalf of the **Castlegar Violence Against Women in Relationships (VAWIR) Committee**, we are writing to respectfully request that the **Castlegar overpass lights be illuminated in purple from November 25th through December 10th** in recognition of the *National Day of Remembrance and Action on Violence Against Women* and the *16 days of activism against gender-based violence*.

December 6th marks the anniversary of the *1989 École Polytechnique tragedy in Montréal*, where 14 women were killed in an act of gender-based violence. This day is now recognized across Canada as a time to remember all women and gender-diverse individuals who have experienced violence, and to reaffirm our commitment to ending Gender-Based Violence and domestic violence.

The **16 Days of Activism Against Gender-Based Violence** is an international campaign launched by the **Women's Global Leadership Institute in 1991** and supported by the **United Nations**. The campaign begins on **November 25**, the *International Day for the Elimination of Violence Against Women*, and concludes on **December 10**, *Human Rights Day*—symbolically linking gender equality with the realization of universal human rights.

This campaign seeks to:

- Promote awareness of gender-based violence as a violation of human rights.
- Encourage community involvement and education to prevent violence.
- Advocate for stronger local policies and programs supporting survivors.
- Foster a culture of equality, safety, and respect within our community.

Lighting the overpass in purple—the color symbolizing courage, survival, and remembrance—would be a meaningful visual statement of Castlegar's solidarity with survivors and its dedication to promoting safety and equality in our community. Many municipalities across Canada have taken similar steps, and we believe this simple, yet powerful gesture would resonate deeply with residents of Castlegar.

We sincerely thank City Council for considering this request and for your ongoing support of initiatives that promote awareness, compassion, and safety for all members of our community. Please don't hesitate to contact us if further information or coordination is needed.

With appreciation,

Nicole Maskerine

on behalf of the **Castlegar Violence Against Women in Relationships (VAWIR) Committee**



About the Castlegar Violence Against Women in Relationships (VAWIR) Committee

The **Violence Against Women in Relationships (VAWIR) Committee – Castlegar** is a coordinated community initiative dedicated to promoting safety, support, and justice for individuals affected by relationship and gender-based violence.

VAWIR Committees exist across British Columbia as part of a province-wide framework that brings together local service providers, justice system representatives, and community organizations to strengthen collaboration in responding to domestic and gender-based violence.

Our **Castlegar VAWIR Committee** includes representatives from local agencies such as victim services, the RCMP, mental health and social service providers, transition houses, Indigenous and community support organizations, and other partners who share a commitment to preventing violence and supporting survivors.

Our Goals

- To improve communication and coordination among agencies responding to relationship and gender-based violence in Castlegar and the surrounding area.
- To enhance community awareness and education about the impacts of domestic and gender-based violence.
- To engage the broader community, including local government, schools, and businesses, in fostering a culture of respect, safety, and accountability.

Our Vision

A community where all people, women, men, and gender-diverse individuals, can live free from violence, fear, and discrimination.

As we work to **re-establish the Castlegar VAWIR Committee**, our goal is to strengthen partnerships, renew public awareness, and ensure that our community continues to respond to violence with compassion, collaboration, and action.

We are grateful for the opportunity to partner with the **City of Castlegar** on awareness initiatives such as illuminating the overpass lights in purple for the *National Day of Remembrance and Action on Violence Against Women*. Together, we can send a strong message of remembrance, resilience, and hope.



REGIONAL DISTRICT OF CENTRAL KOOTENAY

Letter of Consent Bylaw No. 3036

We, the Council of the City of Castlegar in the Regional District of Central Kootenay, do hereby consent, on behalf of the City of Castlegar electors, to the Board of the Regional District of Central Kootenay adopting Bylaw No. 3036 being:

“Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025”

for the purpose of changing the method of apportionment.

Bree Seabrook, Corporate Officer
City of Castlegar
Regional District of Central Kootenay

Mayor (Director) Maria McFaddin
City of Castlegar
Regional District of Central Kootenay



West Transit Services Committee Report

June 10th, 2025

Proposed Changes to Service S239 Kootenay Lake West Transit

Author:	Tom Dool, Research Analyst
File Reference:	3200/10
Electoral Area/Municipality:	CASTLEGAR, KASLO, NAKUSP, NEW DENVER, SALMO, SILVERTON, SLOCAN, AREA A, AREA D, AREA E, AREA F, AREA G, AREA H, AREA I, AND AREA J
Services Impacted	S239 KOOTENAY LAKE WEST TRANSIT

1.0 STAFF RECOMMENDATION

That Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025 be read a FIRST and SECOND time.

2.0 BACKGROUND/HISTORY

Kootenay Lake West Transit Service Establishment Bylaw 1783, 2005 established Service S239 Kootenay Lake West Transit as a transit service for all electoral areas and municipalities on the west side of Kootenay Lake. The method of apportionment was based on a property value tax on converted value of land and improvements within the service area.

Kootenay Lake West Transit Service Establishment Amendment Bylaw 1794, 2005 amended the service area boundary to include a Defined Portion of Electoral Area A and specify the service participants included Defined A, D, E, F, G, H, I, J, K, Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silvertown, and Slocan.

In 2013, the West Kootenay Transit System was established in partnership with the City of Nelson, the Regional District of Kootenay Boundary, and BC Transit. As a part of the process Kootenay Lake West Transit Service Amendment Bylaw No. 2354, 2013 consolidated services S233 Nelson and Area Transit, S235 Kaslo and Area Transit, and S236 Nakusp and Area Transit. Bylaw 2354, 2013 also amended the method of apportionment by assigning percentage amount of the cost of transit to each service participant.

In 2021, staff proposed amendments to Bylaw 1783, 2005 to change the method of apportionment. The Board declined to proceed with those amendments.

Kootenay Lake West Transit Service Amendment Bylaw 2707, 2021 increased the maximum annual allowable requisition to \$678,000 or \$0.066/\$1000 of net taxable value of land and improvements within the service area, whichever is greater.

Kootenay Lake West Transit Service Establishment Bylaw 1783, 2005 and subsequent amendments are included in this report (see Attachment A).

In 2023 the Board recognized the need for transit funding service governance, in part, to facilitate improvements in the apportionment of transit costs. The West Transit Services Committee was established to consider matters related to transit funding for services S237 Transit Castlegar and Area, S238 Transit Slocan Valley North Shore, and S239 Transit Kootenay Lake.

Watt Consulting was contracted to conduct a long-form interview with 16 Board members to establish consistent and incongruent values held by the elected officials responsible for the governance of public transit. Those values were then applied to potential apportionment methods for Board consideration. The results of this study, The RDCK Transit Values and Cost Apportionment Study (See Attachment B), were presented at the January 10th West Transit Services Committee meeting.

At the April 15th, 2025 West Transit Services Committee Meeting staff presented an analysis of the RDCK Transit Values and Cost Apportionment Study and made recommendations regarding a best fit for apportionment models (See Attachment C)

At the April 17th 2025 Open Board Meeting the Board resolved:

(220/25) That the Board direct staff to prepare an amendment to bylaw Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005 to update the method of apportionment to reflect Section 4.0 the proposed solution as per Transit Cost Apportionment Committee Report prepared by Tom Dool, Research Analyst; and to update apportionment percentages in the bylaw to reflect the Hybrid Methods apportionment of current transit costs.

3.0 PROBLEM OR OPPORTUNITY DESCRIPTION

The apportionment described in Kootenay Lake West Transit Service Establishment Bylaw 1783, 2005 and subsequent amendments is no longer aligned with the provision of transit services through Service S239 Kootenay Lake West Transit. The current apportionment is 12 years old. In the past 12 years there have been considerable changes to property values, regional demographics, and ridership patterns that are not reflected in current service levels, in part due to a dated apportionment method.

The current apportionment method lacks a working model. There is no consistent way of translating proposed service level changes to potential costs for individual participants.

Service governance has low confidence is the current apportionment of transit costs. There is no mechanism to demonstrate the return on investment in transit services because it's difficult to show how individual investments are being applied.

Further details regarding the challenges with the current apportionment of costs for this service were reported upon at the April 15th, 2025 West Transit Services Committee Meeting (See Attachment C).

3.1 Alignment to Board Strategic Plan

The Boards' consideration of the proposed changes to transit service funding apportionment demonstrates a commitment to excellence in governance.

3.2 Legislative Considerations

Apportionment of the Costs of a Service

LGA Section 340 Special Options for Establishing Bylaws allows that a service establishment bylaw may set out a method of apportionment of costs among the participating areas, if this is to be different from the method established by LGA Section 380.

LGA Section 380 Apportionment of Costs mandates that if the establishing bylaw specifies a method for apportioning service costs, those costs must be distributed accordingly.

Kootenay Lake West Transit Service Amending Bylaw 2354, 2013 amended the apportionment of costs to transit service participants from assessment-based method established in Section 380 of the LGA to a method defined by bylaw.

Proposed Kootenay Lake West Transit Service Establishment Amending Bylaw 3036, 2025 removes the apportionment of costs defined in Bylaw 2354, 2013 and applies an apportionment of costs based on the hybrid model developed by Watt Consulting.

In accordance with LGA Sections 346 and 347, the proposed bylaw amendment may be approved by consent of 2/3 of the participants.

3.3 What Are the Risks?

The lack of information regarding the current model makes it difficult to apportion the cost-of-service level changes. The resulting uncertainty erodes service governance's ability to make decisions about the future of the service.

Inequities resulting from the existing model will result in service participants curtailing their investments in public transportation.

4.0 PROPOSED SOLUTION

The proposed solution applies the Hybrid Model approach, as recommended by Watt Consulting and directed by the Board, to the apportionment cost for Service S239 Kootenay Lake West Transit. The apportionment as described in the amendments adhere to the following principles

1. **Transit funding methods should be simplified and documented.**
2. **Funding models should explicitly state how cost allocation is arrived at.**
3. **New funding models should adopt a multifactorial approach to the allocations of transit costs.**

The Apportionment of Regional Connector Transit Costs

The only Regional Connector Transit route funded by the Regional District is the #99 Kootenay Connector. This connector provides service between Nelson and the Castlegar campus of Selkirk College.

The operating cost of the #99 Kootenay Connector is distributed to all service participants of S239 Kootenay Lake West Transit by population, weighted by access to the service. Service participants who have direct access to the service are weighted %100. Service participants requiring an additional transit trip to access the service are weighted 66%. Service participants who require two transit trips to access the service are weighted 33%. The weighting reflects a reduced opportunity to use the service based on a lack of access.

This funding component recognizes that majority of transit ridership benefits from Regional Connector Services to some degree while applying the value/theme, **Those who benefit from transit services should bear the cost of providing those services**, to the distribution of costs among participants.

500 Hours of Health Connections funding is allocated annually to the operation of #99 Kootenay Connector to provide links to community and regional health facilities in Castlegar, Nelson, and Trail.

The Apportionment of Conventional Transit Costs

Conventional Transit Service Routes include

- #10 North Shore
- #14 Blewett
- #15 Perrier
- #20 Slocan Valley

Conventional transit service routes operate on a set schedule with defined stops. The cost of these services is distributed among service recipients based on the distribution of ridership. Ridership is determined through boarding and alighting sample data at select locations by either electronic fare products or observations by the transit operator.

Under the proposed apportionment Electoral Areas E & F will continue to fund their portion of the operating costs of the #10 North Shore through Service S238 North Shore Transit. That apportionment adopts the same ridership-based approach applied in Service S239. However, in S239 the Village of Kaslo, Area D, and Defined Area A contribute a nominal amount (1%) to the cost of the #10 North Shore route. This reflects the need for riders to access the #10 North Shore at Balfour to complete their journey from either the East Shore or North End to Nelson.

Under the proposed apportionment Electoral Areas E, F, Defined H, and Slocan will continue to fund their portion of the operating costs of the #20 Slocan Valley through Service S238 Slocan Valley Transit. That apportionment adopts the same ridership-based approach applied in Service S239. However, within Service S239 Silverton, New Denver, Nakusp, Area H, and Area K contribute a nominal amount (1%) to the cost of the #20 Slocan Valley route. This reflects the need for riders to access the #20 Slocan Valley at the Village of Slocan to complete their journey south from the north half of the Slocan Valley up to Nakusp.

The Apportionment of Paratransit Costs

Paratransit Service Routes include

- #51 Nakusp Hot Springs
- #52 Nakusp to Playmor
- #53 Nakusp to Edgewood
- #57 Kaslo Local
- #58 Kaslo to Argenta
- Nelson handiDart Services

Paratransit services are on demand and curb-to-curb services. While they have defined timing stops, they allow for a degree of customization by the ridership allowing for specified pick-up and drop-off locations and times where possible. The cost of a paratransit route is distributed evenly among service recipients based on operating hours.

Apportionment of Health Connections Service Costs

The cost of Health Connections Routes including
#72 Salmo to Nelson
#74 Nakusp to Nelson
#76 Nakusp to Nelson

Health Connections services are paratransit routes funded, in part, through Health Connections funding. The costs of these services are distributed evenly among route participants and IHA based on operating hours.

Apportionment of Nelson handiDart Costs

handiDart operations within the City of Nelson are provided through Service S239 Kootenay Lake West Transit and funded entirely by the City of Nelson.

Figure 1. Service S239 Participation by Service Type & Route

Participant	Regional Connector	Conventional	Paratransit	Health Conn	handiDart
Castlegar	#99				Nelson HD
Kaslo	#99	#10	#57, #58	#76	
Nakusp	#99	#20	#51, #52	#74	
Nelson	#99				
New Denver	#99	#20	#52	#74	
Salmo	#99			#71	
Silverton	#99	#20	#52	#74	
Slocan	#99		#52	#74	
Area A Def	#99	#10			
Area D	#99	#10	#57, #58	#76	
Area E	#99	#14, #15			
Area F	#99				
Area G	#99			#71	
Area H	#99	#20		#74	
Area I	#99				
Area J	#99				
Area K	#99	#20		#74	

Consolidated Operating Hours

Population distribution and ridership have been translated into corresponding operating hours. A summary of operating hours based on current service levels has been applied as a proxy for operating costs to determine the overall percentage of operating hours required by each Service S239 Kootenay Lake West service participant.

Figure 2. Distribution of Operating Hours by Participant and Service Type

Participant	Regional Connector	Conventional	Paratransit	Health Conn	handiDart	Total
Castlegar	382:50:32	0:00:00	0:00:00	0:00:00	0:00:00	382:50:32
Kaslo	24:04:57	41:43:05	136:00:00	203:30:47	0:00:00	405:18:49
Nakusp	36:28:47	36:52:23	240:50:00	68:00:00	0:00:00	382:11:10
Nelson	764:54:14	0:00:00	0:00:00	0:00:00	699:20:00	1464:14:14
New Denver	11:10:49	36:52:23	45:20:00	68:00:00	0:00:00	161:23:12
Salmo	52:20:37	0:00:00	0:00:00	229:16:14	0:00:00	281:36:50
Silverton	3:25:14	36:52:23	45:20:00	68:00:00	0:00:00	153:37:37
Slocan	17:24:07	0:00:00	45:20:00	68:00:00	0:00:00	130:44:07
Area A Def	10:54:18	41:43:05	0:00:00	0:00:00	0:00:00	52:37:22
Area D	33:33:51	41:43:05	136:00:00	203:30:47	0:00:00	414:47:42
Area E	268:23:54	1154:18:00	0:00:00	0:00:00	0:00:00	1422:41:54
Area F	283:28:53	0:00:00	0:00:00	0:00:00	0:00:00	283:28:53
Area G	75:45:37	0:00:00	0:00:00	229:16:14	0:00:00	305:01:51
Area H	232:48:04	36:52:23	45:20:00	68:00:00	0:00:00	383:00:27
Area I	179:33:07	0:00:00	0:00:00	0:00:00	0:00:00	179:33:07
Area J	242:13:35	0:00:00	0:00:00	0:00:00	0:00:00	242:13:35
Area K	40:57:23	36:52:23	172:50:00	68:00:00	0:00:00	318:39:46
Total	2660:18:00	1463:49:08	867:00:00	1273:34:01	699:20:00	6964:01:09

4.1 Financial Considerations of the Proposed Solution

Based on the application of the proposed Hybrid Method to current service levels and the distribution of operating hours the apportionment of costs for Service S239 Kootenay Lake West would be as follows:

Figure 3. Apportionment of Service S239 Kootenay Lake West Costs.

Participant	Proposed Approtionment	Proposed 2024 Requisition	Current Apportionment	2024 Requisition
Castlegar	5.5%	\$29,408.68	8.55%	\$45,738.48
Kaslo	5.8%	\$31,134.85	4.18%	\$22,361.04
Nakusp	5.5%	\$29,358.27	12.60%	\$67,404.08
Nelson	21.0%	\$112,477.88	20.15%	\$107,793.03
New Denver	2.3%	\$12,397.20	4.47%	\$23,912.40
Salmo	4.0%	\$21,632.66	0.97%	\$5,189.04
Silverton	2.2%	\$11,801.12	3.40%	\$18,188.40
Slocan	1.9%	\$10,042.65	0.44%	\$2,353.79
Area A Def	0.8%	\$4,042.32	1.71%	\$9,147.70
Area D	6.0%	\$31,863.19	8.47%	\$45,310.52
Area E	20.4%	\$109,286.99	7.86%	\$42,047.31
Area F	4.1%	\$21,776.11	7.43%	\$39,747.01

Area G	4.4%	\$23,431.46	3.22%	\$17,225.49
Area H	5.5%	\$29,421.37	7.60%	\$40,656.43
Area I	2.6%	\$13,792.59	1.85%	\$9,896.63
Area J	3.5%	\$18,607.04	2.52%	\$13,480.82
Area K	4.6%	\$24,478.63	4.58%	\$24,500.85
Total	100.0%	\$534,953.00	100.00%	\$534,953.00

It is acknowledged that the proposed method of apportionment may result in substantive changes to the requisitions of some service participants. To reduce the taxation impact of the proposed changes staff propose a 5-year phase in. A graduated approach will allow for service level changes to be considered as a means of reducing taxation impacts.

Figure 4. 5-Year Phase in of New Apportionment Rates

Participant	2025	2026	2027	2028	2029	2030
Castlegar	8.6%	7.9%	7.3%	6.7%	6.1%	5.5%
Kaslo	4.2%	4.5%	4.8%	5.2%	5.5%	5.8%
Nakusp	12.6%	11.2%	9.8%	8.3%	6.9%	5.5%
Nelson	20.2%	20.3%	20.5%	20.7%	20.9%	21.0%
New Denver	4.5%	4.0%	3.6%	3.2%	2.7%	2.3%
Salmo	1.0%	1.6%	2.2%	2.8%	3.4%	4.0%
Silverton	3.4%	3.2%	2.9%	2.7%	2.4%	2.2%
Slocan	0.4%	0.7%	1.0%	1.3%	1.6%	1.9%
Area A Def	1.7%	1.5%	1.3%	1.1%	0.9%	0.8%
Area D	8.5%	8.0%	7.5%	7.0%	6.5%	6.0%
Area E	7.9%	10.4%	12.9%	15.4%	17.9%	20.4%
Area F	7.4%	6.8%	6.1%	5.4%	4.7%	4.1%
Area G	3.2%	3.5%	3.7%	3.9%	4.1%	4.4%
Area H	7.6%	7.2%	6.8%	6.3%	5.9%	5.5%
Area I	1.9%	2.0%	2.1%	2.3%	2.4%	2.6%
Area J	2.5%	2.7%	2.9%	3.1%	3.3%	3.5%
Area K	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%

Changes to the apportionment of costs for S239 Kootenay Lake West Transit are intended to occur in the context of a broader initiative to improve the apportionment of transit costs for both Service 238 North Shore and Slocan Valley Transit and for Service S239 Kootenay Lake West.

The implications of proposed changes to both services are described below in figure 4.

Figure 7. Aggregate Changes to S238 and S239 Apportionments.

Participant	Proposed Apportionment	Proposed 2024 Requisition	Current Apportionment	2024 Requisition	\$ Change	% Change
Castlegar	2.3%	\$29,408.68	3.54%	\$45,738.48	\$(16,329.80)	-36%

Kaslo	2.4%	\$31,134.85	1.73%	\$22,361.04	\$8,773.82	39%
Nakusp	2.3%	\$29,358.27	5.21%	\$67,404.08	\$(38,045.80)	-56%
Nelson	8.7%	\$112,477.88	8.33%	\$107,793.03	\$4,684.85	4%
New Denver	1.0%	\$12,397.20	1.85%	\$23,912.40	\$(11,515.20)	-48%
Salmo	1.7%	\$21,632.66	0.40%	\$5,189.04	\$16,443.62	317%
Silverton	0.9%	\$11,801.12	1.41%	\$18,188.40	\$(6,387.28)	-35%
Slocan	2.0%	\$25,576.37	2.28%	\$29,537.79	\$(3,961.42)	-13%
Area A Def	0.3%	\$4,042.32	0.71%	\$9,147.70	\$(5,105.38)	-56%
Area D	2.5%	\$31,863.19	3.50%	\$45,310.52	\$(13,447.33)	-30%
Area E	21.5%	\$278,387.33	22.45%	\$290,317.31	\$(11,929.98)	-4%
Old E	0.0%	\$-	0.24%	\$3,148.00	\$(3,148.00)	-100%
Area F	21.6%	\$278,908.15	21.18%	\$273,913.01	\$4,995.14	2%
Old F	0.0%	\$-	0.98%	\$12,628.00	\$(12,628.00)	-100%
Area G	1.8%	\$23,431.46	1.33%	\$17,225.49	\$6,205.98	36%
Area H	2.3%	\$29,421.37	3.14%	\$40,656.43	\$(11,235.05)	-28%
Def H	23.1%	\$299,129	17.50%	\$226,339.00	\$72,789.97	32%
Old H	0.0%	\$-	0.52%	\$6,666.00	\$(6,666.00)	-100%
Area I	1.1%	\$13,792.59	0.77%	\$9,896.63	\$3,895.96	39%
Area J	1.4%	\$18,607.04	1.04%	\$13,480.82	\$5,126.22	38%
Area K	1.9%	\$24,478.63	1.89%	\$24,500.85	\$(22.22)	0%
Total	98.6%	\$1,293,354.00	100.00%	\$1,293,354.00		

4.2 Risks with the Proposed Solution

The complex nature of the problem is a result of many factors including:

1. The gradual consolidation of smaller transit services into S239 Kootenay Lake West;
2. The lack of an apportionment method to determine current apportionments; and
3. Ongoing attempts to use the current structure to provide public transit.

These are all unique circumstances. Staff is confident that the proposed solution is viable and will resolve a number of the current issues with Service S239. However, it is recognized that the Local Government Inspector may have additional considerations that require the staff's attention. This could, in practice, result in delayed implementation.

4.3 Resource Allocation and Workplan Impact

The proposed solution will reduce the current financial and administrative workload required to manage the service and improve efficiency in implementing service level changes.

4.4 Public Benefit and Stakeholder Engagement of Proposed Solution

The proposed solution provides increased public transparency regarding the funding of the transit system.

Public engagement is not required.

4.5 Measuring Success

Measures of success will include:

1. Improved understanding of the relationship between transit funding and operations
2. Streamlined budgeting processes
3. Increased equity in terms of transit funding and services.

5.0 ALTERNATIVE SOLUTION(S)

The Committee may choose to take no further action on the matter.

5.1 Financial Considerations of the Alternative Solution(s)

Transit service costs for Service S238 North Shore and Slocan Valley Transit will continue to be apportioned with the current method.

5.2 Risks with the Alternative Solution(s)

Challenges with the current model will persist.

5.3 Resource Allocation and Workplan Impact

The alternative solution will reduce the workload for staff in the short term but will, in the long term, result in the persistence of existing problems and create new ones.

5.4 Public Benefit and Stakeholder Engagement of Alternative Solution

None at this time.

5.5 Measuring Success

None at this time.

6.0 OPTIONS CONSIDERED BUT NOT PRESENTED

None at this time.

7.0 OPTIONS SUMMARY

Preferred Option Recommendation:

That Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025 be read a FIRST and SECOND time.

Alternative Option Recommendation:

That the Committee recommend staff take no further action on the matter.

8.0 RECOMMENDATION

That Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025 be read a FIRST and SECOND time.

Respectfully submitted,
Tom Dool

CONCURRENCE

[Manager's Title] – [Name of Manager]

[Manager's Title] – [Name of Manager]

[Manager's Title] – [Name of Manager]

ATTACHMENTS:

Attachment A - Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2000 and subsequent amendments

Attachment B – The RDCK Transit Values and Cost Apportionment Study

Attachment C – April 15, 2025 West Transit Services Committee Report – Transit Cost Apportionment

Attachment D - Kootenay Lake West Transit Service Establishment Amending Bylaw 3036, 2025

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 1783

A bylaw to establish a transit service for all electoral areas and municipalities on the west side of Kootenay Lake

WHEREAS, a regional district may, by bylaw, establish and operate a service under the provisions of Part 24 of the *Local Government Act*;

AND WHEREAS the Board of the Regional District of Central Kootenay wishes to establish a service for the purpose of providing transit to a portion of the Regional District including all electoral areas and municipalities on the west side of Kootenay Lake, namely Electoral Areas D, E, F, G, H, I, J and K and the municipalities of Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silverton and Slocan;

AND WHEREAS pursuant to Section 801(2)(b) of the *Local Government Act*, the approval of the electors within the participating area has been obtained in accordance with Section 801.3;

NOW THEREFORE the Board of the Regional District of Central Kootenay, in open meeting assembled, enacts as follows:

1. The Regional District hereby establishes within a portion of District, a service for the purpose of providing transit within the boundaries of the service area shown outlined on the plan attached, as Schedule A, to this bylaw and known as the "Kootenay Lake West Transit Service Area".
2. The participating areas in the service established under Section 1 of this bylaw, include all electoral areas and municipalities on the west side of Kootenay Lake, namely Electoral Areas D, E, F, G, H, I, J and K and the municipalities of Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silverton and Slocan
3. The annual cost of providing this service shall be recovered by a property value tax to be imposed in the manner provided by Section 803 (1) (a) of the *Local Government Act*.
4. The maximum amount of money that may be requisitioned annually to be collected by means of a property value tax under Sections 805 and 806 shall not exceed the greater of \$81,000 or \$.024 per \$1,000 of the net taxable value of land and improvements within the service area.

5. This bylaw may be cited as the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005".

READ A FIRST TIME this 24th day of September , 2005.

READ A SECOND TIME this 24th day of September , 2005.

READ A THIRD TIME this 24th day of September , 2005.

I hereby certify that this is a true and correct copy of the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005" as read a third time by the Regional District of Central Kootenay Board on the 24th day of September, 2005.

SECRETARY

APPROVED by the Inspector of Municipalities the 13th day of October, 2005.

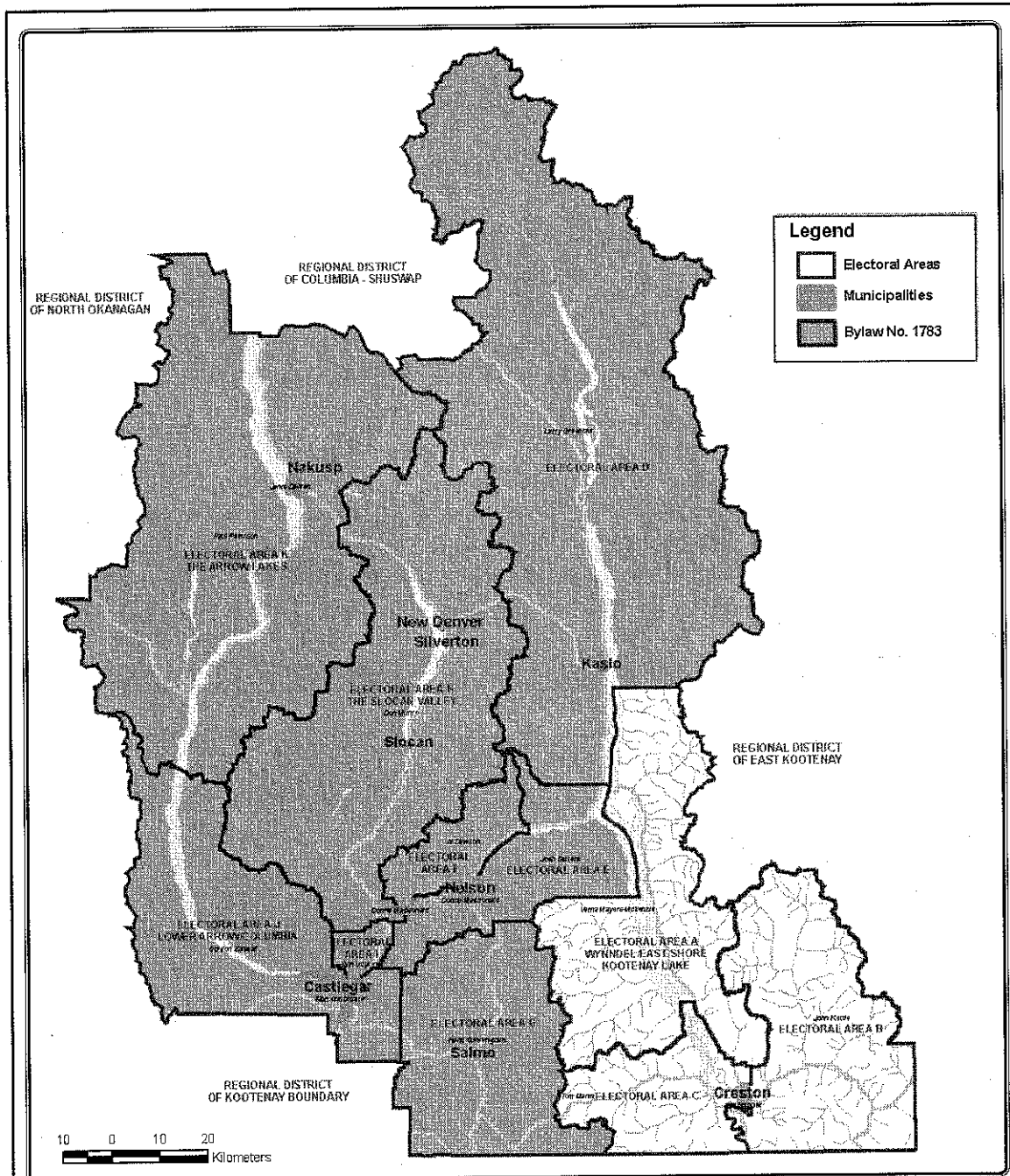
ELECTOR ASSENT obtained in those areas participating in the service pursuant to Section 801.3 of the *Local Government Act*.

ADOPTED this 10th day of December , 2005.

Chair

Secretary





Regional District of Central Kootenay
 Box 90, 202 Lakeside Drive, Nelson, BC V1L 6R4
 Phone: (250) 352-6666
 Toll Free: 1-800-268-7325 (BC)
 Fax: (250) 352-6500 Internet: www.rdkc.bc.ca

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 1783 SCHEDULE 'A'



September 15, 2005

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 1794

A Bylaw to amend Bylaw No. 1783, being the
"Kootenay Lake West Transit Service
Establishment Bylaw No. 1783, 2005"

WHEREAS a service has been established by the Regional District of Central Kootenay by Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005";

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to amend Bylaw No. 1783 to expand the service area to include that portion of Electoral Area A included in the West Kootenay Boundary Regional Hospital District;

AND WHEREAS pursuant to section 802(1)(b) of the *Local Government Act*, consent on behalf of the municipal and electoral area electors has been received in accordance with sections 801.4 and 801.5 respectively

NOW THEREFORE the Board of the Regional District of Central Kootenay in open meeting assembled enacts as follows:

1. The "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005" is hereby amended as follows:
 - (1) Section 1 is hereby deleted and the following is substituted therefore:
"The Regional District hereby establishes within a portion of the District, a service for the purpose of providing transit within the boundaries of the service area shown outlined on the plan attached, titled "Schedule A to Bylaw 1783 (as amended by Bylaw 1794)"
 - (2) Section 2 is hereby deleted and the following is substituted therefore:
"The participating areas in the service established under Section 1 of this bylaw, include all electoral areas and municipalities on the west side of Kootenay Lake, namely Electoral Areas D, E, F, G, H, I, J and K, that portion of Electoral Area A included in the West Kootenay Boundary Regional Hospital District and the municipalities of Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silverton and Slocan."

2. This Bylaw may be cited as the "Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 1794, 2005"

READ A FIRST TIME this 10th day of December, 2005.

READ A SECOND TIME this 10th day of December, 2005.

READ A THIRD TIME this 10th day of December, 2005.

I hereby certify that this is a true and correct copy of the "Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 1794, 2005" as read a third time by the Regional District of Central Kootenay Board on the 10th day of December, 2005.

SECRETARY

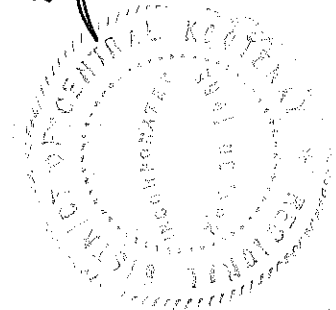
CONSENTED to on behalf of the Electors in the Kootenay Lake West Transit Service Area in accordance with Section 802(1)(b).

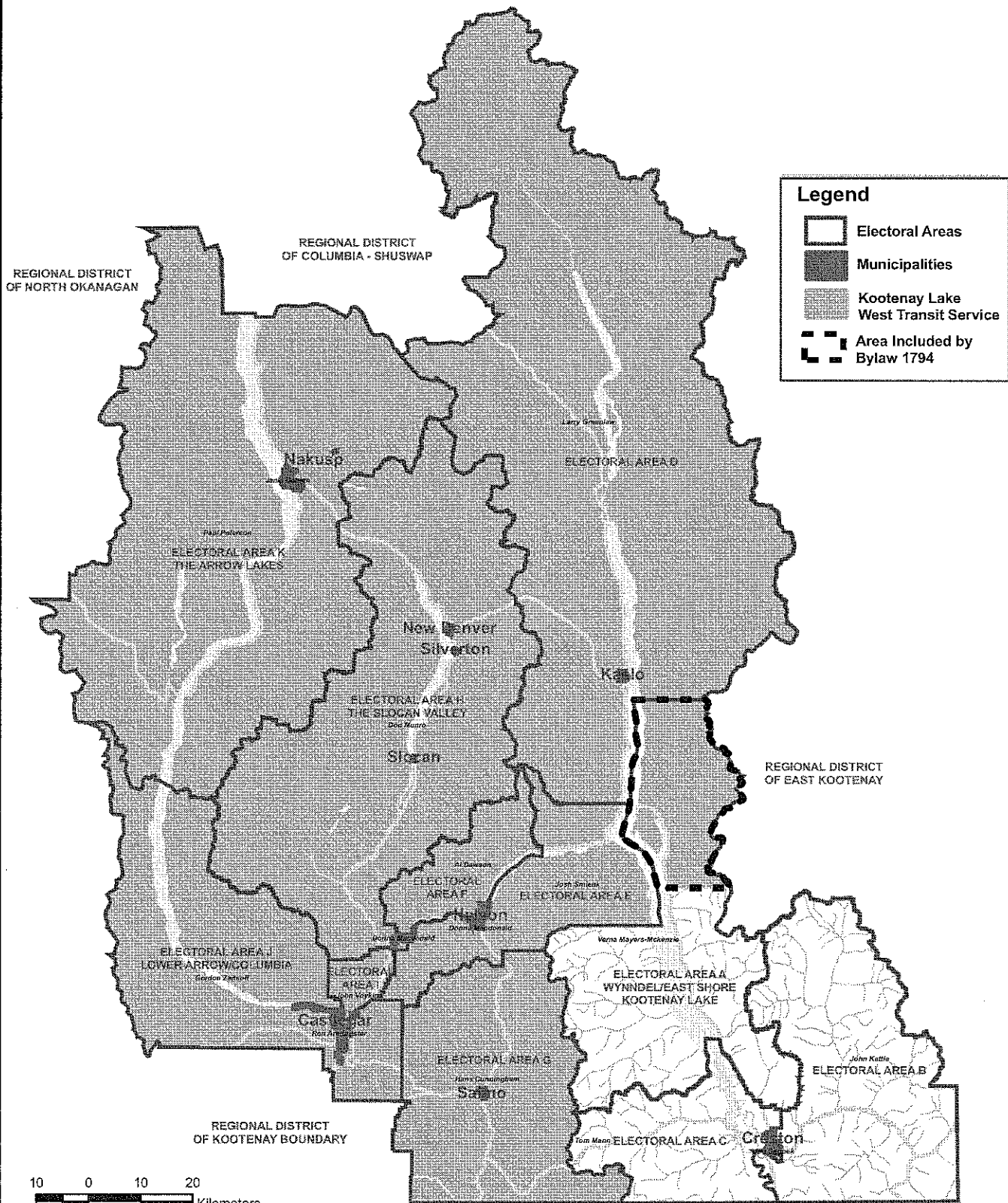
APPROVED by the Inspector of Municipalities on the 30th day of March, 2006.

ADOPTED this 22nd day of April, 2006.


CHAIR


SECRETARY





Regional District of Central Kootenay
 Box 590, 202 Lakeside Drive, Nelson, BC V1L 5R4
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 Fax: (250) 352-9300 Internet: www.rdkc.bc.ca

REGIONAL DISTRICT OF CENTRAL KOOTENAY SCHEDULE 'A' BYLAW NO. 1783 AS AMENDED BY BYLAW 1794



December 1, 2005

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 2354

A Bylaw to amend Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw" to expand and integrate transit services provided by the service

WHEREAS a service has been established by the Regional District of Central Kootenay by Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005", as amended;

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to further amend Bylaw No. 1783 to expand and integrate the transit services provided, by including the Nelson Paratransit, Nakusp Paratransit and the Kaslo Paratransit transit services;

AND WHEREAS, pursuant to the *Local Government Act*, consent has been received from at least two-thirds of the participants to amend Bylaw No. 1783.

NOW THEREFORE the Board of the Regional District of Central Kootenay in open meeting assembled enacts as follows:

1. Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005", as amended, is hereby amended as follows:

- (1) Section 3 is hereby deleted in its entirety and replaced with the following:

The annual cost of providing this service shall be recovered by one or more of the following:

- a) Property value taxes imposed in accordance with Division 4.3 of the *Local Government Act*
 - b) Parcel taxes imposed in accordance with Division 4.3 of the *Local Government Act*
 - c) Fees and charges imposed under Section 363 of the *Local Government Act*
 - d) Revenues raised by other means authorized under this or another Act
 - e) Revenues received by way of agreement, enterprise, gift, grant or otherwise

- (2) Section 4 is hereby deleted in its entirety and replaced with the following:

The amount of monies that may be requisitioned annually in support of the service shall be the greater of \$350,000 or an amount that equals the amount raised by applying property value tax of \$0.048/\$1,000 to the net taxable value of land and improvements in the service area.

The annual costs of providing the service shall be apportioned among the participating areas on the basis of:

City of Castlegar	8.55%
Village of Kaslo	4.18%
Village of Nakusp	12.60%
City of Nelson	20.15%
Village of New Denver	4.47%
Village of Salmo	0.97%
Village of Silverton	3.40%
Village of Slocan	0.44%
Electoral Area A (part)	1.71%
Electoral Area D	8.47%
Electoral Area E	7.86%
Electoral Area F	7.43%
Electoral Area G	3.22%
Electoral Area H	7.60%
Electoral Area I	1.85%
Electoral Area J	2.52%
Electoral Area K	4.58%

2. This Bylaw may be cited as the **"Kootenay Lake West Transit Service Amendment Bylaw No. 2354, 2013"**.

READ A FIRST TIME this 12th day of December, 2013.

READ A SECOND TIME this 12th day of December, 2013.

READ A THIRD TIME this 12th day of December, 2013.

ELECTOR APPROVAL obtained in the participating area pursuant to Sections 801.4 and 801.5 of the *Local Government Act*.

APPROVED by the Inspector of Municipalities on the 2nd day of April, 2014.

ADOPTED this 17th day of April, 2014.



CHAIR



SECRETARY



REGIONAL DISTRICT OF CENTRAL KOOTENAY

Bylaw No. 2707

A Bylaw to amend Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw", by increasing the annual requisition limit.

WHEREAS the Board of the Regional District of Central Kootenay established a service for the purpose of providing public transit by adopting *Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005*, as amended;

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to further amend Bylaw No 1783 to increase the maximum annual allowable requisition limit for the service;

NOW THEREFORE the Board of the Regional District of Central Kootenay, in open meeting assembled, HEREBY ENACTS as follows:

ANNUAL REQUISITION

- 1 Section 4 is deleted in its entirety and the following substituted therefore:

The maximum amount of money that may be requisitioned annually shall be \$678,000 or \$0.066/\$1,000 of net taxable value of land and improvements within the service area, whichever is greater.

CITATION

- 2 This Bylaw may be cited as "**Kootenay Lake West Transit Service Amendment Bylaw No. 2707, 2021**".

READ A FIRST TIME this	20 th	day of	February, 2020.
READ A SECOND TIME this	20 th	day of	February, 2020.
READ A THIRD TIME this	20 th	day of	February, 2020.
THIRD READING RESCINDED	23 rd	day of	September, 2021
REREAD A THIRD TIME this	23 rd	day of	September, 2021

I hereby certify that this is a true and correct copy of the as "**Kootenay Lake West Transit Service Amendment Bylaw No. 2707, 2021**" as read a third time by the Regional District of Central Kootenay Board on the 23rd day of September, 2021.

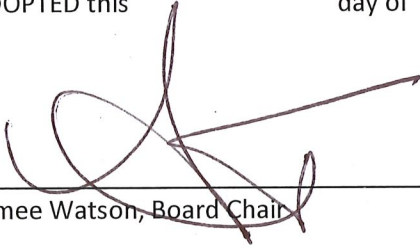


Mike Morrison, Corporate Officer

APPROVED by the Inspector of Municipalities on the day of , 2021.

ASSENT RECEIVED as per the *Local Government Act – Consent on behalf of participating area.*

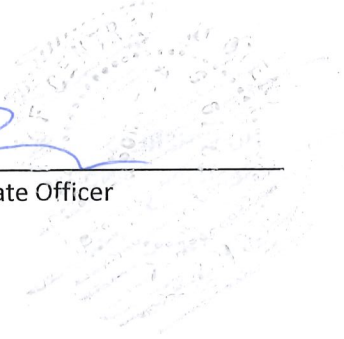
ADOPTED this day of , 2021.



Aimee Watson, Board Chair



Mike Morrison, Corporate Officer





West Transit Services Committee Report

April 15, 2025

Transit Cost Apportionment

Author:	Tom Dool, Research Analyst
File Reference:	15/8020
Electoral Area/Municipality:	Castlegar, Kaslo, Nakusp, New Denver, Salmo, Silverton, Slocan, Area A, Area D, Area E, Area F, Area G, Area H, Area I, and Area J
Services Impacted	S237 Castlegar & Area Transit, S238 North Shore – Slocan Valley Transit, S239 Kootenay Lake West Transit

1.0 STAFF RECOMMENDATION

That the Committee recommend staff prepare an amending bylaw for Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Bylaw 1415, 2000 to

1. Remove the Village of Slocan from the service;
2. Replace the current method of apportionment with the proposed multi-factorial method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report; and
3. Limit the apportionment of costs to the land and Improvements annexed by the City of Nelson and now referred to as Old E, Old F, and Old H.

That the Committee recommend staff prepare an amending bylaw for Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005 to

1. Add the proposed multi-factorial apportionment method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report;
2. Update the apportionment percentages within the bylaw to reflect the application of the proposed multi-factorial apportionment method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report to current transit service levels.

2.0 BACKGROUND/HISTORY

In 2019 the Board directed staff to work with BC Transit to develop Transit Future Service Plans (TFSPs) for West Kootenay and Creston Valley Transit.

In 2020, to implement some of the service level changes described in the TFSPs the Board directed staff to review the apportionment of transit costs for Creston Valley Transit and West Kootenay Transit. The consensus of the Board was that transit funding apportionment did not provide a clear link between service levels and requisition amounts leaving service participants unclear about what components of the overall service they were funding. This uncertainty resulted in reluctance to make further investment in public transit despite considerable public pressure to do so.

Staff developed a criteria-based apportionment method that used weighted quantitative criteria to apportion costs. Criteria considered in the method included

- **“Base Cost”** the equally distributed annual administrative cost of transit network membership.
- **“Transit Opportunity”** the population within 400m of a bus stop multiplied by the number of times a bus stops at that location on an annual basis.
- **“Annual Mileage”** the number of annual transit kilometers required to provide service.
- **“Actual Assessed Value”** the Actual Assessed Hospital Value as defined annually by BC Assessment

The Board agreed to the use of criteria based apportionment for Service S234 Creston Valley Transit, in 2020, and Service S237 Castlegar and Area Transit in 2021. It should be noted that there are substantial similarities between these services.

- a single municipality with two or three rural electoral areas immediately adjacent to it;
- most transit operations occur within, and are funded by, the municipality;
- rural transit operations bring people into the municipal area for services;
- use predominantly by residents who have no access to a personal vehicle; and
- transit includes both custom and conventional services.

Staff were unable to facilitate a process that resulted in criteria-based apportionment percentages for Service S238 North Shore – Slocan Valley Transit and S239 Kootenay Lake West. Service participants agreed with the process of reapportionment and the use of criteria. However, consensus on the weightings of criteria could not be reached due to

- lack of venue for fulsome discussion due to the General Board Meeting format;
- complex service establishment bylaws and existing apportionment;
- different public transit requirements of service participants; and
- economic disparity between service participants.

In 2023 the Board recognized the need for transit funding service governance, in part, to facilitate improvements in the apportionment of transit costs. The West Transit Services Committee was established to consider matters related to transit funding for services S237 Transit Castlegar and Area, S238 Transit Slocan Valley North Shore, and S239 Transit Kootenay Lake.

The Board then applied for and received funding from the Economic Trust of the Southern Interior to fund a study to establish the public transit values held by service transit funding service participants and to propose options for the apportionment of transit funding costs based on those values.

The contract for the study was awarded to Watt Consulting in January of 2024. Watt Consulting conducted a long form interview with 16 Board members to establish what values were consistent across interviewed Elected Officials and where there were incongruities regarding the value and purpose of public transit. The results of this study, The RDCK Transit Values and Cost Apportionment Study (See Attachment D), were presented at the January 10th West Transit Services Committee meeting.

3.0 PROBLEM OR OPPORTUNITY DESCRIPTION

The current method of apportioning the costs of public transit, for Service S238 North Shore Slocan Valley Transit and S239 Kootenay Lake West, is poorly supported by current data, difficult to understand and apply, and was established prior to current strategic planning documents and recent improvements to governance for transit funding services.

Attempts to implement criteria-based apportionment for Service S238 North Shore Slocan Valley Transit and S239 Kootenay Lake West have been unsuccessful. These services are more complex in terms of participation and service levels than S234 Creston Valley Transit and S237 Castlegar and Area Transit.

To address the complexity and resulting need for discussion the Board established the West Transit Services Committee as a forum for these matters. The West Transit Services Committee, to ensure productive discussion, commissioned a study for the establishment of transit-based themes or values that to apply as it considers service levels and the associated apportionment of costs moving forward.

Transit service values or themes identified by Watt Consulting through engagement with service participants include:

Transit is a social service. There is a consensus that in transit is a social service that connects people who are unable to drive to medical appointments, commercial, social, and educational services.

Transit should be frequent and reliable. It is generally agreed among service participants that transit service levels require a degree of frequency to ensure access to medical, social, commercial, and educational services. Service levels should be adhered to reliably to ensure ridership is not stranded.

Transit service levels should be evaluated in quantitative and qualitative terms. Ridership is the most important quantitative measure of success regarding service levels. Ridership outcomes are an important qualitative measure that helps service participants understand the value of transit services in the community.

The apportionment of transit service costs should be transparent, equitable, and assigned by an agreed to formula. The total cost of transit is important but so is the cost to each community.

Those who benefit from transit should bear the cost of providing the service. However, the service should remain affordable and accessible, in particular, to those who face the highest barriers to accessing the service.

To ensure the financial and social impacts of any proposed service level change are aligned with the intent of Committee, the Committee may recommend a values-based apportionment method that addresses changing service levels while assigning costs in a transparent and agreed to fashion. The Committee may consider the following recommendations made by Watt Consulting, in its consideration of apportionment methods.

Transit funding methods should be simplified and documented. The complexity and lack of documentation of the current funding model, for services S238 and S239, results in an inability to understand the fiscal impact of changing service levels. A consolidation of some or all operations into fewer transit funding services may improve transparency.

New funding models should explicitly state how cost allocation is arrived at. The new funding models developed for services S238 and S239 should explicitly state how costs will be allocated and result in method that enables staff to keep funding percentages up to date, participants to understand the link between service levels and costs, and ensure that the public at large understands the Regional District investment in public transit.

New funding models should adopt a multifactorial approach to the allocations of transit costs. There is no one factor that works as a proxy for the benefits realized by the public transit system. As well, the operations funded by S238 and S239 include long conventional routes, small community routes, custom transit, health connections, and paratransit services. Each of these operations needs to be evaluated using different values and factors.

3.1 Alignment to Board Strategic Plan

The Boards efforts to ensure an equitable distribution of transit costs demonstrates a commitment to the prudent management of public assets.

3.2 Legislative Considerations

None at this time.

3.3 What Are the Risks

Barrier to changing transit service levels. There is no documentation supporting the apportionment methods applied to Services S238 and S239. When a participant proposes a service level change staff do not have a model to determine how transit service costs will be affected, making service level changes very difficult to implement.

Service Level and Investment Inequities. There is no means to link investments made in transit services by service participants and the resulting transit service levels. A comparison of service levels and investment, by participants, suggests that achieving comparable service levels requires inconsistent amounts of investment.

Loss of confidence in public transit as a service. Recent substantial increases in the cost of public transit, the opacity of the current transit funding system, and inability to evaluate current transit services levels have resulted in service participants questioning the value of transit investments.

4.0 PROPOSED SOLUTION

The Hybrid Funding Model, as described by Watt Consulting maintains the criteria apportionment for Service S237 Castlegar and Area and applies a unified service area model to transit operations funded by S238 North Shore Slocan Valley Transit and S239 Kootenay Lake West. A unified service area model is one where all transit operations within the Kootenay West Para 530 and Nelson 555 Operating Areas are funded through one transit funding service.

Service S237 Castlegar and Area Transit, City of Castlegar and Portions of Electoral Areas I and J Transit Service Establishment Amendment Bylaw No. 2708, 2020, and the current apportionment of costs for this service would remain unchanged.

Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Bylaw 1415, 2000 would be amended to

- remove the Village of Slocan as a participant;
- limit requisition to Old E, Old F, and Old H; and
- Update the apportionment to ensure Old E, Old F, and Old H are capturing correct funding amounts.

The Village of Slocan would continue to fund the same transit services, but those services would be funded as a participant in Service S239 Kootenay Lake West Transit.

Electoral Areas E, F, and H would remain participants in Service S238, to ensure the continued taxation of Old E, Old F, and Old H as per the arrangements made at the time of annexation by the City of Nelson, however requisitions would be zeroed. Areas E, F, and H would continue to fund the same transit services but fund them through S239 Kootenay Lake West Transit

Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005 would be amended to

- Include the proposed method of apportionment;
- Assign apportionment percentages to service participants based on the application of the proposed apportionment method to current transit service levels.

The committee may choose to direct that staff include a phased approach from current apportionments to proposed apportionments over a specified period of time.

A complete description of the proposed means of apportionment has been included in Section 4.1 Financial Consideration.

With a method for the apportionment decided upon staff can review existing service levels and associated costs and make recommendations based on agreed to transit values/themes, quantitative measures including ridership, and Transit Future Service Plan and related strategic documents. Based on the proposed option for apportionment staff expect to have a set of recommendations ready for consideration by June 2025.

Agreed upon service level changes must be submitted to BC Transit for consideration by planning staff and operating partners. The transit system is a network. Changes to any part of the network may result in considerable operational impacts throughout. Insight into those impacts requires analysis by both operations service providers and BC Transit planners. The committee should be aware that proposed changes to service levels may require a multi-year approach.

Staff expect to have a finalized set of amendments prepared for Committee consideration by September of 2025. The amendments would include a table of phased apportionment percentages over a 5-year period taking into account

- the agreed to apportionment method;
- a phased approach from the old apportionment to the new one; and
- service level changes as planned over the 5-year period.

4.1 Financial Considerations of the Proposed Solution

The proposed apportionment method is based on the Hybrid Model as recommended by Watt Consulting. This model makes the following assumptions.

1. The Criteria Based Apportionment applied to S237 Castlegar and Area Transit is well suited to the task and delivers and equitable distribution of transit costs. All transit service hours and costs associated with Castlegar and Area Transit S237 by the operation of the KB520 and KB525 BC Transit operating areas are excluded from this analysis.
2. The City of Nelson funds and operates a municipal public transportation system. The City of Nelson's participation in Regional Transit is limited to funding #99 Regional Connector and HandiDart services within the City of Nelson.
3. The costs of operating the #99 Kootenay Connector is distributed among local government partners based on population with IHA Health Connections funding 500 hours of service.
4. The cost of operating conventional transit service routes including
 - a. #10 North Shore
 - b. #14 Blewett
 - c. #15 Perrier
 - d. #20 Slocan Valleyis distributed by ridership allocation. Ridership is determined through boarding and alighting sample data at select locations by either electronic fare products or observations by the transit operator.
5. The cost of Paratransit Routes including
 - a. #51 Nakusp Hot Springs
 - b. #52 Nakusp to Playmor
 - c. #53 Nakusp to Edgewood
 - d. #57 Kaslo Local
 - e. #58 Kaslo to Argenta
 - f. Nelson handiDart Services

Is distributed evenly among route participants based on operating hours. For example, the #52 Nakusp To Edgewood requires 255 operating hours. With the Village of Nakusp paying half and Electoral Area K paying half.

6. The cost of Health Connections Routes including

- a. #72 Salmo to Nelson
- b. #74 Nakusp to Nelson
- c. #76 Nakusp to Nelson

Is distributed evenly among route participants and IHA based on operating hours. For example, the #72 Salmo to Nelson Health Connection would be funded equally by Health Connections, The Village of Salmo, and Area G.

To translate distributions based on population, ridership, and operating hours into a percentage of the overall cost of transit the distributions of population and ridership were then used to split the operating hours needed to provide the service. Operating hours were then tallied for each service participant and used as a proxy for cost.

For example, the Kootenay Connector #99 requires 3160 operating hours annually. The City of Nelson has 23% of the Regional Population. After the 500 hours funded by IHA there are 2663 operating hours distributed to Local Government Partners. The City of Nelson funds 23% of those or 612 hours.

Figure 1 compares the current distribution of transit costs, at current service levels, based on the apportionments in Services S238 & S239 to the proposed apportionment.

Figure 1. Comparison of Transit Apportionment Costs

Participant	Current Apportionment S238 & S239	Proposed Apportionment
City of Castlegar	3.5%	3.2%
Village of Kaslo	1.7%	2.8%
Village of Nakusp	5.2%	2.8%
City of Nelson	8.3%	9.2%
Village of New Denver	1.8%	1.0%
Village of Salmo	0.4%	2.1%
Village of Silverton	1.4%	0.9%
Village of Slocan	2.3%	3.6%
Area A Def	0.7%	0.2%
Area D	3.5%	3.6%
Area E	22.4%	21.0%
Area E (Old)	0.2%	0.0%
Area F	21.2%	21.0%
Area F (Old)	1.0%	0.0%
Area G	1.3%	2.3%
Area H	20.6%	21.0%
Area H (Old)	0.5%	0.0%
Area I	0.8%	1.0%

Area J	1.0%	1.4%
Area K	1.9%	2.4%
Total	100.0%	100.0%

Because there is no documented logic for the existing apportionment method, there can be no analysis of why costs would change from the existing method to the proposed one. Should the committee choose to proceed with the proposed method it should be noted that a 4-year transition period from existing apportionment amounts to proposed amounts would be implemented to allow for changes to service levels and reduce the impact of taxation increases.

4.2 Risks with the Proposed Solution

The proposed solution requires active engagement on the part of the West Transit Service Committee to ensure alignment between transit funding levels and the Committee's transit values or themes. Failure to consider the values regularly will risk apportionments and funding levels that will not align with the Committee's goals.

The loss of service participants risks a redistribution of the costs associated with the #99. Because distribution is based on population potential percentage increases may affect some participants more than others.

Health Connections funding has been frozen since 2021. It is scheduled to increase by 5% a year starting in 2026. The proposed 5% will not keep up with increases in operating costs for public transit services. Local government will continue to fund a larger percentage of the cost of Health Connections routes on an annual basis. To ensure an equitable distribution of Health Connections funding the committee should committee to a schedule review of transit apportionment.

Substantial changes in ridership patterns could redistribute the costs associated with fixed routes. Staff should report regularly on these routes and ensure that the Committee is aware of how ridership may affect apportionment in the future.

4.3 Resource Allocation and Workplan Impact

The Board has assigned the Regional District Research Analyst to aid the Committee in their deliberations on the matter.

At the discretion of the Committee and the Board staff anticipate presenting a bylaw for consideration by the Board in October of 2025.

4.4 Public Benefit and Stakeholder Engagement of Proposed Solution

The Committee is authorized, by the Board, to examine apportionments and transit service levels. As a part of that examination the Committee may direct staff to engage the Rural Mobility Working Group and consult with community stakeholders through that group to assess the impact of service level changes on transit ridership and the community.

Should the Board choose to adopt the proposed method of apportionment it would be allowed to do so by consenting participant. An Alternative Approval Process or Assent Vote and the associated community engagement would not be needed.

4.5 Leveraging Technology

The proposed solution uses newly implemented passenger counter and electronic fare collection technology installed on West Kootenay Transit buses. This technology will enable a better understanding of ridership patterns and the impact of transit investments.

4.5 Measuring Success

Staff propose the following as milestones on a critical path to success.

April 2025

- West Transit Services Committee recommends a method of apportionment and proposed changes to service establishment bylaws for transit funding services S238 and S239.
- The Board directs staff to prepare the recommended bylaw amendments.

June, 2025

- West Transit Services Committee receives the proposed amendments that include the new apportionment method applied to current service levels.
- The Board directs staff to examine service levels and make recommendations.

Oct, 2025

- The West Transit Service Committee receives proposed amendments that include the new apportionment methods applied to year 1 service level changes.
- The gives 3 readings to proposed amendments. Amendments are sent to the Local Government Inspector.

Dec 2025

- That Board adopts proposed amendments.

The success of the proposed solution will be evaluated in the context of the transit values/themes identified by the Service Participants.

1. Do transit service participants understand the logic of the proposed solution as applied to the apportionment of transit service costs? There is no understanding of the logic behind the current apportionment of transit service costs for Service S238 and S239.
2. Do service participants consider the proposed solution an equitable means of apportioning the cost of transit services? Service participants currently do not feel that the current apportionment of transit costs is equitable.
3. Can service participants understand the financial and social implications of proposed service level changes? There is currently no method for apportioning the costs associated with service level changes for Service S239 and the current method for S238 is obscure.
4. Does the proposed solution reduce administrative overhead and simplify the budgetary process? The current method is overly complex and results in additional administrative burden.

5.0 ALTERNATIVE SOLUTION(S)

The alternative solution, while similar to the proposed solution, adopts the current distribution of transit costs as described in the 2025 Fiver Year Financial Plans for service S237 and S238 as a funding baseline and implements the previously described hybrid model for any changes to service levels moving forward. The current distribution of transit service costs is described in the first column of Table 1 in this report referred to as Current Apportionment S238 & S239.

There was a methodology developed for the current apportionment of costs for service S238 and S239. While that methodology is not understood it reflected the values and transit goals of the developers. There has been no

substantive increase in operating hours since services were combined to create West Kootenay Transit, in 2013. The Committee may consider the current distribution of costs as an adequate starting point reflective of the values of the past and apply newly defined values, and a corresponding apportionment method, to service level changes moving forward.

The alternative method requires the same proposed amendments to the service establishment bylaws for S238 and S239 described in the proposed method approach. However, the distribution of costs in the proposed amendment, prior to approved service level changes, would be the current distribution described in the Current Apportionment S238 & S239 column of Table 1 as opposed to the Proposed Apportionment S238 column.

5.1 Financial Considerations of the Alternative Solution(s)

The alternative method does not address existing inequities in the current distribution of transit costs.

This method does not require a redistribution of existing costs, only those costs resulting from transit service level changes moving forward.

5.2 Risks with the Alternative Solution(s)

Underlying inequities will remain.

5.3 Resource Allocation and Workplan Impact

The alternative solution does not require the committee to consider the apportionment of current transit costs.

5.4 Public Benefit and Stakeholder Engagement of Proposed Solution

The same as the proposed solution.

5.5 Measuring Success

The same as the proposed solution.

6.0 OPTIONS CONSIDERED BUT NOT PRESENTED

In the Transit Values and Cost Apportionment Study Watt Consulting recommended the Committee consider either the Hybrid Model, which staff have identified as the proposed option, or a criteria-based model based on maximum cost, base fee, mileage, and ridership. The proposed criteria-based model resembles the criteria-based model the Board declined to implement in 2020. While this model has merit it, like the previously proposed criteria-based model, it does not adequately address the concerns of the Board raised in 2020. Staff do not recommend this alternative as a workable solution.

7.0 OPTIONS SUMMARY

Proposed Option Recommendations:

That the Committee recommend staff prepare an amending bylaw for Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Bylaw 1415, 2000 to

1. Remove the Village of Slocan from the service;
2. Replace the current method of apportionment with the proposed multi-factorial method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report; and
3. Limit the apportionment of costs to the land and Improvements annexed by the City of Nelson and now referred to as Old E, Old F, and Old H.

That the Committee recommend staff prepare an amending bylaw for Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005 to

1. Add the proposed multi-factorial apportionment method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report;
2. Update the apportionment percentages within the bylaw to reflect the application of the proposed multi-factorial apportionment method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report to current transit service levels.

Alternative Option Recommendations:

That the Committee recommend staff prepare an amending bylaw for Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Bylaw 1415, 2000 to

1. Remove the Village of Slocan from the service;
2. Replace the current method of apportionment with the proposed multi-factorial method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report; and
3. Limit the apportionment of costs to the land and Improvements annexed by the City of Nelson and now referred to as Old E, Old F, and Old H.

That the Committee recommend staff prepare an amending bylaw for Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005 to

1. Add the proposed multi-factorial apportionment method described in Section 4.1 of the April 15, 2025 Transit Cost Apportionment Committee Report;
2. Update the apportionment percentages within the bylaw to reflect the current distribution of transit costs within Service S238 & Service S239.

Respectfully submitted,
Tom Dool, Research Analyst

CONCURRENCE

Corporate Officer – Mike Morrison

ATTACHMENTS:

Attachment A – Electoral Areas E & F and Slocan Valley Transit Local Service Area Establishment Bylaw 1415, 2000

Attachment B – Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005

Attachment C - City of Castlegar and Portions of Electoral Areas I and J Transit Service Establishment Amendment Bylaw No. 2708, 2021

Attachment D - The RDCK Transit Values and Cost Apportionment Study

REGIONAL DISTRICT OF CENTRAL KOOTENAY

Bylaw No. 3036

A Bylaw to amend Kootenay Lake West Transit Service Establishment
Bylaw 1783,2005 for the purpose of changing the method of
apportionment

WHEREAS the regional district may, by bylaw, establish a service under the provisions of the *Local Government Act*;

AND WHEREAS the Board of the Regional District of Central Kootenay has established the Kootenay Lake West Transit Service by Bylaw 1783, being the Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005, as amended;

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to further amend Bylaw 1783 to update the method of apportionment;

AND WHEREAS pursuant of the *Local Government Act* participating area approval has been obtained by consent of 2/3 of the service participants.

NOW THEREFORE the Board of the Regional District of Central Kootenay, in open meeting assembled, HEREBY ENACTS as follows:

- 1 Kootenay Lake West Transit Service Establishment Bylaw No 1783, 2005 as amended, is hereby further amended as follows:
- 2 Section 5 shall be deleted in its entirety and replaced with the following:
 - (1) The maximum amount of money that may be requisitioned annually shall be \$678,000 or \$0.066/\$1000 of net taxable value of land and improvements within the service area, whichever is greater.
 - (2) The apportionment of costs for the service shall be assigned to service participants as a percentage of the total cost of the service as described below:

5 Year Cost Apportionment

Participant	2025	2026	2027	2028	2029	2030
Castlegar	8.6%	7.9%	7.3%	6.7%	6.1%	5.5%
Kaslo	4.2%	4.5%	4.8%	5.2%	5.5%	5.8%
Nakusp	12.6%	11.2%	9.8%	8.3%	6.9%	5.5%
Nelson	20.2%	20.3%	20.5%	20.7%	20.9%	21.0%
New Denver	4.5%	4.0%	3.6%	3.2%	2.7%	2.3%
Salmo	1.0%	1.6%	2.2%	2.8%	3.4%	4.0%

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 1783

A bylaw to establish a transit service for all electoral areas and municipalities on the west side of Kootenay Lake

WHEREAS, a regional district may, by bylaw, establish and operate a service under the provisions of Part 24 of the *Local Government Act*;

AND WHEREAS the Board of the Regional District of Central Kootenay wishes to establish a service for the purpose of providing transit to a portion of the Regional District including all electoral areas and municipalities on the west side of Kootenay Lake, namely Electoral Areas D, E, F, G, H, I, J and K and the municipalities of Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silverton and Slocan;

AND WHEREAS pursuant to Section 801(2)(b) of the *Local Government Act*, the approval of the electors within the participating area has been obtained in accordance with Section 801.3;

NOW THEREFORE the Board of the Regional District of Central Kootenay, in open meeting assembled, enacts as follows:

1. The Regional District hereby establishes within a portion of District, a service for the purpose of providing transit within the boundaries of the service area shown outlined on the plan attached, as Schedule A, to this bylaw and known as the "Kootenay Lake West Transit Service Area".
2. The participating areas in the service established under Section 1 of this bylaw, include all electoral areas and municipalities on the west side of Kootenay Lake, namely Electoral Areas D, E, F, G, H, I, J and K and the municipalities of Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silverton and Slocan
3. The annual cost of providing this service shall be recovered by a property value tax to be imposed in the manner provided by Section 803 (1) (a) of the *Local Government Act*.
4. The maximum amount of money that may be requisitioned annually to be collected by means of a property value tax under Sections 805 and 806 shall not exceed the greater of \$81,000 or \$.024 per \$1,000 of the net taxable value of land and improvements within the service area.

5. This bylaw may be cited as the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005".

READ A FIRST TIME this 24th day of September , 2005.

READ A SECOND TIME this 24th day of September , 2005.

READ A THIRD TIME this 24th day of September , 2005.

I hereby certify that this is a true and correct copy of the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005" as read a third time by the Regional District of Central Kootenay Board on the 24th day of September, 2005.

SECRETARY

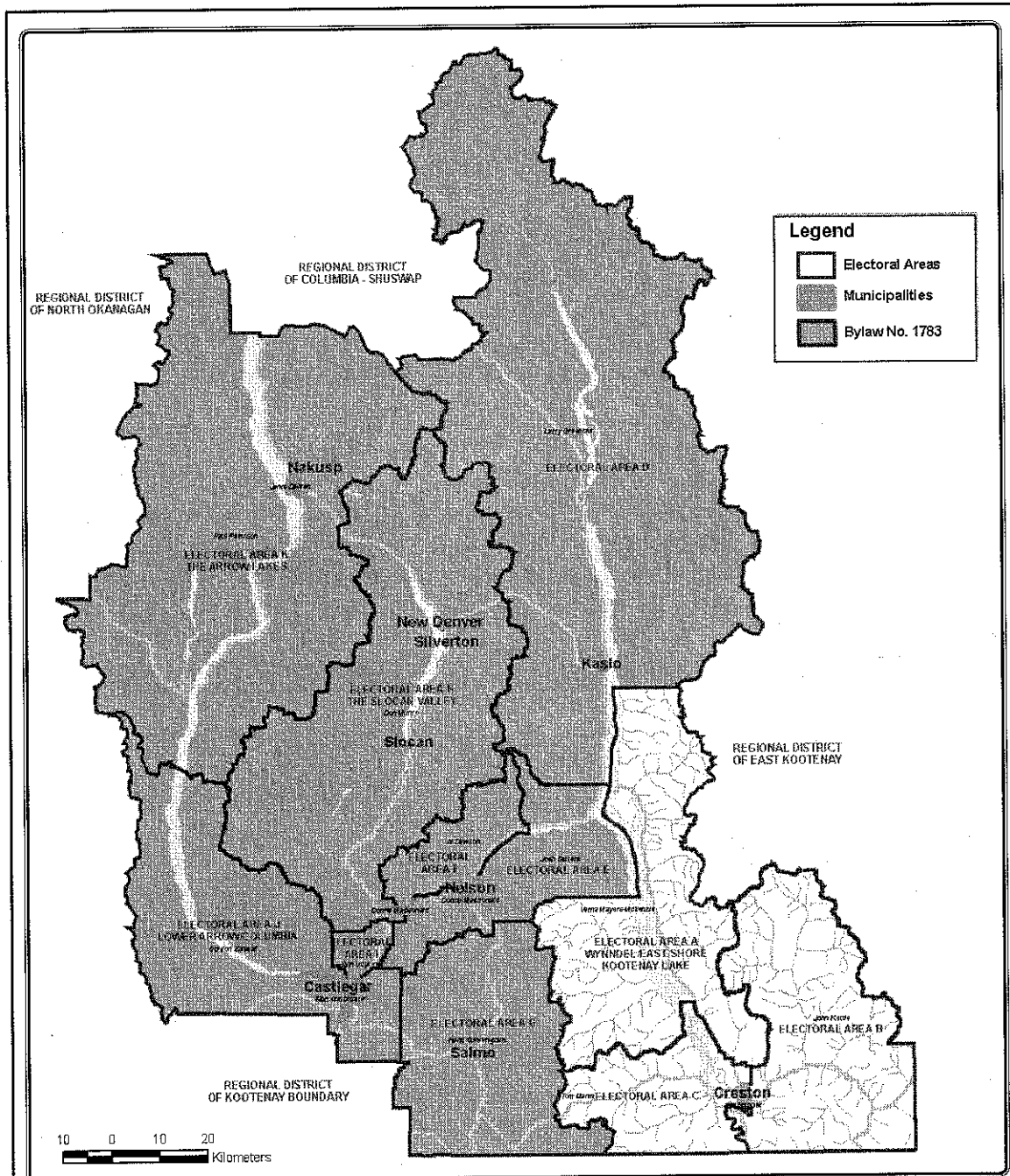
APPROVED by the Inspector of Municipalities the 13th day of October, 2005.

ELECTOR ASSENT obtained in those areas participating in the service pursuant to Section 801.3 of the *Local Government Act*.

ADOPTED this 10th day of December , 2005.

Chair

Secretary



Regional District of Central Kootenay
 Box 90, 202 Lakeside Drive, Nelson, BC V1L 6R4
 Phone: (250) 352-6666
 Toll Free: 1-800-268-7325 (BC)
 Fax: (250) 352-6500 Internet: www.rdkc.bc.ca

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 1783 SCHEDULE 'A'



September 15, 2005

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 1794

A Bylaw to amend Bylaw No. 1783, being the
"Kootenay Lake West Transit Service
Establishment Bylaw No. 1783, 2005"

WHEREAS a service has been established by the Regional District of Central Kootenay by Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005";

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to amend Bylaw No. 1783 to expand the service area to include that portion of Electoral Area A included in the West Kootenay Boundary Regional Hospital District;

AND WHEREAS pursuant to section 802(1)(b) of the *Local Government Act*, consent on behalf of the municipal and electoral area electors has been received in accordance with sections 801.4 and 801.5 respectively

NOW THEREFORE the Board of the Regional District of Central Kootenay in open meeting assembled enacts as follows:

1. The "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005" is hereby amended as follows:
 - (1) Section 1 is hereby deleted and the following is substituted therefore:
"The Regional District hereby establishes within a portion of the District, a service for the purpose of providing transit within the boundaries of the service area shown outlined on the plan attached, titled "Schedule A to Bylaw 1783 (as amended by Bylaw 1794)"
 - (2) Section 2 is hereby deleted and the following is substituted therefore:
"The participating areas in the service established under Section 1 of this bylaw, include all electoral areas and municipalities on the west side of Kootenay Lake, namely Electoral Areas D, E, F, G, H, I, J and K, that portion of Electoral Area A included in the West Kootenay Boundary Regional Hospital District and the municipalities of Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silverton and Slocan."

2. This Bylaw may be cited as the "Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 1794, 2005"

READ A FIRST TIME this 10th day of December, 2005.

READ A SECOND TIME this 10th day of December, 2005.

READ A THIRD TIME this 10th day of December, 2005.

I hereby certify that this is a true and correct copy of the "Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 1794, 2005" as read a third time by the Regional District of Central Kootenay Board on the 10th day of December, 2005.

SECRETARY

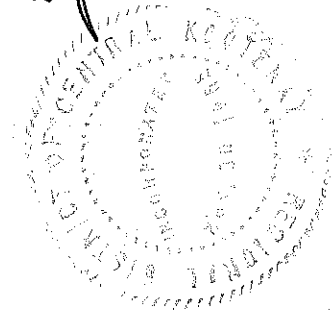
CONSENTED to on behalf of the Electors in the Kootenay Lake West Transit Service Area in accordance with Section 802(1)(b).

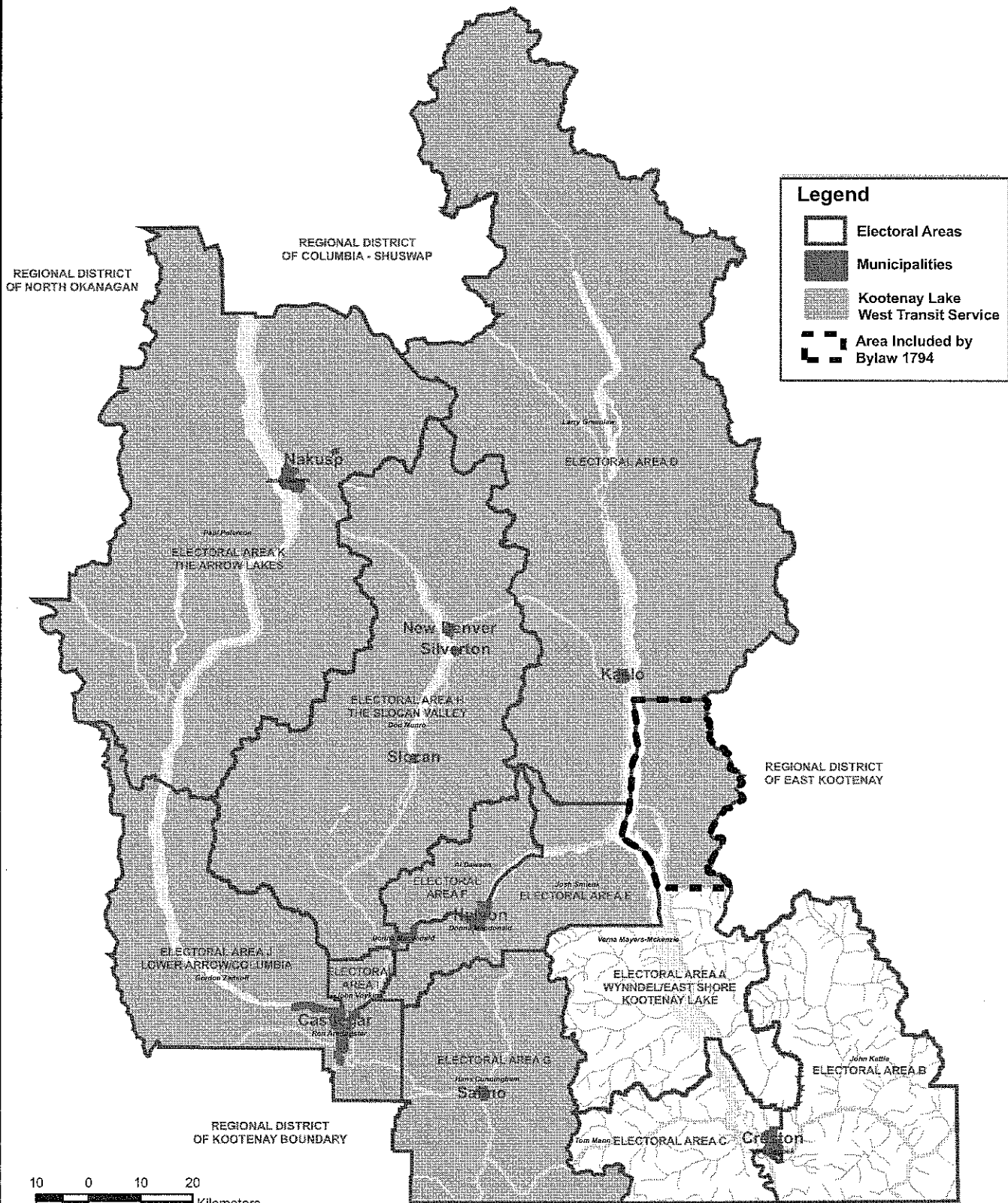
APPROVED by the Inspector of Municipalities on the 30th day of March, 2006.

ADOPTED this 22nd day of April, 2006.


CHAIR


SECRETARY





**REGIONAL DISTRICT OF CENTRAL KOOTENAY
SCHEDULE 'A'
BYLAW NO. 1783
AS AMENDED BY BYLAW 1794**



Regional District of Central Kootenay
Box 590, 202 Lakeside Drive, Nelson, BC V1L 5R4
Phone: (250) 352-8655
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December 1, 2005

REGIONAL DISTRICT OF CENTRAL KOOTENAY

BYLAW NO. 2354

A Bylaw to amend Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw" to expand and integrate transit services provided by the service

WHEREAS a service has been established by the Regional District of Central Kootenay by Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005", as amended;

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to further amend Bylaw No. 1783 to expand and integrate the transit services provided, by including the Nelson Paratransit, Nakusp Paratransit and the Kaslo Paratransit transit services;

AND WHEREAS, pursuant to the *Local Government Act*, consent has been received from at least two-thirds of the participants to amend Bylaw No. 1783.

NOW THEREFORE the Board of the Regional District of Central Kootenay in open meeting assembled enacts as follows:

1. Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005", as amended, is hereby amended as follows:

- (1) Section 3 is hereby deleted in its entirety and replaced with the following:

The annual cost of providing this service shall be recovered by one or more of the following:

- a) Property value taxes imposed in accordance with Division 4.3 of the *Local Government Act*
 - b) Parcel taxes imposed in accordance with Division 4.3 of the *Local Government Act*
 - c) Fees and charges imposed under Section 363 of the *Local Government Act*
 - d) Revenues raised by other means authorized under this or another Act
 - e) Revenues received by way of agreement, enterprise, gift, grant or otherwise

- (2) Section 4 is hereby deleted in its entirety and replaced with the following:

The amount of monies that may be requisitioned annually in support of the service shall be the greater of \$350,000 or an amount that equals the amount raised by applying property value tax of \$0.048/\$1,000 to the net taxable value of land and improvements in the service area.

The annual costs of providing the service shall be apportioned among the participating areas on the basis of:

City of Castlegar	8.55%
Village of Kaslo	4.18%
Village of Nakusp	12.60%
City of Nelson	20.15%
Village of New Denver	4.47%
Village of Salmo	0.97%
Village of Silverton	3.40%
Village of Slocan	0.44%
Electoral Area A (part)	1.71%
Electoral Area D	8.47%
Electoral Area E	7.86%
Electoral Area F	7.43%
Electoral Area G	3.22%
Electoral Area H	7.60%
Electoral Area I	1.85%
Electoral Area J	2.52%
Electoral Area K	4.58%

2. This Bylaw may be cited as the **"Kootenay Lake West Transit Service Amendment Bylaw No. 2354, 2013"**.

READ A FIRST TIME this 12th day of December, 2013.

READ A SECOND TIME this 12th day of December, 2013.

READ A THIRD TIME this 12th day of December, 2013.

ELECTOR APPROVAL obtained in the participating area pursuant to Sections 801.4 and 801.5 of the *Local Government Act*.

APPROVED by the Inspector of Municipalities on the 2nd day of April, 2014.

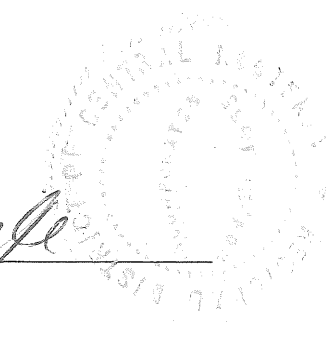
ADOPTED this 17th day of April, 2014.



CHAIR



SECRETARY



REGIONAL DISTRICT OF CENTRAL KOOTENAY

Bylaw No. 2707

A Bylaw to amend Bylaw No. 1783, being the "Kootenay Lake West Transit Service Establishment Bylaw", by increasing the annual requisition limit.

WHEREAS the Board of the Regional District of Central Kootenay established a service for the purpose of providing public transit by adopting *Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005*, as amended;

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to further amend Bylaw No 1783 to increase the maximum annual allowable requisition limit for the service;

NOW THEREFORE the Board of the Regional District of Central Kootenay, in open meeting assembled, HEREBY ENACTS as follows:

ANNUAL REQUISITION

- 1 Section 4 is deleted in its entirety and the following substituted therefore:

The maximum amount of money that may be requisitioned annually shall be \$678,000 or \$0.066/\$1,000 of net taxable value of land and improvements within the service area, whichever is greater.

CITATION

- 2 This Bylaw may be cited as "**Kootenay Lake West Transit Service Amendment Bylaw No. 2707, 2021**".

READ A FIRST TIME this	20 th	day of	February, 2020.
READ A SECOND TIME this	20 th	day of	February, 2020.
READ A THIRD TIME this	20 th	day of	February, 2020.
THIRD READING RESCINDED	23 rd	day of	September, 2021
REREAD A THIRD TIME this	23 rd	day of	September, 2021

I hereby certify that this is a true and correct copy of the as "**Kootenay Lake West Transit Service Amendment Bylaw No. 2707, 2021**" as read a third time by the Regional District of Central Kootenay Board on the 23rd day of September, 2021.

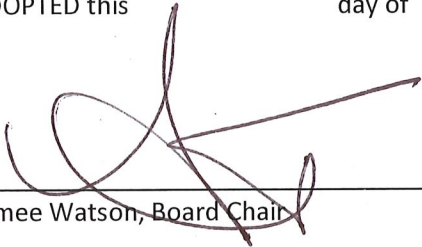


Mike Morrison, Corporate Officer

APPROVED by the Inspector of Municipalities on the day of , 2021.

ASSENT RECEIVED as per the *Local Government Act – Consent on behalf of participating area.*

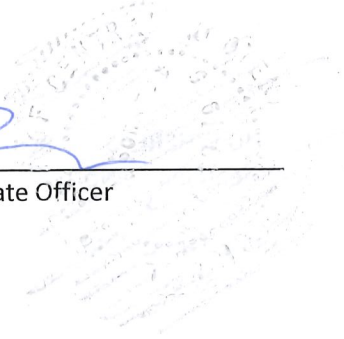
ADOPTED this day of , 2021.



Aimee Watson, Board Chair



Mike Morrison, Corporate Officer



REGIONAL DISTRICT OF CENTRAL KOOTENAY

Bylaw No. 3036

A Bylaw to amend Kootenay Lake West Transit Service Establishment Bylaw 1783,2005
for the purpose of changing the method of apportionment.

WHEREAS the regional district may, by bylaw, establish a service under the provisions of the *Local Government Act*;

AND WHEREAS the Board of the Regional District of Central Kootenay has established the Kootenay Lake West Transit Service by bylaw, being the Kootenay Lake West Transit Service Establishment Bylaw No. 1783, 2005, as amended;

AND WHEREAS the Board of the Regional District of Central Kootenay deems it expedient to further amend Bylaw 1783 to update the method of apportionment;

AND WHEREAS pursuant of the *Local Government Act* participating area approval has been obtained by consent of 2/3 of the service participants.

NOW THEREFORE the Board of the Regional District of Central Kootenay, in open meeting assembled, HEREBY ENACTS as follows:

- 1 Kootenay Lake West Transit Service Establishment Bylaw No 1783, 2005 as amended, is hereby further amended as follows:
- 2 Section 5 of Bylaw No. 1783 shall be deleted in its entirety and replaced with the following:
 - (1) The maximum amount of money that may be requisitioned annually shall be \$678,000 or \$0.066/\$1000 of net taxable value of land and improvements within the service area, whichever is greater.
 - (2) The apportionment of costs for the service shall be assigned to service participants as a percentage of the total cost of the service as described below:

5 Year Cost Apportionment

Participant	2025	2026	2027	2028	2029	2030
Castlegar	8.6%	7.9%	7.3%	6.7%	6.1%	5.5%
Kaslo	4.2%	4.5%	4.8%	5.2%	5.5%	5.8%
Nakusp	12.6%	11.2%	9.8%	8.3%	6.9%	5.5%
Nelson	20.2%	20.3%	20.5%	20.7%	20.9%	21.0%
New Denver	4.5%	4.0%	3.6%	3.2%	2.7%	2.3%

Salmo	1.0%	1.6%	2.2%	2.8%	3.4%	4.0%
Silverton	3.4%	3.2%	2.9%	2.7%	2.4%	2.2%
Slocan	0.4%	0.7%	1.0%	1.3%	1.6%	1.9%
Area A Def	1.7%	1.5%	1.3%	1.1%	0.9%	0.8%
Area D	8.5%	8.0%	7.5%	7.0%	6.5%	6.0%
Area E	7.9%	10.4%	12.9%	15.4%	17.9%	20.4%
Area F	7.4%	6.8%	6.1%	5.4%	4.7%	4.1%
Area G	3.2%	3.5%	3.7%	3.9%	4.1%	4.4%
Area H	7.6%	7.2%	6.8%	6.3%	5.9%	5.5%
Area I	1.9%	2.0%	2.1%	2.3%	2.4%	2.6%
Area J	2.5%	2.7%	2.9%	3.1%	3.3%	3.5%
Area K	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%

3 This Bylaw may be cited as “Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025.”

READ A FIRST TIME this 19th day of June, 2025.

READ A SECOND TIME this 19th day of June, 2025.

READ A THIRD TIME this 18th day of September, 2025.

I hereby certify that this is a true and correct copy of the **“Kootenay Lake West Transit Service Establishment Amendment Bylaw No. 3036, 2025”** as read a third time by the Regional District of Central Kootenay Board on the 18th day of September, 2025.



Mike Morrison, Corporate Officer

ASSENT RECEIVED as per the Local Government Act-consent on behalf of the participating areas.

APPROVE by the Inspector of Municipalities on the day of , 2025.

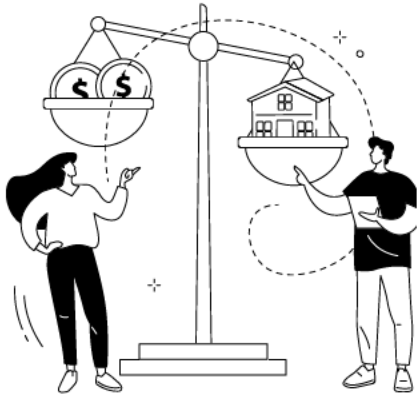
ADOPTED this day of , 2025.

Aimee Watson, Board Chair

Mike Morrison, Corporate Officer

Our Principles

These principles shape both short and long-term planning and decision making and they help set the direction the City of Castlegar takes during a Council's four-year term.



1 GOVERNANCE & SERVICE EXCELLENCE



2 A FUTURE WITH AFFORDABLE HOMES FOR ALL



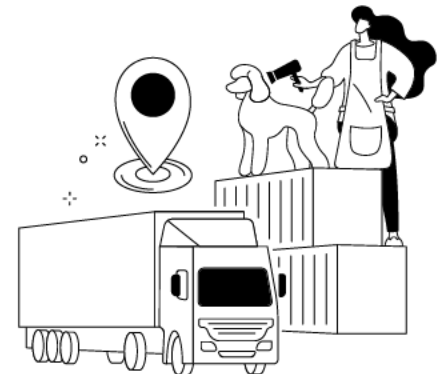
3 QUALITY OF LIFE



4 WEST KOOTENAY REGIONAL AIRPORT EXCELLENCE



5 ACCESS TO HEALTHCARE



6 A PROSPEROUS CITY