

A G E N D A
for

REGULAR COUNCIL MEETING
April 14, 2025

COUNCIL CHAMBERS 7:00 PM

CALL TO ORDER

The Village of Masset acknowledges the un-ceded traditional territory of the Haida Nation on which this meeting is held.

ADOPTION OF AGENDA

COUNCIL MEETING MINUTES

Council Meeting Minutes March 24, 2025

MINUTES AND REPORTS OF OTHER ORGANIZATIONS

- 1. NCRD Board Highlights March 2025**

PETITIONS AND DELEGATES

- 1. RCMP Sgt. Lance, Cpl. Premerl**

VERBAL REPORTS OF COUNCIL/CAO/CFO

NEW BUSINESS

NB-1 Development Procedures Bylaw

NB-2 Masset Active Transportation Plan (see document as pdf)

NB-3 New Library (Councillor Johnston)

NB-4 Asset Management Statement

NB-5 Pride Month

PUBLIC QUESTION PERIOD

ADJOURNMENT

Village of Masset Regular Council Meeting of March 24, 2025

Minutes of the Regular Council Meeting held March 24, 2025 in the Council Chambers.

Present:	Mayor:	S. Disney
	Councillors:	T. Carty, B. Johnston
	CAO:	J. Humphries
	CFO:	J. Brown
	Corporate Officer:	D. Grosse
Absent:	Councillors:	J. Currie, B. Pages

CALL TO ORDER

The Village of Masset acknowledges the un-ceded traditional territory of the Haida Nation on which this meeting is held.

The meeting was called to order at 7:00 pm.

ADOPTION OF AGENDA

Moved by Councillor Johnston, seconded by Councillor Carty to adopt the agenda as presented.

CARRIED

COUNCIL MEETING MINUTES

Council Meeting Minutes March 10, 2025

Moved by Councillor Johnston, seconded by Councillor Carty that the March 10, 2025 Council meeting minutes be adopted as presented.

CARRIED

MINUTES AND REPORTS OF OTHER ORGANIZATIONS

NCRD Active Transportation

Moved by Councillor Carty, seconded by Councillor Johnston that the NCRD Active Transportation report be received.

CARRIED

CORRESPONDENCE

C-1 Gwaii Tel Society Report

Moved by Councillor Carty, seconded by Councillor Johnston that the Gwaii Tel Society report be received.

CARRIED

C-2 Village of Port Clements

Moved by Councillor Johnston, seconded by Councillor Carty that the correspondence from the Village of Port Clements be received.

CARRIED

VERBAL REPORTS OF COUNCIL/CAO/CFO

Councillor Johnston attended a Gwaii Trust meeting and a meeting with Tamara Davidson.

Councillor Carty attended an Island Protocol Table meeting after the CHN flag raising ceremony at BC Ferries, a Gwaii Trust closed meeting and a meeting with Tamara Davidson.

CFO Brown has been preparing for the audit which starts March 25th.

Mayor Disney attended a VIRL Executive meeting, a meeting with OMVC Chief Councillor and a meeting with Tamara Davidson.

Moved by Councillor Carty, seconded by Councillor Johnston that the verbal reports be accepted as presented.

CARRIED

NEW BUSINESS

NB-1 Hazard, Risk and Vulnerability Assessment (HRVA)

The Village of Daajing Giids and the Village of Port Clements have allocated funding into the HRVA assessment.

Moved by Councillor Carty, seconded by Councillor Johnston that the Village of Masset approve the NCRD proposed allocation of funding in principle subject to it being supported by other communities.

CARRIED

NB-2 ATAP Infrastructure Management Ltd.

Moved by Councillor Carty, seconded by Councillor Johnston that the ATAP water system assessment and support be approved.

CARRIED

NB-3 NDIT Gwaii Tel Application Letter of Support

Moved by Councillor Carty, seconded by Councillor Johnston that the Village of Masset support staff in creating a LOS for any organization whose goal is to advance connectivity.

CARRIED

NB-4 NDIT Economic Development Capacity Building 2025

Moved by Councillor Johnston, seconded by Councillor Carty that the Village of Masset approve the grant application of up to \$50,000.00 to NDIT help fund a corporate officer/economic development officer position for 2025.

CARRIED

NB-5 Gwaii Trust Youth-Centred Grant 2025

Moved by Councillor Johnston, seconded by Councillor Carty that the Village of Masset approve an application to Gwaii Trust of up to \$10,000.00 to install a disc-golf course in the Masset community park.

CARRIED

ADJOURNMENT/TO CLOSED MEETING

Moved by Councillor Johnston the meeting be adjourned at 7:28 pm.

Recording Secretary

Mayor

Certified Correct, Administrator



Board Highlights

March 2025

Board Business:

1. The Board passed three readings and adopted Bylaw No. 700, 2025 - 2025-2029 Financial Plan Bylaw.
2. The Board resolved to send a letter to the Department of Fisheries and Oceans Canada (DFO), copying MP Taylor Bachrach, MLA Tamara Davidson, and Minister Thompson, to highlight that the 2025 Chinook management measures in B.C.'s North Coast are unnecessarily restrictive and that further salmon enhancement methods should be considered.
3. The Board resolved to send a letter to the Department of Fisheries and Oceans Canada, copying MP Taylor Bachrach, MLA Tamara Davidson, and Minister Thompson, seeking further information from DFO with respect to a lack of regulation and enforcement within the trawl fisheries in the region and DFO's ability to advance conservation efforts with this lack of regulation and enforcement.
4. The Board resolved to send a letter to B.C. Ferries requesting a meeting with representatives from the North and Central Coast to talk about the Northern Adventure's elevator and chair lift being out of service and discuss requirements for accessibility.
5. The Board resolved to send a letter, copying Gary Coons and the B.C. Ferry Authority Board, to the Minister of Transportation and Transit to request that accessibility requirements be included as part of future ferry service contracts.
6. The Board resolved to appoint members to the Graham Island Advisory Planning Commission, Moresby Island Advisory Planning Commission, and Sandspit Parks and Trails Committee.
7. The Board appointed Mr. Caiden Edwards as the new Corporate Officer of the North Coast Regional District effective March 31, 2025.
8. The Board will be holding its next Regular meeting on Friday, April 25 at 4:00 p.m. in Sandspit, B.C., followed by a Committee of the Whole meeting on Saturday, April 26 at 10:00 a.m. in Sandspit, B.C.

For complete details of NCRD Board meetings, the Agenda and Minutes are posted online at www.ncrdbc.com.

VILLAGE OF MASSET

Staffing Report

<i>To:</i>	Council
<i>From:</i>	Josh Humphries, CAO
<i>Date:</i>	April 14 th , 2025,
<i>Subject:</i>	Development Procedures Bylaw

Description: In discussions with Urban Systems, we explored drafting a separate bylaw to address a housing need, which would permit the use of travel trailers, geodomes, and other temporary structures with a Temporary Use Permit. Other permits would also fall under this bylaw, such as OCP and zoning amendments, development variance permits, and development permits that currently lack a home.

The focus would be on completing Phase 1 of the proposal, which the Ministry of Housing and Municipal Affairs will fund under the Land Use Planning Grant we received in 2024.

Recommendation 1: Approve Urban Systems Phase 1 of the Memorandum (quote)

Recommendation 2: Approve Urban Systems whole of the Memorandum (quote)

Recommendation 3: Have staff not continue looking into other avenues to use up the funding before the end of 2025

DATE: March 14, 2025
TO: Josh Humphries, CAO
FROM: Kara Gross and Andrew Cuthbert RPP, MCIP
FILE: 3995.0000.00
SUBJECT: Phased Development Procedures Update: TUPs, OCP and Zoning Amendments, DVPs

Following recent discussion with staff, we are pleased to submit this revised scope of work detailing how we propose to assist the Village with the introduction of Temporary Use Permits (TUPs) through a phased update to the Village's development procedures and processes.

1.0 APPROACH

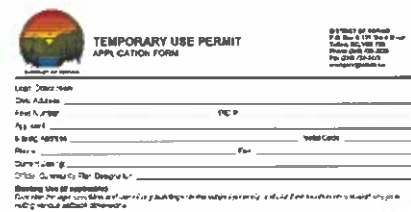
We understand that the Village could benefit from a comprehensive update to its development procedures and processes. Typically, an update of this nature would encompass the full suite of development approvals: OCP and zoning amendments, development variance permits, development permits, temporary use permits, etc. However, based on conversations we've had with staff regarding their limited capacity and resources, we suggest that the Village update their development procedures in two stages, as described below.

PHASE 1 – ESTABLISH REVISED DEVELOPMENT PROCEDURES FRAMEWORK AND INTRODUCE TEMPORARY USE PERMITS

The initial phase of this work is intended to establish a clear, consistent, and enforceable procedural framework that can be easily replicated for other development approval processes during future stages of work as the Village grows its internal capacity.

This initial phase will also focus on introducing TUPs, which are a tool authorized under s. 497 of the *Local Government Act* for the purpose of allowing a short-term use that doesn't comply with local zoning. Temporary Use Permits, while not intended to be used as a long-term land use solution, offer flexibility to local governments when a permanent solution is unavailable. TUPs also provide an opportunity for local governments to establish specific terms and conditions under which a particular short-term use must comply.

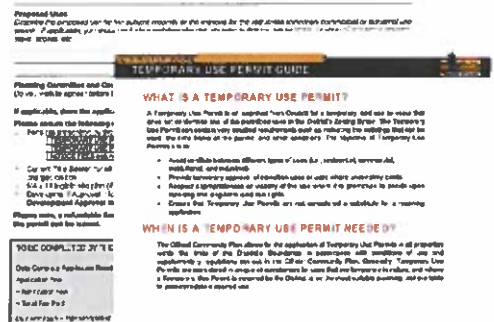
Tasks associated with Phase 1 include drafting new procedures and supplemental materials related to Temporary Use Permits, amending *Development Procedures Bylaw No. 656* to facilitate future procedural amendments, developing a template for an internal-facing Development Procedures Manual, and conducting an information/training session with staff on how to effectively implement and administer TUPs moving forward. A detailed task breakdown for this phase is included in Section 2.0.



TEMPORARY USE PERMIT APPLICATION FORM

City of Chilliwack
2000 12th Street W.
Chilliwack, BC V6B 1Y8
Phone: 604.855.4000
Fax: 604.855.4001
www.chilliwack.ca

Applicant: _____
Date: _____
Address: _____
Phone: _____
Email: _____
City: _____
Province: _____
Country: _____
Other: _____
Starting Use: _____
Ending Use: _____
Duration: _____
Reason: _____
Comments: _____



TEMPORARY USE PERMIT GUIDE

WHAT IS A TEMPORARY USE PERMIT?

A Temporary Use Permit is an approved form of use that is not permitted by the Official Community Plan (OCP) or Zoning Bylaw. It is used to allow a short-term use that does not comply with the OCP or Zoning Bylaw. The permit is issued for a specific period of time and is subject to the terms and conditions of the permit.

WHEN IS A TEMPORARY USE PERMIT NEEDED?

The Official Community Plan allows for the application of Temporary Use Permits in all properties within the City of Chilliwack. The permit is needed when a property owner wants to use their property for a purpose that is not permitted by the OCP or Zoning Bylaw. The permit is also needed when a property owner wants to use their property for a purpose that is not permitted by the OCP or Zoning Bylaw.



DATE: March 14, 2025 FILE: 3995.0000.00
SUBJECT: Phased Development Procedures Update: TUPs, OCP and Zoning Amendments, DVPs

PAGE: 2 of 5

Optional Tasks

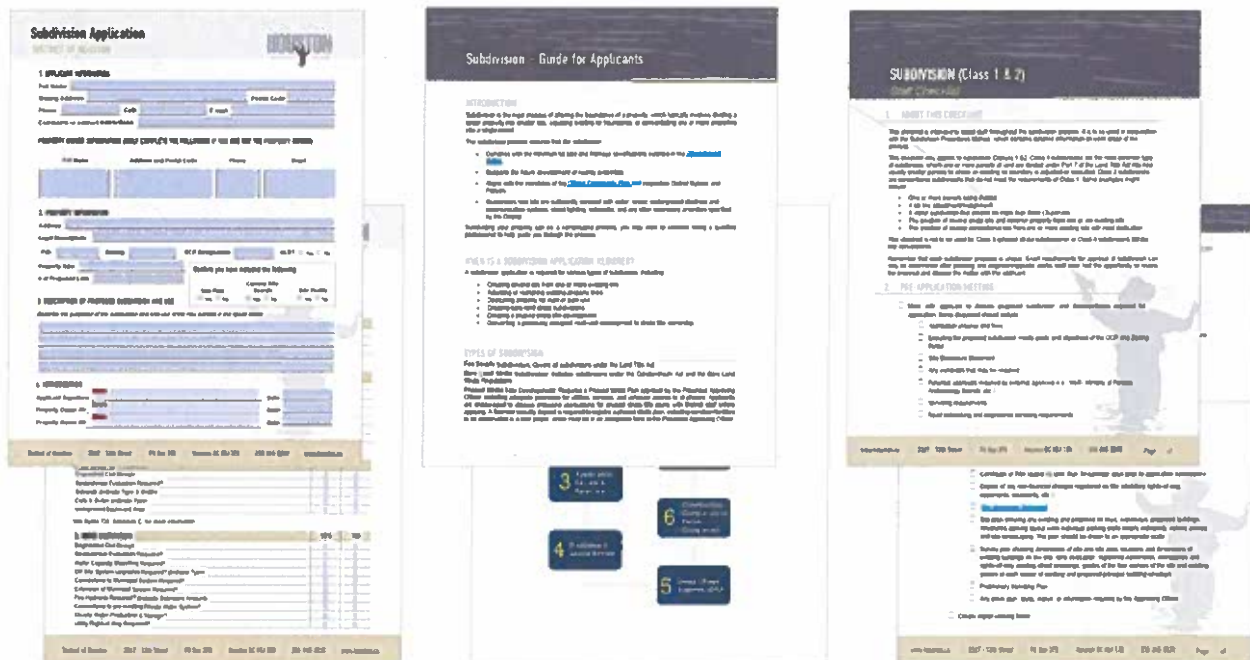
PHASE 2 – UPDATE DEVELOPMENT PROCEDURES AND SUPPLEMENTAL MATERIALS FOR ALL OTHER APPLICATION TYPES

A future phase will focus on updating the Village's procedures and processes for other key development application types. Though further discussion with the Village may be necessary to discern which application types this may entail, we anticipate that this phase will capture OCP amendments, zoning amendments, and development variance permits. Other application types that the Village may wish to update during future phases of this work include subdivision, building, and engineering permits.

Tasks associated with Phase 2 include:

- Drafting new and/or amending existing procedures and supplemental materials for all other development application types in accordance with the Development Procedures Framework established during Phase 1, including amendments to the Village's *Development Procedures Bylaw*
- Populating the Development Procedures Manual was created during Phase 1 with updated internal procedures for each application type
- Conducting an information/training session with staff on how to effectively implement and administer the improved development approval processes

A detailed task breakdown for this phase is included in Section 2.0.



URBANSYSTEMS MEMORANDUM

DATE: March 14, 2025 FILE: 3995.0000.00
SUBJECT: Phased Development Procedures Update: TUPs, OCP and Zoning Amendments, DVPs

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2.0 BUDGET

This work plan outlines a phased approach to creating strategic updates to Masset's development processes while understanding that there is a need to update the Village's Development Procedure Framework for the purpose of introducing Temporary Use Permits in the near term. The estimated budget for Phase 1 is **\$13,500**.

This phase of work will allow the Village to establish a framework for Temporary Use Permits and set the Village up for future development approval process work when ready. We understand that although the Village's ability to enforce its bylaws is limited, having clear procedures can be important for dealing with those who do want to advance projects in the Village. Clear and consistent procedures can help build the Village's reputation as a great place to do business and can remove uncertainty for prospective proponents.

This budget is a high-level estimate based on information available to date. A closer review of the budget for specific components of this work will be required as each phase of the project is reached. A detailed breakdown of the budget by project phase and task is as follows:

TASK DESCRIPTION		TOTAL
PHASE 1 Establish Revised Development Procedures Framework and Introduce Temporary Use Permits		
1A – TEMPORARY USE PERMITS		
1	Kick-off/Staff Workshop: assess current processes	\$900
2	Draft Procedures	\$2,200
3	Develop New Forms and Checklists	
	a. Internal checklists for staff	\$1,700
	b. Application form	\$1,700
Phase 1A Subtotal		\$6,400
1B – IMPLEMENTATION OF IMPROVED PROCEDURES		
1	Create Template for Development Procedures Manual	\$1,500
2	Finalize Development Procedures Manual ¹ and Associated Forms and Checklists	\$1,900
3	Draft Amendments to Development Procedures Bylaw	\$1,700
4	Revisions to Bylaw	\$900
5	Information/Training Session with Staff	\$1,200
Phase 1B Subtotal		\$7,100
PHASE 1 SUBTOTAL		\$13,500

¹ This version will only contain the Villages existing procedures and the procedures developed for the Temporary Use Permit. This document will be designed to be expanded as the Village details their other processes.

URBAN SYSTEMS MEMORANDUM

DATE: March 14, 2025 FILE: 3995.0000.00 PAGE: 4 of 5
SUBJECT: Phased Development Procedures Update: TUPs, OCP and Zoning Amendments, DVPs

In the future, the Village may wish to update its procedures related to OCP and zoning amendments and other permits such as variances. The table below illustrates the proposed level of effort required to update these procedures, create new documents and incorporate these new procedures into the living document created in Phase 1.

TASK DESCRIPTION		TOTAL
PHASE 2 Update Development Procedures and Supplemental Materials for All Other Application Types		
2A – OCP AMENDMENT APPLICATIONS		
1	Draft Procedures	\$2,200
2	Develop New Forms and Checklists	
	a. Internal checklists for staff	\$1,700
	b. Application form	\$1,700
Phase 2A Subtotal		\$5,500
2B – ZONING AMENDMENTS APPLICATIONS		
1	Draft Procedures	\$2,200
2	Develop New Forms and Checklists	
	a. Internal checklists for staff	\$1,700
	b. Application form	\$1,700
Phase 2B Subtotal		\$5,500
2C – DEVELOPMENT VARIANCE PERMIT APPLICATIONS		
1	Draft Procedures	\$2,200
2	Develop New Forms and Checklists	
	a. Internal checklists for staff	\$1,700
	b. Application form	\$1,700
Phase 2C Subtotal		\$5,500
2D – IMPLEMENTATION OF IMPROVED PROCEDURES		
1	Update Development Procedures Manual	\$1,000
2	Update Development Procedures Bylaw	\$1,000
3	Revisions to Bylaw	\$1,200
4	Information/Training Session with Staff	\$2,100
Phase 2D Subtotal		\$5,300
PHASE 2 SUB-TOTAL		\$21,900

URBAN SYSTEMS MEMORANDUM

DATE: March 14, 2025 FILE: 3995.0000.00
SUBJECT: Phased Development Procedures Update: TUPs, OCP and Zoning Amendments, DVPS

PAGE: 5 of 5

3.0 CLOSING

We appreciate the opportunity to submit a work plan to continue working with the Village of Masset. Please note that the contents of this letter comprise an estimated scope of work that can be revised accordingly to best suit the Village's needs. We are happy to discuss the proposed fees further with the Village to determine the best approach.

Thank you again for contacting us to discuss your needs for land use planning support. We look forward to connecting with you further on this opportunity.

Sincerely,

URBAN SYSTEMS LTD.

Kara Cross, MPlan
Community Planner

Andrew Cuthbert, MCIP, RPP
Community Planner

WAYPOINT

AN ACTIVE TRANSPORTATION NETWORK PLAN FOR THE VILLAGE OF MASSET

SETTING THE STAGE 08

Laying the groundwork with insights, policies, and community voices

FUTURE DIRECTION 16

Building connections, enhancing access, and shaping a safer, more inclusive transportation network

PRIORITY PROJECTS 43

Shifting gears to drive two key initiatives forward

IMPLEMENTATION 49

From vision to reality—funding, prioritizing, and building for the future.

plus bonus content
on active travel on
Haida Gwaii

42 SCENIC ROUTES FROM FOREST TO SHORE

48 BE PREPARED & STAY SAFE



WALK
RIDE
DISCOVER



PREPARED FOR:

Village of Masset
1686 Main Street, Masset, BC V0T 1M0

ATTENTION:

Josh Humphries
Chief Administrative Officer

PREPARED BY:

URBAN
SYSTEMS

Urban Systems Ltd.
550-1090 Homer Street, Vancouver, BC V2C 6G4

Andrew Cuttbert MCIP, RPP,
acuttbert@urbansystems.ca

Jack DeSante, MCP
jdesante@urbansystems.ca

DATE:

March 2025

FILE:

3995.0008.01

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WELCOME TO MASSET

A vibrant community of collaboration and growth, where history and innovation shape a brighter future for all.

Masset is the island's northern capital and is the largest centre with a population of 1000. However, the community serves a population of more than 2,000 when the neighbouring communities of Old Massett and Tow Hill (unincorporated) are included. Massett and Old Massett have a long history of working together to build shared spaces (multi-use pathways) and services (Northern Haida Gwaii Hospital). Massett is a positive example of what can be achieved when neighbours work together.

Masset is a community that has a lot to offer. It is reinventing itself, and visitors may come across the construction of new public spaces emanating from its recent Park to Pier community plan, a new library or other new community projects.

Haida Culture

The traditional home to the Haida peoples, Haida Gwaii has a long history and a rich culture. The world-renowned artistic style of the Haida people was nurtured and developed here, making it an excellent place to learn more. The islands have a complex modern history that includes western settlement, tense and dramatic logging blockades and most recently, monumental changes in land title for the Haida Nation that have far-reaching and exciting effects on the future of the islands.

Natural Spaces

Masset is situated at the mouth of Massett Inlet (Gaw Kaahlii), a natural tidal feature with impressive currents, that sees saltwater flushing central Graham Island with ocean water twice daily. These and more present a series of destinations around the community that are popular with residents and worth exploring for visitors. Massett is the launch point to some of Haida Gwaii's most exciting landscapes for fishing expeditions, and explorations of North Beach and Rose Spit.



Central Massett

While most explore by private vehicle, the village has much to offer those walking or rolling. A visit to Massett will likely begin on Main Street, the hub of the community, with restaurants, coffee, and groceries. From here, Collinson Avenue connects north to Old Massett and south across the causeway and Highway 16.

Walking around Massett, there are loops to major trails and destinations. You'll notice the many cul-de-sacs and unique housing forms, including PMOs (Permanent Married Quarters) from Massett's history as a military base and listening post during the Cold War. The "Elephant Cage" listening station remains a few kilometres west of Massett along Highway 16.

Going Further

Whether walking or rolling, other locations that are worth visiting around Massett are the Delkatla Wildlife Sanctuary, Massett Cemetery and North Beach to the east, Northwest Drive provides trail access to Harrison Avenue. This spot also provides access to the "Big Tree Trail", South of the causeway, Radar Hill offers the area's tallest hill viewpoint (although you'll need a local to point you to the viewpoint's exact location).

Harrison Avenue is also the primary connection to the community of and the Northern Haida Gwaii Hospital. The parallel beach also offers the keen-eyed an opportunity to find agates.

This Plan

Masset offers many opportunities to explore on two feet, by bike or any other mode you choose. The community is full of interesting destinations and places to explore. The aim of this plan is to showcase these places and to build a strategy for how they can be made safer and more accessible for residents while building intrigue and excitement for visitors. The policies, facilities and plans presented in this document are a starting point for action.

PLAN PURPOSE

The primary purpose of Masset's Active Transportation Network Plan (ATNP) is to develop safer active transportation options within the community and improve its integration with the broader regional network. The ATNP will assist Masset in advancing its active transportation policy and service delivery for Masset residents and outline recommendations for strategically directing Masset's efforts and resources into a connected, safe, and accessible active transportation network.

This Active Transportation Network Plan outlines key opportunities to improve connectivity, safety, and sustainability while reducing reliance on personal vehicles.

Active Transportation includes walking, bicycling and other "human powered" ways to move around Masset.

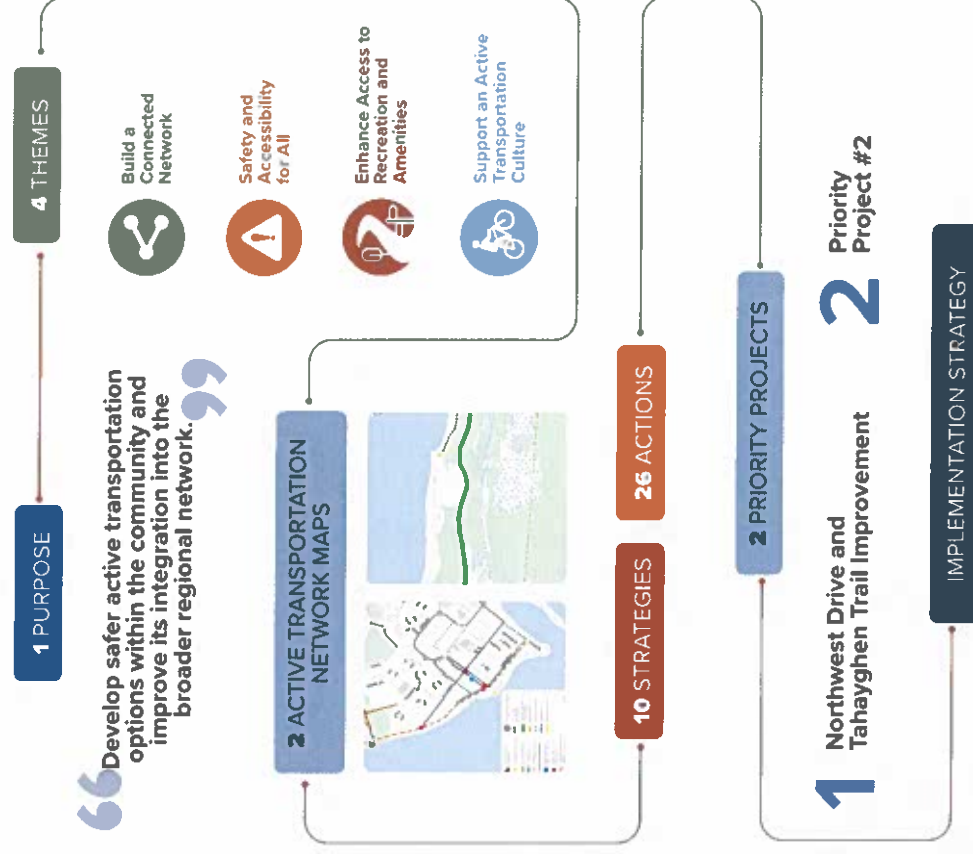
Increased Use of Active Transportation		Decreased Reliance on Cars	
Healthier Communities - Supporting Active Lifestyles - Improved Well-Being - Convenient Connections for All Ages & Abilities	Enhanced Safety - Aligning with BC's Active Transportation Strategy - Supporting Local Sustainability Goals	Increase Accessibility & Inclusivity - More Affordable Travel Options - Promoting Equity - Lower Transportation Costs	Mitigate Climate Change - Reduced Greenhouse Gas Emissions - Improved Air Quality - Support Climate Resilience

Meeting Local & Provincial Goals

- Aligning with BC's Active Transportation Strategy
- Supporting Local Sustainability Goals

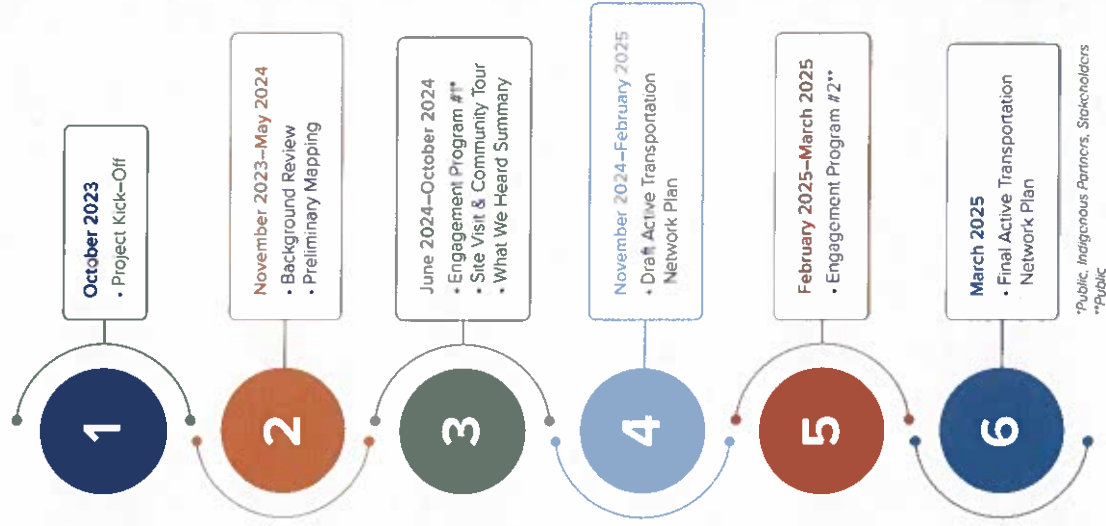


PLAN FRAMEWORK



PLAN PROCESS

Masset's Active Transportation Network Plan development involved several steps over 18 months to ensure the Plan meets the community's needs. The timeline below shows the key stages, from starting the project to delivering the final Plan.



WHY ACTIVE TRANSPORTATION?

Over the past decade, communities in Canada have increasingly embraced the shift from automobile dependence to active transportation. This transition supports a more balanced transportation system that promotes healthy living, enhances community livability, and offers cost-effective, efficient infrastructure solutions. Some of the key benefits of active transportation include:

BENEFITS OF ACTIVE TRAVEL



Safety

- In BC, there were 2,403 injured pedestrians and 1,783 injured cyclists involved in motor vehicle crashes (2023).¹
- As the number of pedestrians and cyclists increases, the "safety in numbers" effect occurs, where drivers become more accustomed to expecting active travellers on the road.



Public Health

- Adults aged 18–64 should engage in at least 150 minutes of moderate to vigorous intensity physical activity per week.²
- People who use active transportation are, on average, more physically fit and have a reduced risk of cardiovascular disease.³



Economy

- The average annual cost to own and operate an automobile is approximately \$3,700, including depreciation, significantly higher than purchasing a bike or walking shoes.⁴
- Active travel can boost local business and reduce household and healthcare expenditures.



Climate Action

- Switching modes to active travel helps to reduce vehicle trips, congestion, and air pollution, including Greenhouse Gas (GHG) emissions.
- A person who cycles to work has approximately 1/10th the ecological footprint of a person who commutes by car.⁵



Equity

- Certain groups who may not have access to a vehicle tend to be more adversely affected, including children, youth, older adults, low-income groups, and people with disabilities.
- Active transportation can help build equity by providing alternative modes of travelling.

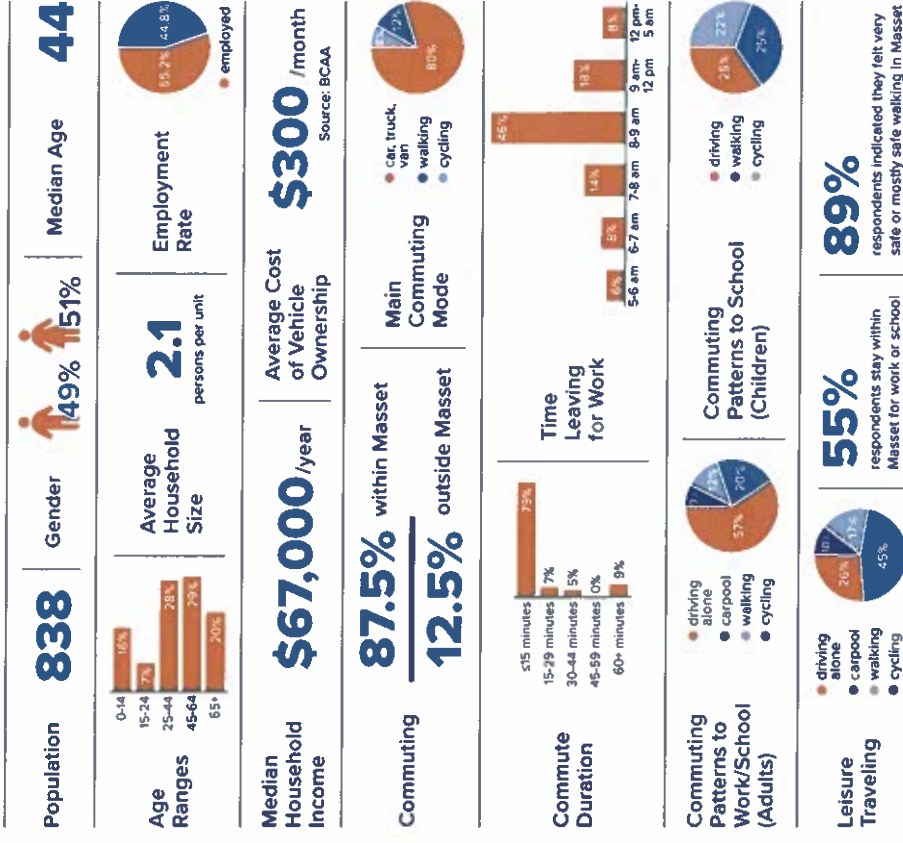
1. BC Crash Data: <https://public.tableau.com/app/#!/covid19/Guide/Springs-Crash-Statistics-Crash-Statistics-By-Location>
 2. Canadian 24-hour Movement Guidelines for Adults: <https://assessandimprove.ca/active-transportation-in-urban-areas>
 3. Active Transportation in Urban Areas: <https://assessandimprove.ca/active-transportation-in-urban-areas>
 4. BCAA Driving Cost Calculator: <https://www.bcaa.ca/active-transportation>
 5. Transport Canada: <https://www.transport.gc.ca/active-transportation>

SETTING THE STAGE



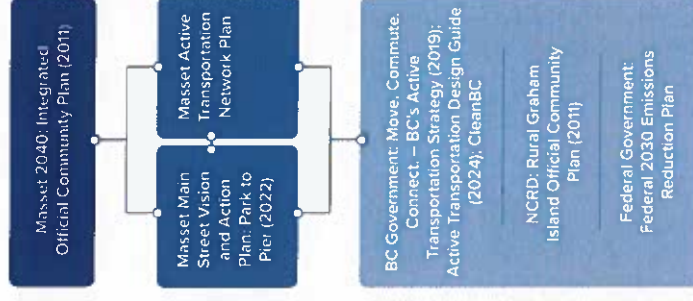
COMMUNITY PROFILE

VILLAGE OF MASSET



POLICY CONTEXT

Masset's growing policy framework provides a contextual basis to guide the implementation and development of the ATNP. The following diagram shows how the ATNP connects with Masset's existing policies and the broader regional and provincial active transportation policy.



COMMUNITY ENGAGEMENT

Masset's Active Transportation Network Plan was developed with significant support and input from the community and key stakeholders.



ACTIVE TRANSPORTATION PRIORITIES & OUTCOMES

1 Improving safety for people walking, rolling, & cycling

2 Improving public health

3 Providing more transportation choices

4 Reducing transportation impacts on the environment

5 Reducing transportation costs

ACTIVE TRANSPORTATION NETWORK TODAY

The Village of Masset is centred around Main Street, a vibrant commercial corridor with stores, restaurants, and services. The existing active transportation network, including sidewalks and trails, is currently structured to provide connections to Main Street from across the village core. At present, the Village's approximate 3.8 kilometres of sidewalks are located on key corridors, as listed below and illustrated in Figure 1.

- Hodges Avenue
- Main Street
- Collison Avenue
- Harrison Avenue
- Orr Street

There are several informal off-street facilities or trails, including the following:

- Hemlock Crescent to Tahayghen Drive
- Swan Crescent to Park Drive
- Teal Boulevard to Swan Crescent

The Delkatala Wildlife Sanctuary hosts the only formalized trail network within the Village and is home to several trails, including:

- Stepping Stones
- Dowitcher Meadow
- Simpson Tower Trail

In 2021, the Village completed a comprehensive design for Main Street through its Park to Pier project. The design concept includes enhanced crossings, pedestrian amenities and other placemaking initiatives intended to enhance the walkability of Main Street in Masset. The Village began construction on a portion of the concept in 2024 and will continue to build on that momentum to further solidify Main Streets' role as a lively public space for the community.

WALK, RIDE, DISCOVER

ISSUES AND OPPORTUNITIES

Based on engagement feedback received in the open house and the online survey, as well as site visits and stakeholder interviews, below are the key challenges and opportunities for walking and cycling in Masset. These issues and opportunities highlight areas for improvement and potential enhancements to support active transportation in the community.

TOP WALKING ISSUES



Condition of sidewalks or trails



Lack of walking infrastructure (e.g., sidewalks & pathways)



Poor lighting & seating

TOP WALKING OPPORTUNITIES



Ensure sidewalks are maintained year-round



Add paved multi-use trails & unpaved walking trails



Ensure pathways are well well-lit & add more benches

TOP CYCLING ISSUES



Lack of delineated or separated bicycle lanes



Weather



Lack of a connected network of safe streets to cycle on

TOP CYCLING OPPORTUNITIES



Paint bicycle lanes



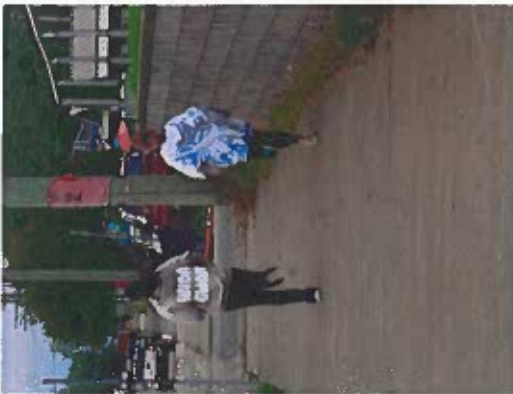
Add shoulder bikeways



Add paved multi-use pathways (asphalt)

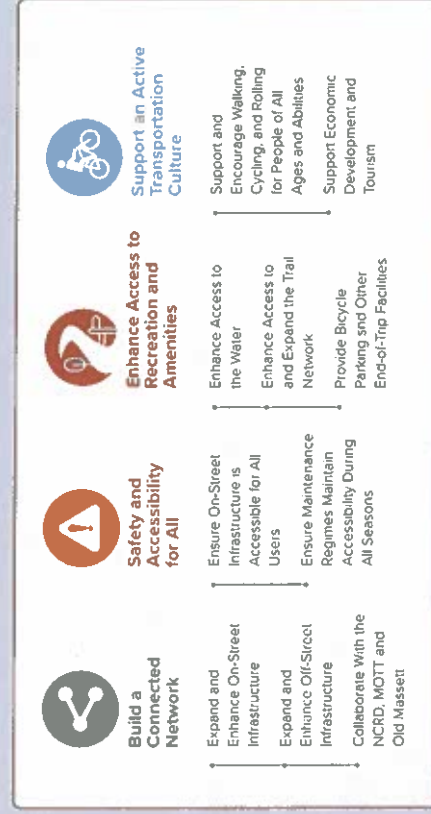
WALK, RIDE, DISCOVER

ACTIVE TRANSPORTATION NETWORK PLAN



FUTURE DIRECTION

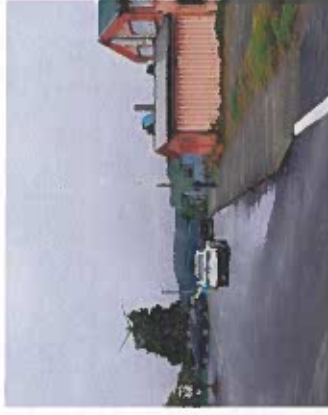
The future direction for the Masset Active Transportation Network is outlined in this section and represents the key actions the Village intends to implement. By continually implementing ATNP recommendations over the long term, the Village can work towards achieving the community's vision of having a healthy community that is highly walkable and accessible with easy access to amenities and natural areas. Identified strategies to achieve this have been organized around four core themes, as detailed below:





THEME 1: BUILD A CONNECTED NETWORK

This theme includes strategies and actions supporting the implementation of pedestrian and cycling facilities that fill existing network gaps to create a complete and connected network. A well-connected network of on- and off-street facilities will significantly improve the safety and convenience of walking and cycling around Massot. A connected network will also increase recreational opportunities and access to community destinations.



STRATEGY 11: EXPAND AND ENHANCE ON-STREET INFRASTRUCTURE

Developing a complete, accessible and connected network of active transportation facilities is the foundation of enabling people to walk, roll and cycle. A lack of sidewalks and formalized pathways may discourage people from walking as they are forced to walk on the street or unmaintained and unfit pathways.

ACTION 1.11: EXPAND AND ENHANCE THE SIDEWALK NETWORK

The Village will prioritize filling gaps and expanding the sidewalk network from Main Street outwards. Building out from Main Street will maintain a consistent network and not create additional gaps. In addition, the Village repaved the majority of its road network in 2022. The project did improve road conditions, but the additional road material brought the road surface flush with many of the community's sidewalks, effectively removing the physical separation between cars and pedestrians. Over time, these sidewalks should be upgraded to restore the overall grade separation and improve surface condition.

The Village Core Network Map (Figure 7) identifies five priority proposed new sidewalks to begin expanding the existing sidewalk network, including:

- Orr Street from Harrison Avenue to Collision Avenue (either side)
- Harrison Avenue from Wallace Street to Delkatta Street (north side)
- Delkatta Street from Harrison Avenue to Collision Avenue (north side)
- Two remaining segments on Hodges Avenue (west side)
- West side of Hodges Avenue leading into Main Street
- West side of Hodges near the BC Ambulance Service and Dispatch Station

As outlined in the British Columbia Active Transportation Design Guide, the minimum desirable width for the locations of the identified sidewalk projects is 1.8 metres.



ACTION 11.2 ENHANCE COLLISON AVENUE THROUGH RIGHT-OF-WAY REALLOCATION

The Village will reallocate the street right-of-way (ROW) along Collision Avenue to enhance safety for active transportation users. The street is a key east-west corridor through the village core and includes several civic and commercial amenities.

The current municipal ROW along the corridor is approximately 20 metres wide. Without sacrificing parking, 20 metres can accommodate wider sidewalks, street trees and a dedicated bicycle, scooter and skateboard facility. Based on best practice design and community engagement

findings, the preferred street design is a bi-directional bike lane on the south side of the street, with wider sidewalks and street trees (see Figure 2).

In the short term, the Village may use Rapid Implementation techniques to build and test the street concept (see Figure 3). This may include creating road paint and flexible delineator posts to create a separate bike lane. The Village may then implement the remaining more costly components of the preferred concept when funding allows.

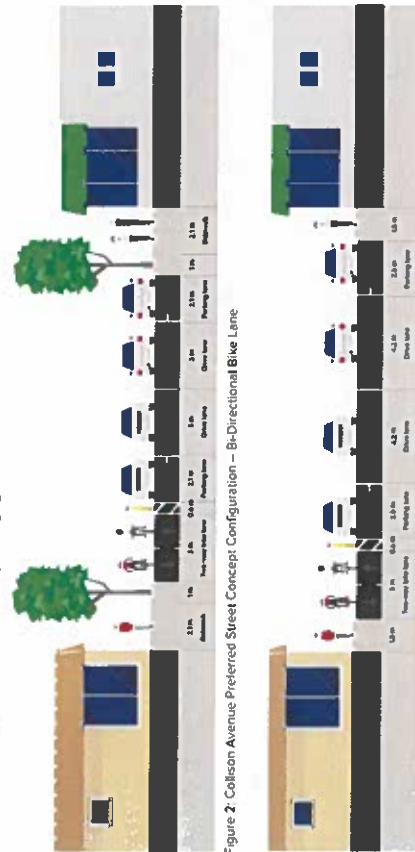


Figure 3: Collision Avenue - Rapid Implementation Street Concept Configuration

ACTION 11.3 IMPLEMENT TACTICAL URBANISM & RAPID IMPLEMENTATION FOR NETWORK IMPROVEMENTS

Where appropriate, the Village will use Tactical Urbanism and Rapid Implementation techniques to test design ideas or implement safety improvements quickly and cost-effectively.

Tactical Urbanism describes a way of building temporary projects quickly to test how they work for the community. These projects are an excellent way to confirm how potential new concepts can work before making more significant investments. Tactical Urbanism projects typically arise from a community's need for safe streets or more parks and gathering spaces. Tactical Urbanism projects typically involve non-permanent solutions such as traffic cones, planters, water barrels, tables and chairs, paint and signage.

Rapid Implementation typically focuses on the rapid and low-cost implementation of cycling facilities. It includes semi-permanent treatments such as flexible delineator posts, curbs, planters, quick-build surfaces and pavement marking.

For detailed best practices for the implementation of Tactical Urbanism and Rapid Implementation, please refer to the following documents:

- Tactical Urbanism Toolkit (TransLink, 2020)
- Rapid Implementation Design Guide for Bikeways in Metro Vancouver (TransLink, 2023)
- The British Columbia Active Transportation Design Guide

Projects identified within the ATNP that may be suitable for Rapid Implementation include:

- Collision Avenue Enhancements (Action 11.2)
- Harrison Avenue Multi-Use Pathways (Action 12.3)
- Highway 16 / Tow Hill Road Improvements (Action 13.1)



Figure 4: Components of Rapid Implementation (Source: TransLink - Visualizing Rapid Implementation Bikeways in Metro Vancouver)

STRATEGY 1.2 EXPAND AND ENHANCE OFF-STREET INFRASTRUCTURE

Off-street infrastructure includes multi-use pathways, trails and cut-throughs. Off-street facilities provide alternative or parallel routes for pedestrians and cyclists to travel away from vehicles. Typically, off-street facilities offer a more peaceful, beautiful and safe experience than on-street facilities, further enhancing the existing natural and friendly vibe of the Village of Masset.

ACTION 1.2.1 ENHANCE THE NORTHWEST DRIVE TRAIL CONNECTION

The Village will build a formalized gravel multi-use pathway to enhance the existing Northwest Drive and Tahayghen Drive Trail Connection. Enhancing these trails provides an opportunity to increase overall connectivity and accessibility of the walking and cycling network.

These connections currently provide the quickest access between the northeast area of Masset to the Hospital and Old Massett. Furthermore, for residents east of the causeway, these trails are the quickest route to the hospital if a formal cut-through between Tahayghen Drive and Hemlock Crescent is used.

For further details on this project, see Section 5.0.

ACTION 1.2.2 FORMALIZE CUT-THROUGHS

Legal cut-throughs are typically publicly owned ROWs between private properties used for short-cutting the traditional street network. Masset has several formal cut-throughs, including the walkway from Hodges Avenue to Main Street behind the Masset Fire Hall.

Formalizing and enhancing additional cut-throughs will provide residents with more accessible shortcuts which they may already be using. The Village will prioritize enhancing the following cut-throughs within the village core, as also identified in Figure 8.

- Hemlock Crescent to Tahayghen Drive
- Cedar Crescent to Park Drive
- Teal Boulevard to Swan Crescent

ACTION 1.2.3 BUILD A WATERFRONT MULTI-USE PATHWAY ALONG HARRISON AVENUE

The Village will explore the implementation of a waterfront multi-use pathway along Harrison Avenue from Delkatta Street to Old Massett. This facility will provide for recreation and commute trips and act as a centre piece of the community to attract visitors and residents.

For further details on this project, see Section 5.0.



WALK, RIDE, DISCOVER

TOFINO TO UCLUELET – MULTI-USE PATHWAY – ʔAPSČIIK TAŠII

The ʔapsčiiik tašii, or Tofino to Ucluelet multi-use pathway is a stand-out example of a rural multi-use pathway that connects neighbouring communities and aboriginal commercial areas. Implementing the ʔapsčiiik tašii involved several municipalities, higher-level government agencies, and the Tla-o-qui-aht and Yawulitʔath First Nations.

Not only does the ʔapsčiiik tašii provide locals with a safe route for recreation and transportation but it also serves as a tourism destination for the region.

Notable technical specifications for ʔapsčiiik tašii include the following:

- 3.2 metres width
- 1-metre shoulders or buffers
- Rapid implementation style separation during the on-street segments
- Public realm amenities including benches, drinking fountains and waste disposal





STRATEGY 13 COLLABORATE WITH THE NORTH COAST REGIONAL DISTRICT, THE MINISTRY OF TRANSPORTATION AND TRANSIT AND OLD MASSETT

The Massett Village core serves as the service centre for residents on the south side of the community, Old Massett, and NCRD residents living in Tow Hill. Functionally, these communities are deeply intertwined with people travelling between each and to the Village core for commercial amenities and recreation. However, infrastructure jurisdictionally is more complex. The Ministry of Transportation and Transit (MOTT) holds jurisdiction over Highway 16 / Towhill Road, while outside of the Village, MOTT is also responsible for roads within Old Massett and the NCRD. Coordinating active transportation between communities is essential to developing a connected, safe and intuitive network.

ACTION 13.1 LEVERAGE AND ALIGN FACILITY IMPLEMENTATION WITH MOTT'S PAVING SCHEDULE

Bringing paving material and specialized equipment to Haida Gwaii is expensive and happens annually or bi-annually. It is important that the Village of Massett continues to coordinate with MOTT well in advance to ensure active transportation projects are shovel-ready.

ACTION 13.2 IMPLEMENT LIGHTING AND SHOULDER ENHANCEMENTS ALONG TOWHILL ROAD / HIGHWAY 16.

The Village will collaborate with MOTT and the NCRD to implement enhanced shoulder facilities or a multi-use pathway along Highway 16 / Towhill Road. For safety and user experience, active transportation enhancements on Highway 16 / Towhill Road transitioning jurisdictions must be consistent, safe and intuitive.

Design and implementation will need to include MOTT and the NCRD, but preferred options based on community engagement findings, are illustrated below.

The current paved area is approximately 9.5 metres from the Causeway to Massett Cemetery Road and shrinks to 7.5 to 8.0 metres from Massett Cemetery Road to the municipal boundary. The paved area must be widened to implement additional cross-section elements for both the preferred and lower-cost options illustrated below. There is enough legal ROW widening to occur.

High Cost – High Safety Option (10.8-metre ROW)

- A separated multi-use pathway on the north side of the road
- A modular curb is the preferred separation treatment
- Short-term Rapid Implementation option may be from Causeway to Massett Cemetery Road

Lower Cost – Lower Safety and Accessibility Option (9.2-metre ROW)

- Implement a minimum 1.5-metre-wide bicycle-accessible shoulder on the south side of the community

The implementation of an active transportation facility along Highway 16 / Towhill Road is a good opportunity to use Rapid Implementation treatments that offer lower costs than traditional Facility Implementation (see Action 11.3).

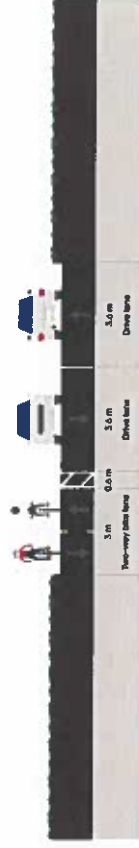


Figure 6: Highway 16 / Towhill Road Preferred Option – Multi-Use Pathway



Figure 7: Highway 16 / Towhill Road Lower Cost Option – Bicycle Accessible Shoulders

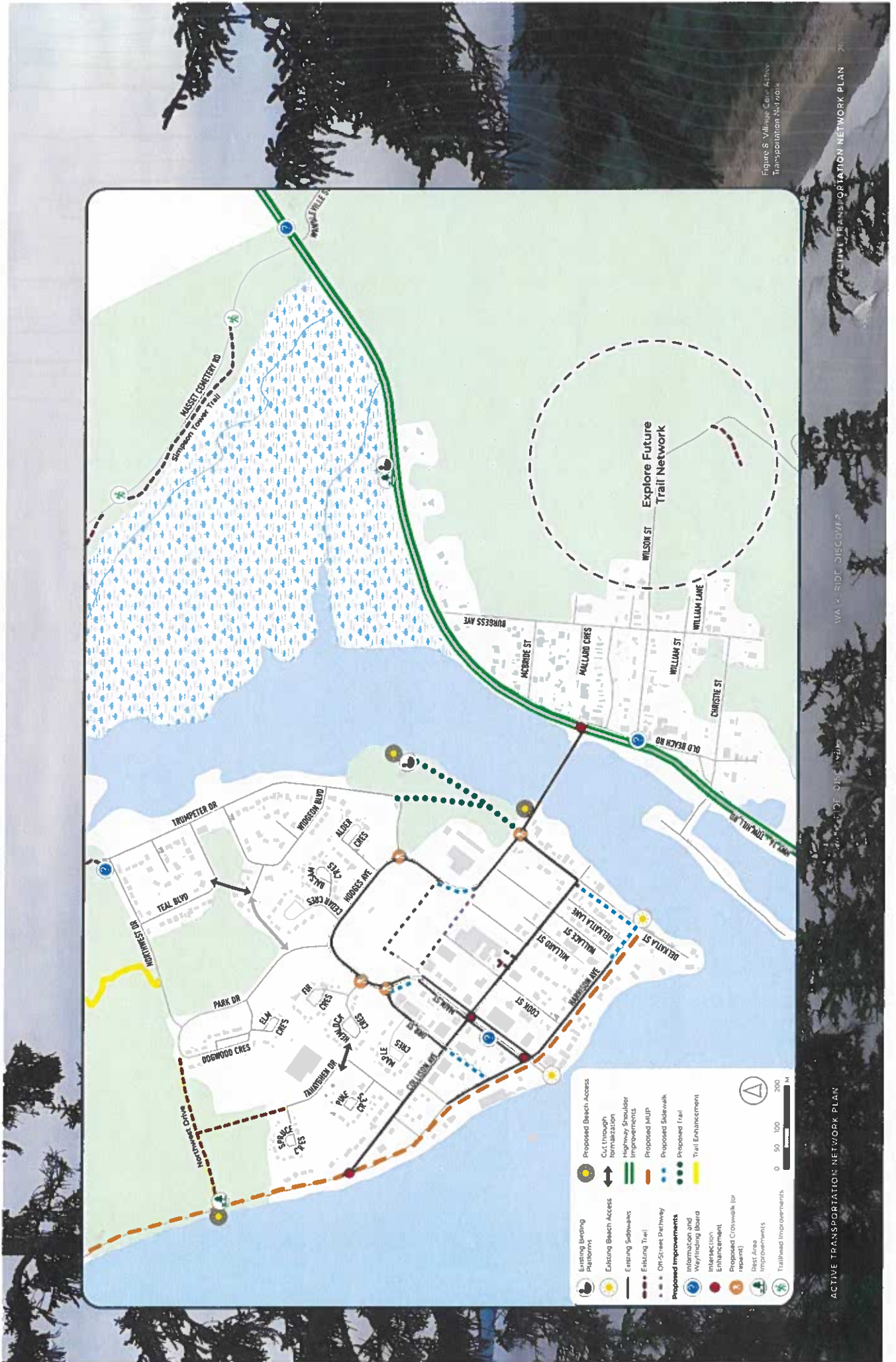


Figure 5 Village Center Active Transportation Network



Figure 8. Village of Masset Transportation Network Plan



THEME 2: SAFETY AND ACCESSIBILITY FOR ALL

Enhancing safety and accessibility is the foundation of an equitable transportation network. The theme of safety and accessibility focuses on improving safety at intersections and crossings and maintaining the network year-round.

STRATEGY 2.1 ENSURE ON-STREET INFRASTRUCTURE IS ACCESSIBLE FOR ALL USERS

On-street infrastructure needs to be accessible to all users so that village residents, tourists and visitors can safely walk and cycle around the community. By ensuring residents can safely walk or roll, the Village may ensure people can age in place once they can no longer drive or for those who choose not to drive.

ACTION 2.1.1 ENHANCE THE SAFETY AND ACCESSIBILITY OF INTERSECTIONS AND CROSSINGS

The Village will implement intersection enhancements at the following locations as identified on Figure 8:

- Main Street and Harrison Avenue
- Main Street and Collison Avenue
- Harrison Avenue and Collison Avenue
- Hodges Avenue and Highway 16 / Towhill Road
- Hemlock Crescent and Hodges Avenue
- Trumpeter Street and Hodges Avenue
- Orr Street and Hemlock Crescent

Improvements at these intersections should follow the best practices outlined in the British Columbia Active Transportation Design Guide Section G. This includes integrating the following design considerations:

- Reducing the turning speed of motor vehicles
- Increasing visibility for people walking, rolling and cycling
- Denoting clear right-of-way
- Facilitating eye contact and awareness between modes
- Specific accessibility features (e.g., curb ramps, tactile indicators, audible signals, etc.)



WALK, RIDE, DISCOVER



ACTIVE TRANSPORTATION NETWORK PLAN



ACTION 2.1.2 IMPLEMENT LIGHTING IMPROVEMENTS ALONG SIDEWALKS, PATHWAYS, TRAILS AND INTERSECTIONS WHERE APPROPRIATE

Pedestrian-scale lighting can help retain similar levels of safety and accessibility during evening and night hours. Based on community engagement findings, the Village will implement street lighting improvements along the following priority corridors, listed in order of highest to lowest priority:

1. Collison Avenue
2. Harrison Avenue
3. Hodges Avenue
4. Highway 16 / Towhill Road
5. Delkatta Avenue
6. Orr Street
7. Trumpeter Drive
8. Park Drive

Other destinations that should be considered for lighting improvements include community destinations such as the fire hall, school, library, pier and urban parks.

Lighting improvements, particularly on the edges of natural areas, should consider context suitability for intensity and spacing, see Table 1.

Table 1: Active Transportation Lighting Treatment Selection

Accessibility	Intensity & Spacing	Context Suitability	Natural Character
For All	20 Lux 10 – 20 metres	- Off/On-street trails - High pedestrian nighttime usage	Highest Impact
For All	5 Lux 30 – 40 metres	- Off/On-street trails - Medium pedestrian nighttime usage	
For Most	3 Lux 35 – 45 metres	- Off/On-street trails - Low pedestrian nighttime usage	
For Some	2 Lux 40 – 50 metres	- Off-street trails - Rural/semi-rural pedestrian nighttime usage	
For Few	No Lighting N/A	- Off-street trails - Environmentally sensitive areas - Nighttime use unlikely - Mountain biking areas	Lowest Impact

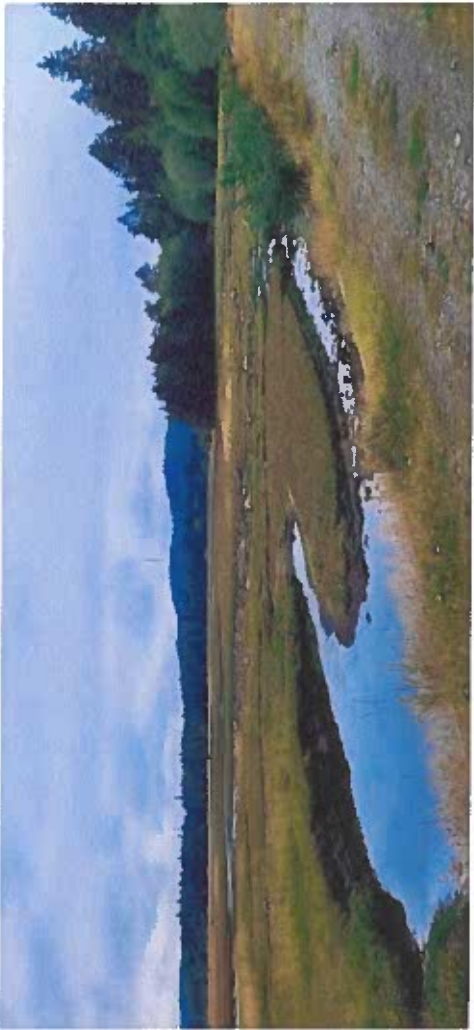
STRATEGY 2.2 ENSURE MAINTENANCE REGIMES MAINTAIN ACCESSIBILITY DURING ALL SEASONS

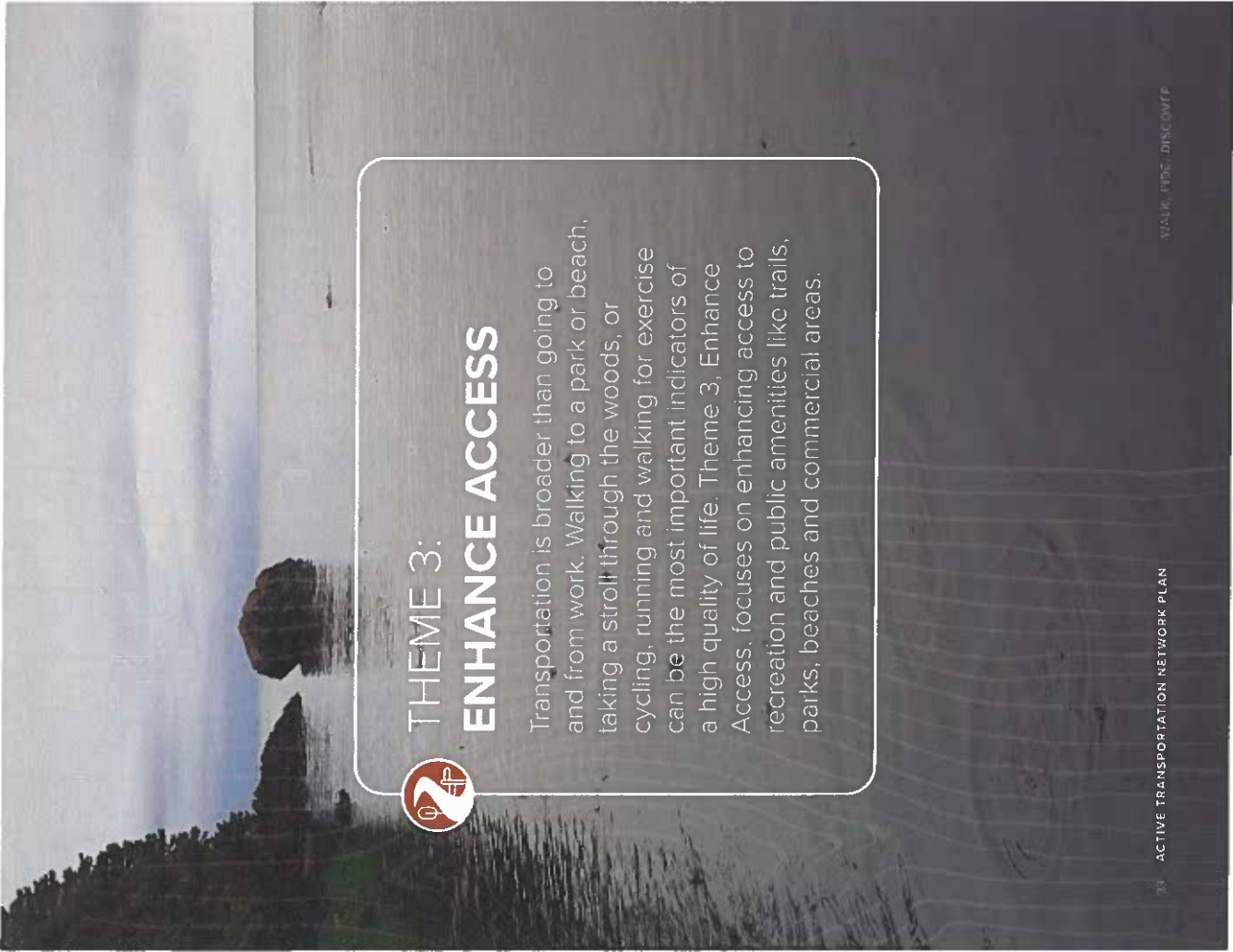
Regular maintenance of active transportation facilities is essential to maintain the functionality and safety of the pedestrian and bicycle network in all seasons.

ACTION 2.2.1 PRACTICE REGULAR MAINTENANCE AND CLEARING OF ACTIVE TRANSPORTATION FACILITIES.

The Village will undertake the following maintenance-related activities, particularly during the winter season:

- Clearing shoulders of debris and multi-use pathways
- Removing vegetation from sidewalks
- Repairing damages to curbs and sidewalks
- Regrading unpaved facilities as necessary
- Salting or sanding when snow is present or expected
- Ensure facilities are adequately draining and not pooling water
- Line painting to retain visibility and visual separation





THEME 3: ENHANCE ACCESS

Transportation is broader than going to and from work. Walking to a park or beach, taking a stroll through the woods, or cycling, running and walking for exercise can be the most important indicators of a high quality of life. Theme 3, Enhance Access, focuses on enhancing access to recreation and public amenities like trails, parks, beaches and commercial areas.

STRATEGY 3.1 ENHANCE ACCESS TO THE WATER

Water has always been a sacred part of life on Haida Gwaii and will continue to be integral to a high quality of life far into the future. Enhancing access to the ocean provides destinations to walk to and gather at and enables residents and visitors to better appreciate the beauty of Haida Gwaii.

ACTION 3.1.1 IMPLEMENT FORMALIZED BEACH ACCESS POINTS

The proposed Active Transportation Network (Figure 8 and Figure 9) identifies existing and proposed beach accesses. Enhancing these areas will enable residents and visitors to access the beach for recreation and community building via walking and cycling.

The Village will implement the following treatments appropriate for each identified location:

- Stairs or accessible ramps
- Seating
- Lighting
- Picnic tables
- Garbage and recycling cans
- Drinking fountains
- Wayfinding information
- Bike racks

ACTION 3.1.2 BUILD WATERFRONT TRAILS

The Village will explore building waterfront trails that link different beach access points to improve people's access to the beachfront and broaden their ability to recreate. Ensuring adequate wayfinding elements at beach access points will enable residents and visitors to understand where paths lead for navigation and safety.





STRATEGY 3.2 ENHANCE AND EXPAND ACCESS TO TRAILS

Enhancing access to and local knowledge of the trail network will support healthy and active lifestyles. Currently, the Village includes several formalized trails within and adjacent to the Delkatta Wildlife Sanctuary. However, trail availability is limited outside the Wildlife Sanctuary.

Most other trails are informal and un-maintained, such as the Big Tree Trail, located along Northwest Drive. Expanding the trail network within the Village would provide residents and visitors more opportunities to experience nature. Expanding the trail network may also draw more off-island visitors to the Village, creating more tourism and revenue for local businesses.

ACTION 3.2.1 EXPLORE THE DEVELOPMENT OF A MORE EXTENSIVE TRAIL NETWORK

The Village will explore expanding the municipal trail network to provide greater access to recreation and areas to connect with the land. The proposed Active Transportation Network illustrated in Figure 8 and Figure 9 identifies an area on the south side of the community and between Masset and Old Massett to explore building new trails.

ACTION 3.2.2 EXPLORE BUILDING TWO TRAILS FROM THE WEST END OF THE CAUSEWAY TO THE NATURE CENTRE

The Village will explore building two trails from the northwest of the Causeway to the Nature Centre, as illustrated in Figure 8. There are currently informal trails along portions of the segments, which are used to access the water or a shortcut to Trumpeter Street. Formalizing these unpaved trails will increase network connectivity and recreational routes.



Figure 10: Informal Trail Along the Water Between the Causeway and the Nature Centre



Figure 11: Unmaintained Big Tree Trail



Figure 12: Steppingtons Trail

ACTION 3.2.3 ENHANCE EXISTING TRAIL AREAS THROUGH WAYFINDING, REST AREAS AND MAINTENANCE

Enhancing existing trail areas through better wayfinding, additional or improved rest areas and maintenance is important to ensure the trail network is user-friendly and accessible for all or most.

The proposed Active Transportation Network (Figure 9) identifies locations for additional or improved rest areas, wayfinding elements and trailhead improvements. Additionally, leveraging existing viewpoints by implementing rest areas may be key to encouraging visitors and residents to use the trail network.

To gain community buy-in, the Village could explore a bench design competition inviting people to submit designs unique to the Village of Masset.

See Section 7.4 for funding opportunities for trail building.

STRATEGY 3.3 PROVIDE BICYCLE PARKING AND OTHER END-OF-TRIP FACILITIES

End-of-trip facilities such as secure bicycle parking, showers and change rooms can make cycling and multi-modal trips seamless and enjoyable.

ACTION 3.3.1 DEVELOP A PROGRAM TO INSTALL SHORT-TERM BICYCLE PARKING WITHIN THE PUBLIC RIGHT-OF-WAY

Providing public bicycle parking within the public right-of-way, either on the sidewalk or in place of a vehicle parking stall, increases the convenience and likelihood of residents cycling. To ensure bicycle parking is implemented consistently, the Village should consider including bicycle parking in the subdivision servicing bylaw.

In addition to standard bicycle racks, the Village will explore the inclusion of tool and air inflation stations. The Village will also continue to monitor best practices in implementing public e-bike changing stations to enable residents and tourists to better leverage new technologies.

Optional steps

- The Village may explore the allocation of a portion of the annual operating budget for the installation of bicycle parking facilities.
- To create buy-in from the community, the Village could explore a bicycle rack design competition where people are invited to submit designs unique to the Village of Masset.



ACTION 3.3.2 REQUIRE SHORT-TERM AND LONG-TERM PARKING AND END-OF-TRIP FACILITIES THROUGH DEVELOPMENT

The Village will update the Zoning Bylaw to reflect best practices requiring short-term and long-term bicycle parking at commercial, employment and multi-family developments.

Figure 13: Agate Man Triathlon Finish Line 2024 – Village Fire Hall



THEME 4: SUPPORT AN ACTIVE TRANSPORTATION CULTURE

Creating a culture of active travel is essential to developing a long-lasting culture of active, social, healthy and sustainable lifestyles. Creating community buy-in will also be important for the continued implementation of the active transportation network. By providing educational opportunities, supporting active school initiatives, enhancing wayfinding and supporting economic growth, active transportation can help the Village achieve broader community goals.



STRATEGY 4.1: SUPPORT AND ENCOURAGE WALKING, CYCLING AND ROLLING FOR PEOPLE OF ALL AGES AND ABILITIES

The presence of infrastructure is not always enough to encourage people of all ages and abilities to engage in active mobility. It is important that the Village also provides opportunities for the community to learn about the benefits of active travel and the ongoing enhancements to the active transportation network.

ACTION 4.1.1: EDUCATE COMMUNITY MEMBERS AND DECISION-MAKERS ON THE BENEFITS OF ACTIVE TRANSPORTATION

Education and awareness are essential elements that play a significant role in building a culture of active transportation. Ensuring these programs are designed for people of all ages and abilities is integral to their success.

Next steps include:

- The Village will educate community members about active transportation benefits through communications, marketing and promoting events that celebrate active transportation.
- The Village will participate in safety awareness and education campaigns for all users as well as other programs and initiatives that encourage active transportation.
- The Village will continue to strengthen relationships with organizations such as ICBC and Northern Health to support the development of awareness and education campaigns.

ACTION 4.1.2: SUPPORT ACTIVE AND SAFE ROUTES TO SCHOOL PROGRAMS AND INITIATIVES.

The Village will engage the community in school travel planning to better understand how the active transportation network can facilitate school-aged children to walk and cycle to and from school. Through this process, the Village may develop a list of infrastructure projects to encourage more active travel to Daaxilgan Skadāa Née.

It is recommended that the Village increase partnerships with key organizations (School District #50, ICBC, Northern Health, CAA) and others for this purpose.

Next steps include:

- Engage School District 50 to identify:
 - Active transportation network improvements
 - Programs and events such as GoByBike week, walking/biking school buses, Winter Walk Day and Walk and Wheel Wednesdays
- Engage and support School District 50 in accessing bike rack design and capacity at Daaxilgan Skadāa Née (K-12 School).
- Collaborate with the School District to integrate active and sustainable transportation topics into coursework and lectures, promoting safe and sustainable travel as a regular discussion point.

ACTION 4.1.3: CELEBRATE COMPLETED ACTIVE TRANSPORTATION PROJECTS

An important component of encouraging a culture of active transportation is ensuring residents are aware of new active transportation infrastructure projects. The Village will celebrate these new investments through website material, videos, social media, events and activations that get people excited about the implementation of the ATNP.

When constructing active transportation infrastructure, a portion (5%) of the capital costs can be allocated to education and awareness. Funding for education and awareness initiatives can come from various sources, including grants, community partners, the business community and other partners.

ACTION 4.1.4: DEVELOP AND INSTALL CENTRAL WAYFINDING AND INFORMATION BOARDS ON MAIN STREET AND AT THE STEPPING STONES TRAILHEAD

The Village will explore the development of an active transportation hub on Main Street, including a central wayfinding and information board, bicycle parking, bicycle tool stations, benches and the potential for e-bike charging. By implementing a centralized wayfinding board that includes the active transportation network, recreation areas and beach access points, residents and visitors can better understand the community and how to navigate it.



Figure 14: Village of Masset Breaks Ground of the Waterfront Pier Renewal Plan – 2024. (Photo - Andrew Hudson, Haida Gwaii News)

STRATEGY 4.2 SUPPORT ECONOMIC DEVELOPMENT AND TOURISM

Active transportation can play a significant role in tourism and economic development. Ensuring Masset is an accessible and safe community with destinations that attract business and tourism is a key initiative for economic development.

ACTION 4.2.1 EXPLORE CYCLE CAMPING SITES AT THE MUNICIPAL CAMPGROUND

The Village will explore the development of a municipal campground to provide supplemental tourism accommodation, portions of which may cater to cycle tourism.

ACTION 4.2.2 WORK WITH MISTY ISLES ECONOMIC DEVELOPMENT SOCIETY TO COORDINATE ISLAND-WIDE CYCLE-TOURISM ROUTES

The Village will collaborate with local economic development agencies, municipal and First Nation partners, and the North Coast Regional District to coordinate, develop and promote island-wide cycle tourism routes.

ACTION 4.2.3 DEVELOP STORY-BASED MARKETING RELATED TO ACTIVE TRANSPORTATION IN MASSET

The Village will work with Haida Gwaii Tourism to develop story-based marketing relating to active transportation in Masset to increase tourism activity. Marketing will need to be continually updated to reflect new projects, such as the proposed multi-use path along Harrison Avenue.

RIDES & WALKS AROUND MASSET

SCENIC ROUTES FROM FORSEST TO SHORE



WALK, RIDE, DISCOVER

WALK, RIDE, DISCOVER

1.4 km

Telephone Hill (Masset)
HIKE/MOUNTAIN BIKE

A forest trail leading to the highest point in Masset. Also the designated tsunami evacuation point

2 km

Big Tree Trail
HIKING

A forest trail off of Northwest Drive that treats visitors to views of some large trees.

2.2 km

Stepping Stones
HIKE/BIKE

A flat dyke walk through the Delkanda Wildlife Sanctuary. Try one of the viewing platforms.

6 km

Stepping Stones Loop
HIKE/BIKE

Take the Stepping Stones Trail further to loop back into town via the causeway.

1.6 km

Harrison Avenue Pathway
WALKING

Walk the pathway into Old Massett along the Masset Inlet. Lots of opportunities to get down to the beach.

BEACH & WATERFRONT ACCESS

Masset Pier
Harrison and Main Street

Masset Seaplane Base
Old Beach Road and Highway 16

Cemetery beach
5 km from Main Street on Masset Cemetery Road

Tagwaal - Access to South Beach
16 km west on Tow Hill Road

Agate Beach Provincial Park
25 km west on Tow Hill Road

Tow Hill / Rose Spit
26 km west on Tow Hill Road

PRIORITY PROJECTS

Priority projects, including the ATNP, are community-identified projects that the Village intends to prioritize for implementation. The ATNP includes an overview of each project (see below) and detailed Class 'D' Concept Designs and Cost Estimates in Appendices A and B.

NORTHWEST DRIVE AND TAHAYGHEN TRAIL IMPROVEMENT

Enhancing the Northwest Drive Trail provides an opportunity to increase overall connectivity and accessibility of the walking and cycling network. This route currently provides the quickest access between the northeast area of Masset to the Hospital and Old Massett. Furthermore, the Northwest Drive Trail is the quickest route for residents west of the causeway if a formal cut-through between Tahayghen Drive and Hemlock Crescent is used.



S	C	S
ort	est	ive Segment
- Varies in width from less than 0.5 metres at trailheads to approximately 1.5 metres at its widest point. - Has 1 to 2 metres of cleared space on both sides of the trail. - Several areas are overgrown, particularly near both entrances.		
		o
		ayg
		en
		ive Segment
		- An informal connection that is overgrown throughout its extent. - Gravel crush was never implemented along this trail, making the pathway uneven and prone to pooling water. - Adjacent vegetation has grown right up to the sides of the trail.



PR	C	C	S
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The Northwest Drive and Tahayghen Trail Improvement project focuses on implementing a 2.4-metre smooth gravel trail. The enhanced trail will increase accessibility for people walking together and those rolling with an assistive device (i.e., wheelchair or walking) and allow two cyclists to pass one another safely.

The project will also include the following amenities:

- Overhead lighting to increase visibility and safety
- Benches to give people opportunities to rest, particularly the elderly
- Wayfinding signage
- Formalization of the beach access at the western trailhead

See Appendix A for further details.

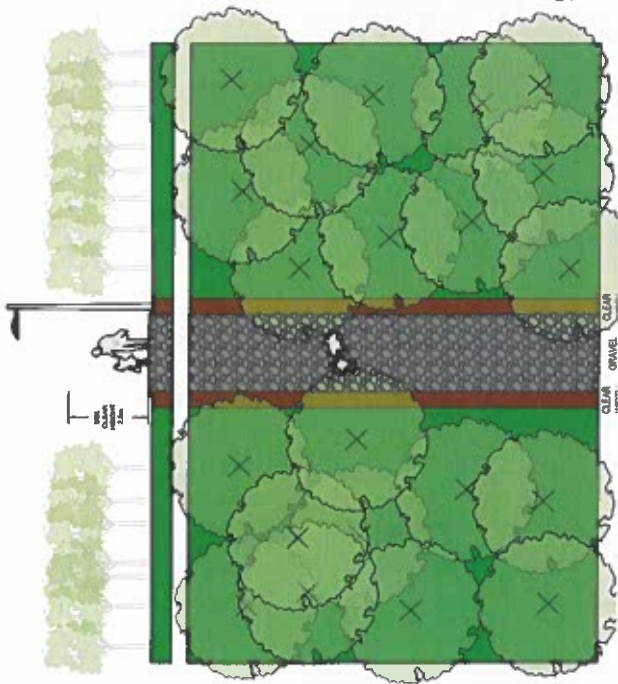


Figure 15: Northwest Drive and Tahayghen Drive Connection

PRIORITY PROJECT #2

To be confirmed in early April based on feedback from the Masset Recreation Committee

CYCLING ON HAIDA GWAI

BE PREPARED & STAY SAFE

Cycling through the Haida Gwaii landscapes is an incredible experience, but there are some things you should plan for. Here are a few safety tips before you set out on your journey.

Be Prepared for

All Types of Weather

Haida Gwaii's weather can be unpredictable. Always pack rain gear and warm layers, even if the forecast looks clear. Strong winds and heavy rain can quickly roll in, especially on exposed sections like the Masset Inlet or along the coast.

Be Bear, Wildlife, & Insect Aware

Black bears are common. Carry bear spray, make noise on less-traveled roads, and store food properly when camping. Also check for ticks every evening and avoid them during the day by wearing long socks or pants.

Carry Spares

Bike and repair shops are scarce on the island. Bring spare tubes, a pump, and a multitool for repairs. Gravel roads increase the risk of flats.

Know the Tides

If planning to cycle on the beaches (e.g., North Beach), check tide charts. High tides can make sections hard to pass through.

Pack Extra Water and Food

Towns and services are spread out. Always carry enough water and snacks, especially when heading to remote areas like Tlell or Nadu Road.

Prepare for Fog

Thick fog is common, especially in the mornings and evenings. Use bright lights and reflectors to stay visible to vehicles (especially on Highway 16 which is used by logging trucks).

Don't Rely on Google Maps:

Many areas, especially on backroads and near Rennell Sound, have no cell reception. Carry a map, let someone know your route, and consider a satellite communicator.

IMPLEMENTATION STRATEGY

The strategies and actions developed as part of the ATNP are intended to guide the Village's policy, planning, capital investment decisions, discussions with community partners and provision of ongoing operations and maintenance supporting active transportation.

This section outlines the implementation and monitoring framework for the ATNP.

This chapter also outlines a list of funding strategies available to the Village to support the implementation of the ATNP.

FACILITY COST ESTIMATES

Table 2 shows unit cost assumptions, representing typical unit costs and recent construction pricing in other similar-sized communities in British Columbia. The cost has not included any required land acquisition, structures, traffic control devices, burying of hydro lines and further engineering studies. These costs will be used to identify the relative cost between projects for planning purposes and should be refined for detailed budgeting. Projects such as intersection upgrades require a more detailed review to determine the construction cost.

Table 2: Active Transportation Facility Unit Costs

Facility Type	Capital Unit Cost
Pedestrian Facilities	
Concrete Sidewalk With Curb (2.1 metres)	\$2,700/m
Concrete Sidewalk With Curb (1.8 metres)	\$2,500/m
Zebra Crosswalk	\$5,000
Cut-through formalization	\$2,500
Multi-Use Facilities	
Gravel Pathway (2.4 metres)	\$300/m
Asphalt Multi-Use Pathway (3.0 metres)	
Bicycle Facilities	
Protected Bi-directional Bike Lane	\$1,7500
Public Realm Facilities	
Wayfinding Signage	\$600/unit
Bench (Including Concrete Landing)	\$7,500/unit
Beach Access Stairs	\$15,000/unit
Pedestrian Scaled Lighting (30-metre spacing)	\$600/m

WALK, RIDE, DISCOVER

INFRASTRUCTURE PROJECT PRIORITIZATION

Table 3: ATNP Infrastructure Project Prioritization

Location	Facility Type	Length	Cost	Priority	Responsibility		
				Short	Medium	Long	MOTT
On-street Network							
Harrison Avenue from Delkatla to Old Massett	Multi-Use Pathway	2,220 m ²				✓	✓
Harrison Avenue at Main Street	Intersection Enhancement	-	²			✓	
Harrison Avenue at Collison Avenue	Intersection Enhancement	-	²			✓	
Harrison Avenue at Northwest Drive Trail	Crosswalk	1 Unit	\$5,000			✓	
Delkatla Road	Sidewalk (WS)	172 m	\$430,000			✓	✓
Collison Avenue	Bi-Directional Bicycle Lane	885 m	\$1,548,750		✓		✓
Orr Street	Sidewalk (ES)	105 m	\$262,500		✓		✓
Hodges Avenue between Orr Street and Main Street	Sidewalk (SS)	75 m	\$187,500		✓		✓
Hodges Avenue near BC Ambulance Services Station 690	Sidewalk (SS)	130 m	\$325,000		✓		✓
Orr Street at Main Street	Crosswalk	1 Unit	\$5,000		✓		✓
Hemlock Crescent at Hodges Avenue	Crosswalk	1 Unit	\$5,000		✓		✓
Highway 16 / Towhill Road from Old Beach Road to east municipal boundary	Multi-Use Pathway	8,960 m	N/A	✓			✓
Trumpeter Drive at Hodges Avenue	Crosswalk	-		✓			✓

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WALK, RIDE, DISCOVER



Location	Facility Type	Length	Cost	Priority	Responsibility		
				Short	Medium	Long	MOTT
Off-street network							
Northwest Drive and Tahayghen Drive Trail Enhancement	Trail Enhancement	615 m	\$1,200,000			✓	✓
Big Tree Trail Enhancement	Trail Enhancement	490 m	\$147,000		✓		✓
Hemlock Crescent to Tahayghen Drive	Cut-Through Formalization	58 m	\$145,000		✓		✓
Teal Boulevard to Swan Crescent	Cut-Through Formalization	96 m	\$240,000		✓		✓
Hodges Avenue to Nature Centre	New Trail / Trail Formalization	327 m	\$98,100		✓		✓
Hodges Avenue to Trumpeter Road	New Trail / Trail Formalization	300 m	\$90,000		✓		✓
Future Trail Network (south side of community)	New Trail Network	N/A	N/A	✓			✓
Future Trail Network (between Massett and Old Massett)	New Trail Network	N/A	N/A	✓			✓

¹ Costs are included in Priority Project #1
² Costs are included in Priority Project #2

WALK, RIDE, DISCOVER

52 ACTIVE TRANSPORTATION NETWORK PLAN

reen unicipal unds

Green Municipal Funds are managed by the Federation of Canadian Municipalities, with a total allocation of \$550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.

ational ctive transportation und

Housing, Infrastructure and Communities Canada manages several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may also be private

sector investment. In 2022, the federal government announced the National Active Transportation Fund program, which will fund \$400 million in active transportation across Canada over the next five years. This fund was re-opened for applications in early 2025. While the fund should be monitored, it is unclear if or when it will be re-opened.

irst ation nfrastucture und program

Indigenous Services Canada has a First Nation Infrastructure Fund program that supports the delivery of on-reserve infrastructure.

Proposals for off-reserve projects may be considered if the primary beneficiary is a participating Indigenous community. Eligible infrastructure projects include capital or infrastructure planning, comprehensive community planning, and projects that construct, restore or improve public roads and bridges to improve safety and support tourism, commerce and local areas' social and economic development.



MONITORING

Measuring the success of the ATNP means monitoring how well the Village is working towards implementing the plan. Monitoring will enable the Village to appropriately allocate monetary and staff resources to implement prioritized initiatives and support future decision-making and adjustments to ATNP implementation as required.

A successful monitoring framework is:

- Manageable. Monitoring considers resource limitations, prioritizing the most critical efforts using existing information.
- Measurable. Monitoring includes clear criteria that are measurable using available or readily obtainable data.
- Meaningful. Monitoring will yield meaningful results and point to success in achieving the vision and goals of the ATNP.

Table 4 outlines the data that should be reviewed and monitored to understand how well the Village is working towards implementing the ATNP and encouraging more people to get around by active modes. Data, including Census, CBC and RCMP data, already exists, but ensuring that the Village's database is updated as new infrastructure projects are implemented will be important. It is important to note that there are other measures that the Village may identify that need to be monitored over time. It is suggested that the Village develop a formal monitoring schedule for the ATNP that may include public reporting, public input, new projects and investments in active transportation infrastructure.

Table 4: Metrics of Success

Key Performance Indicator	Metric	Data
Increase the number of trips made by walking and cycling	- Percentage of people walking and cycling - Volume of walking and cycling on key corridors	Statistics Canada Count Data (counters could be installed as a part of new projects)
Improve safety	- Number of collisions involving people walking and cycling - Number of fatal collisions involving people walking and cycling - Proportion of all collisions between people walking and cycling - Proportion of all fatal collisions involving people walking and cycling	ICBC, RCMP
Improve network connectivity and accessibility	- Total length of active transportation network (total km) - Number of completed Phase 1 priority projects - Number of new projects implemented - Number of intersection improvement projects - Number of locations where speed limits have been reduced	Masset, MOTI
Improve regional coordination	- Number of coordinated (i.e., involving one or more agency partners) plans, strategies and communications packages developed within the NCRD involving Masset - Number of coordinated active transportation projects completed (NCRD, Member Municipalities, and Indigenous Communities)	Masset

APPENDIX A NORTHWEST DRIVE TRAIL CONNECTION PROJECT

April 5, 2025

Attention: Village of Masset Council

First I would like to congratulate the Masset council on successfully enhancing the Village of Masset with a new public library. As a young child for many, many years I spent with my grandmother Jessie Simpson filing away the books onto the shelves of various locations of libraries in Masset.

The Jessie Simpson log building that houses the Masset Branch Library was the end result of a long story of libraries in the community that started in 1912. it included people's houses, schools, and more. Jessie was one of the first teachers on Haida Gwaii starting in 1924 and spent her life promoting education and providing library services to the community. The log building Jessie Simpson library started construction in 1976 and was opened in 1980 under the formation and direction of the Masset Public Library Association by Jessie Simpson. It officially became part of VIRL in 1983.

To honour of Jessie's many years of dedication and hard work to the formation of Masset's library, our family would be honoured if the new library would carry on the honor by naming the new library the Jessie Simpson Library. Our family would also be honored to donate the oil painting of Jessie by Tonja Ustinov to be hung in the new library as well with a name plaque as well.

I thank you for your consideration to this matter.

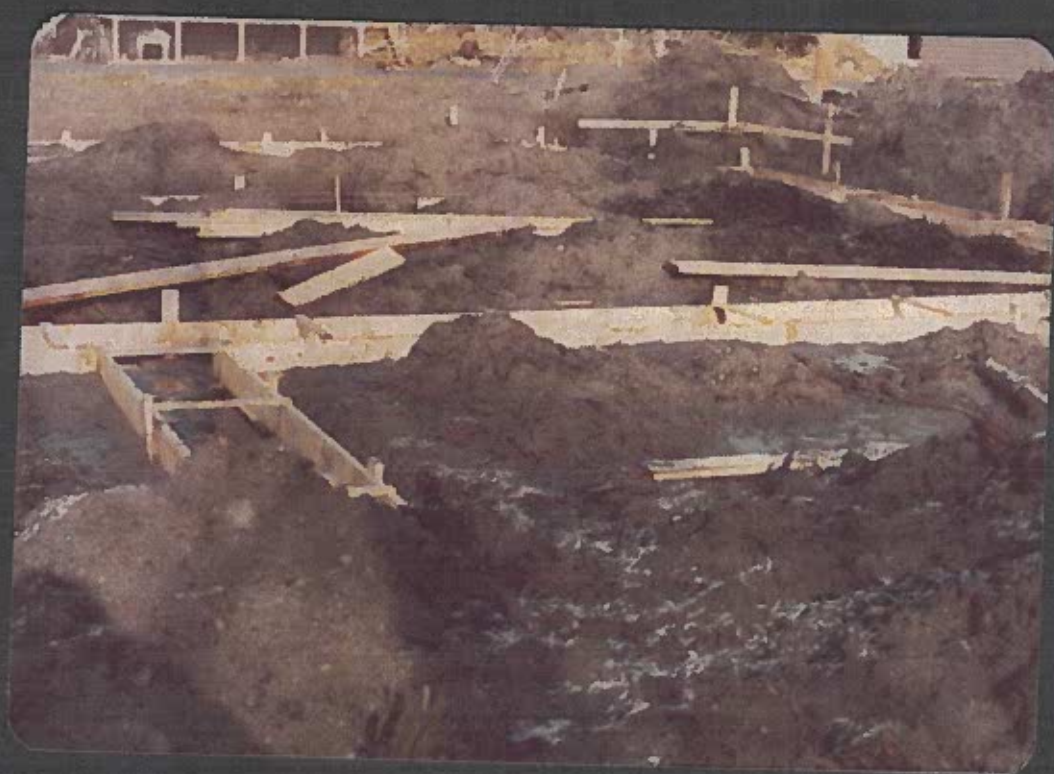
Yours truly

Kirk Thorgeirson

A handwritten signature in black ink, appearing to be 'Kirk' followed by a stylized surname.



Library in early stages, Pixie inspecting.



Shots of the foundation of
"Jessie's" library.
— 1976.

VILLAGE OF MASSET

Staffing Report

<i>To:</i>	Council
<i>From:</i>	Josh Humphries, CAO
<i>Date:</i>	April 14 2025
<i>Subject:</i>	CHN Pride Contribution / Crosswalk Painting

Description: CHN approached staff with the offer to paint the main street crosswalk for Pride Month. They would do the painting and pay for the paint we spec out for them.

Recommendation 1: Approve the request

Recommendation 2: Deny the request

Recommendation 3: Have staff consider other options.