



Discovery Islands & Mainland Inlets Official Community Plan

What We Heard: Transportation & Parks Community Discussion

Area C OCP Project | June 3rd, 2026 at Surge Narrows Pavillion (The Zone)

The Strathcona Regional District would like to thank the community members who attended the discussion on transportation and parks. Your many thoughtful comments have been consolidated.

Planning staff opened this session with a question for the group; “how do you get around?”. The responses of participants in the group indicated that most Outer Island community members have at least one personal vehicle on their island, a personal boat at either their own private or shared private dock, and a personal vehicle parked at either Hoskyn Channel Landing, Heriot Bay Wharf, or in Campbell River. Other ways that residents get around include personal “off-road” vehicles including quads and e-bikes, as well as active transportation methods (cycling, walking).

Participants also discussed the importance of barge landings on private property for transporting essential cargo. The exercise was to highlight the importance of shoreline access and key wharf locations in Area C.

Planning staff opened the floor to the community to start the conversation. The following are notes taken by staff while listening to the community discussion.

Notes from Discussion:

This list is a short-hand transcription of comments made, as captured during the session. Though not a verbatim account, staff have tried to use the terms that were spoken and to capture the intent of statements made. These comments will be organized and refined into policy statements for further discussion, especially on matters where the community is divided.

- Parking at Hoskyn Channel Landing is very limited and as such most community members generally avoid travelling from their island to Campbell River between Fridays and Mondays due to the risk of not being able to find parking upon return. This is due to the higher number of parking lot users over the weekends, especially during the tourist season.
- Secure parking spaces and bike storage at both Hoskyn Channel Landing and Heriot Bay Wharf are desired by Outer Island residents.
- The Surge Narrows Wharf is a key community asset, especially due to the historic Surge Narrows Store building and the floating Post Office. The community would like to see these assets preserved and restored.
- Advocate for better road maintenance on Read Island, currently every 5 years, potholes and road conditions get very bad.
- Travel to and from town is always weather dependent, south end of Read (windy spot), residents are very in tune with weather patterns and tides

- Key access points for Outer Discovery Island residents include but are not limited to; Hoskyn Channel Landing, Evans Bay wharf, Surge Narrows Wharf, Heriot Bay Wharf, Browns Bay, Cortes Island, Rock Bay, and the marinas in Campbell River.
- Hitchhiking, ride sharing (on boats and in vehicles), public transit in Campbell River, and the water taxi are also common practice for getting around.
- For emergency access, float planes and water taxis are critical to support ambulatory services
- Hours of operation for the recycling facility on Quadra Island are not compatible with Outer Discovery Island resident's travel days
 - o Explore solutions (access keys for after-hours for ODI residents?)
- Spaces to lock up and protect bikes and belongings from weather in Campbell River would support Outer Discovery Island (ODI) residents in taking bikes to town.
- Parking and bike storage in Heriot Bay for ODI residents is also supported
- E-bike charging location in surge narrows is desired
- Barge landings are necessary, especially in public areas, for essential deliveries like gas, propane, and diesel to the Outer Discovery Islands.
- Four-wheel drive forklift barge is an essential service for moving heavy appliances on to and off of the islands.
- Helicopter landing pads are critical for Emergency Services
- Public access to the waterfront is critical especially for lots that are not waterfront.
- Many lots on Read Island are waterfront access only. This is not ideal and new lots should be accessible via an internal road for safety and support from neighbours.
- A restroom facility at the Surge Narrows dock is needed as it is a key community gathering space
- For wharf and public space projects, the community shall be consulted and be able to provide input on the design process.
- The store building in Surge Narrows is a key destination and asset for the community
- Long narrow water access only lots are not supported as it would create too many docks along the shoreline.
 - o Example: Rendez-vous has 29 lots, but there is not sufficient space for 29 docks for boat access. Many owners own more than one lot enabling wider spaces between potential docks.
- Water-access neighbourhoods need waterfront shared public space for gathering (parks, helicopter land pads for emergency access)
- Barge landings are a desired use for waterfront public space, including parks.
- Hotel Bay and Lamberts Beach are commonly enjoyed public access crown lands on Read Island. They are enjoyed as parks. Park designation over these areas may not be desired by the community if it were to mean existing structures could not remain.
 - o Consider on a case by case basis if these areas fit into future interest park
- Conservation park designation may be of interest over the 5 Crown Islets along the south east shoreline of Read Island (Wildflower Islands – as they are called by locals)
 - o Preserve ecological value
- Use of park designation may create the basis for enforcement

- Risk of wildfires increases when visitors are inexperienced (in unofficial parks on Read Island)
- When Private Managed Forest lands are no longer being logged, park use is encouraged
- SNCA with funding from Wilderness International and in partnership with Homalco First Nation is interested in creating a community forest in the heart of Read Island (lots 302 and 309) for conservation with the potential for community use (public amenity use, housing, park use, to be discussed and determined by the community)
- Octopus Islands and other Marine Parks are provincial jurisdiction but should have a park designation.
 - o Marine parks experience a high volume of visitors in the summer months
- Provincial parks have many informal trail accesses through private forests and rural lands.
- Parks need road access as well as water access
- Wharf parking should be managed (consider fees? – usually not cost effective)
 - o Derelict boats not to be left at public wharves
 - o Explore community self-enforcement solutions (annual stickers?)
- The community has identified a need for a cemetery on Read Island and are in the early stages of a community-driven proposal