

Parks and Recreation Advisory Committee Meeting to be held via Zoom

**Public attendance at committee meetings continues to be restricted due to limited space and the physical distancing requirements. If you'd like to watch or listen to the live Committee meeting, please email Committees@Penticton.ca 24-hours prior to the commencement of the meeting for the Zoom meeting participation details. You will have an opportunity to ask questions related to the agenda at the end of the meeting.*

Monday, January 18, 2021

at 3:00 p.m.

1. **Call Regular Committee Meeting to Order**
2. **Adoption of Agenda**
3. **Adoption of Minutes**
 - 3.1 Minutes of the December 10, 2020 Parks and Recreation Advisory Committee Meeting **1-3**
Staff Recommendation:
THAT the Parks and Recreation Advisory Committee adopt the minutes of the December 10, 2020 meeting as presented.
4. **New Business**
 - 4.1 Skaha Lake Park East Plan Planning Exercise Review – JoAnne Kleb, Public Engagement Program Manager, Len Robson, Public Works Manager **4-127**
 - 4.1.1 Committee Memo **4-7**
 - a) Skaha Lake Park East Plan Community Workshop Presentation **8-53**
 - b) Skaha Lake Park East Plan Concepts Engagement Summary **54-62**
 - c) Skaha Lake Park East Plan Concepts Feedback Form Results **63-110**
 - d) Skaha Lake Park East Plan Concepts Community Workshop Results **111-123**
 - e) Dragon Boat Festival Society PRCC Concept Feedback **124-127**
 - 4.2 Mountain Bike Skills Park Subcommittee, Campbell Mountain – Pat Dowler, Penticton and Area Cycling Association **128-213**
 - 4.2.1 PowerPoint Presentation **128-134**
 - a) 2018 Campbell Mountain Trail Assessment **135-211**

Staff Recommendation:

THAT the Parks and Recreation Advisory Committee support the securing of a location for the Penticton and Area Cycling Association to have a mountain biking skills park built, preferable location being "Location 1" identified at the North end of Campbell Mountain.

5. **Next Meeting**
6. **Public Question Period**
7. **Adjournment**

Minutes



Parks and Recreation Advisory Committee Meeting

held via Zoom
Thursday, December 10, 2020
at 3:00 p.m.

- Present:** Isaac Gilbert, Chair
James Palanio, Vice Chair
Tyson Bull
John Archer
Robert (Sandy) Ross
Michaela Wooldridge
Drew Barnes
Susan Fraser
- Council Liaison:** John Vassilaki, Mayor
- Staff:** Len Robson, Public Works Manager
Kelsey Johnson, Manager of Recreation, Arts & Culture
Anthony Haddad, General Manager of Community Services
Blake Laven, Director of Development Services
Michael Hodges, Development Infrastructure Manager
Adam Goodwin, Social Development Specialist
JoAnne Kleb, Public Engagement Program Manager
Nicole Capewell, Planner II
Alysa Wardley, Legislative Assistant
- Regrets:** Jake Kimberley, Councillor
Laura Harp
Gary Dean
Julia Barber
Lee Davidson
- Guest:** Katya Irwin, Word Count Consulting

1. Call to Order

The Parks and Recreation Advisory Committee was called to order by the Chair at 3:04 p.m.

2. Adoption of Agenda

It was **MOVED** and **SECONDED**

THAT the Parks and Recreation Advisory Committee adopt the agenda for the meeting held on December 10, 2020 as presented.

CARRIED UNANIMOUSLY

3. **Adoption of Minutes**

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the minutes of the November 2, 2020 meeting as presented.

CARRIED UNANIMOUSLY

4. **New Business**

4.1 Roundtable Introductions

Roundtable introductions were done by the Committee Chair to introduce Committee members and a new Member at Large, Susan Fraser.

John Vassilaki, Mayor entered the meeting at 3:17 p.m.

4.2 EOI Okanagan Lake Park Washrooms – Blake Laven, Director of Development Services

The Director of Development Services provided the Committee with a memo on the Okanagan Lake Park washrooms, which have been a consistent target of vandalism, and passed on a recommendation from the Safety and Security Committee to include a concession site to this facility as a level of security. It was proposed that an Expression of Interest be issued to encourage the public and organizations to bring forward rental or retail ideas for the space. It is intended for the EOI to be passed this month in order to bring something to Council by February 2021 and to have something in operation by May 2021.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee support the development of a concession in the general vicinity of the Okanagan Lake Park public washroom facility and that the developer / operator be selected through an expression of interest process.

CARRIED
James Palanio, Opposed

4.3 Zoning Amendment Bylaw No. 2020-42 – Adam Goodwin, Social Development Specialist, Nicole Capewell, Planner II and JoAnne Kleb, Public Engagement Program Manager

The Director of Social Development, the Public Engagement Program Manager, and Planner II provided the Committee with an update on the Edmonton Avenue centre. This included a suggestion for a site specific rezoning of the park to allow for a daycare centre to be added to this location. The City of Penticton received \$2.9M for 116 additional spaces for childcare as a part of the Provincial grant 'Childcare BC New Spaces Fund' which will be used for the daycare centre. An overview of this facility plan was presented which included preschool and after school facilities and washroom amenities for the neighbouring park and baseball field.

The platform 'Shape Your City' has provided neighboring residents and the community at large an opportunity to provide feedback and concerns, such as parking, staffing, and the interim operation of Little Triumphs and Safety Village.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee accept, for information and consideration, the summary of results from the public engagement process in accordance with the Parkland Protection and Use Policy;
Continued...

AND THAT the Committee support amending "Zoning Amendment Bylaw No. 2020-42" to reduce the area from all of 470, 490 and 500 Edmonton Avenue to only those areas intended to accommodate the new childcare facility (all of 470 Edmonton Avenue and a portion of 490 Edmonton Avenue);

AND THAT the Parks and Recreation Advisory Committee support the amended version of "Zoning Amendment Bylaw No. 2020-42", a bylaw that adds the use "day care centre, major" as a site specific use in the P2 (Parks and Recreation) zone for the consolidated Lot, located at 470 and 490 Edmonton Avenue;

AND THAT the Parks and Recreation Advisory Committee provide support for adding 'day care centre, major' as a permitted use on the consolidated Lot and has been completed in alignment with the Parkland Protection and Use Policy.

CARRIED UNANIMOUSLY

Amendment:

It was MOVED and SECONDED

THAT the following language be inserted: "affordable" before "day care centre, major".

The motion was withdrawn based on the information provided by the Director of Development Services that the term "affordable" would have to be more clearly defined and "affordable day care centre, major" is not a zoning classification.

5. **Next Meeting**

The next Parks and Recreation Advisory Committee meeting is tentatively scheduled to be held on January 18, 2020 at 3:00 p.m.

6. **Public Question Period**

7. **Adjournment**

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adjourn the meeting held on December 10, 2020 at 4:39 p.m.

CARRIED UNANIMOUSLY

Certified Correct:

Alysa Wardley
Legislative Assistant

Committee Memo

penticton.ca

Date: January 18, 2021 **File No:** 6120-20
To: Parks and Recreation Advisory Committee
From: JoAnne Kleb, Public Engagement Program Manager
Len Robson, Public Works Manager
Subject: Results of engagement on draft concepts for Skaha Lake Park – East Plan

Staff Recommendation

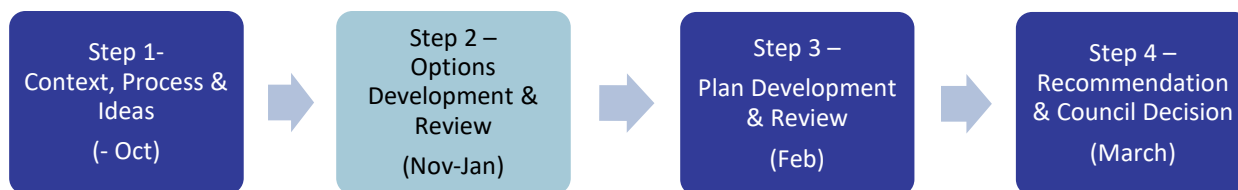
THAT the Parks and Recreation Advisory Committee receive into the record the overview of the public engagement activities conducted to date for the Skaha Lake Park East Plan and support staff preparing the draft consolidated plan and proceeding to the next phase of engagement.

Strategic priority objective

Vision: A vibrant, innovative, healthy waterfront city focused on sustainability, community and economic opportunity.

Background

Staff have completed the second phase of engagement in the development of the Skaha Lake Park East Plan in accordance with the process and concepts endorsed by the Parks and Recreation Advisory Committee at their meeting on August 31, 2020. This report summarizes the outcome of the engagement, key findings that are being considered for the draft consolidated plan as well as the next steps in the process.



Engagement Summary

The goal of the engagement activities in this phase of the process was to gather feedback on the three concepts that were developed through phase one of the project. The engagement program began in November with the release of the concepts and feedback was formally collected between January 4 to 13, 2021. Staff conducted a number of activities to involve the community while respecting the restrictions on gatherings due to COVID-19. These activities included:

- Communication or consultation with key agencies and stakeholders including:
 - Dragon Boat Festival Society
 - Protect Penticton Parks Society
 - Penticton Indian Band staff
 - Penticton Racing Canoe Club
 - Skaha Marina
 - South Okanagan Similkameen Conservation Program
- Raising awareness through advertising, local media and social media prior to the holidays. A video prepared to inform citizens about the project received 10,200 views.
- Three interactive, online workshops on Jan. 7, 8 and 9 attended by approximately 100 citizens representing a wide range of interest. (See Attachment A for presentation and Attachment D for results.)
- Video presentation and feedback form available through shapeyourcitypenticton.ca completed by 287 citizens. (See Attachment C for complete results.)
- Print materials available at the City's kiosks.

A summary of the findings is available in Attachment B. Some of the key findings from these activities include:

- There was a high level of participation by the paddling and motorized boating community as well as park advocates.
- There is strong interest in continuing to support the range of recreation activities in this section of the park with the majority choosing Concept A as their first preference which focuses on the balance of uses that exist today.
- There is strong support to invest in continuing the services of the marina (docks and building) as it is today with 64.8% preferring this option.
- Through this plan, the City is also seeking to improve support for the paddling community by allowing for a proper boathouse. In this stage of engagement, participants were invited to consider options to locate this boathouse in the current location or in the marina building. Following the creation of the concepts, a new option was suggested that would combine the boathouse with the concession. The greatest support was received for the current location (46.8%) closely followed by the new option (30%). In addition to the feedback gathered through the staff, the paddling community also formally provided their feedback in a letter that is in Attachment E.
- The engagement also explored opportunities to fund the range of options and specifically gathered feedback on community's interest in leasing the marina building and docks as a way to offset the costs of the nearly \$1.1 million required to restore these facilities. 59% agree that the City should pursue opportunities to privately fund these improvements including through a lease. 19% would prefer to see it funded by taxpayers to ensure that park lands are not commercialized.

Through the engagement activities, the City also received a wide range of comments and new ideas. A selection of these are provided below:

- Do it once and do it right
- Make it a destination
- Greenspace can be replaced but not reduced

- Protect the sight lines along the shore
- Look for ways to naturalize the park
- Expand food options and seating
- Don't commercialize
- Ensure changes to parking lot do not inhibit functionality
- Environmentally safe fuel supply is a priority
- Relocate parking in accordance with design guidelines

Next Steps

With these findings and in consideration of other factors including the Parks and Recreation Master Plan Design Guidelines, Park Land Protection and Use Policy, Project Needs and stakeholder interests, staff will proceed to prepare a draft consolidated plan based on Concept A that will be reviewed in the next round of engagement. Some of the key features that are expected to be included in the plan are:

- Enhanced promenade with boardwalk seating
- Greening of the parking lot and addition of greenspace along the promenade
- Added separation between motorized and non-motorized boats
- Replacement of the splashpad at existing location
- Construction of new, expanded boathouse at existing location with consideration to sight lines
- Investment to complete replacement of docks and replace major systems in marina building
- Incorporation of Indigenous culture and traditions
- Naturalization of the riparian area
- Provide direction for funding for marina buildings

Engagement activities in phase three will include an update to City Council and consultation with:

- Penticton Indian Band staff to confirm interests and opportunities
- South Okanagan Similkameen Conservation Program to understand environmental impacts and regulatory requirements
- User groups to refine recommendations

There will also be a review with the community at large which will include the following:

- Video presentation and feedback form on shapeyourcitypenticton.ca
- Print materials available at City kiosks
- Online engagement (to be determined)

The goal of the next and final round of engagement will be to confirm the direction of the draft plan and gather feedback on outstanding items and new considerations.

Attachments

Attachment A – Skaha Lake Park East Plan Workshop Presentation (video version also available at shapeyourcitypenticton.ca)

Attachment B – Skaha Lake Park East Plan Concepts Engagement Summary

Attachment C – Skaha Lake Park East Plan Concepts Feedback Form Results

Attachment D – Skaha Lake Park East Plan Concepts Community Workshop Results

Attachment E – Penticton Dragon Boat Festival Society / Penticton Racing Canoe Club Letter

Respectfully submitted,



JoAnne Kleb
Public Engagement Program Manager



Len Robson
Public Works Manager



Skaha Lake Park

EAST PLAN PRESENTATION



**We respectfully acknowledge
that we are located on the traditional
and unceded territory of the
Syilx Okanagan people.**

Purpose

- City is developing a plan for the east end of Skaha Lake Park
- Staff are seeking feedback on concepts
- Presentation provides information to help you form your opinion

Let's get started!

- Background on the project
- Needs to be addressed in the plan
- Overview of the concepts

About the project

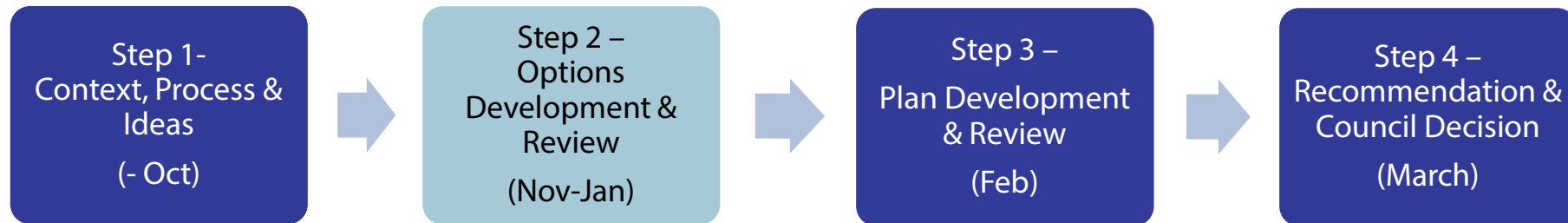
Project Needs

- implement Parks Master Plan
- direction for aging facilities
- support for uses
- improved integration
- address ecological sensitivities
- recognize Indigenous relationship
- alignment on funding

- 13 -



Process

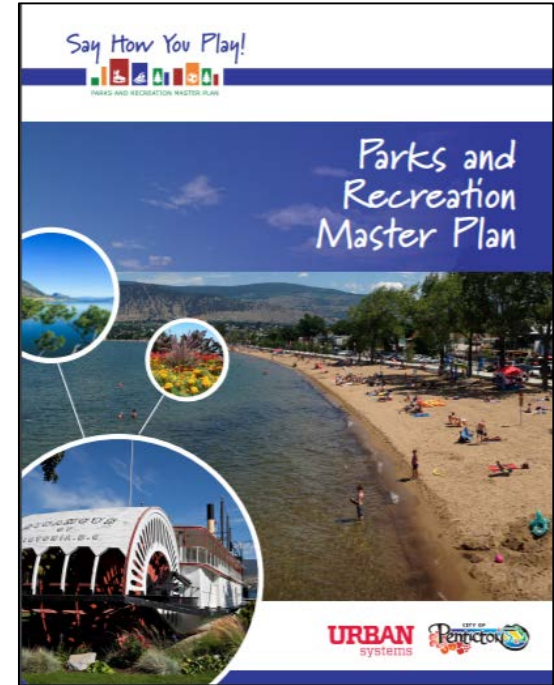


Need #1 - Implement Parks and Recreation Master Plan

Implement Parks and Rec Master Plan

- 16 -

- Needs Analysis (pg. 36)
- Priority Setting (pg. 126)
- Planning Process (pg. 39)
- Identifies design principles (pg. 38)
- Describes values of a park (ii)



Need #2 – Direction for aging facilities

Boathouse

- 18 -

- Shed is 70' by 25' with a fenced enclosure, used by dragon boat and racing canoe club
- Invested \$7,800 to shore up beams, building needs to be replaced
- Current footprint inadequate for clubs



Marina Building

- 19 -

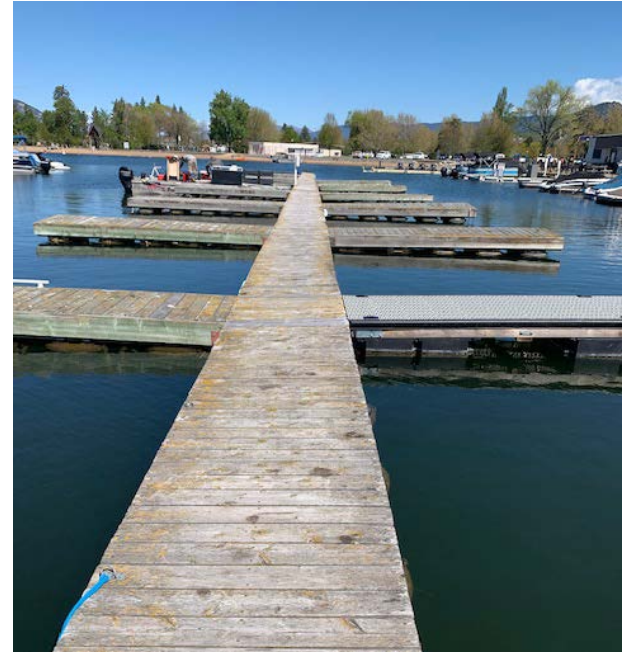
- Built in 1980s, houses office, mechanical services, storage and cafe
- \$400,000 needed for electrical, mechanical, structural and architectural
- Work being held until funding available



Marina Docks

- 20 -

- Like-for-like replacement of 82 of the 94 slips underway
- \$698,000 to replace remaining fingers, install fire suppression and relocate fuel dock
- Currently requested \$100,000 in 2021 capital budget for further dock replacement



Rotary Family Splashpad

- Estimated to be built in 1997
- Control system and plumbing system outdated
- Asphalt surface needs replacement
- Estimated cost of \$450,000
- Rotary committed \$150,000, additional donations needed



Need #3 – Support for uses

Dragon Boat Paddling

- Dragon Boat Festival Society (400 members)
- 7 boats, desire to add 3 more
- Two events (June attracts 800 and Sept attracts 2,000)
- Use “boathouse” to store boats and support activities



Outrigger Paddling

- 24 -

- Penticton Racing Canoe Club (50 members) shares boathouse
- 36 small boats and 3 large boats
- Desire to have 11 more small boats and 3 more large boats
- Host two events (May attracts 500 and Aug attracts 150)



Motorized Boats

- Full service marina, 94 slips, 80 rented annually
- Provides fuel, mechanical, rentals, long-term storage and valet service (35 slips) as well kayak and paddleboard rentals
- Additional 8 slips for day use 6 slips donated to the Fire/RCMP or unusable
- Currently private operator with a license-to-use



Need #4 – Improved Integration

Improved Integration

- Lack of safe pedestrian connections
- Lack of greenspace
- Boat launch and parking lot
- Universal Design Principles

- 27 -



Need #5 – Ecological Sensitivities

Environmental Sensitivities – Parkland - 29 -

- Man-made, fish-bearing creek connects detention pond to Skaha Lake
- Opportunity to enhance with natural plantings and reduce hardscape
- Assess need for Qualified Environment Professional



Need #6 – Recognize Indigenous relationship

Indigenous relationship

- Initial discussion with staff
- Learned that there are environmental interests in the marina and traditional interests in the park lands



Indigenous relationship - Marina

- 32 -

- Reintroduce salmon in Skaha Lake
- Success in 2020 (new fish ladder)
- Young salmon gravitate towards docks and breakwater for cover
- Interest in understanding impact of motorized watercraft (Environmental Impact Assessment)



Indigenous relationship – Park land

- 33 -

- Skaha Lake Park believed to be the home of the Syilx leader Chief Nkwala
- May be interest in an archaeological study
- Opportunity to recognize relationship
- Take draft plan to PIB in next phase



Need #7 – Funding considerations

Operating License

- 35 -

- City has a license of occupation to use the provincial land
- City currently sub-licenses marina to a private operator
- Term is April 1, 2019 to March 31, 2021 (option for 1-year renewal)
- Operator pays \$38K annually for land and waterfront plus \$5,500 in property taxes
- City pays \$9,000 to rent provincial land including property taxes

- Provincial License of Occupation & Sub-Licensed Area
- City of Penticton Owned Land - License to Use Area

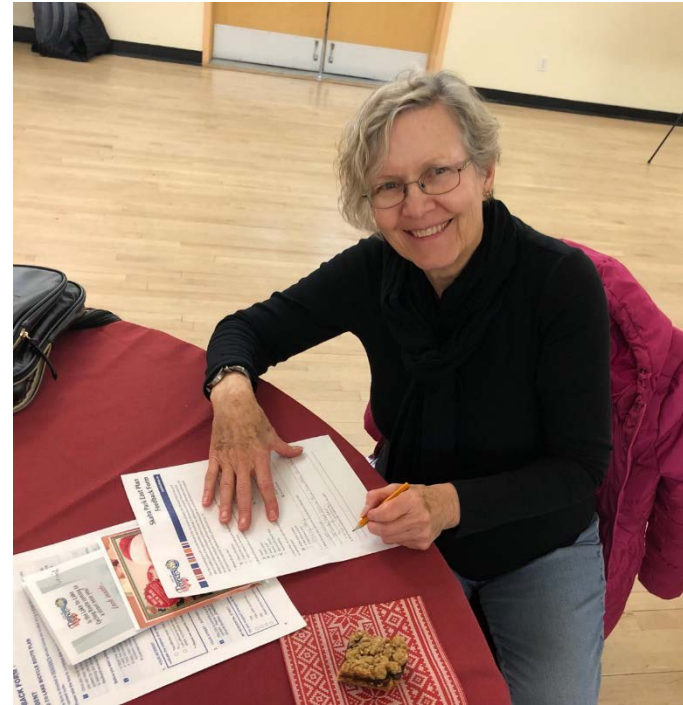


About the concepts

Citizen-led Engagement

- 37 -

- Offer beach concession
- Renew the spray park
- Boathouse for dragon boats
- Café with the marina
- Marina with rentals, moorage and fuel sales
- Improve pathway system
- Expand food/drink offerings at marina
- Separation between motorized/non-motorized
- Maintain available parking



Design Concepts

Concept A	Concept B	Concept C
Focuses on the balance of uses as they exist today.	Maintains focus on non-motorized boating while transitioning motor boat usage to day use only.	Strong emphasis on non-motorized boating while still supporting the multi-use character of the park.

Concept A

- Continued support for motorized and non-motorized water sports
- Build new boathouse on existing footprint
- Like-for-like replacement of marina
- Provide a pedestrian loop around the parking lot
- Boardwalk seating along the lakeshore



Concept B

- Build new boathouse on existing footprint
- Change the marina use to short term (reduce slips, no long-term moorage)
- Continue to provide motorized boating services such as fuel sales
- Convert some paved area around marina to green space
- Maintain café and provide kayak and paddleboard rentals



Concept C

- Emphasis shifts to non-motorized
- Marina building is refurbished as a paddling centre
- Marina docks are used by paddling community
- Boat launch and trailer parking remains for motorized boating community



Boathouse Concepts

Existing Footprint	Marina Refurbish	New! Boathouse/ Concession
New larger structure on existing footprint. (Concepts A and B)	Renovate marina building to store boats. (Concept C)	Build boathouse onto concession. (Concepts A and B)

New Boathouse Concept



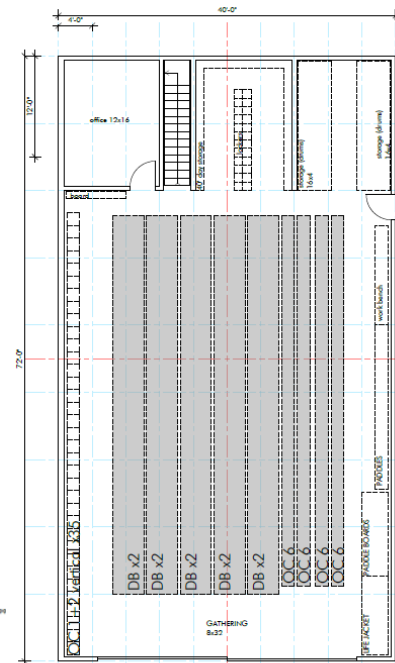
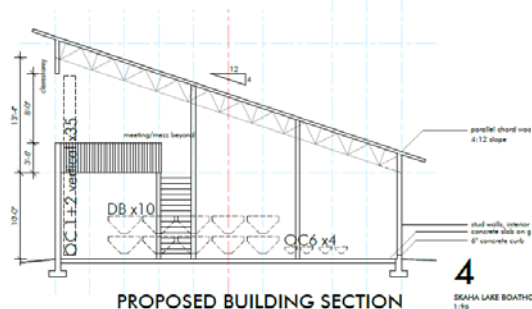
view from the water



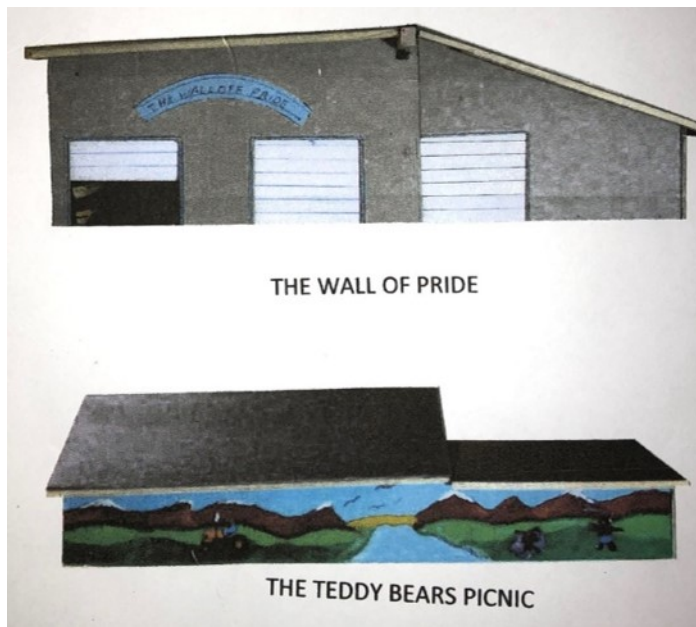
southwest close-up



southeast view



New! Boathouse/Concession



Capital Cost Estimates

- 46 -

Features	Concept A	Concept B	Concept C
Landscape Plan	\$810,845	\$906,173	\$799,381
Spray Park	\$450,000	\$450,000	\$450,000
Marina - Building	\$400,000 (Base upgrades)	\$400,000 (Base upgrades)	\$400,000 (Base upgrades)
Marina - Docks	\$698,000 (Like for like)	\$200,000 (Day moorage)	\$200,000 (Paddling docks)
Boathouse*	\$456,317 (New)	\$456,317 (New)	\$205,813 (Refurbish)
Total	\$2,815,162	\$2,412,490	\$2,055,194

*New! Boathouse/Concession Option estimate is \$266,000.

Funding Options

All plans will require a combination of Capital Investment and ongoing Operating Costs.

- 47 -

	Capital Costs	Operating Costs
Boathouse / Paddling Centre	<ul style="list-style-type: none">• User Group (Donations / Fundraising)• Property Taxes	<ul style="list-style-type: none">• User Group (License-to-use)• Property Taxes
Family Splashpad	<ul style="list-style-type: none">• Donations• Property Taxes	<ul style="list-style-type: none">• Property Taxes
Landscaping	<ul style="list-style-type: none">• Donations• Property Taxes	<ul style="list-style-type: none">• Property Taxes
Marina Building and Docks	<ul style="list-style-type: none">• Private Business<ul style="list-style-type: none">• short-term license or• long-term lease*• Property Taxes	<ul style="list-style-type: none">• Private Business<ul style="list-style-type: none">• short-term license or• long-term lease*• Property Taxes

*electoral assent required

Pros and Cons

Concept A - Balanced

- 49 -

+

- No change in footprint for boathouse
- Support wide range of recreation for tourists and residents
- Maximize non-tax investment
- Serve the boating community with an existing asset
- Only marina and source of fuel
- Stakeholder community support

-

- Larger investment needed to restore marina to full operation
- Boathouse location blocks sightlines
- Long-term moorage supports small number of locals
- Impact of marina unknown

Concept B – Short-term

- 50 -

+

- Provides minimum boater services
- Opportunity for short-term moorage to expand
- No change in footprint for boathouse
- Support wide range of recreation for tourists and residents

-

- May not be attractive to private operators
- Does not serve local boaters
- Greater taxpayer responsibility to subsidize uses

Concept C – Paddling Centre

- 51 -

+

- Supports physical activity
- Better support of paddling
- Unique facility
- Increases greenspace

-

- Socio-economic impact unknown
- Eliminates option to offset costs to license marina
- Greater subsidies required for non-profits
- Increase risk of fuel spills due to elimination of gas pumps

Time for feedback

Please complete a feedback form before Jan. 13 at
shapeyourcitypenticton.ca
or in person at City Hall or the library.

Thank you!

- Peter Osborne and the *Protect Penticton Parks Society* for their continued work on the People's Concept
- *Okanagan Historical Society* for their report on the Skaha Park Development



Skaha Lake Park EAST PLAN CONCEPTS

Engagement Summary and Feedback Form Results
Jan. 14, 2020

Community Engagement Summary

- Engagement period ran Nov. to Jan. (Feedback collected from Jan. 4 to 13)
- Educated on needs, reviewed three concepts
- Gathered public opinion on key questions
- Incorporated boathouse/concession option
- Widespread awareness in December (10,200 views of video)
- Conducted three online workshops (Jan. 7, 8 and 9)
- Provided a presentation and supporting materials at shapeyourcitypenticton.ca and kiosks
- Collected feedback on the website

Who did we hear from?

Participants

- Citizens of Penticton
- City Council
- Dragon Boat Festival Society
- Interior Health
- Outland Design Landscape Architects
- Protect Penticton Parks Society
- Parks and Recreation Advisory Committee
- Penticton Indian Band staff
- Penticton Racing Canoe Club
- Skaha Marina
- South Okanagan Similkameen Conservation Program

Feedback Form



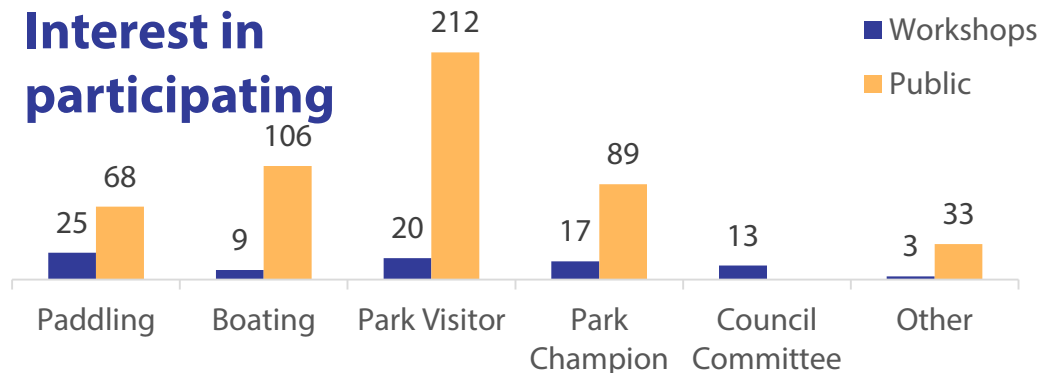
287

Workshops



100

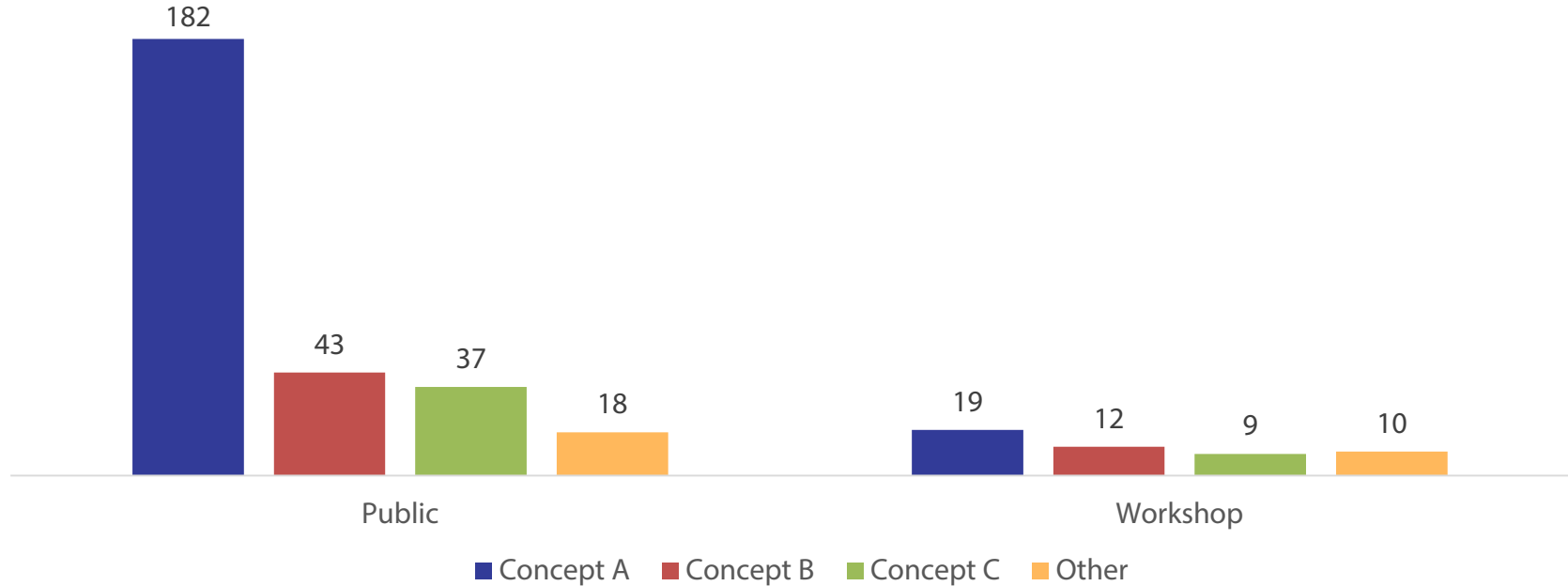
Interest in participating



1. Preference for Marina Building and Dock

- 57 -

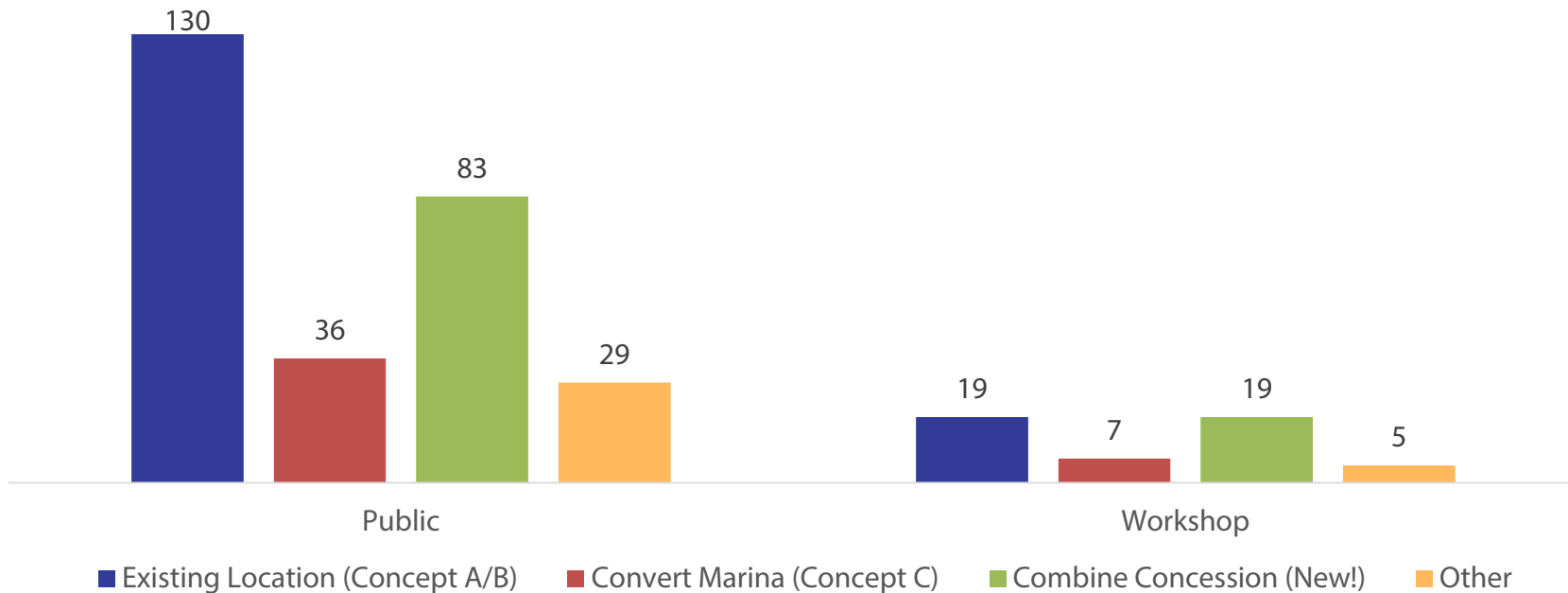
The following charts show the number of times the concept was selected first.



2. Preference for paddling boathouse

- 58 -

The following charts show the number of times the concept was selected first.



3. Overall ranking of concepts

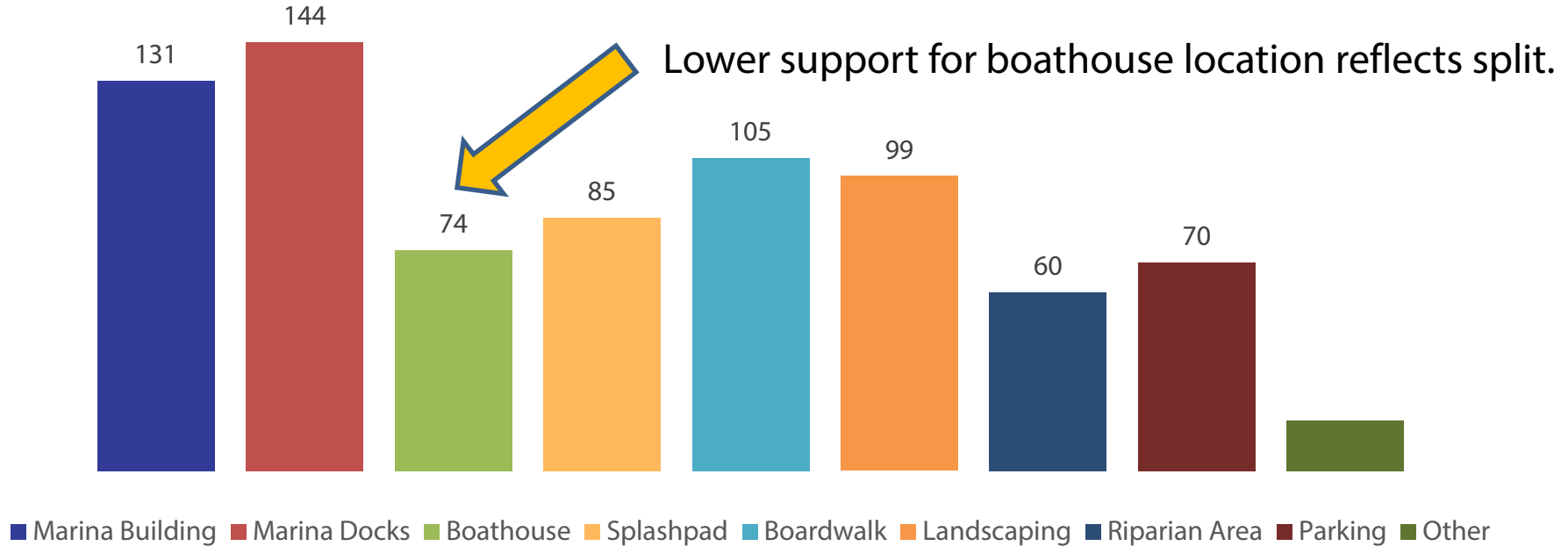
- 59 -

The lowest number reflects the most preferred concept.

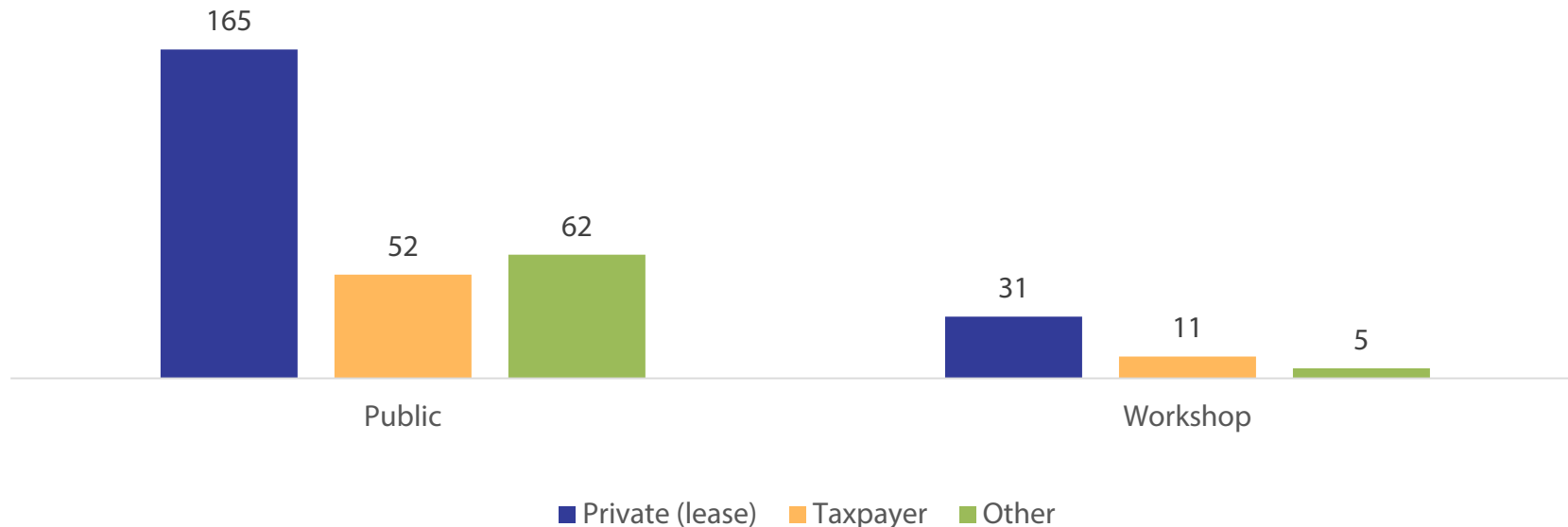
	Workshop #1	Workshop #2	Workshop #3	Public
Concept A	3	1	2	1
Concept B	1	2	1	2
Concept C	2	3	3	3
Other	4	4	4	4

4. Features of preferred concept (online feedback form)

What features do you like most about Concept A? 180 of 288 responses who preferred Concept A.



5. If the City continues with the marina as it is¹ today, how would you like to see the capital costs funded?



Comments

- 62 -

- Greenspace along promenade interferes with boat staging
 - Café should have outside seating
 - Don't give in to commercial business or development
 - Relocate parking lot closer to South Main
 - No expansion of existing docks
 - Be forward thinking, electric boats, consider climate change
 - Additional art at boathouse
 - Relocate the fuel station
 - Citizen ideas and comments are great but the work needs to be done by professionals
 - Greenspace can be replaced but not reduced
 - Support continued recreation activities in this section
 - Support café but not restaurant (or liquor)
 - OK with lease
 - Paddlers prefer to be close to the lake and larger footprint
 - Concerned about operating costs
- Must have fuel services
 - Greenspace along promenade interferes with boat staging
 - Café should have outside seating
 - Don't give in to commercial business or development
 - Relocate parking lot closer to South Main
 - No expansion of existing docks
 - Be forward thinking, electric boats, consider climate change
 - Additional art at boathouse
 - Relocate the fuel station
 - Citizen ideas and comments are great but the work needs to be done by professionals
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 - Support continued recreation activities in this section
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 - Concerned about operating costs

Skaha Lake Park East Plan Concepts Feedback

SURVEY RESPONSE REPORT

15 December 2020 - 14 January 2021

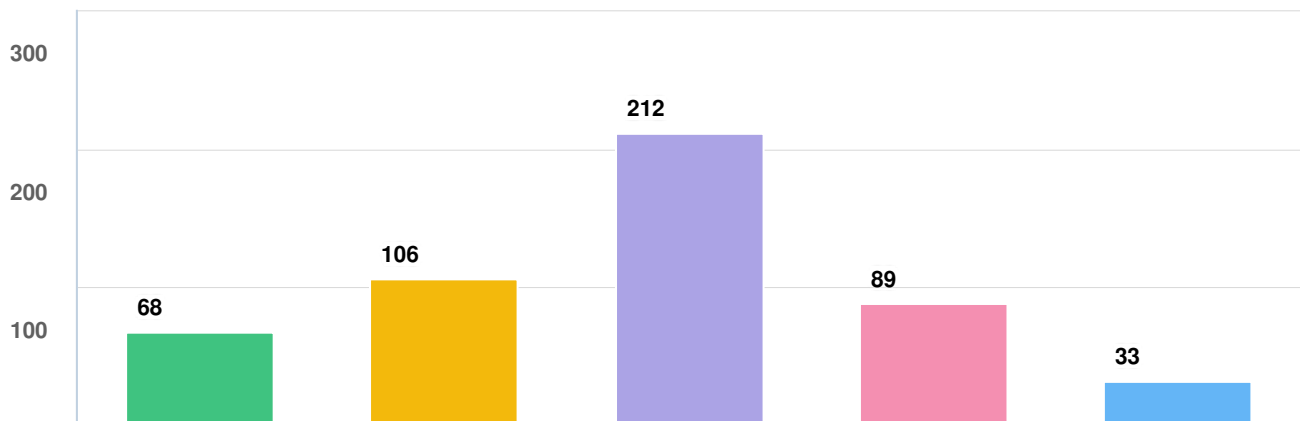
PROJECT NAME:

Skaha Lake Park - East Plan



SURVEY QUESTIONS

Q1 What is your interest in participating? Check those that apply.



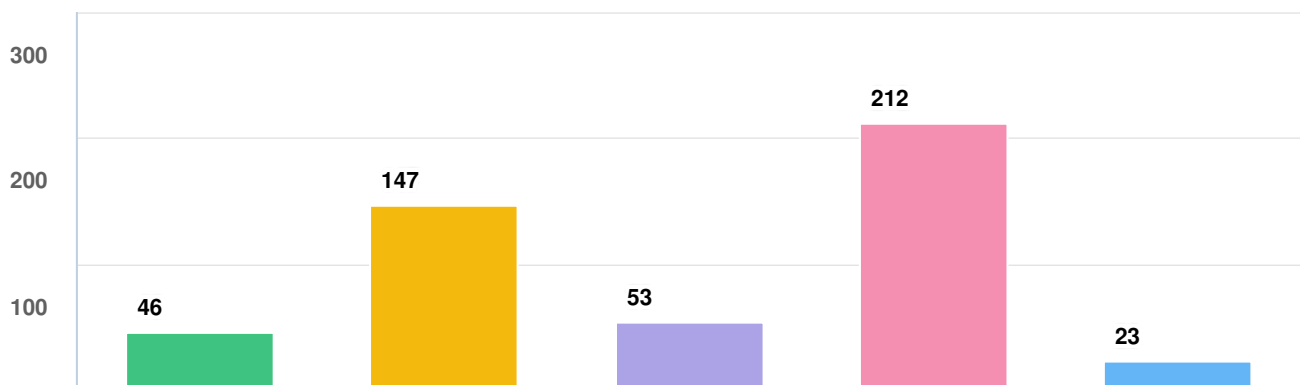
Question options

- Member of the paddling community
- Member of the motorized boating community
- Regular visitor to Skaha Lake Park
- Champion of all parks
- Other (please specify)

Optional question (283 response(s), 4 skipped)

Question type: Checkbox Question

Q2 What did you do to learn more about this work? Check those that apply.



Question options

- Participated in an online workshop
- Watched the webinar video on shapeyourcitypenticton.ca
- Reviewed the printed materials available at the kiosks
- Reviewed the materials available on shapeyourcitypenticton.ca
- Other (please specify)

Optional question (282 response(s), 5 skipped)

Question type: Checkbox Question

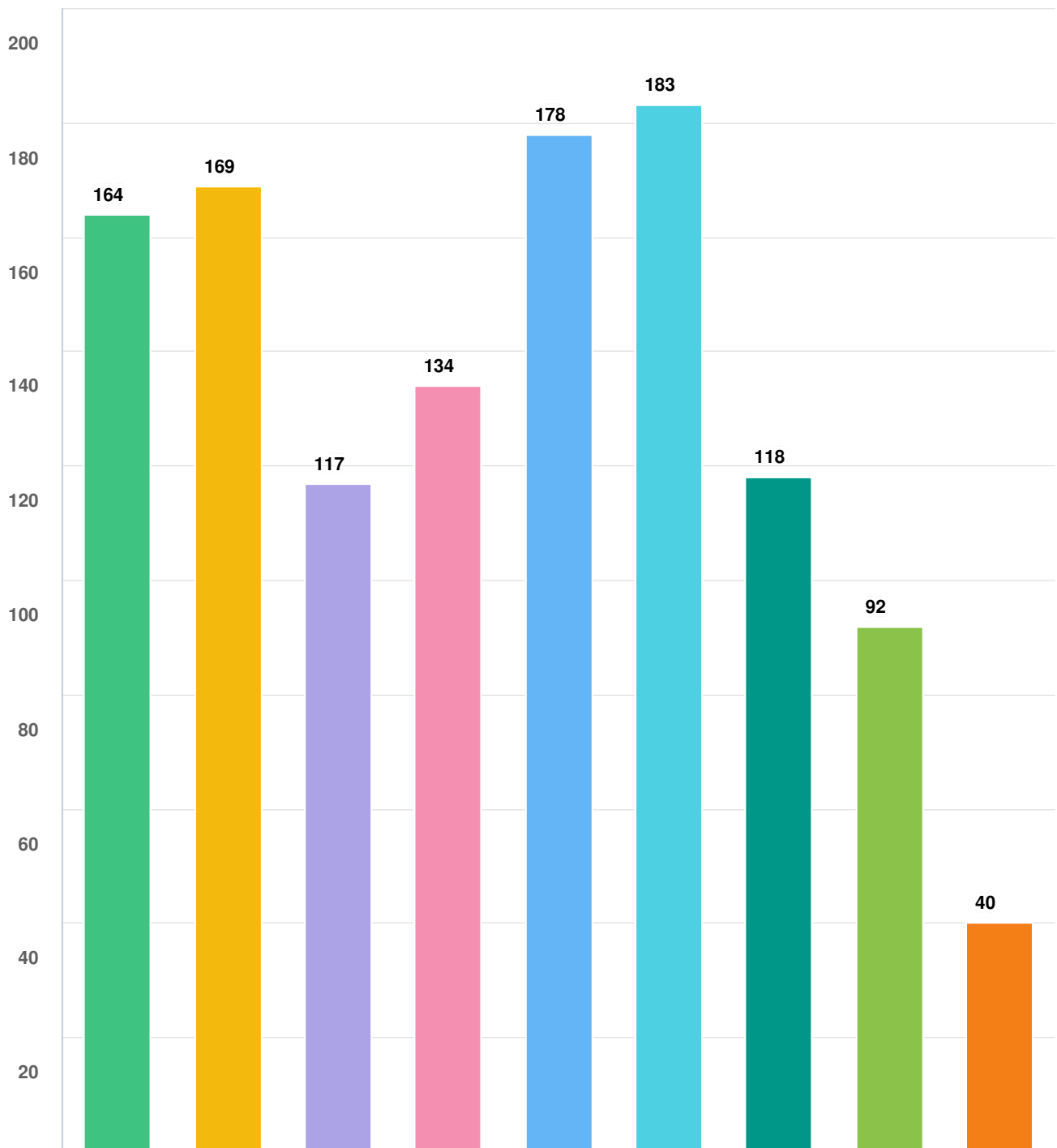
Q3 Place the concepts in order of your preference. (1 is most preferred)

OPTIONS	AVG. RANK
Concept A - Focuses on the balance of uses as they exist today. Status quo.	1.53
Concept B - Maintains focus on non-motorized boating while transitioning motor boat usage to day use only.	2.13
Concept C – Strong emphasis on non-motorized boating while still supporting the multi-use character of the park.	2.59
Other	2.69

Optional question (279 response(s), 8 skipped)

Question type: Ranking Question

Q4 What features do you like about your preferred option? Check those that apply.



Question options

- Marina Building
 ● Marina Docks
 ● Boathouse
 ● Splashpad
 ● Boardwalk / Promenade
- Landscaping / Greenspace
 ● Riparian Area
 ● Parking
 ● Other (please specify)

Optional question (281 response(s), 6 skipped)

Question type: Checkbox Question

Q5 | What would you change?

Screen Name Redacted

1/04/2021 01:45 PM

would like boating moved too west side of skaha beach, more towards the airport

Screen Name Redacted

1/04/2021 02:03 PM

When launching or extracting a boat on a trailer, a space is needed to prepare and wrap up. None of the plans include these types of areas.

Screen Name Redacted

1/04/2021 02:42 PM

1. I would like to see yard or warehouse storage available for small rowing/sailing craft by members of the public, not just members of a paddling club or group. This could be a part of the new paddling boat house, or a section of the existing boat yard (on racks, or small hand trailers). The best spot might be at the south end of the marina yard and building. 2. Permanent moorage of large boats by local is an extravagance that serves only a few. I would prefer to see yard storage of such boats (even off-site), combined with a valet service, as in Concept B. Then convert the docks to day-use slips and launch pads for paddling/rowing craft such as dragon boats, outriggers, sculls and rowing/sailing craft. I have such a craft and have to walk a long way to get it in the water since power boaters dominate the ramp area.

Screen Name Redacted

1/04/2021 02:43 PM

Existing Marina Building is terribly underutilized. It should be renovated to be a cafe with a paddling center.

Screen Name Redacted

1/04/2021 02:49 PM

i would like to see a bigger place to store boats because the dragon boat people deserve a much bigger place. The sport is a growing sport and this is a need now but down the road they will need a way bigger boat storage house.

Screen Name Redacted

1/04/2021 03:08 PM

need more room at boathouse

Screen Name Redacted

1/04/2021 03:22 PM

Develop the main building with room for a real restaurant that can operate year round as this end of Penticton is developing and it would be so nice to have a local pub and restaurant we could walk to. It is a shame that the buildings sit there all year and are only utilized for a few months. Since the city does nothing about the homeless/crime festival that is going on. Plus the city has been adding higher costs for parking so we prefer to stay away from the downtown area and would welcome additional service industries on this end of town.

Screen Name Redacted

1/04/2021 07:15 PM

No motorized boats and no fuel or gas on the lake. Electric motors only on Skaha Lake.

Screen Name Redacted

1/04/2021 08:45 PM

Please hold the current managers of the marina to their promise to upgrade the boat launch - it is much too short and needs to be lengthened for safe launching. Otherwise, keep the park as-is, do only necessary repairs and

	spending.
Screen Name Redacted 1/05/2021 09:11 AM	I would expand the riparian values which have been largely developed around the lake. Lets make this friendly for salmon, birds and amphibians too. Please make this as green and quiet as possible.
Screen Name Redacted 1/05/2021 09:23 AM	Maybe I missed it but didn't see anything regarding upgrading the washroom building which I think should be done
Screen Name Redacted 1/05/2021 01:18 PM	Parking is often an issue. I don't have answers.
Screen Name Redacted 1/05/2021 01:54 PM	Since cost is high for walkways, remove the sidewalk on the East side at the edge of the parking lot.
Screen Name Redacted 1/05/2021 03:16 PM	All boat activities (motorized and non-motorized) should be located together where the current marina building is, increase the size of the marina building to accommodate both (Cafe would be relocated). Move the parking lot from the beachfront to behind the Marina building, there is lots of green space there that is not being used. Beachfront should not be wasted on parking.
Screen Name Redacted 1/05/2021 04:08 PM	More shaded areas or trees added to the beach if possible. There is very little shade at that end of the beach.
Screen Name Redacted 1/05/2021 08:27 PM	I like the option of combining the boathouse with the concession. This appears to enhance the greenspace as well as have all infrastructure located in one place
Screen Name Redacted 1/05/2021 10:50 PM	I would not add green space to the front of the parking lot. when busy the lot works best with new vehicles driving counter clockwise around the center parking stalls lining up parallel to the sidewalk to prep for launch or recovery and doing so prior to moving forward to use the ramps. by adding the front end greenery you further congest the existing parking area.
Screen Name Redacted 1/06/2021 06:08 PM	Additional accessible area for seniors with mobility issues. Perhaps some more areas with shade roofs.
Screen Name Redacted 1/06/2021 08:09 PM	More parking
Screen Name Redacted 1/07/2021 04:46 PM	Nothing really. I really like it, quite beautiful.
Screen Name Redacted 1/07/2021 04:49 PM	to improve the marina area and restaurant
Screen Name Redacted	remove motorized boating and remove motorized jetskis from Skaha Lake;

	motorized boats or jetskis
Screen Name Redacted 1/07/2021 07:54 PM	THE AVAILABILITY OF GAS IN A SAFE SETTING IS IMPORTANT TO VISITORS AND RESIDENTS ALIKE! IT SHOULD BE RETAINED IN ANY OF THE ABOVE OPTIONS
Screen Name Redacted 1/07/2021 07:58 PM	I would like to see a larger footprint boathouse to facilitate large boat movement and to provide for future club expansion.
Screen Name Redacted 1/07/2021 08:05 PM	I think there is tons of potential to make this park amazing. I like concept A but alter slightly with what I've provided above. We need to do this right the first time as it will be enjoyed for years to come.
Screen Name Redacted 1/07/2021 08:25 PM	Beer sale at the restaurant
Screen Name Redacted 1/07/2021 08:39 PM	Changes....Wheelchair parking doesn't seem to be addressed. Marina docks don't seem to be wheelchair accessible. No good beach access from the boardwalk for wheelchairs, and no access to lowest row of seating for wheelchairs. (I've seen ramps that go down across stepped seating before....The HiLine park in new york has some great examples of how this can be done, giving both ramp access as well as socializing with friends access at multiple levels) Not sure where boats for paddling put in (is it down the boat launch ramp?) Either way, wheelchair access to the water needs to be addressed. For Concept B... The boathouse might inhibit participation by people in wheelchairs as the ramp down to the water looks extremely steep...too steep to go up and down by oneself.
Screen Name Redacted 1/07/2021 08:57 PM	New boathouse/concession per Peters idea, mixed with more greenspace; update marina and cafe plus kids water park. Add some paddle board/kayak rentals.
Screen Name Redacted 1/07/2021 09:24 PM	It would be nice to see restaurant at the marina.
Screen Name Redacted 1/07/2021 09:32 PM	Please add water fountains
Screen Name Redacted 1/07/2021 10:41 PM	More parking.. not paid
Screen Name Redacted 1/07/2021 10:47 PM	None, it seems well thought out. Maybe good concession or restaurant availability. It's great revenue and would make the beach more popular
Screen Name Redacted 1/07/2021 11:47 PM	boathouse to most south corner of park by riparian no loss of green footage at all so no walkpath north side boat parking no demolition of present landscaping, no arranged trees remove non-essential retaining walls *naturalized, minimal development concept D, attached

1/08/2021 05:38 AM

Screen Name Redacted

Make the cafe a destination spot

1/08/2021 08:27 AM

Screen Name Redacted

less focus on boats

1/08/2021 08:47 AM

Screen Name Redacted

Remove non trailer parking behind the Marina convert to green space. Have more ability to use boat valet. get boat trailer parking away from the lake .

1/08/2021 09:16 AM

Screen Name Redacted

A public washroom near the boat launch would be great!

1/08/2021 09:41 AM

Screen Name Redacted

Upgrade restaurant

1/08/2021 09:58 AM

Screen Name Redacted

Remove the additional landscaping that border the boat parking area, especially the strip closest to the beach. Boat owner queue up there and set up there boats while waiting. It will just get messed up.

1/08/2021 10:09 AM

Screen Name Redacted

Nothing needs to be changed

1/08/2021 10:54 AM

Screen Name Redacted

Ensure to incorporate the City's Transportation Master Plan safety features along Eastside Road to promote safe access/travel for motorist/pedestrian traffic in and out of the marina (i.e. 1) slow speed to 30 km/hr beyond the playground to include sections of road by the two marina entrances; 2) install crosswalk from Brantford Avenue to marina's south side parking lot along eastside road.)

1/08/2021 11:31 AM

Screen Name Redacted

seems ok

1/08/2021 11:55 AM

Screen Name Redacted

Taking away the motorized boat option at this end of the lake is ridiculous. Where are Pentictonites supposed to launch their boats or seafood etc.?? Stop building fkn ice cream stands and stop spending money where is isn't needed. Maybe focus on the homeless and the aging population.

1/08/2021 01:12 PM

Screen Name Redacted

The cafe should have outdoor seating on the west side of the marina building, rather than the east. People should face the water, not the building!

1/08/2021 02:33 PM

Screen Name Redacted

Must keep the restaurant, its a great pace for lunch and afternoon coffee. Most people who use the park are there for uses other than boating!

1/08/2021 02:47 PM

Screen Name Redacted

Where paddlers (non-motorized) meet the motorized is confusing. As well,

Screen Name Redacted

1/08/2021 04:34 PM

Not give in to commercial business or development by selling out the parks. It is called a "park" for a reason. Not a business. City is selling out to developers and tax grabs. Lock in an honest marina operator...you had two in the local Attrill brothers and sold out to another "investor"...another big mistake.

Screen Name Redacted

1/08/2021 05:26 PM

The Trio plan was going to move the trailer boat parking closer to south main and free up valuable lake frontage. Has this been discussed? This could become green space with a walking path. If you did this, the boat house could be built more towards the edge of the park (towards south main) with access to the water via the boat ramp and free up more central green space and the boat house would not stop views of the lake.

Screen Name Redacted

1/08/2021 08:20 PM

i like the idea of an updated splash park for the kids, and an rennovated dock area with the restaurant. the boathouse definitely needs to be larger and having more height and with 2nd level would be a great idea as it is outdated.

Screen Name Redacted

1/09/2021 09:54 AM

Dredge out the ends of the boat launches as the gravel is getting too high. This will eliminate possible damage to boat owners propellers.

Screen Name Redacted

1/09/2021 09:56 AM

No expansion of existing capacity of docks.

Screen Name Redacted

1/09/2021 10:09 AM

See above

Screen Name Redacted

1/09/2021 10:15 AM

Absolutely keep the marina and long term slip rentals as is. Invest in upgrading the docks and marina building while preserving the access to the lake for residents of Penticton and tourists alike. DO NOT eliminate motorized boat access and usage of Skaha Lake.

Screen Name Redacted

1/09/2021 11:57 AM

I believe that the boathouse size needs to be larger in all of the options.

Screen Name Redacted

1/09/2021 12:33 PM

You have the option to be very future oriented. You talk about relying less on fossil fuels- yet, no sign of reducing parking, making space for bicycles. How far in the future are you looking? Do you see car and motorboat traffic in 25 years?(If we move to non-motorized, how about moving to including rentals at the boathouse? People can arrive without a car, without a trailer.) How are you moving toward whatever you see there? Penticton already has many active and non-motorized outdoor activities- (rock climbing, biking, dragon boating) could brand itself as a mecca for healthy, outdoor, non-polluting activities, and build toward that, and work at improving access to attractions without a car (electric buses to wineries?) Let's be brave

Screen Name Redacted

1/09/2021 12:39 PM

I would not down size the parking lot and parking space size for boat trailer parking. This is the only major access to Skaha Lake for parking and it isn't

Screen Name Redacted 1/09/2021 02:35 PM	Not allow gasoline engines over 10 hp
Screen Name Redacted 1/09/2021 05:16 PM	By removing old boathouse conserve new sightlines. The proposed pathway on the east side of parking is not necessary and too costly.
Screen Name Redacted 1/09/2021 06:53 PM	I feel that the Owners of the Dragon Boat society and the Racing Canoe club (But not Survivorship) should contribute financially for the use of the boathouse
Screen Name Redacted 1/09/2021 07:40 PM	nothing
Screen Name Redacted 1/09/2021 07:42 PM	Preferred non motorized boats only on Skaha Lake
Screen Name Redacted 1/10/2021 03:52 AM	The city doesn't need to pay for businesses. Tax payers don't need to fund the concession stands they make their own money.
Screen Name Redacted 1/10/2021 10:57 AM	It would be good to consider a separate boathouse for the paddling community where the concession building is and have the Marina focus on motorized boats, fuel and an improved cafe.
Screen Name Redacted 1/10/2021 11:12 AM	Small thing re: option C: I suggest you do not put an art installation on the existing boat ramp for boathouse. Many of the public use that ramp for their personal non motorized craft including kayaks. There are handicap people that use this ramp to put their kayaks into the water. If this ramp was not available these people would have to use the ramp for motorized boats; which I have seen some do already. We want to try and avoid this. Remove day moorage beach area for motorized watercraft from west of trailer parking lot. Develop airport beach as location that motorized boats can moor boats during day use. Work with PIB to provide washrooms and trees on Airport beach. The congestion adjacent to current day moorage beach, in front of the boat trailer parking lot, is so hazardous. During the busy summer months it is dangerous place due to congestion mixing motorized and non mortorized vessles. I have seen power boaters drive right into the swimming area. We need to find a way to accomodate both uses but deal with the congestion issue.
Screen Name Redacted 1/10/2021 11:47 AM	I like the new boat house concept that joins the concession and boathouse.
Screen Name Redacted 1/10/2021 01:40 PM	Concept B should include fuel station to remain at marina. Add an improved foot wash from the previous tap attached to the washrooms. Paid parking behind marina
Screen Name Redacted	If the paddling community would find the Peter Osbourne concept more

Screen Name Redacted

1/10/2021 05:27 PM

Focus on making the Marina into a restaurant with a liquor license and patio. There are limited venues on the south end of town and the added revenue could offset tax dollars.

Screen Name Redacted

1/10/2021 06:45 PM

Safety - I would consider closing the area between the boat house and the marina to motorized boats. This is a very busy area with non motorized boats and an area where new paddlers to the sport learn to maneuver their boats. The junior program at PRCC uses this area regularly for small boat training. I have seen to many motorized boaters not falling the no wake zone and to many not giving the right away to non motorized craft. This is a very unsafe area on our Lake. I'm an avid motor boat user with kids and when we do day boating we use airport beach a much safer area. I see the swimmer area staying the same, then have a demarcated line for non motorized boats. And maybe a very small area for loading and unloading motorized boats. If the dock is very busy sometime we go to the beach to let off the driver of the vehicle so they can get in line to put the boat trailer in the water. Safety - I love the promenade and walking loop and the board walk seating is amazing. I wanted to mention that the walk way right in front of the loading dock for boats is very dangerous area at the peak of summer. It would be nice if we could do a loop at the edge of the boat house and have people walk around the parking lot instead of through the parking lot. I know it's not a pretty but it sure would be a lot safer. Also directing bikes around the parking lot. It's so busy in July and August. I have always wished the city would hire a parking lot attendant to direct traffic. At least we should have some dock rules and code of conduct posted. We love the environment the marina has created over the past few years. A favourite day is up early to train for waterskiing, have breakfast at the marina and then continue to have fun on the boat trick skiing and diving off the boat. I think locals and tourists love this experience. I know all our guest think that's a highlight of their visit.

Screen Name Redacted

1/10/2021 09:04 PM

I really like the combined boathouse/concession option. Many of your plans showed trees in the middle of the boat trailer parking lot. I don't think that's a great option - vehicles pulling trailers are unwieldy.

Screen Name Redacted

1/11/2021 10:11 AM

I participated on Saturday's workshop. I liked the idea presented Peter Osborne combining the food kiosk with the paddle building and moving it back from the lake to provide more green space and better site lines. I also like the idea of providing these groups with meeting space. I did not like his design. The building he came up with lacked any imagination, interest, architectural aesthetics, etc etc. His design my have fit all the interested parties current needs and they should have input but design-by-committee has never accomplished anything memorable. Get Chris Allen to come up with something with something, that includes solar panels, meeting space, patio space, proper washrooms, energy efficient, timeless, etc

Screen Name Redacted

1/11/2021 11:02 AM

Increase overall footprint of boathouse. Attach boathouse to existing concession building and washrooms. Increase reparian restoration. Decrease

Screen Name Redacted

1/11/2021 12:35 PM

Greater focus on riparian and marine ecosystems

Screen Name Redacted

1/11/2021 01:47 PM

I don't want to lose the motorized boat use. I don't think we need a huge change to the Marina building, whatever is basically needed to bring it up to a standard. I think the boathouse needs rebuilding to be bigger/better access. I would not like to see a big business starting there with offices

Screen Name Redacted

1/11/2021 02:38 PM

The boat house needs to be larger than the current footprint. The canoe club and dragon boat club offer the opportunity to paddle to people from all ages and abilities. To accommodate growth to the clubs and the amenities they can offer the public more room is required. If a new boathouse was large enough we could include storage for privately owned boats. This would be a great facility for residents of condos and other multi family dwellings. Once the dragon boats are stored in the off season the outrigger club cannot access some of their canoes for paddling; this limits what the outrigger club can offer. Develop day moorage for power boats at Airport Beach. Develop the current day moorage area into an area where people can launch kayaks and standup paddle boats. This would allow for seperation from the swimming area and make the area safer. Currently when power boats use this area for day moorage it creates a very dangerous and congested area. Provide for some dedicated accessible moorage for two to three dragon boats within the marina; this would accommodate the use of the boats by senior and handicap groups that are challenged in moving the 1000 pound boats from the boathouse to the water. If a larger boathouse has to be relocated further away from the beach there needs to be a dedicated paved pathway from the boat house to the water that would allow for 45 foot boat to exit the boathouse without encroaching on the parking lot. The potential removal of grass to accommodated pathway to a location away from the beach needs to be considered.

Screen Name Redacted

1/11/2021 04:28 PM

Fence in splash park and total upgrade

Screen Name Redacted

1/11/2021 05:57 PM

Larger boat house

Screen Name Redacted

1/11/2021 06:54 PM

I am concerned with all the new parking with the new development where Skaha campsite was located that there will be zero parking for the motorized boats. That the people will complain and council will increase more tarmac. Worldwide we are trying to increase or at the very least maintain green spaces and definitely riparian areas. We have a community plan why do we neglect it. Will you out in a round about at the foot of Crescent Hill and south Main? Will you put speed bumps down Elm and Lee to prevent exHaustive vehicle use? Will you provide temp parking for motorboat drop off?

Screen Name Redacted

less day parking for boats, focus on people use of the space

Screen Name Redacted

1/12/2021 03:54 AM

Not sure

Screen Name Redacted

1/12/2021 10:51 AM

Add disability parking to the parking lot between the boathouse and marina to ease access to the park, beach and boathouse. Distinct visual extension of the boardwalk from the boathouse to the marina. Renew splash-pad as this is a non-commercial family friendly feature to the park. Offer an extended lease to the marina to encourage investments and required updates - keeping the marina operation lease to include Dragon boat storage and storage on the water with easy dock access for dragon boat paddlers who are elderly, cancer survivors or living with a disability.

Screen Name Redacted

1/12/2021 11:10 AM

I would like to see that the boat house would be large enough to include a paddling room that would be utilized all year. That that the boat house would be large enough to allow growth in the paddling community. being a long time paddler, the sport continually evolves. having a good nice building that is timeless is important.

Screen Name Redacted

1/12/2021 11:34 AM

If public art is to be included, it should be a community-based project such as a fountain or mosaic, rather than a stand alone sculpture by one artist.

Screen Name Redacted

1/12/2021 11:51 AM

I would like to see a larger new boathouse. There is not adequate storage space for boats and equipment now. There is no room for the paddling community to expand or grow. The new boathouse needs to be close to the beach as the big boats need to be moved on a dolly from the boathouse to the water. Small boats need space to be rigged and carried to the lake.

Screen Name Redacted

1/12/2021 12:03 PM

Comments were already entered here - they seem to vanish when you go back to a previous question. If more elaboration needed, pls. let me know!

Screen Name Redacted

1/12/2021 01:39 PM

Move the Boathouse

Screen Name Redacted

1/12/2021 02:10 PM

Leave the park and marina as currently is

Screen Name Redacted

1/12/2021 02:29 PM

Upgrade public restroom building or replace.

Screen Name Redacted

1/12/2021 04:49 PM

Nothing

Screen Name Redacted

1/12/2021 04:49 PM

A more modern marina with more options for boaters.

1/12/2021 05:09 PM

that all non-motorized boats can be reasonably stored and accessed. A second floor would be ideal so that an indoor paddling room and office are made available

Screen Name Redacted

1/12/2021 05:13 PM

Whichever option is chosen, the walkway going from the southern parking lot to the boathouse should be a straight line rather than a meandering path. Having all the curves looks nice and all, but people who will be parking there will probably just be wanting to get to the beach/boathouse/marina rather than taking a stroll along those pathways. Because they just want to get to their destination, they'll be cutting off the corners and walking over the grass which will cost more for maintaining that lawn. You'll see people do the same thing almost anywhere there's a meandering path.

Screen Name Redacted

1/12/2021 05:15 PM

NO ADDITIONAL VENDORS IN THE PARK. MARINA/ COFFEE SHOP ATTRACTIVE FEATURE

Screen Name Redacted

1/12/2021 05:18 PM

Don't spend another dime until Covid-19 and related uncertainty on city finances are in the distant past.

Screen Name Redacted

1/12/2021 05:25 PM

More still for the young at heart

Screen Name Redacted

1/12/2021 05:41 PM

It seems to work excellent in most ways except there could be more moorage for boats.

Screen Name Redacted

1/12/2021 06:05 PM

I support keeping Skaha Lake green. The boathouse could use a renovation. Preserve safety of non motorized usage and keep swimming in area safe. Get rid of sea doos on the Lake. They are annoying, and a menace with noise and safety, and problematic to the residents on Skaha Lake. Immature people that are not orientated to lake is dangerous, as they are often zooming by swimmers on lake. But do not believe the city can remove motorized boats from lake.

Screen Name Redacted

1/12/2021 06:07 PM

Leave the park as it. This is donated land for a park and any try to change will again result in legal action.

Screen Name Redacted

1/12/2021 06:08 PM

You mentioned that the paddling community makes most use of the park. I disagree, the park is mostly used by those using the beach. The paddlers only use the park a few days a summer and some hours in the evenings and early morning. what we don't like about the paddling festivals is the blasting of music and voices over the sound system that is way, way too loud probably injuring children's hearings and certainly disturbing the surrounding homes!! We live three blocks away and we are disturbed by the noise! I will not support more paddling facilities unless they agree to turn their noise down on their weekends! I do not care if there's more room for more paddle boats!

Screen Name Redacted

I want to allow motorized boat dock to still be there. I want everyone to be

Screen Name Redacted 1/12/2021 06:23 PM	Nothing
Screen Name Redacted 1/12/2021 06:34 PM	Very little, it's a fabulous park and marina. The splash pad is quite rough for little ones, an update would be great. The marina docks should continue with replacement in a phased plan.
Screen Name Redacted 1/12/2021 06:36 PM	Nothing. Just renew the worn facilities
Screen Name Redacted 1/12/2021 06:41 PM	I would like to see parking for visitors not just people with boats. The cafe is a highlight in our community however there is very limited parking. i have had tickets on a few occasions because i have parked in the wrong area because there was no vehicle parking.
Screen Name Redacted 1/12/2021 06:48 PM	more greenspace or planters along boardwalk in front of parking area
Screen Name Redacted 1/12/2021 07:38 PM	See below.
Screen Name Redacted 1/12/2021 07:39 PM	Nothing
Screen Name Redacted 1/12/2021 07:50 PM	Nothing. Leave the park as is
Screen Name Redacted 1/12/2021 07:51 PM	From plan B - boathouse and washrooms in one building
Screen Name Redacted 1/12/2021 08:02 PM	Make the boathouse larger
Screen Name Redacted 1/12/2021 08:04 PM	With careful design, combine both the marina and the boathouse on the existing marina location. There is enough land to accommodate all sports. Have paddleboard, kayak rentals there as well. Built a nice restaurant with a nice large patio where the existing boathouse. Have the ice cream and other take out food available at that location. Tourists and locals should be able to enjoy a meal and drinks with a great view all year long.
Screen Name Redacted 1/12/2021 08:09 PM	I would make the marina a priority, and not limited it to unfounded environmental concerns. The marina is key to the economic success of our community and thus we need to fully support its involvement in our community. Those who don't use or participate in the marina should have a limited voice.

1/12/2021 08:16 PM

Screen Name Redacted

More funds to improve marina building and plan for future

1/12/2021 08:19 PM

Screen Name Redacted

Marina building upgrades and upgrades to the docks

1/12/2021 08:19 PM

Screen Name Redacted

N/a

1/12/2021 08:19 PM

Screen Name Redacted

Yearly park pass for residents only

1/12/2021 08:22 PM

Screen Name Redacted

Address climate crisis issues.

1/12/2021 08:23 PM

Screen Name Redacted

The operations at the Marina. The current operator is a menace on skaha lake and to those trying to enjoy it by endangering others on the water and especially the kids that work there.

1/12/2021 08:35 PM

Screen Name Redacted

No long term marina operator especially the current operator

1/12/2021 08:36 PM

Screen Name Redacted

I am worried about the price tag. I hope user groups would be able to contribute. Perhaps corporate groups would contribute. Eg. TD Bank used to have riparian funding that was used to support restoration at Riverside Park.

1/12/2021 08:57 PM

Screen Name Redacted

I would expand the marina size and allow for varied size bots including pontoon boats.

1/12/2021 08:57 PM

Screen Name Redacted

Upgrade docks and gas pump

1/12/2021 09:04 PM

Screen Name Redacted

On the East , upgrade the boathouse. Improve the motorized boat docks, as currently occurring. Expand and Beautify the West End of Shaka Beach /Airport Beach and add facilities to make it more accessible and usable with a pathway and some shade trees / park theme similar as the East side.

1/12/2021 09:08 PM

Screen Name Redacted

I would do something about the birds at the marina. Other than that not much need changing

1/12/2021 09:13 PM

Screen Name Redacted

Renovating the splash pad and updating the landscaping and adding some walking paths to better incorporate the east side of park the with the rest of the Skaha park is a great idea. However, eliminating long term slip rentals for motorized boats is a terrible proposal. Those slips allow access to lake that

1/12/2021 09:40 PM

marina and cafe provide are also very important to the overall appeal of the park for ALL users. Removing these amenities would be a disservice to the park, it's visitors and users of Skaha Lake. Please do not remove or reduce the long term motorized boat slip rentals.

Screen Name Redacted

1/12/2021 09:49 PM

Updated facilities and improvement of deferred maintenance.

Screen Name Redacted

1/12/2021 09:55 PM

Move dragon boats to Sudbury beach with the kite boarders. In fact I would bet there are more Kite Boarders than dragon boaters, perhaps their could be a non-motorized marina over there. Safer better option.

Screen Name Redacted

1/12/2021 10:05 PM

new docks only

Screen Name Redacted

1/12/2021 10:30 PM

Nothing

Screen Name Redacted

1/12/2021 11:30 PM

Boat house... marina building. That's all

Screen Name Redacted

1/13/2021 05:54 AM

Nothing I think concept A is well done

Screen Name Redacted

1/13/2021 06:37 AM

Paddling can be done anywhere- you can only launch a boat there. Paddlers do not need their own marina. The boat launch would be insanity (more than it is now). Not to mention the lack of parking already.

Screen Name Redacted

1/13/2021 08:09 AM

We enjoy boating. Our friends have a slip at the marina. We like the boathouse/restaurant as well. We use the amazing park and beach as well. I don't see the need for much change. There seems to be a lot of space for everyone to enjoy what they like. The kids have some play areas, which could likely be enhanced. Perhaps more parking as it seems to be an issue in the hot months.

Screen Name Redacted

1/13/2021 08:11 AM

I am concerned that space conflicts often occur between motorized boaters and paddlers and swimmers during the peak summer months on the beach in front of the boathouse. This presents a risk to non-motorized users in the area from potential contact with boats/watercraft. I would like to see more distance to be maintained between motorized users and swimmers and paddlers. It would be a good thing for the environmental impact of motor craft on the Kokanee re-introduction.

Screen Name Redacted

1/13/2021 08:15 AM

I think it's important to have the Marina for local boaters with slips. I think it's important to have something for everyone

Screen Name Redacted

1/13/2021 08:18 AM

I would ensure that gas delivery systems in the marina are monitored to ensure that they are as environmentally friendly as possible. The new

	addition to the lake community.
Screen Name Redacted 1/13/2021 08:25 AM	Fine people for not picking up there dogs crap. Also fine people for feeding the water fowl.
Screen Name Redacted 1/13/2021 08:44 AM	Complete Marina docks
Screen Name Redacted 1/13/2021 08:46 AM	There needs to be a fenced area surrounding the splash pad for safety and security of the children. **All water area between the boat launch and the marina building (south of the launch- including the boat launch - on the diagrams) needs to be identified strictly as an area for motorized vehicles. ***All water areas where there is beach/sand access, should be strictly identified as non-motorized areas.
Screen Name Redacted 1/13/2021 08:47 AM	Reduce parking adjacent to creek. Would be great to increase use of cafe and extend use of beach by eliminating motorboat traffic! In question 6 below, concept C is labelled as "no marina services", but it could in fact host much more public activity, it would simply be less noisy and toxic, more gastronomical and pedestrian.
Screen Name Redacted 1/13/2021 09:08 AM	We could use a better or an additional boat launch
Screen Name Redacted 1/13/2021 09:44 AM	Just update everything
Screen Name Redacted 1/13/2021 10:10 AM	No change, Leave the marina as is
Screen Name Redacted 1/13/2021 10:15 AM	The contention with boaters (both motorized and non-motorized) and swimmers is the safety factor. Why are those amenities placed so close together at the one end? The west end of the lake is more than suitable for the motorized boaters.
Screen Name Redacted 1/13/2021 10:28 AM	Add space for kayak and paddleboard rentals to the marina, but continue current motorized boat access and availability renew docks to create better separation for motorized vs. non motorized (separate entrances, divided accesses?)
Screen Name Redacted 1/13/2021 10:35 AM	I would like to see motorized boats only in Okanagan lake, and have Skaha lake solely for non-motorized boats.
Screen Name Redacted 1/13/2021 10:42 AM	Even with an emphasis on or change to non-motorized use the fueling station needs to be maintained, likely with the addition of electric charging stations. Is there an possibility of more separation between pedestrians and the boat launch? An overpass style pedestrian bridge? moving the ramp to an edge of the park? People backing trailers over the main path seems dangerous.

make the most of the boathouse space, it would have great views and be a fantastic use of space.

Screen Name Redacted

1/13/2021 10:53 AM

The boardwalk and Landscaping look fabulous but I wouldn't think it is not a major factor in choosing a plan. I believe safe fuel for the boats is an advantage in keeping both the boaters and the paddlers happy. Multi-use is so valuable for this beautiful area. I liked Peter's building design but not Plan C as it is too heavily leaning towards paddlers. Keeping the boathouse where it is, I think is less than a problem if it obstructs the view.

Screen Name Redacted

1/13/2021 10:58 AM

City council and city staff take your head out of the sand. The tax payers over 12,000 legally challenged the attack on this park last time. No commercial ventures leave the park alone

Screen Name Redacted

1/13/2021 11:01 AM

Skaha lake is ideal for many people and boating sports are much safer than Okanagan Lake

Screen Name Redacted

1/13/2021 11:05 AM

Fewer docking spots with more generous mooring areas

Screen Name Redacted

1/13/2021 11:51 AM

Decrease the concession stand focus as this will generate more garbage. More emphasis on natural habitat and enhancing natural beauty.

Screen Name Redacted

1/13/2021 12:17 PM

Upgraded Marina building and docks. Upgrade boat launch

Screen Name Redacted

1/13/2021 01:09 PM

Boathouse concept presented is bad. Permanent dedication of one of the best sites in the park to the seasonal use of one minority group is totally shortsighted. A terrace roof over the new boathouse will actually restore the existing footprint to park space, and be far more useful and flexible than additional lawn space, Also, the boathouse could be built large enough to anticipate future growth without sacrificing footprint.

Screen Name Redacted

1/13/2021 01:58 PM

I worry if boats docks are removed more boats will pull up on the sand so while separating motor and non-motorize is good, maybe extend a wharf out by the non motorized launch to provide separation. Need a Universal Access dock for people with disabilities to get in and out of kayaks and canoes

Screen Name Redacted

1/13/2021 02:00 PM

Longer dock

Screen Name Redacted

1/13/2021 02:06 PM

STOP trying to reinvent the wheel

Screen Name Redacted

1/13/2021 02:23 PM

Add monitor at boat launch during busy times

Screen Name Redacted

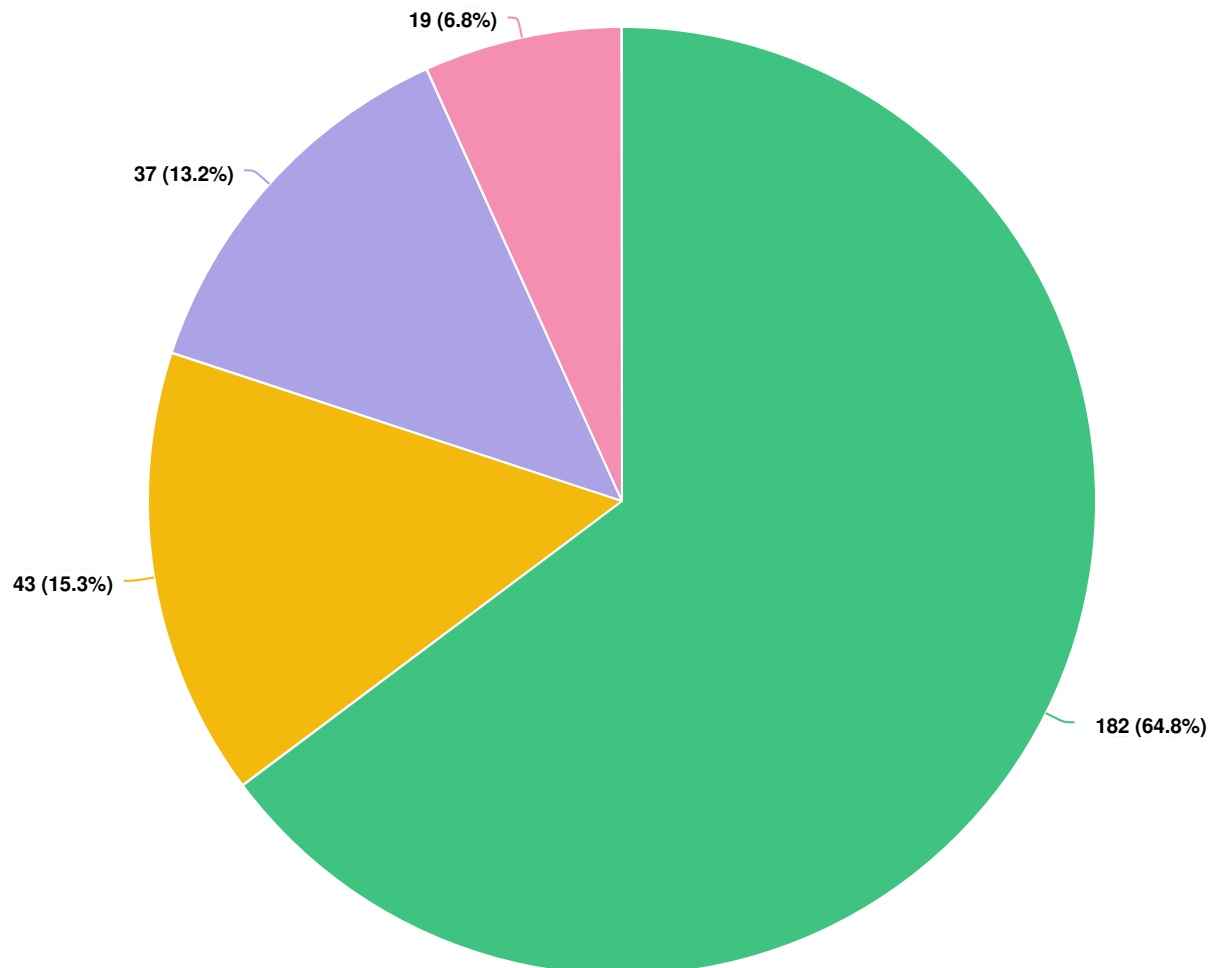
Greater focus on safety and protected area for non motorized craft. Paddle

	space with jet skis, party barges and cigar boats.
Screen Name Redacted 1/13/2021 03:36 PM	Install new safe docks
Screen Name Redacted 1/13/2021 06:34 PM	I'd have to review the presentation again
Screen Name Redacted 1/13/2021 07:16 PM	Can the Riparian area be cleaned up a little so it doesn't smell so bad?
Screen Name Redacted 1/13/2021 08:27 PM	A sign indicating 'Full'when Parking Boat/trailer parking lot is full Would it be an idea to keep the gas pump?
Screen Name Redacted 1/13/2021 09:06 PM	I think some modification of Concept A whereby the marina/fuel supply/cafe/moorings remain with improvements; replace splash park and do some more architectural work on the boathouse and its location. It is an eyesore and does not fit with the greenspace look. I do support the paddling folks need for facilities and storage, but can it not be integrated with the marina?
Screen Name Redacted 1/13/2021 10:03 PM	The marina needs a proper restaurant and bar that is licensed. The city needs to work to help provide the licence and then it can lease the business out and control the license and have control to replace the operator if deemed necessary. Regulations should be outlined for the operator so that they keep the restaurant affordable, family friendly, good service, a variety of food options, and a fantastic ambience. A deck perhaps roof top should be a part of this design too. Skaha deserves a place at least equal to The Hooded Merganser but more along the lines of an Earls, Cactus Club, or Browns. Having a place for sunset dinners and regular musical entertainment would be fantastic. Perhaps a not for profit society could be involved in the entertainment and the operation of the restaurant too with an elected board to keep the community involved in controlling the operations and keep as much of the profits for city as possible to use for upkeep and perhaps other things if its successful. Plus not for profits have access to grants, foundations, and if charitable can issue tax receipts for donations etc. The operator of the marina needs to have regulations on gas prices, rentals, moorage etc so they don't take advantage of their patrons and tourists due to their monopoly on the lake. Perhaps a non-profit could run this operation to keep things in the best interest of the community. See ideas regarding this above for the restaurant as they apply for the marina too.

Optional question (167 response(s), 120 skipped)

Question type: Essay Question

Q6 Which of the options for the marina building and docks do you prefer?

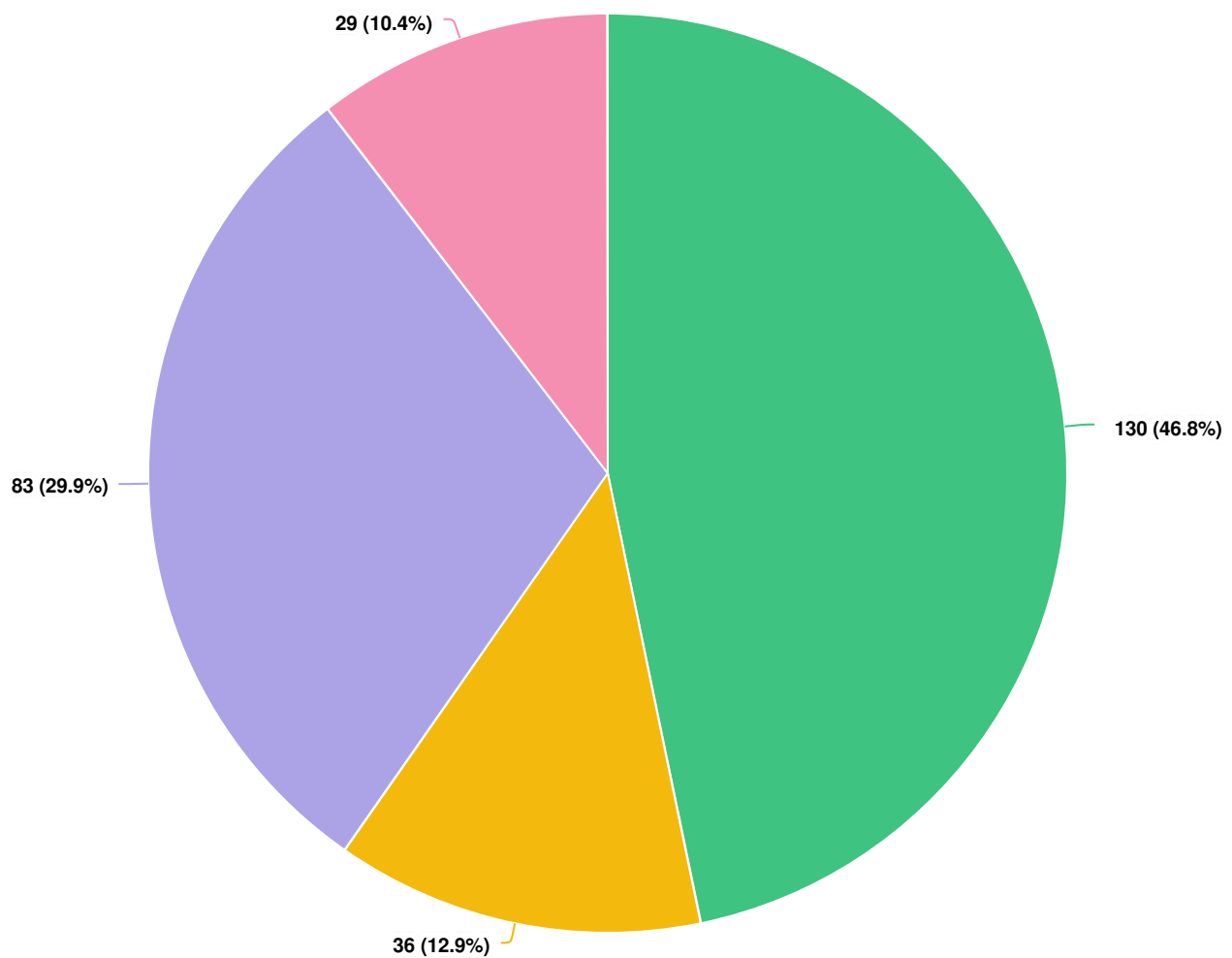


Question options

- Concept A – Status Quo / Like for like ● Concept B – Short-term Moorage / Minimal marina services
- Concept C – No marina services / Convert to paddling centre ● Other (please specify)

Optional question (281 response(s), 6 skipped)
Question type: Radio Button Question

Q7 Which of the options for the paddling boathouse do you prefer?

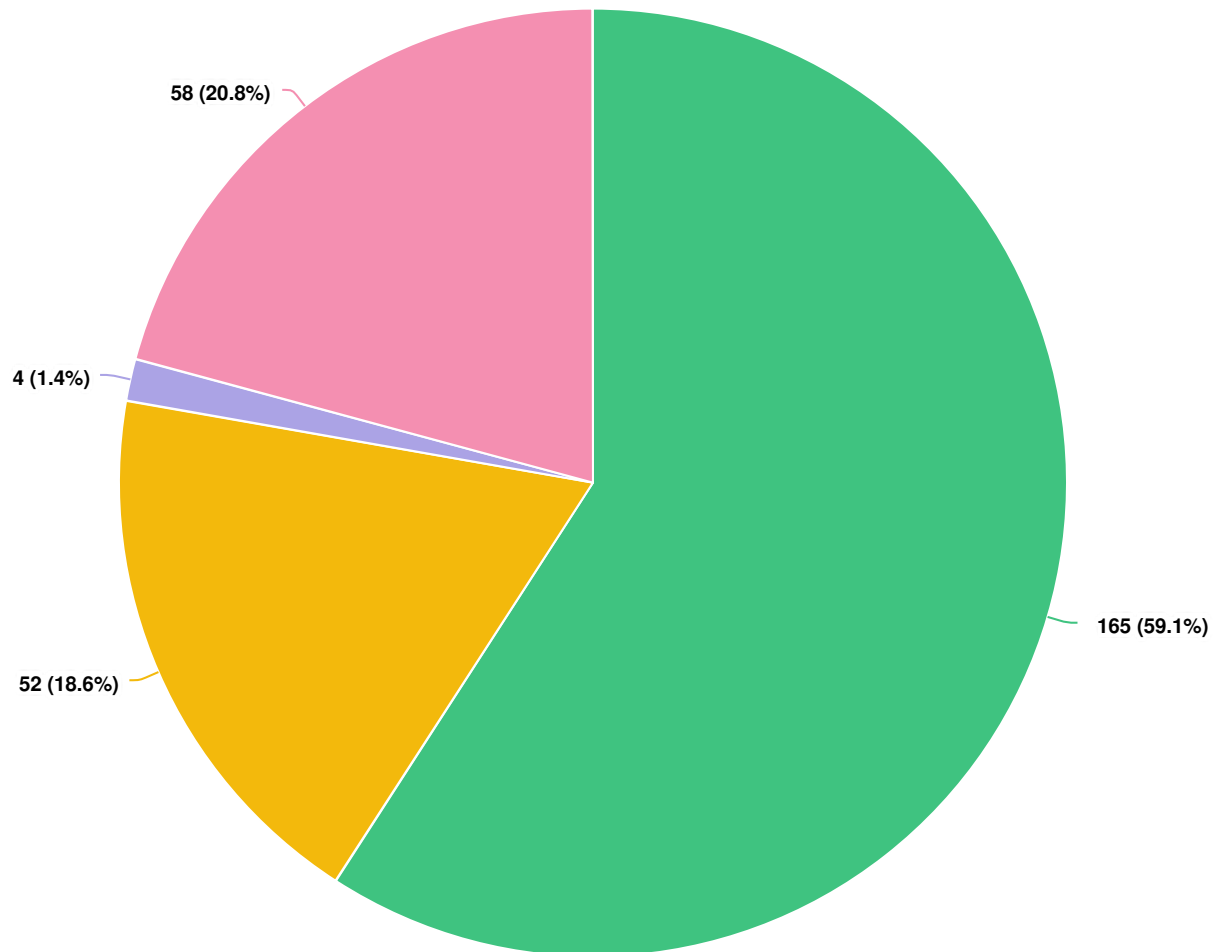


Question options

- New building at existing location (as shown in Concept A/B)
- Convert marina to paddling centre (as shown in Concept C)
- Boathouse combined with concession (New option for Concept A/B)
- Other (please specify)

Optional question (278 response(s), 9 skipped)
Question type: Radio Button Question

Q8 If the City continues with the marina as it is today, how would you like to see the capital costs funded?



Question options

☒ Privately funded with a lease (long-term)
 ☐ Taxpayer funded
 ☐ Other (please describe)
 ☐ Other (please specify)

Optional question (279 response(s), 8 skipped)
Question type: Radio Button Question

Q9 Do you have any other comments?

Screen Name Redacted

1/04/2021 02:42 PM

As your presentation noted, the park is working well. It is my observation as a 5-year resident very close to the marina, that many types of users are supported and -- even on busy summer days -- they all get a long pretty well. The main improvements I see as needed are: 1. Safe pedestrian passage around the boat ramp and parking lot. 2. Some floats or a ramp for the launch of smaller hand-maneuvered rowing/paddling/sailing craft such as dragon boats, outriggers, canoes, rowboats, paddleboards and sailing dinghies. As it is, these have to be launched from the beach, typically near the paddling boat house, or not at all. Note that not all such users are associated with a club. Indeed, I am one who is not, mainly because my craft are my own. Converting some of the floats to enable the launch of such small craft would be delightful. Access could be around the southern end of the marina building. Continuing with this concept, I would prefer to see the current marina building and yard rebuilt larger to house a paddling boathouse and yard (some of which is open to public for use and storage) and a power-boat marina and yard. If a restaurant/cafe is needed for the lease-holder to make money, so be it, but it otherwise doesn't fit here.

Screen Name Redacted

1/04/2021 02:43 PM

Thank you for the consultation process. We think that the emphasis on the Marina, Boathouse and Splash Park is the right emphasis. We especially like the focus on green spaces and protecting the riparian area. The increased focus on paddling is great and we believe that this can be accomplished while maintaining a functioning dock and gas service for motorized boats. The Marina building is large and very underutilized; consideration should be given to using it for paddling activities while maintaining rentals and services for motorized boats.

Screen Name Redacted

1/04/2021 02:49 PM

yes LISTEN to the citizens of Penticton

Screen Name Redacted

1/04/2021 03:08 PM

unsure about funding but Survivorship has always been good at fundraising

Screen Name Redacted

1/04/2021 03:22 PM

I am glad you are finally looking at this. You made a mess out of this last time just like what you have done downtown. I have been around Penticton since the 60's and always came back here for a reason. The current trends do have me looking at alternatives as it is turning into a homeless camp just like California. Take a walk around muscle beach if you want to see Penticton's future. For this project, you must look to the power boating community, tourists and locals if you want to sustain anything you build. The current lease agreements are a joke so no real tenant will ever look at moving in. Paddlers spend no money here. Not like power boaters do. You could be generating so much money down in that marina if you just got out of the way, set some guidelines and negotiated a real lease. I would be up to

until we get rid of all of these damn old people running the show. A balance of trade and recreation needs to be looked at. It is not my job as a taxpayer to funds options that create no income to help support the ongoing use. Until the time that the paddlers are paying for some of the facilities you want to add to, why should I want taxes spent on them? You can measure the income from the power boating community. You can increase it substantially by operating it like a business. I sit in my house and watch the amount of rental boats and jet skis heading out of there. The manager says they are always fully booked. There are so many opportunities there that would pay for themselves and generate income for the city. The greedy part of me would say no to any kind of development, but that would not be fair as I grew up coming to Penticton for summer vacations so why shouldn't others have the same opportunity. As for Riparian, I am so sick of hearing about that. This is a tourist town. If you are 100% dedicated to Riparian restoration, then hang a sign out that we are officially closed. Otherwise, mitigate lightly or at least enforce our trash laws. I have given up on floating the channel because it is depressing seeing all of the trash floating down the canal and into the lake. I would love to see more trees on the beach like it used to look like but nothing in the parking areas because it just makes it more difficult to access the lake with a boat and trailer. A splash area upgrade is good. Any outdoor activity based objectives I am all for since more and more people are spending too much time inside. More choices for concessions. They should not all be Tickleberries. I have spoken to many of my neighbors and we are just aching for a permanently option pub and restaurant at the marina. I cannot stress this enough to you. And please don't bring the mess that you have created on the north end of town down here. Thanks

Screen Name Redacted

1/04/2021 03:37 PM

Please leave long term moorage at the Marina. Thank you.

Screen Name Redacted

1/04/2021 04:30 PM

Tourists are already being turned off by the crime and drug issues arising in Penticton, taking motorized sports and fuel away from Skaha or reducing trailer parking just gives more incentive to take their business to Osoyoos which has become MUCH more tourists friendly than Penticton.

Screen Name Redacted

1/04/2021 07:15 PM

Skaha Lake should not have gas or fuel craft on it. Ban motorized boating and allow electric motors only. Far more people enjoy sailing, paddling, and boarding, etc. Motor boats create noise and waves and fumes and gasoline slicks that ruin paddling and swimming experiences. Tourists can continue to motor boat in Okanagan Lake. Let Penticton residents enjoy Skaha Park and Lake. The city needs to consider the residents for a change. Also time for Penticton to begin thinking green and considering the environment.

Screen Name Redacted

1/04/2021 08:45 PM

Remember to support the vendors in the park. The shaved ice, henna, and jewelry, and concessions add to the ambiance.

Screen Name Redacted

IT is clear that above all greenspace and the natural beauty of Skaha is most

to enjoy. This has been eroded over time. This is a key opportunity to move away from noisy, disruptive carbon burning boats to cleaner, quieter boats. Sea doos should not be allowed on the lake as they are way too noisy and destroy other's experience. Thank you for taking input.

Screen Name Redacted

1/05/2021 01:18 PM

The motorized boats and seados have been a contention on the lake. People are often not respectful of the other people enjoying the lake. Also there is a safety concern for the other non-motorized boaters. I have seen near collisions. The impact on the wildlife and fish and peace is effected. I appreciate being able to give feedback. I hope that it is considered and not a done deal by those who have friends in high places.....ie. the motorized boating community.

Screen Name Redacted

1/05/2021 01:54 PM

Capital costs of repairs of public assets is taxpayer funded and has been neglected by a string of city councils. Now we have a costly job. A long term license with agreement between the city and the license holder, with the city taking on the bulk of the long overdue financial responsibility, should be drawn up. The boathouse connected to the concession and the peoples concept - since this is not offered in your questions.

Screen Name Redacted

1/05/2021 08:27 PM

The non-motorized boating community should be responsible for some of the costs of the boathouse. Although they bring tourism dollars to the city they also receive benefits in terms of recreational opportunities not related to events. I believe that the fees charged to participants in the activities should partially be returned to the City and represent at least 50% of the operating costs and a return for capital investment. The taxpayers should only fund the portion related to tourism events. User fees should apply as with any other recreational activity.

Screen Name Redacted

1/05/2021 10:50 PM

There is already a lack of enforcement for improper parking use at the current lot. The Skaha Shores apartments are bound to affect the overflow area and the removal of slip space (moving a portion of current users to a day use having to tow their boat to and from the lake) will all negatively impact tourism and enjoyment by existing users I do not see how any of those concerns are addressed by the plans put forth or even brought to the attention of anyone viewing the current literature or proposals. Considering the amount of money brought into Penticton by the users of the current facilities by staying in our hotels, eating in our restaurants, buying food and drinks, and fuel or other associated spending for someone to stay and play here it seems like the proposals are being presented in a bias fashion towards the paddling community. I own kayaks as well as a motor boat and i can tell you there is all kinds of spots where i can launch and recover a kayak easily but there is only one public boat launch that can support the launching and recovery of any boat over 18feet with nearby parking to accommodate vehicle and trailer. I own a truck that is 19.6ft long with my boat trailer for a 19 foot boat I can not park at either Kaleden or Okanagan Falls without completely blocking off the access, something that is not spoken too in the current proposals and should be addressed. One of the primary

lifestyle. It seems the current city planning is being driven towards limiting tourism which is a major economic driver in Penticton. There have been a number of plans put forward from charging for parking by along Lakeshore Dr, a lake to lake bike path that will primary be used for recreational bikers during a limited number of months at the detriment of the businesses downtown (serious bike riders have very little interest in stopping constantly for every cross walk, intersection or traffic light) to the push towards primary paddling type use at the marina that all have to potential to drive away tourism.

Screen Name Redacted

1/06/2021 03:42 PM

Motorized boats and dragon boats can coexist on Skaha Beach, not one or the other. Many of us have invested in both recreational activities and enjoy the splash park and playground areas as well.

Screen Name Redacted

1/06/2021 06:08 PM

Living close to Skaha Lake, it's been my main area for lake recreation activities. Whether walking along the promenade, cycling through the park, or launching our kayaks from either the east side close to the marina, or over on Sudbury beach, I think this is a special place that all of us in Penticton can be proud of.

Screen Name Redacted

1/06/2021 09:52 PM

I would like to see a new plan/leasee in place at the marina since very minimal momentum has been gained on this property. I would like to see it transitioned partially away from long term leases and more toward 50/50 long term/short term. The addition of short term slips would likely attract more tourist activity making the rest of the marina more profitable. Currently there is not an area/option for tourists to bring boats and moore them when in town for short time periods.

Screen Name Redacted

1/07/2021 12:44 PM

Personally, I would hate to see a lot of change in this area. There is a lot of green space, my family uses the spray park often in the summer. The marina and surrounding area is run down. I would like to see a more "formal" cafe/bistro with the opportunity for a small restaurant/pub at this location. Given we do not have hardly any restaurants or pubs at this end of town (particularly when compared to the north end) I believe there is a huge opportunity for success in those types of businesses. Currently we support the Nauti Dog and would like to see it's continued success and perhaps growth. As I am not a supporter of spending \$8M on a bike route through the busiest part of town (Gov't, Atkinson, etc) which will benefit few. Therefore, I would like to see some of those funds reallocated to an area which would derive a much needed update to the south end of town and increase amenities. I would also like some consideration given to providing an opportunity to have a tennis bubble at this end of town, either on the existing courts or a modification to this plan. As you are aware, the City dismantled the bubble many years ago with the promise of putting it back up and never has. I truly believe with some support from the city and fundraising by those interested, money could be found to accomplish this. Having a facility to play indoors during the winter months would bring people in from not only the City but surrounding areas as well and would also increase money spent at this

	existing eateries currently operating, not just for a weekend or two but for weeks and months, year over year.
Screen Name Redacted 1/07/2021 04:31 PM	Motorized is very important along with long term storage. Day use only for motorized would be a nightmare launching and trailering all those boats each day.
Screen Name Redacted 1/07/2021 05:01 PM	there was mention of a dog beach or off leash area. people cant even follow the limited rules about dogs now(short leash, not allowed on beach). think this would be a big mistake!
Screen Name Redacted 1/07/2021 05:17 PM	Long term commercial leases handicap the city's ability to implement change in and around this area. Paddling is very popular, this is the only convenient access point to Skaha from Penticton so therefore should try to accomodate multiple user groups.
Screen Name Redacted 1/07/2021 08:05 PM	As above, let do this right. The marina needs to have slips for current residents along with visitors. As this is the only location to get gas, the marina needs to stay. There is ++ risk to the environment if people are transporting gas and putting in their boats near and/or on the lake. Please do NOT consider taking these options away. As a resident of Penticton, we rent boats at the Marina and use it frequently through the summer. What a bad idea it would be if this service was no longer offered. I think it would++ negatively affect tourism and I cannot imagine not having the option of the services offered at the marina.
Screen Name Redacted 1/07/2021 08:25 PM	I love Skaha park but riding my bike would be so much better if I didn't have to dodge around people who are spread across the whole pavement. Just a bike line and picture on it letting people know it's for bike only would do the job at a very low cost.
Screen Name Redacted 1/07/2021 08:39 PM	Sadly I missed out on the Penticton Parks and Rec Master Plan. It does mention here and there that inclusivity and accessibilty are important values, but I don't really see that implemented anywhere. I don't know if there is a disability consultant or committee that helps with this kind of thing, but I would be happy to help. I would hate to see an opportunity to increase wheelchair accessibility in Pentictons Parks and beaches be wasted. Just in case....My name is Ron Crawford and I can be reached at roncrawfo@hotmail.com, or 438-401-9876.
Screen Name Redacted 1/07/2021 08:57 PM	Mixing a few ideas from each of the concepts I think would be a better option.
Screen Name Redacted 1/07/2021 09:24 PM	I think it is important to keep the marina and continue to offer services to the motorized boating community. I think any reduction in those services would be a step backwards and a mistake.
Screen Name Redacted 1/07/2021 09:32 PM	It's very ambitious. Can you prioritize your improvements?

1/07/2021 11:47 PM

Screen Name Redacted

1/08/2021 05:38 AM

Yes we should try to have these changes funded by private sector as much as possible, Long term leases on marina and other ventures. We should look for Signage Rights on major items .ie. Boathouse, we should make sure various users have "skin in the Game" financial commitments, i.e paddlers, dragon boaters , we should also put in report comments on what changes in annual operating costs, so we know in advance not after the fact. project should be done over 3 to 4 year span.

Screen Name Redacted

1/08/2021 08:46 AM

If it is taxpayer funded, then the city has control of the fees charged. Is there a place to comment on the Nanimo Bridge removal? How would residents access the area??

Screen Name Redacted

1/08/2021 08:47 AM

Stop wasting money no more bike lanes

Screen Name Redacted

1/08/2021 09:16 AM

Thanks you JoAnne for putting together a great engagement process. well done!

Screen Name Redacted

1/08/2021 09:41 AM

We use the boat launch and Marina daily, for family water skiing and other water activities like swimming and fishing, etc. Why is there so much emphasis on paddling in these proposals? That is one sport and is not used nearly as much for that as for other things. We prefer and emphasis on motorized sports as well.

Screen Name Redacted

1/08/2021 10:54 AM

City of penticton should not lose the marina to non motorized boats as this parking lot will be over crowded as now the boats that were in the marina will be parking in the parking lot which will be overcrowded with just more problems than solutions. It will be just like cultas lake in Chilliwack BC

Screen Name Redacted

1/08/2021 11:28 AM

the presentation seemed to minimize the impact of the boat house, docks and motorized boating on economic impact

Screen Name Redacted

1/08/2021 11:31 AM

If the Skaha Marina reduces its slips and capacity for boaters, please consider whether the capacity and condition of the Penticton Marina on the Okanagan Lake, will accommodate additional boaters who will be displaced by the reduced capacity at Skaha Marina. The Skaha Marina is a very popular option for tourists who want to use the marina to experience the beauty of Skaha Lake and enhance their vacation experience. Reduced access for tourists will have an adverse impact on the tourism industry as well as reduce the potential of a viable commercial venture for any business contract.

Screen Name Redacted

1/08/2021 11:55 AM

Good Luck

Screen Name Redacted

My comments have already been noted. Move the paddle storage etc more

Screen Name Redacted

1/08/2021 02:24 PM

Option D purports to open up the sightline to the East end. All you would see is cars and trailers in the Marina Parking lot. Yes, there are dollies to move the big boats the longer distance to the water (they weigh between 250 and 550 pounds) but the fleet of small boats are all manually moved to and from the water. The longer distance will be very time consuming for the Juniors especially, With only a 1 1/2 hour practises, this will significantly reduce their time on the water.

Screen Name Redacted

1/08/2021 02:33 PM

Ensure separation from motorized boats and swimmers. The only area on the beach where motorized boats can run up on the sand is on the airport beach. No where on Skaha Beach.

Screen Name Redacted

1/08/2021 02:47 PM

A long term lease for the marina will allow the leasee to recoup their investment. Short term leases do not lead to facility upgrades. In my experience short term leases of government infrastructure do not result in substantial investment and long term commitment from the tenant!!

Screen Name Redacted

1/08/2021 02:47 PM

We definitely need a waterfront cafe or restaurant and less motorized boating on the lake. The paddling community is important for health and welfare of penticton residents and brings many tourists to the festivals. Motorized boating is still available on oak again lake and can be attained further south of Sakhalin lake. Moroized boating launch area often been dangerous for paddle boarders and other paddlers in the area. Thus creating a paddling area for tourists and locals that is safe and exhaust free would attract more paddlers and tourists year round. A dedicated paddling area for all.

Screen Name Redacted

1/08/2021 03:43 PM

I do enjoy having the café with limited food and alcohol available. That is a gem of an area to overlook Skaha Lake. I live at the south end of Penticton and walk to the park regularly. So the smallness of the café caters to the locals, which I enjoy. I wouldn't want it to get too big that I wouldn't be able to get a table unless reservations are required.

Screen Name Redacted

1/08/2021 04:34 PM

PLEASE do your homework this time and do NOT fall for the investor/developer business deal for long term Marina Lease...Also no PAID parking for beach parking. Locals should not have to pay to use Marina parking or Boat Launch or minimal annual purchase of parking license....charge the non tax payers/ non residents!!!

Screen Name Redacted

1/08/2021 05:26 PM

I don't think anything can be decided until the salmon study has been completed. If it's decided that they want to ban or reduce motorized boats then the best option is for the paddle centre to take over the marina. If not, I think it's important to offer all type of water experiences to residents and tourists so keep the marina open as is. Happy to see you are addressing the supposedly delineated line between motor boats and non motorized boats at the waters edge. Non one pays attention to the signs. Also whatever plan is decided upon hope the cafe at the marina stays.

Screen Name Redacted

I don't believe making Skaha Lake a non motorized lake serves the people

	motorized and paddlers can all get along on the same lake.
Screen Name Redacted 1/09/2021 09:54 AM	no
Screen Name Redacted 1/09/2021 09:56 AM	Stop any further move to promote or allow commercial presence in Park. Stop seeing the Park as revenue potential.
Screen Name Redacted 1/09/2021 10:09 AM	Concept A considers all user groups. Concept C doesn't make sense to me as it focuses on the non-motorized boating community while ignoring the needs of the motorized boaters. This lake is large enough for both, if used respectfully. (I do not have a motorized boat myself.)
Screen Name Redacted 1/09/2021 10:10 AM	Don't encourage fossil fuels
Screen Name Redacted 1/09/2021 10:15 AM	Absolutely keep the marina and long term slip rentals as is. Invest in upgrading the docks and marina building while preserving the access to the lake for residents of Penticton and tourists alike. DO NOT eliminate motorized boat access and usage of Skaha Lake. Plan A and B will do exactly this. Removing long term slip rentals will invariably add to an already congested vehicle/trailer parking lot. As you said in the presentation, this is the only marina on the lake, there is no where else to go.
Screen Name Redacted 1/09/2021 11:57 AM	I do not think that we can ignore the local boat owners/tourists that prefer motorsports. In a perfect world I would choose Option C with a new marina to be built on Skaha Lake at another location.
Screen Name Redacted 1/09/2021 12:33 PM	I think we have the opportunity to be very bold. People love the park, love the outdoors. Walkways, places to sit near the water, and places to sit and enjoy a beverage (none of which impede access to water) have long made European waterfronts popular and much used . That's great, and thanks to the vision of those who came before. We need to ask what we want to leave as a legacy now. And, if we're serious about preserving the beautiful environment we have now and which makes Penticton a place to stay forever, let's truly work at preserving the glorious landscape we have, and supporting ways for our population to enjoy it without polluting it.
Screen Name Redacted 1/09/2021 12:39 PM	1. Boat House combined w/concession and no changes to the parking lot for boat trailers. 2. The loss of rental slips will contribute to additional parking congestion. 3. Enforcement needed to ticket non-trailer vehicles using the boat launch parking lot. 4. Overflow parking on Eastside Rd will be used by Skaha Shores apartments and reduce parking revenue from trailer vehicles. 5. Larger sized boats such as Pontoon boats have a difficult task accessing the lake with the size of the parking now and it is the only launch option available due to lack of adequate parking at all other skaha boat launches.
Screen Name Redacted	As a breast cancer survivor and member of the Survivorship Dragon Boat

	boathouse. The Annual Dragon Boat festival usually held in September is a major source of revenue for the City and its merchants.
Screen Name Redacted 1/09/2021 02:35 PM	We need to take our water conservation and lake preservation more seriously.
Screen Name Redacted 1/09/2021 05:16 PM	If we own the marina which we do, we are responsible financially for its condition and safety.
Screen Name Redacted 1/09/2021 07:40 PM	nothing
Screen Name Redacted 1/09/2021 07:42 PM	Another area of concern are the motor boats that are parked along the beach between the marina and the swimming area. Thank you for giving the public an opportunity to participate.
Screen Name Redacted 1/10/2021 03:52 AM	Long term moorage, motor boat rentals is great . Keep the same . I don't want to pay for private businesses. Make a new big boat house at the back out of the way . Skaha is peaceful and quiet and family friendly, open green spaces no businesses or restaurants blocking view . Perfect . Okanagan beach has been taken over by commercial, good for young adults . Skaha is free for a family to enjoy for fun , blanket on grass many parks , green space to play freebie ride bikes , picnic. Leave it alone
Screen Name Redacted 1/10/2021 10:57 AM	The motorized boating community brings in substantial tourist revenue and tax dollars for the City.
Screen Name Redacted 1/10/2021 11:12 AM	Boat wake is a growing concern on all lakes. The only way to limit capacity on the lake is to limit access points. Maintaining a cap on the number of boat trailer parking spots helps limit the number of boats. Having marina slips for City of Penticton and RCMP boats at the marina is important. What is impact of boat traffic on fish populations? Encouraging non motorized use is supported by the construction of larger boathouse. The paddling groups have been approached by many of the public that are interested in storing kayaks and Stand up paddle boards at the boat house. It would be great to provide this type of facility. At the current time members cannot always store their boats in the boat house and many are not accessible once the dragon boats are moved inside for winter storage. The dragon boat season is completed in mid September however outrigger canoes can paddle year round where there is no ice on the lake. Currently we are only able to leave on six person canoe rigged for this purpose due to space limits in the current boathouse. Thus only six members can paddle so this limits off season training. As noted we cannot access some of the smaller boats once the dragon boats are stored for the winter. Wondering what parking along east side road will be like with the new housing complex where the campground used to be? Thanks so much for taking the time to secure user feedback. A daunting task that will impact the city for years to come.

1/10/2021 11:47 AM

Screen Name Redacted

1/10/2021 01:40 PM

3 concepts may split the vote to make it look like concept A is the most popular. However, if you add the votes of concept B&C it will be greater than concept A alone. B&C both eliminate the use of long term moorage. Only concept A mentions that fuel will remain but could be added to concept B. Consider food trucks to the park to allow for a greater selection of food choices especially on busy summer days. Improved foot wash to replace old one attached to the concession. All potential improvements listed in all 3 concepts will be a wonderful improvement to Skaha Lake Park.

Screen Name Redacted

1/10/2021 02:06 PM

I was at the Friday noon workshop, and noted that the combination of options B and C were much more popular than A, even though A got a plurality. I support a move away from motorized craft towards paddling, canoeing, sailing, kayaking, sailboarding, and how about a bike rental option? But I also recognize a current need for environmentally friendly fueling and accommodation for some motorized craft--so a gas bar, boat ramp, and day moorage for both motorized and non-motorized craft makes sense. One day may we have electric-powered boats! I would discourage rental of personal watercraft (eg jet skis) as these are noisy and often piloted in a dangerous manner, in addition to the emissions problem. While we have both motorized and non-motorized craft on the lake, a separation of activities for safety is needed. I strongly support the cafe, and design of the marina buildings needs to reflect room for the kitchen and some inside seating, as well as the patio. It is not clear to me how bicycles are supposed to negotiate the park--I see people riding on the paths along with pedestrians, and there is a bike fix-it station by the beach along with scattered bike racks. I support being able to accommodate both bicycles and people, and perhaps some thought as to best routes, with possibly some separation in places, is worth considering. That might influence what the paths look like around the parking lot and beach/marina area. The suggestion of making everything wheelchair accessible is good, including an entry to the water--so far most of the park is pretty good. Also of note--this is a VERY POPULAR area for walking dogs. There is a lovely, out-of-the-way spot behind the marina building that would be nice for a fenced-off dog park. I know that isn't really on the radar, but with the increased traffic in the south end of the city, with all the new apartments, the demand will just increase. Sometimes the vacant street hockey court is used by dog owners, especially in winter, so that option might be made more official and adapted to be more dog-friendly. This is another reason to consider if there should be some signage to direct bicycle traffic through the park--dogs and people and wheelchairs and cycles and skates all want to use the same amenity. Full disclosure--I have a boat moored at the Marina currently, but still support moving away from the status quo and towards something more environmentally friendly, which supports people-powered activities. In all the plans, the improvement of the foreshore, increased greenery, renovated splash pad, places to sit, cafe, and improved

Screen Name Redacted

1/10/2021 05:27 PM

There should be information on the slip rental for boats. Rental per boat and total revenue. That would help understand what boat owners would be willing to pay and potential revenue for Concept A. Removing the slips will necessarily increase truck and trailer parking at Skaha Lake Park. Having an on the water filling station should be a priority.

Screen Name Redacted

1/10/2021 06:45 PM

Marina allows people of all abilities on the water - We have had our boat in the marina for years and we have also had it out for about the past five years. I know when my children were young the marina was a life saver as the parking lot was just to crazy to load/unload and keep children safe. As they got older and were able to stay safe and help we chose to be out of the marina. And now that they have their own boaters license we are planning to go back into the marina as they will not be efficient drivers to be able to use the loading dock. So this exam gives you reasons why long term moorage is beneficial in many situations. I think taking away the docks would decrease some locals ability to get on the water. Boat house location - as past Junior Coordinator and coach at PRCC I vote for the new boat house to be in the same location as prior. Having 30 juniors move big and small boats on and off the water at the current location is very tricky and requires clear concise directions and 100% supervision. Moving the boat house further away from the water complicates this transition and also makes safety a great concern. Kids love to be in the water and always needs supervision so keeping the boat house close to the water makes safety easier. Motorized boating community - I wanted this to be recognized as a recreation/sport that is also done on the lake. It's not just boating is also sport and exercise. My children are ranked 5th and 15th in Canada and very fit individuals, my husband and I are in our 50s and still love to ski. There is a large community of waterski, wakeboard, and wake surf individuals in Penticton. Unfortunately we don't have a club to be advocating for sport as does PRCC and Penticton Dragon Boats. Randy at the marina and i have spoke and we would really like to increase the grassroots exposure to waterspouts. Now that my children are at an age to teach waterspouts we will be trying to increase this exposure. Thank you for taking the time to ask the community for their suggestions.

Screen Name Redacted

1/10/2021 09:04 PM

2020 was the first year we were able to rent a slip at Skaha, and we absolutely loved it. We were able to use our boat way more, especially in the shoulder season. With the wait list at the marina, this is obviously a well-used and desired option. The cafe at the Marina is wonderful.

Screen Name Redacted

1/11/2021 10:11 AM

- Consider naming rights to raise funds
- Food kiosks should offer healthy options with a no plastic policy
- Outdoor space adjacent to washrooms to accommodate a large tent for public rental or festivals so the dragon boat club and other clubs can host events or banquets.
- Kitchen and washroom facilities to service the above idea.
- Solar panels and passive solar solutions with environment in mind.
- Rowing and training equipment can be utilized to charge solar batteries and provide power.
- Low level lighting to respect "dark skies" and maybe even host star gazing events
- Busker stations with power

	to use and gather. •Splash park should include solar elements and water features manually powered by kids.
Screen Name Redacted 1/11/2021 11:02 AM	Thank you for including the voices of the paddling community in the Skaha Lake Park plans!
Screen Name Redacted 1/11/2021 12:35 PM	I am not in favour of any long term leasing on public property. I believe five years is the maximum to ensure accountability of the lease.
Screen Name Redacted 1/11/2021 01:14 PM	Important that we keep the Nautical Dog cafe as it's so nice to enjoy coffee with friends at the marina.
Screen Name Redacted 1/11/2021 01:47 PM	Multipurpose use of a Marina/boathouse/greenspace is great now and I don't want to see more than basic upgrades. Services remain the same, no focus on special interest groups out for themselves.
Screen Name Redacted 1/11/2021 02:38 PM	The area between the marina and the swimming area is highly congested during the high use period. A Wibit would not be suitable at this location in Skaha. In light of long term planning the boathouse footprint needs to be larger.
Screen Name Redacted 1/11/2021 04:24 PM	Are there plans for Electric Vehicle Chargers in parking space if not currently available? Is there a future plan to install electric charger in marina if electric boats become available? Has two story boathouse with ramp being considered?
Screen Name Redacted 1/11/2021 05:57 PM	Yes thought of combining boat house and marina on existing marina site. With more space for boathouse. Existing boathouse area made into patio / coffee house open year around
Screen Name Redacted 1/11/2021 06:29 PM	No
Screen Name Redacted 1/11/2021 06:54 PM	We ought to be concerned with thinking in terms of environmental and protecting Water, lands and animals as we are part of that environment respectfully in support of Indigenous people the keepers of the land and water.
Screen Name Redacted 1/11/2021 07:19 PM	I love the Nautidog and the restaurant- style dining on the lake. The concessions have terrible food options. If the marina building needs a going concern to maintain it, then the business could diversify to paddle sports as well as motor boats. They have a lot of space for storage of private kyaks and SUPS as well as rentals. One of the potential benefits is that the marina business would have a vested interest in promoting safe interaction between motorized and non-motorized boats on the water.
Screen Name Redacted 1/11/2021 07:46 PM	The motorized boat users are relatively small proportion of people who use the park. I like the idea of paddling to promote physical activity. Paddling events contribute a good chunk of change to the community.

1/12/2021 09:03 AM

fairness to boat owners and to future leasees of the marina, I think that Plan A is the way to go.

Screen Name Redacted

1/12/2021 10:51 AM

As an active member of the paddling community I have attended 2 of the 3 offered workshops and appreciate the opportunity to voice our requests for the current and future needs of the active paddling community. As a Penticton resident I visit Skaha Park on a regular base to walk, picnic, swim and relax. I prefer to avoid Okanagan Beach in the summer due to the higher volume of visitors and increased commercialized approach - which is wonderful to have the opportunity as a city to offer these variations of experiences. The paddling communities vision is to continue offering this non-motorized activity on Skaha Lake which can be accessed by nearly all ages, abilities and is, compared to other activities, affordable. I am excited about the possibility of a new boathouse as we are currently unable to store our complete fleet in the boathouse and in addition with future expansion in mind a larger sized boathouse is the main issue. The current location with the larger sized boathouse design from Peter would be preferred as both the outrigger and dragon boats are heavy (between 500-1000 pounds, long in size and the closer proximity to the lake eases the access with the junior and senior programs. Unfortunately the boathouse design that was introduced on the current location is not functional and not sufficient in size. I understand the vision of the introduced new design to move the boathouse and combine with the concession, but I believe that focus is very heavy concentrated on the visual aspect which shouldn't be the only concern as the boathouse at the current location has in many cases not even been noticed by the public and a visual appealing design and landscaping can very well be integrated with a new and expanded boathouse - possibly onto the parking lot or expanded into the area behind the current boathouse. If our only option to increase the size of the boathouse be the concession combination then there needs to be added consideration to the direct access to the lake as crossing the parking lot can become congested during the summer months and maneuvering the boats - due to size and weight - is challenging. A co-operation included to the marina lease to include access to on water boat parking would be needed as mentioned in comment above. An added Wit-Bit set up was mentioned in one of the workshops. I believe that the limited size of Skaha Beach,- day moorage groups take up quite an amount, the dangerous extreme drop-offs and the additional commercialization are arguments against this suggestion and can be left at Okanagan Lake. We will certainly work with the options offered and hope that the future of the paddling community will find the support needed.

Screen Name Redacted

1/12/2021 11:10 AM

It is a beautiful part of the beach and I have participated with Yoga. I love going to the nauti dog for coffee, i enjoy the art posted at the Marina. Also paddling in various Cities. I know how important it is to have our building showcased. I think there could be design that incorporates the beauty of the park and the city, My wish list is for the boat house is two floors with a office and meeting room. A paddle room to allow members the ability to work out

and dragon boats. wash rooms and lockers for members,. I think that this can be achieved.

Screen Name Redacted

1/12/2021 11:34 AM

The "people's concept" raises an interesting point, which is that parks (especially waterfront parks) are about irreplaceable park space, most of which should be funded and maintained by taxpayer (or gov't grant) dollars for family and general community use, with value placed on passive park uses. The combined boathouse and concession is an interesting concept, but not fully developed and its footprint seems too large. I really liked that they had built a scale model and a map of the entire site. Clearly they care a great deal. Also we need to look at how many motor boats Skaha Lake can safely absorb. One need only be at Shuswap Lake for a few days in summer to experience the excessive noise and safety issues that arise from not paying attention to the capacity factor there. Thanks for the chance to participate and comment.

Screen Name Redacted

1/12/2021 11:51 AM

As a local Outrigger and Dragon Boat paddler, I prefer concept A but with a larger new boathouse. There is not enough space for the storage of boats and equipment now. There is no room for the paddling community to expand or grow. The new boathouse needs to be close to the beach as the big boats need to be moved on a dolly from the boathouse to the water. Small boats need space to be rigged and carried to the water.

Screen Name Redacted

1/12/2021 12:03 PM

1. Nothing was said about large speedboats monopolizing beach/shoreline nearest to marina. This is a problem. 2. Reference to Demarcations Line is not developed - presume it is markers between boats and swimming. It's not adequate . . . too many want to cruise by on sea-doo's and boats, creating unwanted wash, noise, and risk. Ditto for mouth of marina zone. 3. Boathouse issue requires further work and improved design concepts. 5. Could auxilliary storage/moorage the marina for paddled (non-motorized) boats be considered?

Screen Name Redacted

1/12/2021 02:29 PM

Power boat marina should be built by private enterprise adjacent to airport beach.

Screen Name Redacted

1/12/2021 03:54 PM

If the city needs funds. Raise the Development fees that have not been raised since 2007. The pandemic is giving a building boom here. Rona made me wait 3 months for a construction and home help because they were run off their feet with Penticton's building boom. Leave our Skaha Park alone please.

Screen Name Redacted

1/12/2021 04:49 PM

Please leave our parks pristine and definitely no commercial endeavors. Let the families enjoy our beautiful park.

Screen Name Redacted

1/12/2021 04:57 PM

thanks for opportunity! hard decisions to make.

Screen Name Redacted

As a paddler, my biggest priority is seeing the boathouse footprint enlarged

room to safely access these boats Hopeful additions: -indoor workout room - office space -meeting room Additional comments: Please no Wubit in Skaha!!! Destroys the natural beauty of the park, dangerous, seriously degrades the attraction of the beach Possibly recommend moving all motorized boating to Airport beach. I do not support the idea of combining non-motorized and motorized boating operating out of the marina together No dog park please, we have options for dog walkers in Penticton. Some additional lights along walk paths would make the park feel safer at night (and in parking lot). Thanks for the great virtual meetings. Well organized . Really appreciated the online postings to re-reference outlined ideas:D I LOVE Skaha Park, and visit nearly every day, all year round! Thanks,

Screen Name Redacted

1/12/2021 05:13 PM

If the long term moorage is gone the boat launch will be even more congested and locals will struggle to find parking and use their boats. The boating community brings in more money to the economy than the paddling community so more emphasis should be put towards maintaining the marina facilities and docks.

Screen Name Redacted

1/12/2021 05:18 PM

Wait on this until Covid-19 is past.

Screen Name Redacted

1/12/2021 05:25 PM

We already support a marina on Okanagan lake that can be expanded. It is unnecessary to have the taxpayers pay for two marinas. If we get rid of the the motorized boats we will reduce the need for space required for parking boat trailers etc. This area could be used for an expanded summer farmers market to cover some of the costs.

Screen Name Redacted

1/12/2021 05:25 PM

Not at this time

Screen Name Redacted

1/12/2021 05:41 PM

Possibly a longer dock so more than just two boats can use it.

Screen Name Redacted

1/12/2021 06:04 PM

Would have been good to know if the marina operator wanted to continue, are there jobs that could be lost w/o marina, what is the customer traffic like. I.e. is it a viable operation. Does the city get revenue from slip rentals or the operator?

Screen Name Redacted

1/12/2021 06:05 PM

Skaha Lake Park is beautiful. Upgrades, improvements are necessary. Greenspace is always welcome. Usage by tourists, locals, athletes should be considered. Ban seadoos. The noise, inconsideration of the drivers to lakeside residents, irritating to fishermen and serve NO purpose!!

Screen Name Redacted

1/12/2021 06:08 PM

Mostly what I would like to see is the new splash park! There are plenty of children who would enjoy it immensely! It is far too rough now the use of shoes and certainly getting run down. I would have liked to have seen much more detail on what you plan to do with the splash park! The signage that has been put across the beaches is horrible and a sight blight signs could

dogs on the beach! This is a real problem at school and does not seem to be monitored!

Screen Name Redacted

1/12/2021 06:17 PM

I just wish that the spray park would improve for the kids.

Screen Name Redacted

1/12/2021 06:18 PM

Don't mess with the existing park.

Screen Name Redacted

1/12/2021 06:36 PM

I was disappointed in not having more detail about the splash park in the proposals. It's what I'm most excited about for my grandchildren. What surface finishes are expected, new rubber or same old poor asphalt? Could be a great place for native art to bring attention and sharing between generations about the origins of band use. Finally, there was discussion of flooding an off-shore floating activity centre like found off the beach in Okanagan Lake, and I don't see that being addressed. This disappoints because the whole struggle around the water slide park 4 years ago was a well talked out issue and the floating activity area seems a good solution of and area to manage it is defined. Thanks

Screen Name Redacted

1/12/2021 06:41 PM

We would appreciate if you could keep the cafe and work to improve parking for it.

Screen Name Redacted

1/12/2021 06:48 PM

I am strongly against option C. The motorized users need a safe place to refuel and the east side is far enough away from the main beach to be safe

Screen Name Redacted

1/12/2021 07:38 PM

It would be a shame to eliminate boat access at the marina. This is what Penticton is all about...recreation on the water, and the marina provides a valuable service to residents and tourists alike.

Screen Name Redacted

1/12/2021 07:38 PM

I personally really like the idea of Skaha Park transitioning to a more non-motorized focus, but I am not sure that we have fully explored the ramifications of this choice to the motorized community. I am conflicted as to whether a compromise is the best option. I often feel distracted by the smell of gasoline and exhaust not to mention the motorized traffic immediately in front of the beach. Too often jet skis like to do laps back and forth in front of the beach. I also don't appreciate this sum of money being spent on docks and piers that the public can't all enjoy (I was told that the public can access them but I thought that there was a locked gate leading to the docks). I agree that the boathouse needs to be upgraded and hope that it doesn't sit too close to the water/beach in its current location because it would detract from the scene. Skaha park is an amazing asset to our community! It doesn't need too much tweaking but some upgrades seem to be in order. PS. I would really enjoy a restaurant in the marina building!

Screen Name Redacted

1/12/2021 07:39 PM

If the marina is changed such that there is no moorage/motorized boating available, I would strongly consider moving my office and home from Penticton to another city in the Okanagan as summer boating with my family

Screen Name Redacted

1/12/2021 07:50 PM

Do not change anything in the park, especially adding things such as waterslides!

Screen Name Redacted

1/12/2021 07:51 PM

Power boaters should be able to use the lake as well. All the years I've lived here I have been out on the lake perhaps twice... however , I enjoy the park . When I go (with grandkids now) they love the beach , the splashpark , the gym equipment. We have picnics and the kids tear around on the grass - My idea of the best use :) However, I understand that others enjoy the boating but it should not take over

Screen Name Redacted

1/12/2021 08:02 PM

The lease of the marina must have responsible environmental requirements but still be an attractive business opportunity. There should be an expectation that taxpayer funding might be needed to subsidize the marina operation to maintain a high standard of service.

Screen Name Redacted

1/12/2021 08:04 PM

Hoping you can re create a new concept with idea stating above. Skaha lake really needs a nice restaurant with patio open all year round. Please call me at 250 488 6021, I am happy to continue to elaborate in that idea. Thank you. Catherine Combres

Screen Name Redacted

1/12/2021 08:09 PM

I believe in Democracy (Freedom). Governments are there to govern (that is it). With that fact the marina should be independently owned, be profitable and pay their fair share of taxes. Otherwise the lake and the people who support it will disappear and then what?

Screen Name Redacted

1/12/2021 08:14 PM

The Marina on Skaha lake is an integral part of the city! It's provides for residents and visitors to come to penticton and enjoy the lake and the city and everything it has to offer. We have made penticton our summer destination for the last 20 years. We spend between 15 and 20 thousand each summer in penticton supporting numerous businesses there. The Marina and our boat slip is the reason we continue to come every summer for 6 to 8 weeks. We love penticton and Skaha lake and the Marina for all it has to offer our family and friends who visit us each summer. We stay at an RV campground walking distance to the beach and the Marina. If the Marina was closed to long term montage we would be forced to find another destination for our summers. Please include the Marina and the boat slips in concept A for the future planning of the Skaha lake park.

Screen Name Redacted

1/12/2021 08:16 PM

I think losing the marina would be a loss of revenue. People with boats/rentals will just go to Okanagan Lake. Use their concessions, fuel etc. the South end of Penticton needs more. We have a beautiful lake. Lots of room for paddlers, boaters and beach goers.

Screen Name Redacted

1/12/2021 08:17 PM

As a resident of Penticton for 22 years we have raised our family in these parks and on these lakes. We play, walk, run, bike and boat here. We continue to use the water in different ways like paddling, power boating and swimming. I feel we need not limit our community to only certain activities but continue to provide opportunities to all. The marina needs to be improved

the lake as it is. The removal of the marina will only congest the existing boat launch further. We have rented a slip at the marina off and on over the years to avoid the congestion and sometimes aggressive atmosphere at the boat launch. The marina needs to continue at a reasonable rate for locals. Thank you for your time.

Screen Name Redacted

1/12/2021 08:19 PM

I am a home owner on Lee avenue and I purchased in 2018 in large part because of the motorized docks and marina Please don't remove an activity that people have invested around. I am a slip holder and plan to have 20+ years of memories with my 6 year old daughter and our family playing at those docks. Thank you.

Screen Name Redacted

1/12/2021 08:19 PM

I have been using the Marina for many years taking myself and many visiting friends fishing and relaxing in the park

Screen Name Redacted

1/12/2021 08:22 PM

Tender the marina lease stop extending yr by yr

Screen Name Redacted

1/12/2021 08:23 PM

Keep the park public!

Screen Name Redacted

1/12/2021 08:35 PM

Please get Randy Gallegar out of the Marina before he successfully kills somebody with his reckless endangerment of people for the sake of profit.

Screen Name Redacted

1/12/2021 08:36 PM

The city did not consider ideas proposed to them during the last RFP. Voted in operator because of present relations with city. The Marina was a dumpster fire for 2019 & 2020

Screen Name Redacted

1/12/2021 08:38 PM

Why not just leave it as it is?????????

Screen Name Redacted

1/12/2021 08:48 PM

I can see that within all plans, there is a desire to increase the natural landscape and riparian area, which I appreciate very much. As a young family living in the area, we also appreciate the upgrade to the splash park, making it safer and more user-friendly for the little ones of our community. I believe the marina is a valuable part of this community. I believe spending the additional money will benefit our local families as well as support our visitors/tourism. We are such a lucky community to have these amazing lakes, and we feel it's imperative to have our city support the use of the lake in all safe ways. My family has already made such special memories using the Marina, and we hope to make many more in the coming years. The Marina is the access point for many families to have a dock on this beautiful lake, instead of that being only for those that can afford lakefront properties. We have invested in this area in large part because of the current amenities that are offered, so please consider keeping the amenities as they are and not taking away.

1/12/2021 08:57 PM

Screen Name Redacted

1/12/2021 09:06 PM

All the current users of the park facilities can coexist. Improve or replace the facilities that are currently there. Perhaps the west end of Skaha Beach could be used for the non-motorized water sports.

Screen Name Redacted

1/12/2021 09:08 PM

I would agree with private funding as well. Though I am certain that the Marina and the ability to powerboat on Shaka lake from this location generates a tremendous amount of income for the businesses throughout Penticton.

Screen Name Redacted

1/12/2021 09:13 PM

Please do not consider the non-motorized approach. I enjoy both and both can work together perfectly.

Screen Name Redacted

1/12/2021 09:31 PM

Why is a new bike lane more important for funding when you have a bike lane that already exists?

Screen Name Redacted

1/12/2021 09:40 PM

Renovating the splash pad and updating the landscaping and adding some walking paths to better incorporate the east side of park the with the rest of the Skaha park is a great idea. However, eliminating long term slip rentals for motorized boats is a terrible proposal. Those slips allow access to lake that many families and citizens would otherwise not have. The services that the marina and cafe provide are also very important to the overall appeal of the park for ALL users. Removing these amenities would be a disservice to the park, it's visitors and users of Skaha Lake. Please do not remove or reduce the long term motorized boat slip rentals.

Screen Name Redacted

1/12/2021 09:44 PM

Motorboating is huge for tourism and family fun. We cannot lose it.

Screen Name Redacted

1/12/2021 09:55 PM

Make more space for everyone not less for some. Skaha is an amazing power boat lake. The Marina is "right sized" for it. The expansion required for SUPs, paddle boats etc should not be at the expense of other activities. Boaters bring a lot of money to town. Our city borders two of the best lakes in Canada, increased accessibility should be the focus not decreased. Rotary built a great park, respect it. Fix the kids splash pad, fix the marina docks, and move or fix the dragon boat shed, but don't blow the budget on something fancy for few. Simply count the users of dragon boats vs power boats. Power boats far outweigh paddle boats in popularity and money brought into the community. A non-motorized area is great, but give them their own area like Sudbury is perfect. Also, if you're looking to spend money on parks bike a new one on new parkland. That's the vision Rotary had back in the day. The town isn't getting any smaller! More parks is better in the end. There's room for everyone but taking from one to give to another will only create animosity. Also the old guys design at the kiosk and the fact that he doesn't listen and pushes his own ideas is horrid. It's not an honest representation or metric for feedback. My 9 year old could do better. Don't

expansion of city park foot print. Land is only going up and that will only get harder. Think long term. Think what brings in tourist and resident spending. I vote for A cause the change isn't good enough for my vote. I've submitted these simpler ideas many times, if they haven't been heard, than someone is cherry picking information for their benefit. -R

Screen Name Redacted

1/12/2021 10:05 PM

Hundreds of families depend on the marina for motorized boating.

Screen Name Redacted

1/12/2021 10:28 PM

Concept "A" is definitely the way to go. The thought of eliminating the marina/long-term slips seems absurd. We are tax-payers in this community and we shouldn't just offer day-use to the lake for those that live here and tourists. We should be supporting the people that actually live here and use the lake everyday. We live in a community with two lakes and lakes are used in many different ways. We should be supportive of ALL users and concept B and C are not. Being a tourist community that draws people here because of our lakes, we also need to be mindful of parking around our beaches and staying status quo with the parking lot is also beneficial. The paddling boathouse in it's existing location, closer to the water, is ideal for that community, as well.

Screen Name Redacted

1/12/2021 10:30 PM

No

Screen Name Redacted

1/12/2021 11:30 PM

Leave the water park alone

Screen Name Redacted

1/13/2021 06:37 AM

Please do not get rid of the marina for moorage. I have a young family. We have worked so hard to own a boat- a dream of living in the okanagan. Having to launch a boat each time would prove very challenging. It is why we chose to raise our family here.

Screen Name Redacted

1/13/2021 06:57 AM

Please stop trying to make it more difficult for locals to enjoy this lake by way of motorized boats. There is already enough resources in place for exercise hobbies such as walking / biking trails

Screen Name Redacted

1/13/2021 08:15 AM

Again I think it's important to support all equally.

Screen Name Redacted

1/13/2021 08:18 AM

The marina gas service is critical to all boaters. Both those that live on the lake and those that use the lake for day use .We do not want people filling their boats with Jerry cans as there is always spillage. We want the best environmentally friendly option for putting fuel in our boats.

Screen Name Redacted

1/13/2021 08:46 AM

Please include water stations throughout the park. Pedestrian safety through the parking lot needs to be considered. Needs to have some safe walking options provided through, not just around the parking lots.

1/13/2021 08:47 AM

grew up on motorboats. However, the public realm just cannot afford to support such a costly, pollutant, and inefficient use of space. We need to keep our green spaces green and our waters free to swim in!

Screen Name Redacted

1/13/2021 08:51 AM

The Marina is a very important piece of the park and of our City. It is one of the reasons our family chose to live in Penticton so that we could have a recreational boat facility nearby.

Screen Name Redacted

1/13/2021 09:02 AM

I think it would be economic suicide to remove or try to negatively affect power boating on Skaha Lake. It's an activity that entire families with young children enjoy. After a day on the water they eat at a restaurant and many stay in accommodations near the lake. The duck people, I suspect, do not contribute as much to the businesses in the city. Also, there is no where else on Skaha Lake that a boater can go to enjoy lunch or have a coffee, so it's nice to have a day use area that this can be an option.

Screen Name Redacted

1/13/2021 09:08 AM

We need the marina to stay this is huge for Penticton!!!

Screen Name Redacted

1/13/2021 09:44 AM

Just fix what we have and make it awesome

Screen Name Redacted

1/13/2021 09:55 AM

The only reason I say taxpayer funded is so that it can stay affordable for everyone to use.

Screen Name Redacted

1/13/2021 10:10 AM

Sakha lake is a big lake meant for motorized boats, that's why we bought a house close to the marina

Screen Name Redacted

1/13/2021 10:15 AM

We have lived a couple blocks from Skaha Lake for amost 20 years. We have been a slip holder at the marina since 2012. One of the things that has frustrated us about living in Penticton is the lack of foresight by the city in planning for the future. We have been encouraged with some of the changes made over the past few years. The south end of the city i.e. Skaha Lake beaches had little or no amenities other than the grass and trees and limited food/beverage offerings. The development at Barefoot Beach and an improvement of the Sudbury Beach are welcome additions. We believe the Marina, which by the way not only serves "a small number of local residents" but also rents boats, seadoos, etc to tourists, which by the way are the lifeblood of our community. With the addition of a cafe, the marina, is a place where residents can enjoy a meal or a coffee and relax with a view of the lake. The main Tickleberry's location has been a welcome addition as people can enjoy a meal at the lake. What we have at Skaha Lake is great but needs a facelift. It doesn't need a complete overhaul in terms of uses.

Screen Name Redacted

1/13/2021 10:15 AM

Yes, I think the residents and city hall should take a step back and reconfigure the whole lake and beach area with the many different uses in mind. Why is everything crunched into the east end when there is so much

proper planning stages with future growth in mind. As time goes by, more people will be using the lake for their personal use activities, why not use the length of the lake to be able to include those activities in a safe manner.

Screen Name Redacted

1/13/2021 10:28 AM

if the boathouse is added to the concession, is that too far from the water for paddlers to carry boats, etc.? Is there any accommodation for additional electrical pedestals and water accesses (helpful and much needed for events in the park) add more refillable water stations and garbage/recycling receptacles

Screen Name Redacted

1/13/2021 10:30 AM

Thank you for this plan and for asking for public input.

Screen Name Redacted

1/13/2021 10:35 AM

I was surprised that there was no mention of lake water quality in the environmental aspects of the proposals for the communities that rely on Skaha lake for their drinking water. This is impacted by the fuels from motorized boats, suntan lotions, plastic garbage, etc

Screen Name Redacted

1/13/2021 10:42 AM

It is great that the city is willing to support the paddling community with the new boat house, however I do sort of wonder where it stops. In 2019 the city was talking about taxing non-profits in the city. During my online workshop, I heard a suggestion of creating office space for the paddlers in the boat house. There are many non-profits in the city doing work that arguably brings more money to the city than the paddlers, all of which would love their own purpose built building on city land (parks or otherwise). Having an overarching policy in place of when the city steps in or doesn't may be beneficial to help keep things fair for everyone.

Screen Name Redacted

1/13/2021 10:53 AM

Really great video laying out the choices and concepts. Well done.

Screen Name Redacted

1/13/2021 10:58 AM

This council and city staff repeatedly push ideas on to us and we say no. Yet you do not listen.. Leave commercial interests out of our parks or your going to find yourself sued in court. It is a democracy .

Screen Name Redacted

1/13/2021 11:01 AM

I am astounded that we are considering eliminating the MARINA ! A city between 2 lakes !! How lucky we are. Something wrong with this option.

Screen Name Redacted

1/13/2021 11:51 AM

Option B which shifts the motorized boat focus to tourists, does not seem to be one that is very environmentally sound. Also Creating 3 options that have different features but that are not grouped necessarily by an over riding principal does not allow a true expression of which features are a priority to the community. Perhaps the 3 choices could have been applied to each of the main features instead of packaging them up. ie. local motorized boats vs tourist motorized boats vs non-motorized boats next focus priority choices separate from those above: marina like for like usage vs day use only vs paddling use ie. and so on

Screen Name Redacted

I walk the Skaha beach approximately 300 days of the year and find that the

that most items should be user pay. The splash park and play area encourage our youth to exercise and socialize which is essential.

Screen Name Redacted

1/13/2021 12:17 PM

I hope you keep in mind that the motorized boating community brings much revenue to surrounding businesses.

Screen Name Redacted

1/13/2021 01:09 PM

None of the 3 options add anything to park usage, either in terms of added people or extending seasonal usage beyond summer weather. Single use, minority, seasonal, athletic usage is a feature of almost all improvements in city parkland. Much of our recreation program is high-cost and high-maintenance, and concentrated in the north end. Exposure to the elements is a restriction on all our parks.. I see a chance here to experiment with low-cost options in a covered space. Our recreation expert staff should be included in the planning

Screen Name Redacted

1/13/2021 01:58 PM

A long term lease to the right operator will enable them to invest in the site. Expanded food availability would be great at the marina. I am a kayak paddler and I do not have difficulty with motor boats as long as they follow the speed rules. Providing no fuel options but with parking a launch facilities may result in more people fueling from gas cans in the parking lot or out on the water. Separate comment that may be a location outside the site. I would love an off leash dog area located on the east side of the creek, along South Main Street. It would be shaded and it is already irrigated so grass would survive the traffic and would not turn to mud. It is an underused area and fencing would be the only addition so no loss of green space.

Screen Name Redacted

1/13/2021 02:06 PM

You sold out Lakawanna Park DON'T make that MISTAKE ever again. "The City of Penticton exists to enhance the quality of life for our citizens, visitors and future generations. We strive to live in harmony with each other and our environment and to further citizen's economic, physical and social well-being. Working together for you."

Screen Name Redacted

1/13/2021 02:23 PM

It is critical to the economy of Penticton to maintain a marina with slips for motorized boats. If it is deleted many tourists will not visit Penticton if they are unable to get short term moorage and/or launch their boats. If there are no slips for boats the number of people trying to launch boats will overwhelm the parking and boat launch.

Screen Name Redacted

1/13/2021 03:13 PM

I would like to see protected paddling area which extends across Skaha to the channel and also Dow the east side of the lake where motors need to 'keep out'. I grew up skiing on the lake. That could still be allowed but way out from the beach. Jet skis dodging around swimmers and paddlers doing yoga is crazy.

Screen Name Redacted

1/13/2021 03:36 PM

Motorized boats and the only marina on Skaha Lake are very important. It is a big lake and can accommodate both motorized and non motorized sports.

Screen Name Redacted

1/13/2021 04:02 PM

I do not like the idea of a long term lease, where the lessor has control of the development, and the lease is so long that the city loses all control of the

confidence in the current Marina management to be able to capitalize such investments nor manage it in such a way that would be beneficial to the city in the long run. I like the idea of a more limited Marina, with fuel services, and a cafe or restaurant that would be a destination for park users.

Screen Name Redacted

1/13/2021 05:28 PM

Install a footwash to replace tap located by washroom entrance

Screen Name Redacted

1/13/2021 06:34 PM

I believe non-motorized use should be given priority over motorized use

Screen Name Redacted

1/13/2021 07:33 PM

Definitely upgraded and expanded waterfront cafe/restaurant

Screen Name Redacted

1/13/2021 08:27 PM

we do not want the public to lose any park space for private enterprise. We want to protect and cherish this beautiful park - leave the open-ness, trees and grassy areas, protect the riparian area and water quality (in keeping with BC Fisheries and Environment) respecting the land, the gift we have

Screen Name Redacted

1/13/2021 09:06 PM

First and foremost is the make whatever structures and improvement blend with the park setting...hide the stark, boring buildings!

Screen Name Redacted

1/13/2021 10:03 PM

I think keeping the motorized boat community and the marina is a must and a big part of Skaha but perhaps there can be plans and goals laid out to push towards electric boats and charging stations so we can eventually faze out gas all together to create a better ecosystem for the lake and fish while maintaining the fun of boating, tubing, wakeboarding, wake surfing etc that is a big part of Skaha Lake. Finding a way to utilize solar panels in the design, creating as much sustainability as possible, farm to table concepts etc must all be in the forward vision.

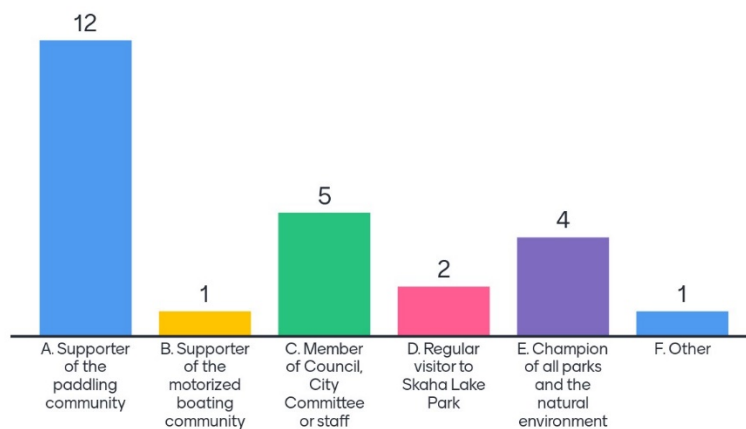
Optional question (172 response(s), 115 skipped)

Question type: Essay Question

Participants: ~35

Interests: (please note the setting for the first workshop did not allow for more than one choice)

What is your interest in participating?



Questions and Comments

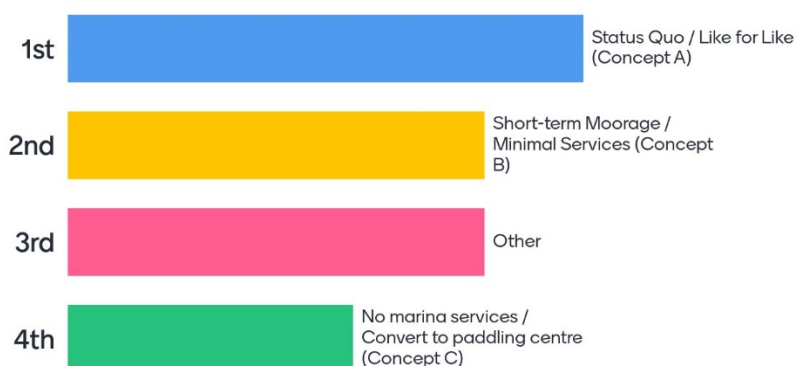
- If marina lease is already in place, why will it need provincial and electoral approval to continue it?
- If an environmental assessment is required to assess impact on salmon in the lake, and if it finds that motorized boating has a negative effect, could that jeopardize the operations of the marina? when would we know if an environmental assessment is required?
- Could day moorage service both motorized and non-motorized vehicles?
- If there is no long-term local moorage, where will the local owners keep their boats? Could that be risky environmentally and regarding fire danger?
- Are there any statistics on the usage of the short term motor boat usage?

- Has the city considered adding wheelchair access to the water?
- Safety wise could the beach area at the parking lot be closed to motorized boats?
- Is this modelled with climate change being a factor?
- Is the distance from the new location of a boathouse detrimental to getting the paddling boats to and from the water?
- Would the amount of space in the alternate version meet the needs of the paddlers?
- Towed water sports is another recreation that is active in the park. water ski, wakeboard, wake surf. all part of BC Summer games
- I don't see where the café would be in the drawing of the refurbished marina for paddling purposes.
- Wheelchair accessibility is a super idea! And will there be more water fountains?

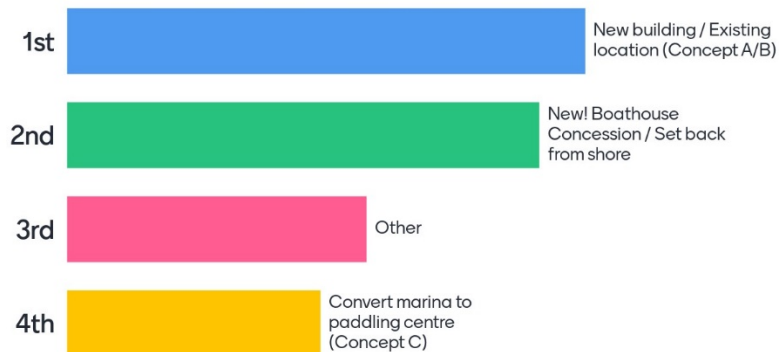
Temperature Check

As part of each workshop, staff invited participants to share their preferences for key elements of the concepts. Results of the polls of participating attendees are shown below.

Rank the options for the marina building and docks in the order of your preference.



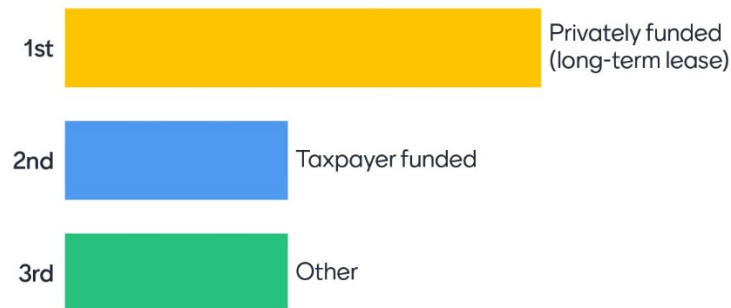
Rank the options for the paddling boathouse in the order of your preference.



Rank the concepts in the order of your preference.



If the City continues with the marina as it is today, how would you like to see the CAPITAL COSTS funded? Rank the options.



How helpful was this workshop?

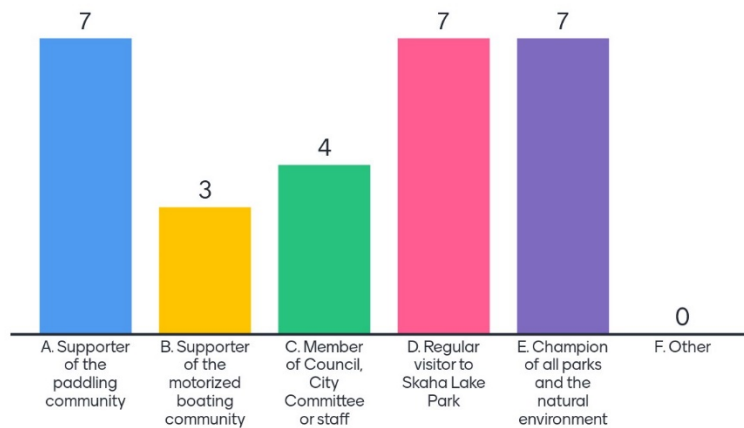




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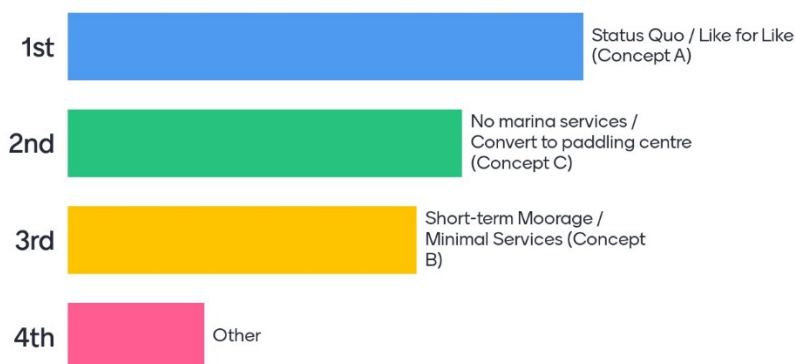
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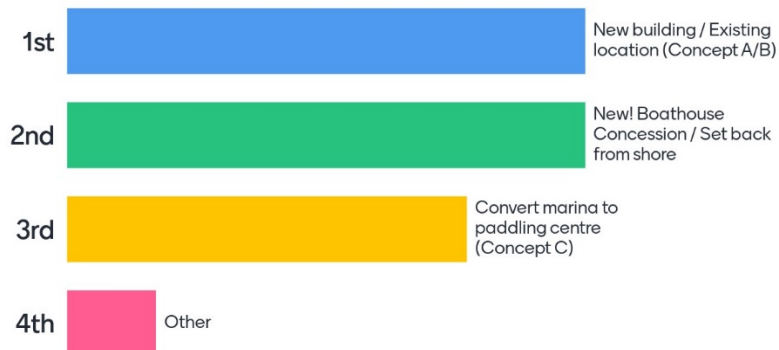
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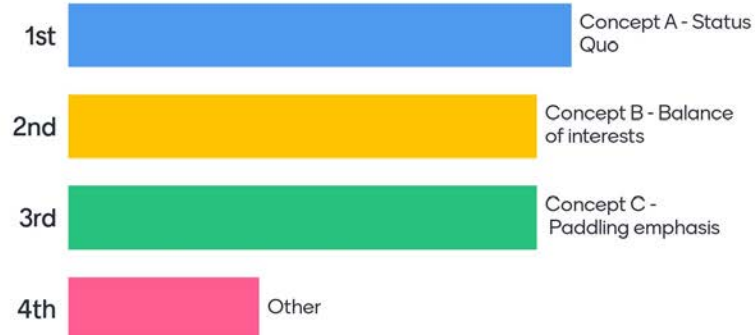
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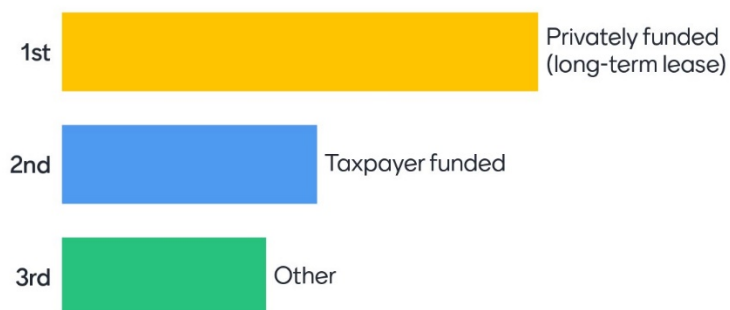
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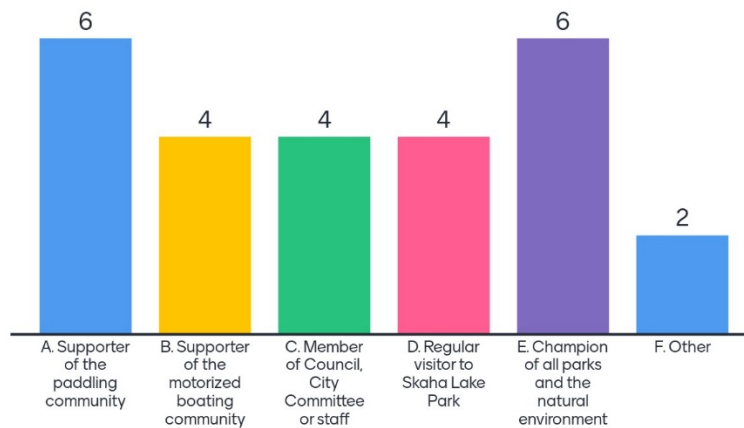




Participants: ~30

Interests:

What is your interest in participating?



Questions and Comments:

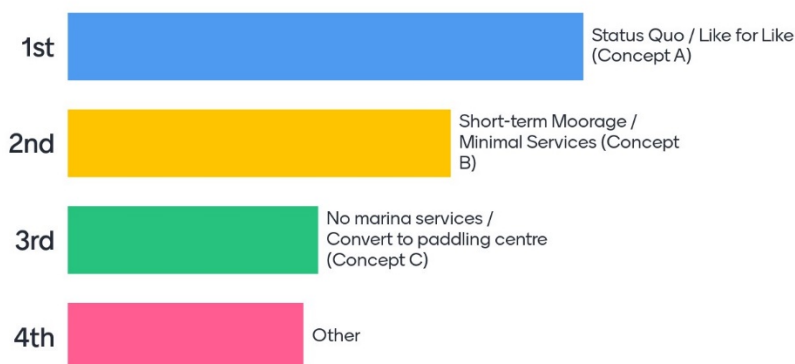
- Do all of the building concepts require a Long Term Lease? If not, why not?
- What ideas are there currently for green space improvement?
- I am interested in the footprint of the paddlers building if it is expanded into the current compound does that take into account using the enclosed building for their trailer or will a new compound be built and where?
- Where are the various paddling clubs currently meeting?
- Can you confirm for me the location of the retention pond within the park?
- The plans talk to adding walking loops but they also talk to reducing hardscape next to riparian areas considering the size of the area between the street frontage and the parking lot are these two concept not at counterpoint to each other?

- You just said that there is a wait list of 47 for moorage? Why reduce something there already isn't enough of?
- Are discount rates included in the cost calculations? I'd imagine they apply if the costs won't be absorbed in one year.
- What are the criteria for future concession providers inside the park? Is there support from the City to help develop these options?
- Has the loss of jobs been considered if the marina is reduced?
- Which concept does the new boathouse/ concession idea fit into? Is this an addition to the existing concession area? does paddling and dragon boat communities support this idea?
- If you go with concept B or C and with the greening of the parking lot how will you deal with the reduced turning space for the angle parking of vehicles with trailers?
- Will there be better enforcement of parking being as there are already many vehicle using the lot without trailers now?
- Shouldn't the City first have approval from the Ministry of Environment re a Marina enlargement to know if it is even allowable?
- Does reducing the number of boat slips greatly reduce the ability to attract a viable long term lease?
- Are long-term "naming rights" being considered for the buildings?
- Can we incorporate solar panels on that beautiful sloped roof in Landform's design?
- How does Tickleberry's fit into the boathouse concession option? How long is their current lease or licence? Will that affect the area allotted to the paddlers?
- Being as there is on a regular basis tourist recreational boats utilizing the marina and parking lot why was a cost not estimated for the that economic impact between May long weekend to the September long weekend? for accommodations, food, entertainment etc (again no microphone)
- According to the Park Land & Use Policy, the City does not support uses that inhibit long term public access through exclusive memberships, prohibitive fees, or permanent physical structures that detract from the natural setting and use of the Park.

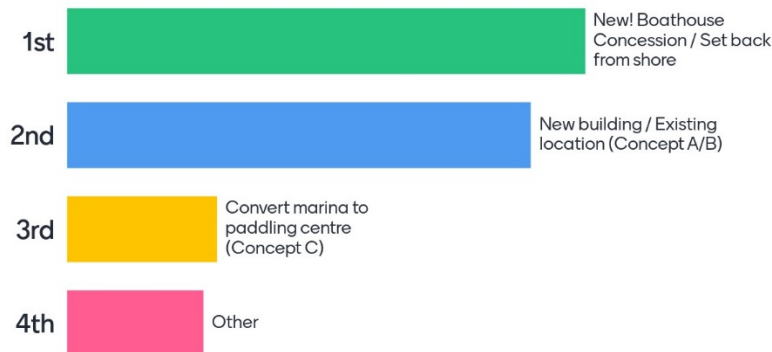
- Long term leasing has typically led to the public's loss of control and use of the leased area, plus loss of green space, giving Legal rights of ownership to the lessor. Would that be what our community and visitors really want for this open, green free to all to enjoy Park?
- Safety between swim area and boaters areas could be accomplished with a "separation Dock" to be used by Paddlers
- Has anyone mentioned Busker stations? They can add a lot of colour and life to public spaces as they do every Saturday morning at the Farmers Market.
- How much of that green space would be removed. Will the City guarantee that?

Temperature

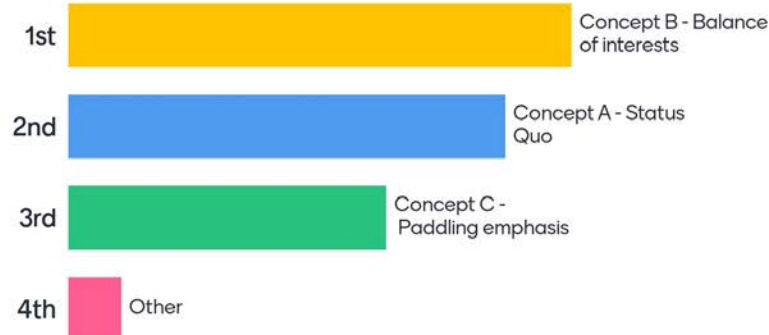
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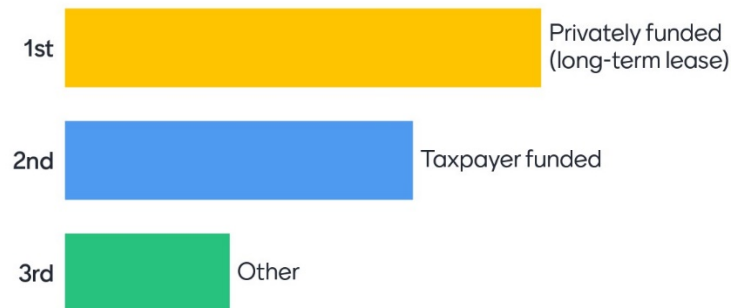
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If the City continues with the marina as it is today, how would you like to see the CAPITAL COSTS funded? Rank the options.



How helpful was this workshop?



January 13, 2021

City of Penticton
c/o Joanne Kleb

RE: Skaha Park East Plan

Dear Joanne:

Firstly, we would like to thank you and the staff at the City for all the work you have done in regards to the planning and engagement for the proposed Skaha Lake East improvements.

While many members of the paddling community participated in the community engagement sessions and have provided their individual feedback, we felt it was important that you have our direct, more detailed feedback as leaders and representatives of both the Penticton Dragon Boat Festival Society and the Penticton Racing Canoe Club.

This document will outline the pros and cons from our perspective to each of the proposed boathouse locations, as well as some general points we feel are relevant to the decision-making process.

GENERAL COMMENTS & CONCERNS:

- 1) Something we feel strongly about is the idea that by building a new, larger boathouse we will sacrifice greenspace. We know Skaha Park is popular because of its location on a lake. Let's consider the lake a 5,000 acre extension of the park.

Penticton's paddling clubs offer ALL residents an opportunity to get on that lake, regardless of age, ability or socio-economic status. While the clubs have 450+ members, far more people get out on the water each year in the form of school groups, other sports clubs, and several groups through PDSCL, Interior Health, etc. that are from disadvantaged communities. In order for us to provide that opportunity for people who do not own their own boat or kayak to get on the water, we need a place on land to store the boats. If we start thinking of not just greenspace, but blue & greenspace, then increasing the footprint becomes less of an impact.

- 2) Increasing the square footage of the boathouse is our *number one priority*. Paddle sports has a long, rich history in Penticton, going back to the war canoe regattas that regularly took place in Penticton on Okanagan Lake starting in 1905. We are currently in a space that is far too small and leaves zero potential for growth. We really do owe it to our community on two lakes to provide access to recreation on the lakes and consider future generations to come.

Since some of the dragon boats are only in use for festivals and larger groups, an option would be to create a covered compound on the edge of the parking lot, or at the back of the marina, thereby allowing the boathouse to be smaller. It is important that they stay

on site at Skaha, however since it takes so many people to move them.

- 3) We do not wish to see the marina displaced as we recognize there is significant support for it in the community and value to keeping the existing marina intact. Should the environmental impact study recommend that the long-term slips be removed however, we can absolutely make that space work. But we are not actively looking to take over the marina building if there are other options.
- 4) Because so many dragon boat users are elderly, cancer survivors, or living with a disability that means having dragon boats that are stored on the water is vitally important. These teams are not capable of pulling a dragon boat out of the water.

Wherever the boathouse is eventually located, our moorage during the paddling season on the water must be protected and improved. Currently we keep two dragon boats on the water at the marina, but the location is poor. When the docks are upgraded and replaced it may require some reconfiguration of dock space, moving gates, etc. to accommodate these dragon boats.

- 5) Obviously distance to the water is a significant factor in a boathouse. Dragon boats weigh 1000 pounds and the suggestion of a winch just isn't realistic. If we were to choose a preferred location based on the information we have today, we would choose the current location (Option A) due to its proximity to the water, but recognizing that it needs to be larger than it currently is.
- 6) Our groups have concerns with the location of the Beach day moorage for power boats. It is incredibly dangerous where it is located between the boat ramp and the boathouse. This is such a congested area already with the marina traffic, jet skis, paddlers launching and boaters coming and going from the boat launch. Airport Beach would be a much better location for people who want to spend the day on the beach with their boat tied up.
- 7) Congestion and safety with the steep drop off are also the reasons we do not support a floating play structure in this area. Jet skis and boaters regularly disobey the speed limits as they approach the beach and it would be too distracting and dangerous to add children playing to the mix.
- 8) The paved ramp that is currently in front of the boathouse could be extended right into the water instead of ending in soft sand as it does now. This would make entry and exit of the 1,000-pound boats easier and safer, and it would double as a wheelchair entry to the lake.
- 9) Given the chance and more space, the boathouse could support storage of personal kayaks, canoes and stand up paddle boards, expanding community use and involvement. We get asked if the boathouse offers this countless times each year by residents. More space would also allow us to offer rentals. Both of these would provide much-needed

income to cover operating expenses.

- 10) It should be noted that some additional form of income will be required should the operating costs or any charges for an LTU or lease be significant. Right now, both clubs are non-profit societies with one employee. There is no income available to do anything more than fund the clubs' basic operations. We do have concerns that the operating costs may be out of reach.
- 11) The PDBF presently receives an in-kind grant from the City of Penticton that provides an office and a paddle training room. Ideally, these spaces will become part of the new boathouse building and the in-kind grant extended to this new location.

LOCATION OPTIONS PROS & CONS

RE-BUILDING ON PRESENT BOATHOUSE LOCATION

Positives:

- Would be closest to the water, making it easier to get boats to and from the lake.
- Much easier for festival operations and race management to have a clear view of the finish line/loading area.

Negatives:

- Blocks sight lines to the lake from the washroom/concession building
- Would require water/sewer hook-up

BUILDING NEW BOATHOUSE ALONGSIDE CONCESSION/WASHROOM

Positives:

- Protect Penticton Parks favour this idea
- Water, sewer already in place
- Will give us easy access to washrooms
- Provides better sight lines

Negatives:

- This option places us further away from the water. The extra distance with heavy boats and very fragile small racing canoes means more opportunity for accidents to happen.
- Necessitates paving over grass to create a path to the water
- The large turning radius needed for the boats mean that we need to keep the public away from the area directly in front of the boathouse, which would be difficult.
- Will require direct, unencumbered access to the lake at all times. If, as suggested, that route goes through the parking lot, it could mean we are blocked by trucks with boat trailers waiting in line for the boat launch.

RE-PURPOSING MARINA BUILDING

Positives:

- Building already has power/water/sewer.
- Two separate parts to the building so could accommodate office space and winter paddling room.

- Access to lake would be from dock and/or boat ramp, but lots of dock space available for direct water storage during the season.
- May be opportunity to access lake from south of building, but is located on riparian area.
- Plenty of outdoor storage and parking available.

Negatives:

- Boat bay portion of the building (south side) is not long enough to accommodate dragon boats and large outriggers so would need to be extended, OR
- The front portion of the marina building where offices and café currently exist is large enough to store the boats, but it would require significant renovation and may eliminate the popular café.

These boats offer so many in our community access to Skaha Lake who have no other means to do so in a healthy, environmentally responsible way. The boathouse is a vital part of Skaha Lake Park and we don't want to limit the number of residents we can serve nor limit the size of events we can offer.

We thank you for your time and are confident that we can come to an agreement that will be beneficial for all park users.

Sincerely,

Don Mulhall & Launa Maundrell
on behalf of Penticton Dragon Boat Festival Society
and Penticton Racing Canoe Club

A person wearing a red helmet and a green long-sleeved shirt is riding a green mountain bike on a dirt trail. The trail features a wooden bridge with a ramp leading up to it. The background is filled with tall grass and dense evergreen trees. The scene is brightly lit, suggesting a sunny day.

MOUNTAIN BIKING SKILLS PARK

Campbell Mountain

PENTICTON & AREA CYCLING ASSOCIATION

- Annual membership ranges from 300 to 400 people
- Voice for cyclists in the South Okanagan
- Maintenance and improvement of Three Blind Mice trail network
- Pump Track



- 130 -

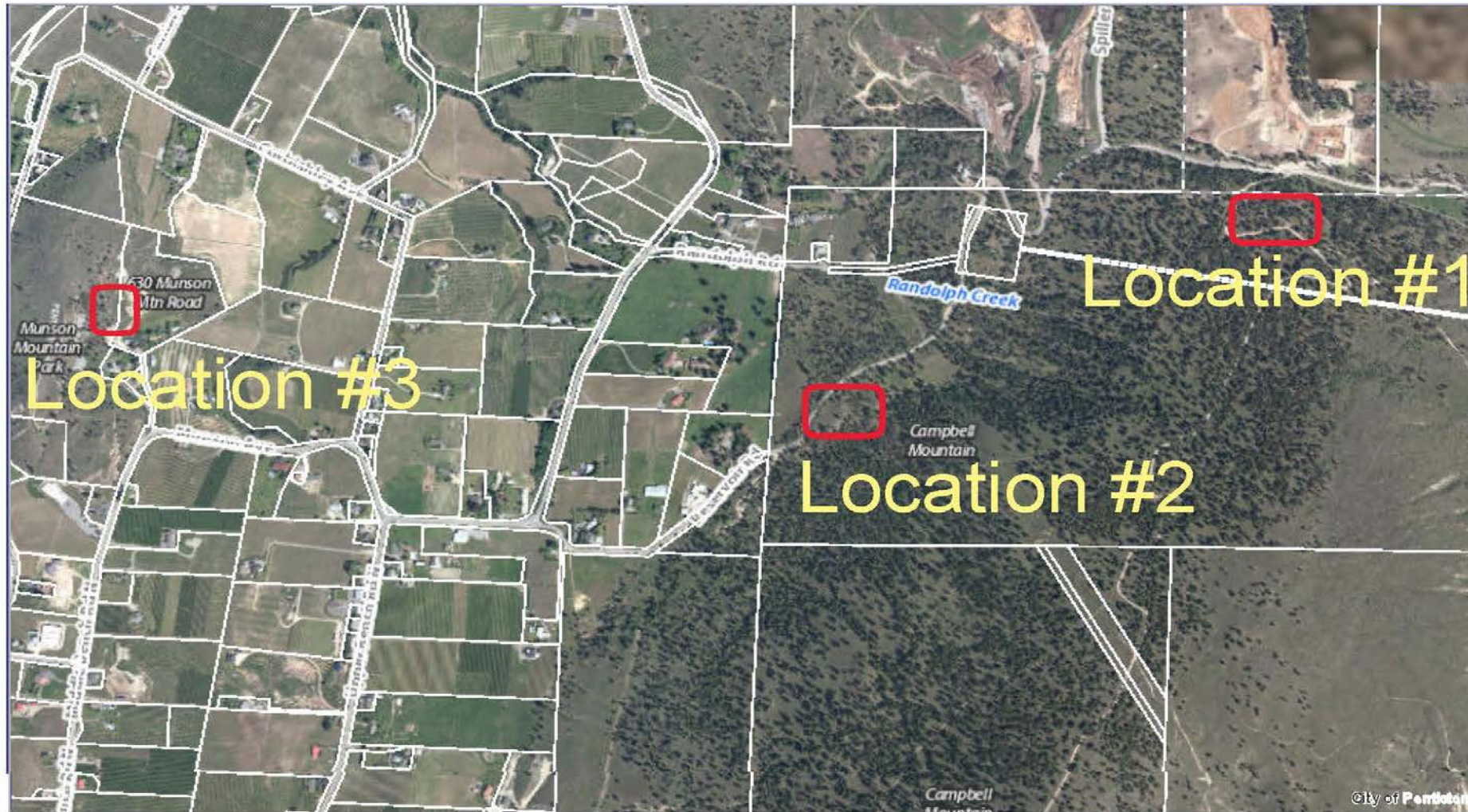
Mountain Biking Skills Park

A purpose built network of features that provides the opportunity for mountain bikers of all levels of experience to progressively develop a range of skills



SKILLS PARK FEATURES





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1:12,000

November 30, 2020 10:18:35 PM



Coordinate System: NAD 1983 CSRSUTM Zone 11N

REQUESTED RESOLUTION

That the Parks and Recreation Advisory Committee support the securing of a location for the Penticton and Area Cycling Association to have a mountain biking skills park built, the preferable location being “Location 1” identified at the north end of Campbell Mountain

Campbell Mountain Trail Assessment

JUNE 2018



[Trail Holistics.com](http://TrailHolistics.com)
2480 Carnation St
North Vancouver, BC
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(604) 908 - 2350

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Maps:

- | | |
|---------------------|-----------------------------|
| 1) Overview | 6) Improvements |
| 2) Trail Network | 7) Deactivations |
| 3) Heat Map | 8) Deactivations – Close Up |
| 4) Slope Assessment | 9) TTFs |
| 5) Impact Concerns | 10) TTFs - Enlarged |

Documents:

- 1) Ministry of Forests – Recreation Sites & Trails: Schedule F MTB Trails
- 2) Ministry of Forests – Recreation Sites & Trails: Trail Signs – Trailhead
- 3) Ministry of Forests – Recreation Sites & Trails: En Route

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Executive Summary

Campbell Mountain is situated in close proximity to Penticton, easily accessible via Reservoir Road leading off Naramata Road. The base elevation access point sits at 530m with the mountain highpoint being 847m for a total potential of 317m elevation gain. The Campbell Mountain area is physically bound by Penticton Creek to the south & east, private residential acreage to the west and Reservoir Road to the north. The area is approximately 485 hectares in area or 4.85 square km.

The area is a well used recreational asset. Use is predominately non-motorized and includes hikers, nature-lovers, dog walkers, runners and mountain bikers on the approximate 40+ km of trail. It should also be noted that one e-biker was encountered on the trails during the field survey. The landscape bears the scars of prior unregulated access and the ensuing 4 x 4 usage prior to installation of gates c.2014. While the current usage is predominantly non-motorized, there is a well established moto track on the 'backside' or eastern flank of the mountain on a natural plateau. Stemming from this moto zone, there are several areas where moto hill climbs have created vertical trenching, primarily on the eastern slopes.

A place of great natural beauty, the mountain ecology is a combination of bunch grass slopes and sparse ponderosa pine & Douglas fir forest, providing many opportunities for spectacular views over the Naramata Bench and Okanagan Lake. Trails on the backside of the mountain overlook the Penticton Creek with its impressive steep cliffs on either side of the deep canyon. Campbell Mountain is an inspiring front-country wilderness experience that is well used by residents as evidenced with the many groups of mountain bikers and runners, hikers and dog walkers observed during the survey. The multi use trails at Campbell Mountain harmonize well with the terrain, homogeneous in their user experience by comparison to the 3 Blind Mice network, being mostly non-technical, fast and rolling. Campbell Mountain provides an easily accessed nature escape. Given the elevation, these trails provide the earliest and longest snow free access of any trail network in the area, serving those who seek health and wellness through recreation as well as the opportunity to appreciate the natural environment.

The mountain slopes are comprised of non-technical, devoid of any rock band or bluffs and relatively gentle grades, particularly nearer the peak. The majority of trails echo the terrain being low grade and non-technical. A challenge with this open terrain is the ability of users to virtually go anywhere without constraint resulting in a confusing density of criss-crossing trails on the lower mountain, particularly near entry/exit points. In general, the trails are in good condition and require little maintenance due to this low grade design. There are improvements that need to be addressed to minimize user conflict, mitigate safety concerns & environmental impacts, improve user experience and accommodate current and future usage. There also exists a myriad of land ownership, requiring partnerships and formal agreements to secure recreational usage. The future improvements will rely on cooperation between stakeholders.

The purpose of this report is to provide an objective assessment of trails and impacts on Campbell Mountain and make specific recommendations to improve what is already a tremendously valued community asset to become a world renowned, sustainable trail network.

1.0 Report - Overview

Created By: Mark Wood, Principal – Trail Holistics
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Purpose of Assessment

- Assess current trails in network
- Assess signage
- Recommend facilities including staging areas
- Identify location of bridges and boardwalks
- Classify trails and features
- Identify Key Components and Considerations for potential development
- Summary – Identify Safety Concerns
- Summary – Identify Usage Impacts
- Summary – Proposed Deactivations
- Recommendations – 1 year, 2 year, 3 year, 4 year and 5 year works

Methodology

- Field assessment conducted April 2018
- Assess existing trails and determine improvements to fulfill Vision
- Application of IMBA guidelines, Whistler Trail Standards, Ministry of Forests Chapter 10 and evolving best practices of sustainable trails
- Design to support established Vision, usage and principles of sustainability

Acknowledgements

Trail Holistics would like to thank the following people for their support and initiative to complete this assessment: Ian McLellan, Recreation Officer Okanagan District-Ministry of Forests, Lands and Natural Resource Operations, Brent Tibben as Mountain Guide and Laura Harp, PACA President.

We would like to recognize the local stewards for their efforts to create a highly valued recreational asset for the Penticton area.

Abbreviations:

MTB – Mountain Bike XC – Cross Country AM – All Mountain DH – Downhill POI – Point of Interest
PACA – Penticton Area Cycling Association RSTBC – Ministry of Forests - Recreation Sites and Trails BC
TTF – Technical Trail Feature

Report Inclusions

- Assessment & Recommendations
- Recommended Improvements & Projected Costs – 5 year plan
- Maps:
 - 1) Trail Overview
 - 2) Slope Overview
 - 3) Trail Improvements
 - 4) Impact Concerns
 - 5) TTFs
 - 6) Property Boundaries

Additional files:

- 1) .kml files:
 - a) Trails
 - b) Impact Concerns
 - c) Deactivations
 - d) TTFs
 - e) Improvements
 - f) 4 x 4 Impact Zone
 - g) Moto Zone
- 2) .xlsx files:
 - a) Campbell Mountain Trail Network

Standards & Guidelines

This assessment is based upon current Standards & Guidelines including IMBA Guidelines, Whistler Trail Standards (WTS) and Ministry of Forests, Lands and Natural Resource Operations; 1) Chapter 10, Recreation Field Manual – Appendix A 2) Schedule F MTB Trails. These regulations, guidelines and standards serve as the current guiding principles in trail assessment and classification while providing sustainable, long term solutions to effectively manage trail systems. Created in 2003 (WTS) and 2004 (IMBA), they serve to provide a baseline of understanding and set of criteria to classify trails and determinate best practices for long term sustainability. Collective knowledge continues to evolve since the implementation of these guidelines and this improved understanding of these principles is incorporated in modern trail construction, design and assessment.

- Soil Analysis:
- 1) Ministry of Forests “Silviculture Prescription Data Collection Field Handbook”
 - 2) Agriculture and Agri-Food Canada “The Canadian System of Soil Classification”

Adaptable Implementation

Successful planning requires an adaptable approach. Implementation is an iterative process where unforeseen challenges appear and new opportunities present themselves as the work unfolds. An adaptable strategy serves as the best approach to seize opportunities as they arise and determine creative solutions as required to fulfill the overarching Vision to build a sustainable, world class trail network.

2.0 Vision

To create a plan for a world class, multi-use trail network that is sustainable, includes sound risk management strategies and mitigates impacts.

This vision includes:

- 1) Trail improvements
- 2) Risk mitigation
- 3) Connects trail users with the natural environment with minimal impact
- 4) Balance of socio-economic land use
- 5) Ecological integrity
- 6) Collaborative approach

The vision provides overarching guidance to create a world class trail network while maintaining ecological integrity to seek a harmonious balance for the long term. This vision requires support from all current users, stakeholders, private landowners, First Nations and government including the Ministry of Forests – Recreation Sites and Trails & the City of Penticton. To achieve success, the vision relies on a collaborative approach, requiring engaged input from all parties.

It is this vision that will provide a clearly defined way forward and affect all decisions during the improvement strategy of the Campbell Mountain trail network.

Multi Use

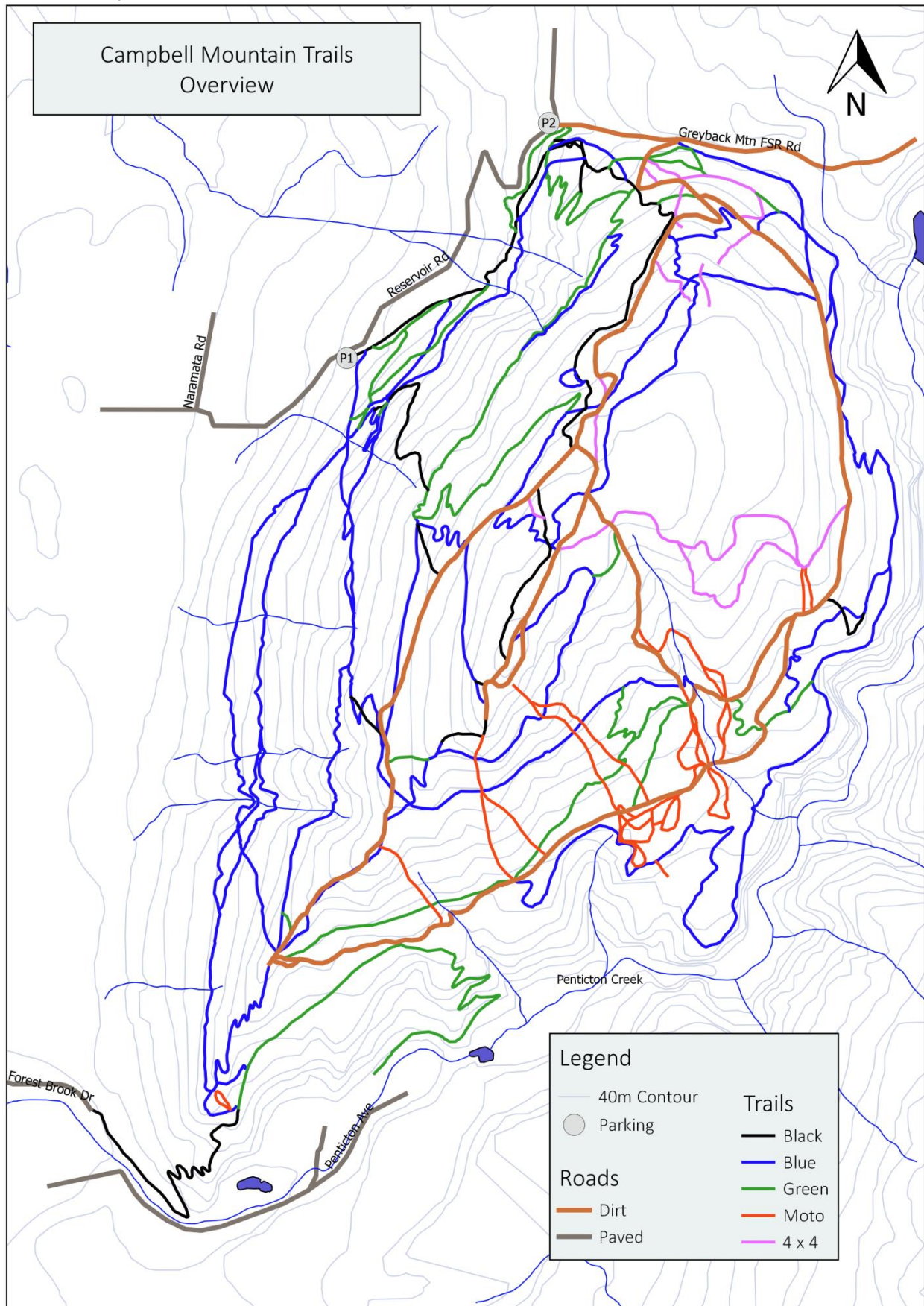
MTB usage predominates the area. However, there are other users who need to be accounted for including hikers, dog walkers and nature-lovers. The recommendations herein are based primarily on a multi user strategy. Therefore, all trails are considered multi use and bi-directional unless where users are exposed to unnecessary risk. Recommendations are made herein with the goal to accommodate current multi-use with a primary concern for safety and sustainability.

Location

Campbell Mountain is situated just east of Penticton.



MAP: Campbell Mountain Overview



3.0 Impact Concerns

Presently, the Campbell Mountain Recreation area is an informal network, created organically without a formalized planning process. Despite this, the trails are in good condition due to conscientious construction by the original builders to harmonize with the landscape. The majority of the MTB trails have been built using sustainable design principles of low grade, rolling contour construction. Water is dispersed through sound design and with few exceptions, trail impacts have been effectively minimized. However, there are impacts on the mountain that are concerning, as identified in the 2006 Habitat Condition and Recreation Management Framework for Campbell Mountain:

“The ecological integrity of the Campbell Mountain area is under threat as a result of many years of uncontrolled and in some cases, intensive recreational use.”¹

Please refer to the following map Campbell Mountain Impact Concerns and tabulated data for further detail.

3.1 Motorized Impact

Prior to the implementation of gated access in c. 2014, 4 x 4 vehicles had unrestricted access to the area. The landscape bears the scars of 4 x 4 hill climbing activity and repeated usage, with impacts concentrated on the lower NE aspect of the mountain. The width of these impacts makes rehabilitation a challenge. Although the low grade utilitarian paths created by repeated 4 x 4 usage should rehabilitate naturally over time, the impact is much more severe on steeper slopes with deep tire gouging, requiring costly “industrial strength” rehabilitation methods which may include machine grading & ditching followed by replanting. It appears these impacts are no longer occurring since installation of locked gates.

The other major impact from motorized use is the motorbike hill climbing that is occurring primarily on the eastern slopes. These hill climb routes become severely trenched over time with repeated usage and heavy throttling. These impacts become further exacerbated when water flows down the fall line during rain or melt events, further eroding until they become deep trenches. As evidenced during the field survey, it is common practice for moto users to continually move the hill climb route to either side when the original line becomes trenched, thus broadening the impact swath through continual tread creep. This tread creep widens the impact zone and is of particular ecological concern. Low grade moto use on the eastern plateau does not display the same level of impact. Rehabilitation efforts to counter these hill climb impacts will be challenging requiring adequate funding and employ modern rehabilitation techniques to divert water and replant to stabilize soils. The informal moto track on the eastern plateau would require “industrial strength” rehabilitation methods including machine work and significant naturalizing. The practice of hill climbing causes significant ecological impact and is considered ecologically unsustainable.

3.12 Motorized Trail Classification

Referencing the map on p.11, trails within the identified Moto Zone would be considered intermediate with the exception of existing jumps which are considered advanced to expert. All hill climbs on the eastern side would be considered advanced. All moto trails are double track width. Moto hill climbs are of variable width.

¹ C. Klym, M. Sarell and S. Austen *Habitat Condition and Recreation Management Framework for Campbell Mountain*(2006) p.1

3.2 Trail Design Impacts

Considering the unplanned nature of the trail network on Campbell Mountain, the trails harmonize well with the landscape being overall low grade rolling contour design resulting in low maintenance and low impact in general. The only exception to this harmonious design would be the South Ridge Trail. Portions of this trail have grades surpassing 50% and are experiencing significant erosion. Sections of the South Ridge Trail are now sandy trenches of loose aggregate resulting in a poor quality user experience. In total, 250m of this trail is unsustainable and requires realignment. Please refer to section 7.0 Trail Improvements for further detail. There are two other areas identified on the map where cattle trampling have damaged the tread for short sections (POI 27 & 31 on MAP: Impact Concerns). Considering the impact, it is assumed POI 27 is a primary access for cattle herding with Sather Ranch therefore any realignment would be similarly impacted.



(L) 4 x 4 impacts can be wide and deep, as observed on the north side of the lower mountain.

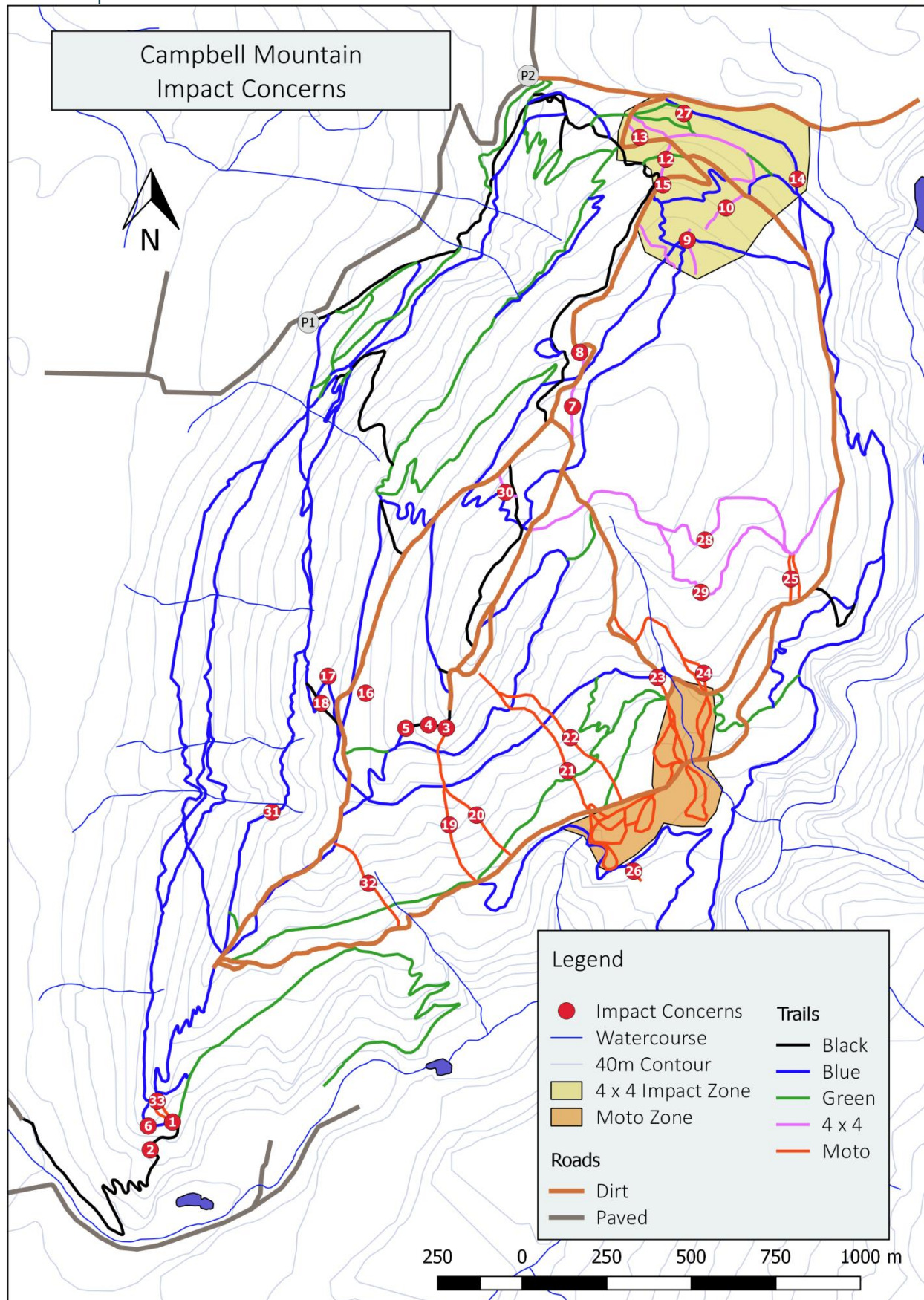


(R) Trenching erosion caused by water diversion on the upper Forestbrook Entrance trail.

3.3 Hydrologic Impacts

There is significant trenching at the base of the South Ridge Trail and the upper sections of the Forestbrook Entrance trail. There has been some road ditching to divert water away from housing developments below, directing sheet flow from the mountain towards the south ridge and into Penticton Creek. The prescription to address this will require a hillslope hydrologic assessment of the localized area and actions will be dependent upon future determination of south side access. During the assessment, one small seep was discovered requiring 3m of bridging, POI 16 on MAP: Trail Improvements p.38.

MAP: Impact Concerns



Tabulated Data: Impact Concerns

Reference: MAP – Impact Concerns

The following impact concerns provide a summary of ecological impacts on the landscape caused by recreational use.

POI	Name	Detail	Recommendation
1	Drainage Erosion	Diversion ditch causing severe trenching where it empties onto south ridge	Area requires hydrologic assessment and mechanized solution including culverts & ditching
2	Drainage Erosion	Diversion ditch causing severe trenching	See above
3	50m Rutted Trail	Deactivate & Realign 100m	IMBA Full Restoration (see below)
4	50m Rutted Trail	Deactivate & Realign 100m	IMBA Full Restoration (see below)
5	100m Rutted Trail	Deactivate & Realign 200m	IMBA Full Restoration (see below)
6	50m Trail Erosion	Deactivate & Realign 100m	IMBA Full Restoration (see below)
7	4 x 4 Erosion	Ecological Impact – Restore 170m	IMBA Full Restoration (see below)
8	4 x 4 Erosion	Erosion – Restore 60m	IMBA Full Restoration (see below)
9	ATV Impact	Fall Line erosion – Restore 150m	IMBA Full Restoration (see below)
10	4 x 4 Impact	Fall Line Trenching – Restore 150m	IMBA Full Restoration (see below)
12	4 x 4 Impact	Erosion – Restore 108m	IMBA Full Restoration (see below)
13	4 x 4 Impact	Ecological Impact – Restore 72m	IMBA Full Restoration (see below)
14	4 x 4 Impact	Ecological Impact – Restore 25m	IMBA Full Restoration (see below)
15	4 x 4 Impact	Ecological Impact – Restore 50m	IMBA Full Restoration (see below)
16	Powerline Road	Erosion occurring along length of road	Ditching and swales
17	Powerline Erosion	Ecological Impact – Rehabilitate	Control sedimentation (see above)
18	Eroded Trail 148m	Rutted – Rehabilitate 148m	IMBA Full Restoration (see below)
19	Moto Hillclimbing	Rutting – Rehabilitate 500m	IMBA Full Restoration (see below)
20	Moto Hillclimbing	Rutting – Rehabilitate 300m	IMBA Full Restoration (see below)
21	Moto Hillclimbing	Rutting – Rehabilitate 550m	IMBA Full Restoration (see below)
22	Moto Hillclimbing	Rutting – Rehabilitate 550m	IMBA Full Restoration (see below)
*23	4 x 4 Fall Line	Erosion – Deactivate 260m	IMBA Full Restoration (see below)
*24	Moto Erosion	Fall line trenching – Rehabilitate 150m	IMBA Full Restoration (see below)
*25	Moto Hill Climb	Ecological Impact – Rehabilitate 300m	IMBA Full Restoration (see below)
26	Moto Hill Climb	Ecological Impact – Rehabilitate 60m	IMBA Full Restoration (see below)
27	Trail Erosion	Rehabilitate 25m – Realign 50m	IMBA Full Restoration (see below)
*28	4 x 4 Impact	Ecological Impact – Rehabilitate 650m	IMBA Full Restoration (see below)
*29	4 x 4 Impact	Ecological Impact – Rehabilitate 1.2km	IMBA Full Restoration (see below)
30	4 x 4 Impact	Fall line erosion – Rehabilitate 90m	IMBA Full Restoration (see below)
31	Tread Damage 100m	Cattle impact	Grade tread
32	Moto Hill Climb	Rehabilitate 325m	IMBA Full Restoration (see below)
33	Moto Hill Climb	Rehabilitate 150m	IMBA Full Restoration (see below)

*Sather Ranch Land

IMBA Full Restoration

1) Break up old trail tread 2) Move surrounding soil B-layer into cut trail bed 3) Install evenly-spaced check dams placed perpendicular to the trail 4) Support the check dams by placing them into the sides of the trail and placing rocks behind the structure 5) Disperse organic matter over the disturbed substrate 6) Transplant using native vegetation

4.0 Management Recommendations

This report seeks to provide a baseline of understanding from which to enter into the process to formalize the Campbell Mountain Recreation area. This will be a process working from the broad tasks to the specific. The following recommendations provide a framework while remaining adaptable through what will be an iterative process.

The Need for Management

“Recreation needs to be managed. The use is not going to go away and it cannot be ignored. Unmanaged recreation can lead to user-created trails, unacceptable resource impacts, poor recreation experiences, conflict with other stakeholders and other recreationists, antagonistic community relations and litigation. When recreational use is managed, trails are designed to provide high-quality recreation experiences, resources are protected, past impacts are rehabilitated, there is a positive working relationship with stakeholders and other recreationists, and there is community acceptance.”²

The Management Goal identified in the 2006 Study by Ophiuchus Consulting is still very relevant today and summarizes the overarching goal of formalizing the Campbell Mountain recreation area: *“Maintain and restore the ecological integrity of the Campbell Mountain Conservation/Open Space area while providing long-term, compatible recreational opportunities.”³*

The network of trails is utilized by a variety of users, therefore the most successful planning strategy must be inclusive, seeking broad based input to create a balanced approach that serves all users, effectively manages risks and mitigates impacts.



Managed networks provide the opportunity to create valuable partnerships with user groups.

² Dick Dufourd *Great Trails* (2015) p.3

³ C. Klym, M. Sarell and S. Austen *Habitat Condition and Recreation Management Framework for Campbell Mountain*(2006) p.2

4.1 Management Concerns

There currently exist a number of concerns in the Campbell Mountain recreation area:

1. Ecological Impacts – area degradation from motorized use
2. Erosional Impacts – motorized hill climbing
3. User Hazards
 - a) Exposure (South Canyon trail)
 - b) Inconsistency in features (Campbell DH trail)
4. Confusing trail density (P1/P2 entrances)
5. Lack of signage
6. Lack of maintenance
7. Lack of MOUs/formal agreements of Land Owners
8. Potential for user conflict
 - a) Incompatible usage modality
 - b) Disproportional disturbance
9. Land Use conflict
10. Under-developed staging facilities
11. Anticipated increased usage – population growth & increasing popularity of outdoor recreation

The following section 4.2 *Primary Recommendations* provides solutions to the above concerns.



Moto hill climb loop on eastern slope. (POI 25 MAP: Impact Concerns p. 11)

4.2 Primary Recommendations

The following list provides a systematic approach to formalize the Campbell Mountain trail network and address management concerns identified in 4.1.

The actual process will be iterative and must be adaptable in nature in order to achieve success.

The following steps will provide the framework for an ongoing and evolving process.

1. MOU or Formal Agreements
 - a. Private Land
 - b. Municipal Land
 - c. Provincial Crown Land
2. Establish Trail Committee
3. Public Engagement
4. Determine usage – multi use or mixed use
 - a. Mitigate user conflict and disproportional impact
 - b. Determine: Motorized or exclusively non-motorized
5. Create Signage Plan
 - a. Wayfinding
 - b. Trail head
 - c. Risk Management i) features ii) exclusion of risk iii) warning signs
 - d. Education
6. Maintenance Plan
 - a. Engaged parties
 - b. Systematic approach
7. Trail Improvements
 - a. Functional usage
 - b. Variety of usage & skill levels
 - c. Skills building - Skills park, 4 Cross course rebuild, DH trail jumps
8. Trail Usage Designation
 - a. Exclusive usership i) safety ii) disproportional impact
 - b. Directional Usage
9. Rehabilitation & Deactivation
 - a. Impacts i) erosion ii) ecological
 - b. Trail Density i) deactivation ii) trail crossings
10. Amenities
 - a. Kiosks
 - b. Staging & facilities ie. Parking, washrooms, change rooms

The following pages provide detail for each of the prescribed steps above.

A phased planning schedule can be found in section 8.1 Schedule & Cost Projections.

4.2 Primary Recommendations, con't

The following recommendations are presented in order to formalize the trails on Campbell Mountain and begin to implement improvements and upgrades for functionality and improved user experience. A schedule of prioritized management tasks is provided in section 8.1 Schedule & Cost Projections.

1) Easements, MOUs & Formal Agreements

To create a future strategy to formalize and effectively manage the trails on Campbell Mountain requires unified agreeability with all land owners including:

- 1) Province of BC – Crown land
- 2) City of Penticton – municipal land
- 3) Sather Ranch – private land
- 4) First Nations
- 5) other private land owners where trails exist
(Parcels: 011790211, 011789425, 011781521, 011781441)

Land Use Permission Agreements should be sought and Easements where required, in order that the formalization process may proceed unencumbered by land access issues.

As a first priority, every effort should be made to engage with the Penticton Indian Band.

2) Establish a Trail Committee

In order the process serves the needs of all users, a multi party Trail Committee should be established to determine the ideal way forward and ensure transparency and inclusivity. An ideal model that could be considered is the Bridge River Valley Trail Association (see [LINK](#)).

As cited in the Campbell Mtn DRAFT Report 2003:

“For both planning purposes and long term management initiatives, there is the prospect that a non-governmental organization can be established to work with the City. Such a group can help set terms of reference for future planning of the site, act as a custodian, raise funds, and generally provide on-going coordination of volunteer labour for any future development or maintenance. Many of these groups take on a “Friends of the” mandate and operate under the direction of senior city staff and technical advisors.”⁴

3) Public Engagement

Following the establishment of Land Use Permission Agreements, the next step is to engage with all stakeholders and the public. This could include a broad based user survey followed by a transparent public process including but not limited to public forums, open houses, formal presentations and/or Town Hall style meetings in which input is sought and planning is shared.

⁴ Urban Systems Campbell Mtn DRAFT Report 2003 p. 20 Section 7.5

4.2 Primary Recommendations, con't

4) Determine Usage

Multi Use: variety of non-motorized users

Mixed Usage: variety of motorized and non-motorized use.

Currently, the majority of users on Campbell Mountain are non-motorized including MTB, runners, hikers, nature lovers and dog walkers. Motorized users utilize an area on the backside or eastern side of the mountain, primarily in the early season when moto areas at higher elevations are waiting to thaw. Moto users access the backside moto zone from either Tower Road to the peak or the East Side Service Road.

Users impact other users often in disproportionate ways. For example, a hiker going uphill on the DH track might be frightened significantly when surprised by a high speed downhill mountain biker whereas the biker may only be slightly inconvenienced by having to slow down. Despite the obvious safety concerns in this scenario, the disproportional impact to the different users is obvious. Motorized vs. non-motorized has even greater disproportional impact; consider the impact to the user experience when a group of moto riders pass a mountain biker or a hiker. Lingering exhaust, noise and moto speed will all have a greater impact on the mountain biker/hiker while the moto riders remain relatively unaffected. Of relevance to future discussions, user to user enjoyment impact needs to be considered, including Ebike usage. Are there any further disproportional impacts from EBike use beyond current MTB user to user disturbance? Part of the EBike discussion should include pedelec (pedal assist) vs. throttle.



(L) Dick Reimer, 79 years young, was encountered during the field survey riding an EBike on the east side.
(R) As appropriate usage is determined on Campbell Mountain, part of the discussion will be motorized vs. non – motorized.

4.2 Primary Recommendations - Determine Usage, con't

Disproportional tread impacts and ecological impacts also occur with different users (see section 3.0-Impact Concerns).

In summary, usage needs to be determined:

- 1) what users are appropriate in the Campbell Mountain recreation area and
- 2) if exclusive usage should be provided on certain trails where there are safety concerns between different modalities. (see recommendations p.20)

It should be considered to conduct a usage pattern assessment with the deployment of trail counters to measure traffic and user pressure. A general usage pattern overview can be ascertained using the Heat Map in the appendices.

5) Signage Plan

Signage serves a number of purposes for effective management. Signage is one of the most important management tools to mitigate risk and improve user experience. A signage plan should be implemented as soon as possible including the following:

Wayfinding Signage – In order that users do not get lost, wayfinding improves user experience. Wayfinding signage ensures that users are able to find their way efficiently and stay on trails of their chosen route.

Warning Signage – Using Ministry of Forests - Recreation Sites & Trails Schedule F Mtn Bike Trails regulatory requirements (see Appendices), all trail features that require signage should be signed appropriately. WARNING! Signs should also be posted prior to high exposure points on the Canyon trail on the eastern side of the mountain.

Trailhead Signage – using Ministry of Forests – Recreation Sites & Trails Trail Signs – Trailhead (see Appendices), all trail heads should be signed with required information.

Exclusion of Risk – Staging signage at kiosks and trailhead signage should include 'Use at Own Risk' as a standard risk mitigation tool in formalized networks.

Education – Users who enter the Campbell Mountain recreation area may be oblivious to the efforts made by land owners and other stakeholders to accommodate, improve and steward recreational activities. Educational signs should provide a background and overview of the area, outlining potential issues, areas closed to recreation and/or potential risks including recognition of stewardship groups, how to get involved and how to report trail issues. Land owners and stewardship groups should be recognized as well as any sponsors and/or supporters.

Interpretive Signage – Can be used to educate and enhance user experience to impart historical, ecological or social stories as related to the area. Can be included in kiosks or as standalone signage.

4.2 Primary Recommendations, con't

6) Maintenance Plan

A system of permits or a formal agreement should be entered into by the governing Land Manager(s) and any newly formed NGO or currently existing trail association expressing interest in acting as the primary stewardship group. The goal is to create an easily managed system in which formalized maintenance, improvements and scheduled inspections can occur that uphold Provincial requirements as outlined in Schedule F Mtn Bike Trails and Chapter 10, Recreation Field Manual – Appendix A. This will serve to alleviate liability concerns associated with neglect or negligence and will ensure the trails remain in a sustainable state while providing a “world class” user experience. This process will serve to engage the community directly in stewardship activities, strengthening connections with the area and encouraging social responsibility. Having an engaged stewardship association conducting maintenance and monitoring will ensure timely response to impacts or unsanctioned activities, serving to uphold the established vision.

The Trail Committee may create an annual schedule of duties and facilitate a formalized process of work proposals and improvements as well as reporting on work conducted, acting as intermediary between the trail association/NGO and the engaged Land Manager(s). PACA is a currently engaged stewardship group conversant with provincial guidelines and all regulatory requirements having already entered into a formal agreement with the Province as stewards of the Three Blind Mice trail network.

PACA is an established stewardship association that could provide invaluable direct or indirect support of stewardship efforts on Campbell Mountain, pending their capacity and interest.

Community partnerships strengthen stewardship efforts to maintain trails and improve the long term outlook while providing tremendous dollar leveraging through volunteerism. UROC in Cumberland is an excellent example of the municipal government working in tandem to develop and improve trails.



4.2 Primary Recommendations, con't

7) Trail Improvements

Contained in section 7.0 Trail Improvements, there are a number of specific recommendations to improve trails to address sustainability issues and mitigate risk including recommendations for future development for functionality and improved user experience in order to achieve the vision contained in the Provincial Trails Strategy to create a 'World renowned trails system'.

8) Trail Usage Designation

Given the current usership on Campbell Mountain, stakeholders need to determine multi use or mixed use. What should be discussed is the frontier discussion taking place in BC regarding ebikes in order the community is able to come to conclusion whether their use is permitted. When this discussion ensues, a number of aspects should be explored including user impacts, user vs. user disproportional impacts, opportunities and expected use. There exists potential to create a case study in EBike use to provide a provincial model for future planning. Given the low grade, well designed trails and the good quality soil, it is doubtful the trails would see any exacerbated impacts from pedelec EBike use.

Provided that the Trail Committee and governing Land Manager(s) are able to determine multi vs. mixed usage, it should then be discussed whether there should be specific signage that denotes directional and/or particular modality usage where safety (sight lines/speed) and/or disproportional disturbance/impact should warrant particular conditional use.

Recommendations for Trail Usage Designation

All trails should be Multi Use, bi-directional, with the following exceptions where high speed MTB usage poses a risk to user safety;

- a) Campbell DH Trail i) downhill only ii) MTB Only
- b) 4 X MTB Course i) downhill only ii) MTB Only
- c) Suffer'n to DQ i) uphill only MTB (no DH MTB) ii) foot traffic permitted both directions
- d) Blue Flamingo i) downhill only ii) MTB Only
- e) She Goes Down i) downhill only ii) MTB Only

Directional and usage sign examples from WMBC in Bellingham WA.



9) Trail Deactivations & Ecological Rehabilitation

Please see section 7.2 for specific detail on Trail Deactivations including mapping.

Considering the sensitive ecology of the bunchgrass ecosystem, all unsustainable recreation activities should be stopped immediately including:

1. moto hill climbing
2. 4 x 4 usage
3. Fall line trail alignment

Rehabilitation of motorized impacts will require significant effort. In some cases, these impacts will not rehabilitate without intervention due to water continually coursing down the fall line impacts.

Total 4 x 4 impact: 3 629m approximate

Total moto impact: 6 206m approximate

An additional deactivation of 1 186m of trails should be conducted in order to avoid potentially hazardous trail crossings and to address user confusion & trail density.

Total amount of trail deactivation & rehabilitation: 1 186m



Motorized hill climbing resulting in ecological impact.

10) Amenities

“Management includes parking, signing, kiosk, maps, barriers to control and direct use, and a clean toilet for customer service.”⁵

The new parking lot (P2 on maps) installed by the City of Penticton is a great start to improve amenities for visitors and residents alike. Recreational use is on the increase in the province and good management accommodates this increased usage with a variety of amenities. It was observed the parking areas were both well used during the field survey. Suggestions for improvement to the parking areas include:

- ✓ Garbage cans
- ✓ Kiosk with overview map
- ✓ Suggested loops on map – hiking & MTB
- ✓ User Code of Conduct
- ✓ Education – Background & Recognition
- ✓ Change Room
- ✓ Toilet

Where this increased recreational usage is not accommodated through on site amenities, symptoms may include strewn garbage, changing in the open and use of ‘open air’ bathrooms.

Kiosks – Essential communication outposts, kiosks should be installed at key gathering points

It is recommended that at minimum, 3 kiosks are installed; 1 at each of the parking lots and 1 at the peak.

There are some excellent staging areas in other recreation areas to follow as an example including:

1. Hartland – Victoria
2. Rose Valley – Kelowna (see pic below)
3. Cobble Hill - Duncan



⁵ Dick Dufourd *Great Trails* (2015) p.3

5.0 Trails Overview

5.1 Distance Summary

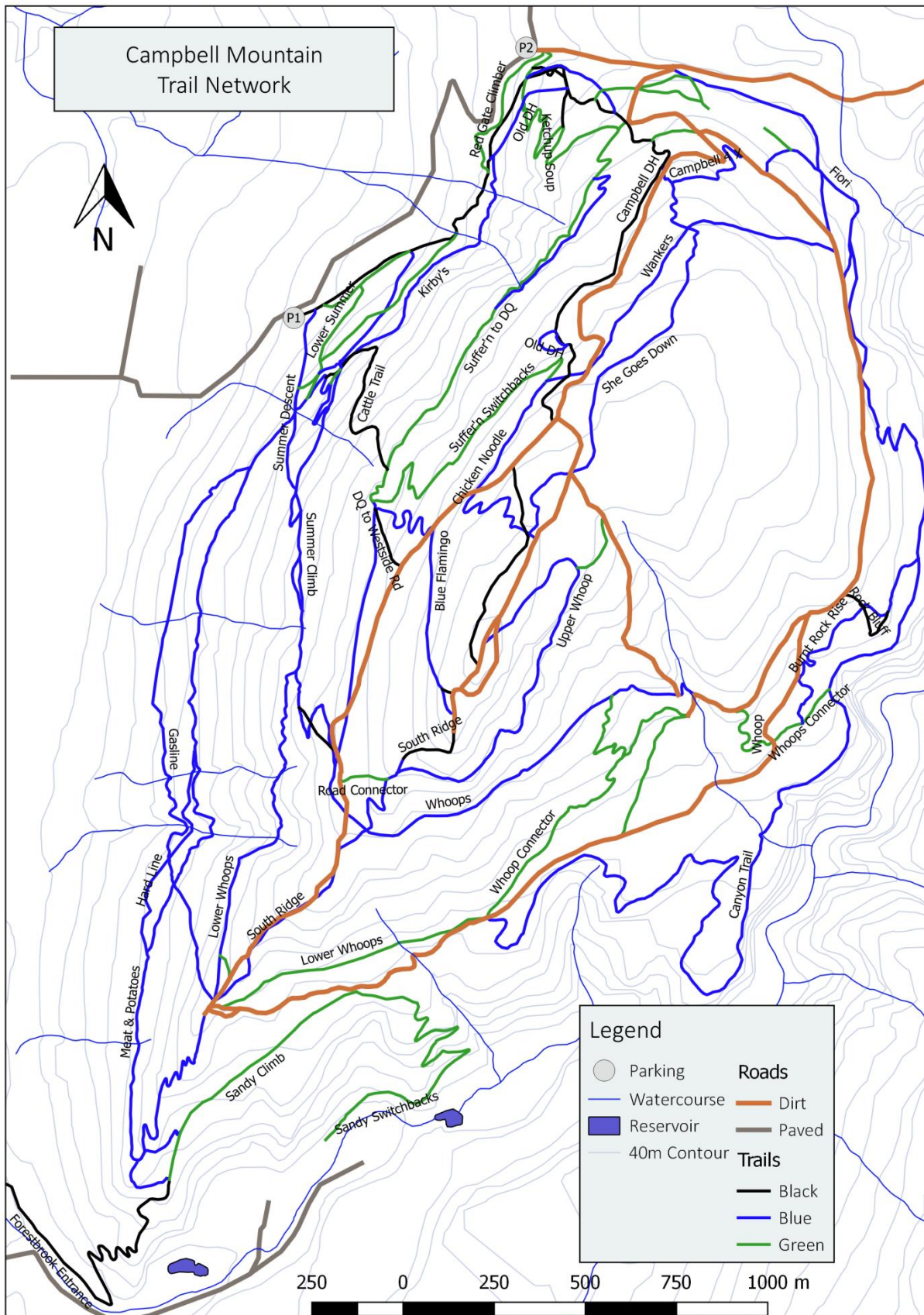
In summary, the assessed Campbell Mountain trail network is comprised of:

Trail Type	Total m
MTB & Multi Use	44 915
Moto	6 206
4 x 4	3 629
TOTAL	54 750

5.2 Trail Distance & Elevation

Trail	Distance m	Elevation m
Forestbrook Entrance	1532	111
Campbell DH	3270	313
DQ to Westside Rd	175	36
Rock Bluff	223	42
Meat & Potatoes	2524	11
South Ridge	2082	289
Lower Whoops	1852	64
Whoops	2132	61
Canyon Trail	3980	63
Fiori	1183	29
Burnt Rock Rise	775	9
Upper Whoop	1292	75
Blue Flamingo	910	115
Kirby's	1176	33
Chicken Noodle	795	50
She Goes Down	1370	113
Campbell 4 X	339	22
Wankers	1030	83
Gasline	1715	78
Summer Climb	1640	159
Summer Descent	1543	199
Sandy Climb	761	64
Sandy Switchbacks	1279	129
Whoop Connector	986	73
Suffer'n to DQ	1383	41
Suffer'n Switchbacks	954	63
Ketchup Soup	1004	34
Red Gate Climber	440	24

Map: Trail Overview



5.3 Usage Recommendations

In section 4.2 Primary Recommendations, it is a priority management task to determine mixed use or multi use (motorized or non-motorized).

Recommendations specific to non-motorized trails:

Although MTB appears to be the highest usage modality on the trails, the trails are also well used by foot traffic including dog walkers, hikers and nature lovers. Unless safety concerns necessitate directional or singular usage, it is recommended all trails should be considered two way multi use to accommodate present non-motorized usership.

Due to design, MTB speed, sight lines and safety concerns for users, the following trails are recommended as single direction trails:

Trail	Distance m	Usage
Blue Flamingo	910	MTB Downhill Only
She Goes Down	1370	MTB Downhill Only
Campbell 4 X	339	MTB Downhill Only
Suffer'n to DQ to Chicken Noodle	1383	Multi Use MTB uphill only
Campbell DH	3270	MTB Downhill Only
TOTAL	8211	

5.4 Property Boundaries

A map that includes property boundary overlays can be found on the next page. The majority of the land is Crown Provincial Land, with a lesser portion to the south and east being municipal land governed by the City of Penticton. The moto track resides fully in municipal land area.

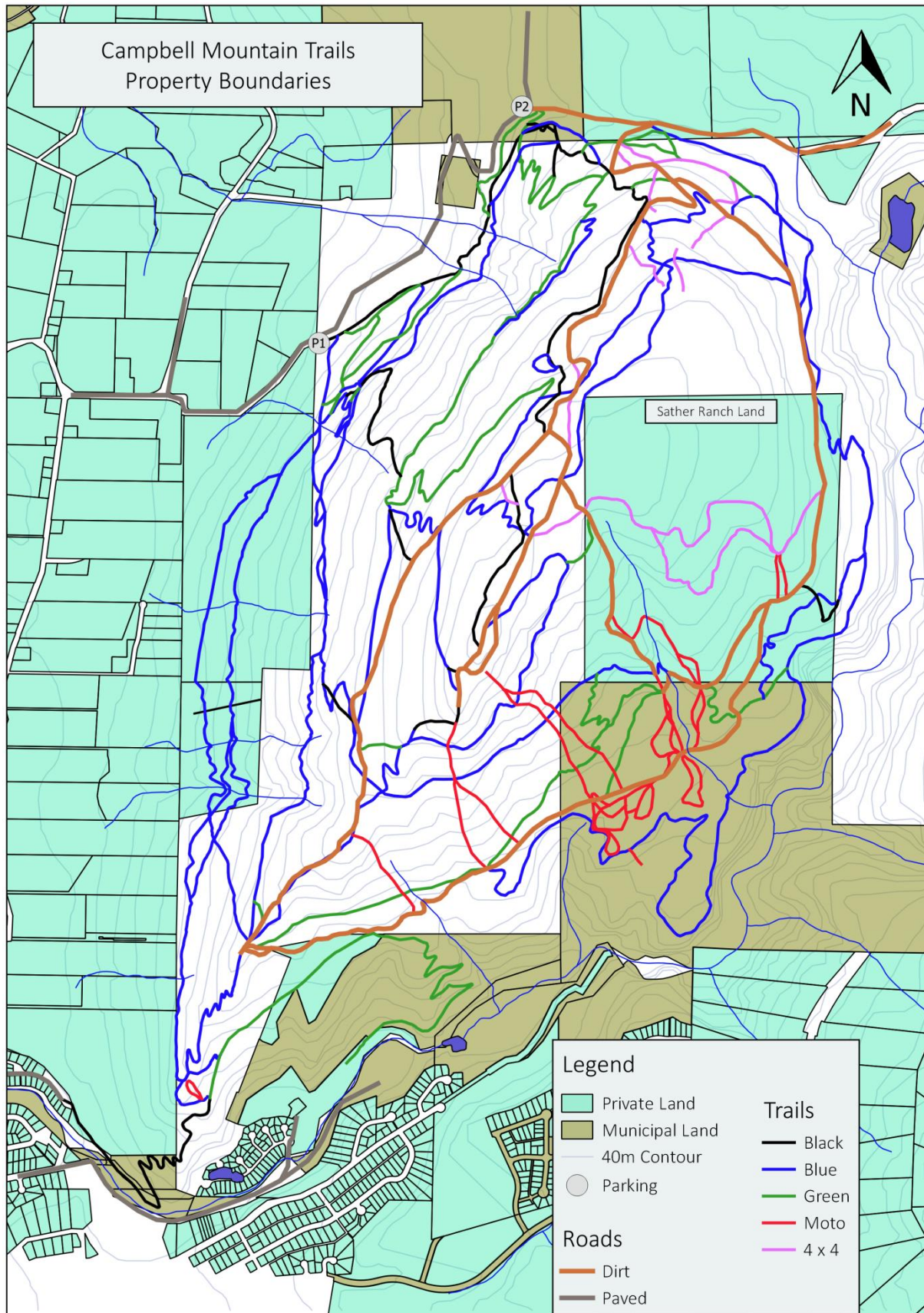
There is 69 hectares of privately owned land of on the eastern slopes. This is primarily grazing lands for cattle and is owned by the Sather Ranch.

This mix of land ownership, government, stakeholders and diversity of users requires a collaborative planning approach to determine future use and accessibility including the necessity of formal agreements, easements or MOUs as required.

Particular trails that pass through private land include:

- Gasline
- Meat & Potatoes
- Canyon Trail
- Whoop Trail
- Burnt Rock Rise

MAP: Property Boundaries



5.5 Trail Classification

The majority of trails within the network are either green or blue due to low grades and generally feature-less trails with the exception of a multitude of jumps and a small amount of TTFs on the Campbell DH trail.

Trails within green, blue and black and will adhere to the defined guidelines within Whistler Trail Standards, including the following definitive principles. Double black diamond (Expert Unlimited) will not be pursued by the Province of BC however, double black features can exist on black diamond trails but must be off the main line and signed as per Schedule F Mtn Bike Trails (see Appendices).

● Green (Easy)

- Gentle climbs, easily avoidable obstacles
- Low gradient
- Small roots
- No drops or jumps
- Maximum climbing grade: 8%
- Maximum grade: 15%

■ Blue (More Difficult)

- Challenging riding with steep slopes and/or obstacles
- Narrow trail
- Max grade: 35%
- Max grade on rock or ramps: 45%
- Max climbing grade: 25%
- Max sustained climbing grade: 10%
- Small jumps
- Table top jumps max height: 2'
- Jumps max height 18"
- Small rollable drops

◆ Black (Most Difficult)

- Long steep climbs
- Steep descents
- Difficult obstacles
- Drop offs less than 1m height
- Maximum climbing grade: 30%
- Maximum sustained climbing grade: 15%
- Maximum grade: exceeds blue
- Table Tops no maximum height
- No gap jumps
- Mandatory air less than 1m vertical

◆◆ Double Black (Expert Unlimited) - Exceeding Most Difficult

Due to the small size of the user group, the Province of BC will not pursue ownership of these trails, however, there may be some of these elements on a trail provided there is a clearly defined alternate route and regulations contained in Schedule F MTB trails are followed.

Campbell Mountain Trails – Classification

Class	Type	Name
MTB/MULTI USE		
Black	Multi	Forestbrook Entrance
Black	MTB	Campbell DH
Black	MTB	Cattle Trail
Black	Multi	DQ to Westside Rd
Black	Multi	Rock Bluff
Blue	Multi	Meat & Potatoes
Blue	Multi	South Ridge
Blue	Multi	Lower Whoops North*
Blue	Multi	Whoops
Blue	Multi	Canyon Trail
Blue	Multi	Fiori
Blue	Multi	Burnt Rock Rise
Blue	MTB	Upper Whoop
Blue	MTB	Blue Flamingo
Blue	Multi	Kirby's
Blue	Multi	Chicken Noodle
Blue	MTB	She Goes Down
Blue	MTB	Campbell 4 X
Blue	MTB	Wankers
Blue	Multi	Gasline
Blue	Multi	Summer Climb
Blue	Multi	Summer Descent
Blue	Multi	Summer Games
Blue	Multi	Harder Line
Green	Secondary Road	Sandy Climb
Green	Multi	Sandy Switchbacks
Green	Multi	Lower Whoops – south*
Green	Multi	Whoop Connector
Green	Multi	Whoop
Green	Multi	Canyon Trail Connector
Green	Multi	Suffer'n to DQ
Green	Multi	Suffer'n Switchbacks
Green	Multi	Ketchup Soup
Green	Multi	Red Gate Climber
Green	Multi	Lower Summer

* for mapping purposes, Lower Whoops was divided into two sections.

6.0 Assessment

A field assessment was conducted April 2018.

A combination of aspects were analyzed including:

- Slope & Landforms
- Soil & Drainage
- Signage
- TTFs

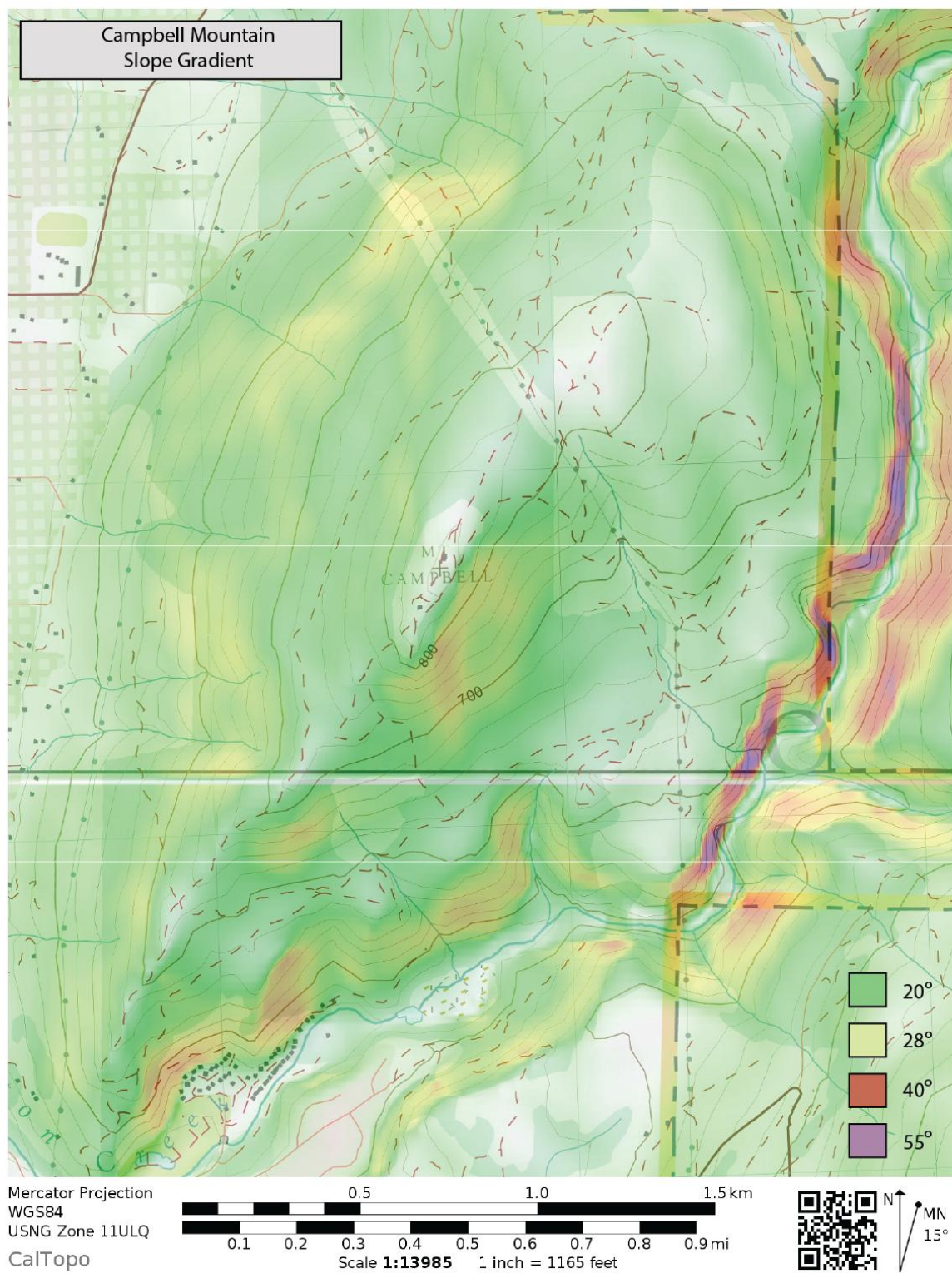
6.1 Slope & Landform Analysis

Campbell Mountain is a relatively low grade mountain with the exception of the southern slopes near the peak and at the southern toe of the mountain. The other area that would be considered intermediate gradient slope ($>20^\circ$) is a band that spans the western slope from 600m elevation to 700m elevation approximate. The mountain slope is gentle nearer the peak. The landscape is featureless, devoid of any technical aspects such as rock bluffs, rock band, cliffs or valleys until reaching the eastern Pentiction Creek rocky canyon.



Campbell Mountain is a generally homogenous landscape of gentle slopes.

Map: Slope Gradient



6.2 Soil Analysis

The B horizon throughout Campbell Mountain is a Clay-Sand loam with the exception of the southern aspect of the mountain which below 650m had consistent results of high concentrates of sand perched above a C horizon of cobble conglomerate.

The mineral dirt horizon was tested using Ministry of Forests “Silviculture Prescription Data Collection Field Handbook” methodology. Classification is based on Agriculture and Agri-Food Canada “The Canadian System of Soil Classification”. The mountain has an easily accessed B horizon below a shallow (<10mm) A horizon of bunchgrass ecology. Building trail in this terrain would be considered exceptionally easy.

The Clay-Sand loam sculpts well and once it hardens is highly resilient. However, dirt work on trails can only happen in the short period after the snow melts when dirt is moist and malleable, before the dry summer. Maintenance can begin again with the return of the fall rains and before freezing temperatures. These windows are short and the maintenance plan must concentrate efforts during these times. Given the lack of technical tread aspects, grades should be kept less than 15% as a guideline, while still applying rolling contour design to any construction.

Where the B horizon is high sand composition, gradient must stay below 5%.



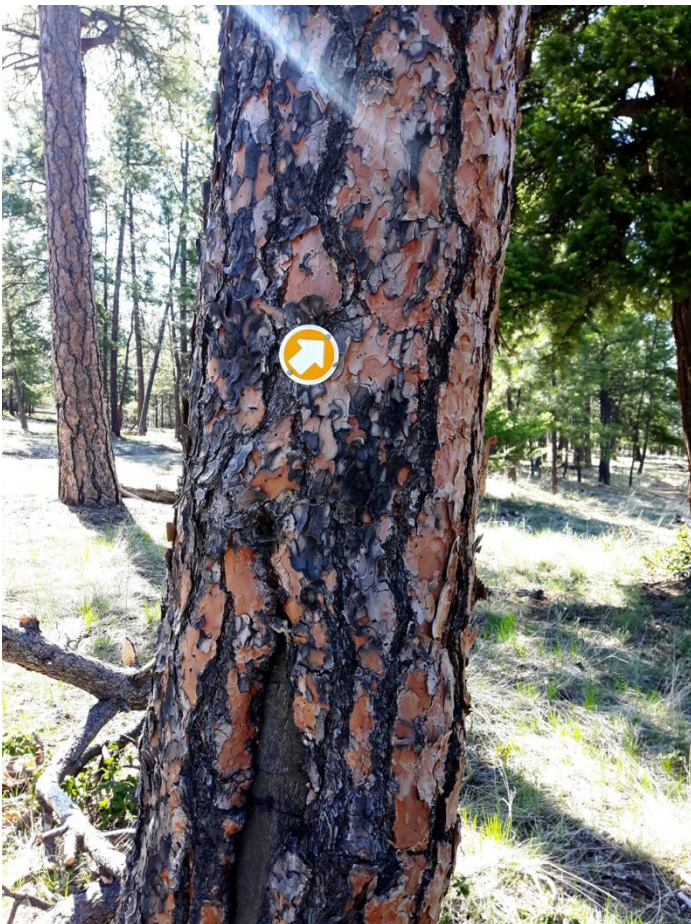
Despite the plasticity and good cohesion principles of the clay-sand loam found on the majority of the mountain, without the technical tread aspects of roots and rocks, it is susceptible to erosion from concentrated water flows as evidenced in the rills above, particularly when trails fail to utilize rolling contour design.

6.3 Signage

Currently, there is very little signage on Campbell Mountain beyond a series of orange arrows to direct ascending traffic to the peak from Suffer'n to DQ and up the Suffer'n Switchbacks. There also exists a 'Private Property – No Trespassing' sign at the northern extent of Sather Ranch land at the entry point on the service road.

Given the density of trails near both primary entry points (P1 & P2), wayfinding signage would greatly improve the user experience and alleviate the safety concern of traffic accidentally finding themselves climbing the DH track from both P1 & P2.

It is recommended that a signage plan is created as soon as possible in order to mitigate risks, fulfill regulatory requirements outlined in Schedule F Mtn Bike Trails (see Appendix) and to improve user experience with the posting of wayfinding signage, trail head signage and kiosks. Signage at kiosks serves as educational outreach to inform users on the history of the mountain, potential land use issues, code of conduct, ecological impacts, choice of routes (green, blue, black), how to get involved in stewardship opportunities and key contact numbers.



(L) Orange directional arrows provide wayfinding for the climbing route to the peak.



(R) No Trespassing signage at northern entry point into Sather Ranch Land on service road.

6.4 TTF Assessment

Refer to following maps 1) MAP: Campbell Mountain TTFs 2) MAP: TTFs Enlarged

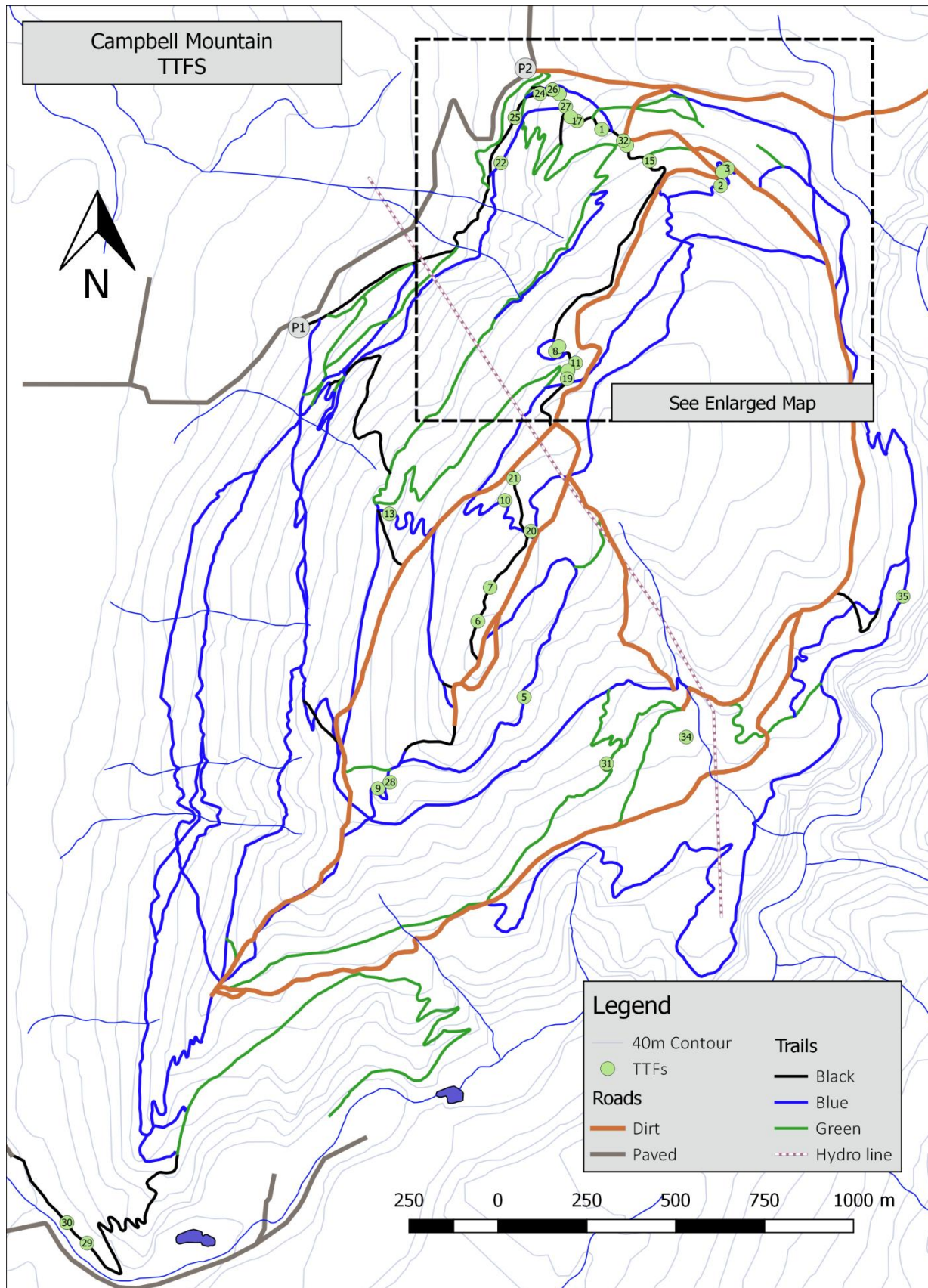
Priority: 1) Hazard 2) User Experience

POI	Name	Description	Recommendation
Hazard			
5	log drop	1m height - optional drop on side of trail	Needs signage – black feature on blue trail.
8	ladder roll	15m long with shingle surface. Dimensional wood. 18"w x 31" h	Replace in 2 to 3 years estimate.
9	log drop	< 1m	Remove or needs signage – black feature on blue trail.
10	old TTF	Expired	Dismantle & remove
22	Wooden Ramp	Expired decking – removed on site.	Rebuild or no action required.
21	Old TTF	Aged structure. Bad Dynamics.	Remove or rebuild to professional standard.
23	Old TTF	Expired.	Remove.
25	gap	Small gap on main line.	fill gap
26	jump	Poor quality build - logs with fill on top.	Rebuild to professional standard.
27	small gap		fill gap
28	jump	>1m vertical mandatory air. Precise landing btwn trees. Jump is optional.	Remove or sign as double black for liability reasons.
29*	Ladder	Short ladder over log – poor construction.	Remove or rebuild to professional standard.
30*	2 small gaps	Small gaps on side of trail.	Fill gaps.
31	Log Rollover	25cm exceeds 10cm height of embedded obstacles as per Whistler Trail Standards.	Remove or build up area before/after log with dirt to comply
32	Small gap	On mainline.	Fill gap.
34	40' moto sender	Fade away landing	City needs to determine risk tolerance.
35	Old TTFs	Two teeter totters.	Dismantle & remove
Improve User Experience			
1	2 small jumps	< 1m vertical mandatory air. small lips with fade away landings	No action required
2	15ft table	4X course	resculpt lip
3	8ft table	4X course - good condition	needs shaping on takeoff lip
4	8ft table	4X – sunken dirt.	needs rebuilt lip & landing
6	jump	< 1m vertical mandatory air, 10" lip	No action required
7	jump	< 1m vertical mandatory air, 8" lip	No action required
11	rock drop <1m	Optional feature	Landing needs sculpting
12	rock roll down	Optional feature. 1' wide, 30" high	Wooden plank needs rebuilt to standard.
13	roll drop	Has bypass. Has dirt ramp roll down. < 1m	No action required
14	small jump	20" lip	No action required
15	small jump	< 1m vertical mandatory air	No action required
16	small jump	< 1m vertical mandatory air	No action required
17	small jump	< 1m vertical mandatory air	No action required
19	stump jump	< 1m vertical mandatory air	No action required
20	TTF	12" wide 15" high plank jump	No action required
24	2 small jumps	<1m vertical mandatory air, 15" lips	No action required
33	Small jump	Dirt skim over buried logs.	Rebuild to professional standard.

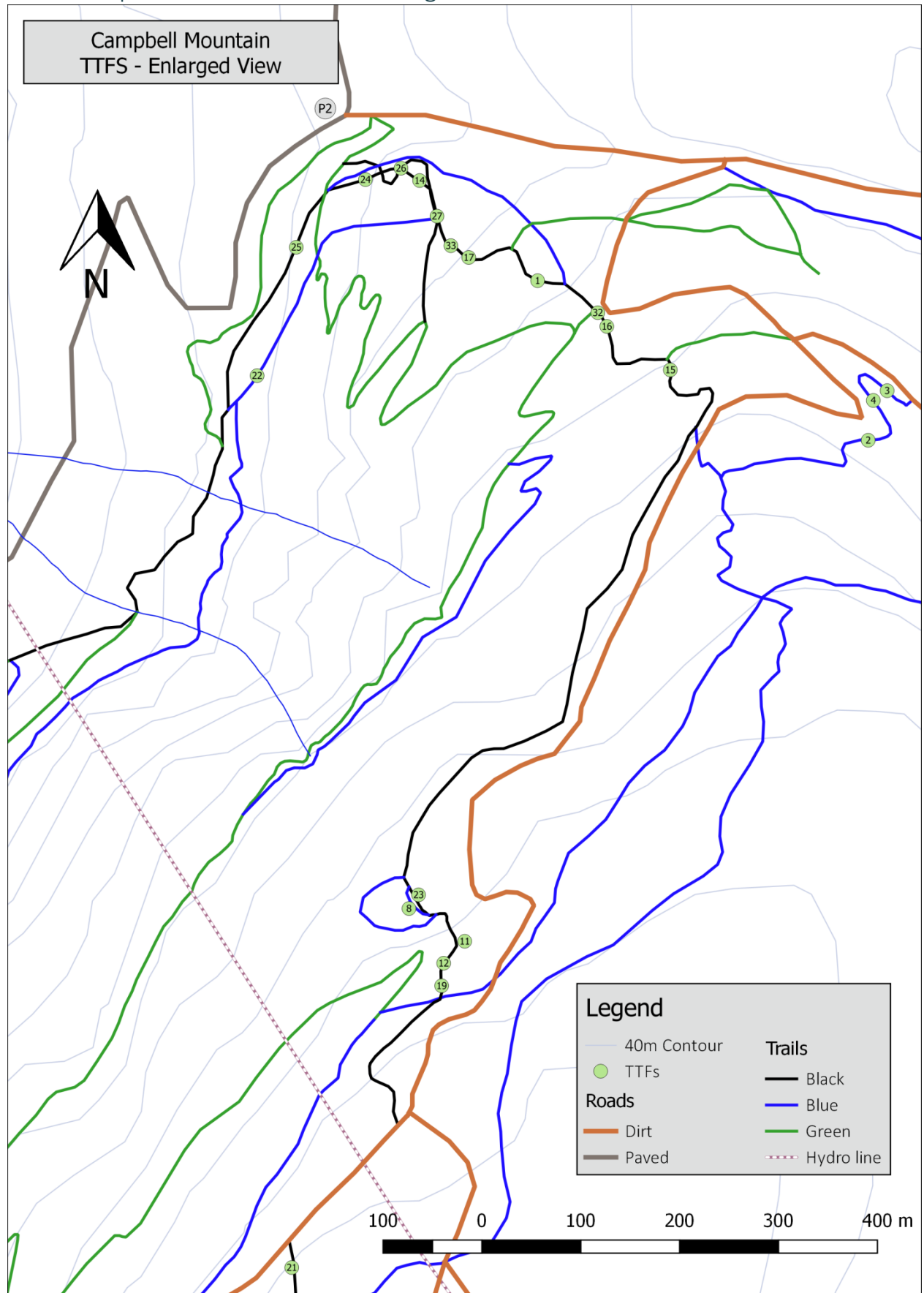
* Municipal Land

MAP: Campbell Mountain TTFs

See enlarged map on following page.



MAP: Campbell Mountain TTFs – Enlarged View



7.0 Trail Improvements

The following recommendations are made to improve the current state of the Campbell Mountain trail and fulfill the Provincial Trails Strategy to create a “world renowned trail system”. It is important to be cognisant of the context of the Campbell Mountain trail network in relation to the more technical Three Blind Mice network; Campbell Mountain trail network is a relatively low risk, easily accessed and less committing riding area (shorter rides, less technical, easily navigated).

Please refer to MAP: Improvements following this section.

7.1 Future Improvements

1. Green Trail – POI 1

The necessity for a true green MTB trail was specifically noted by current PACA President Laura Harp. Suffer'n to DQ does satisfy the opportunity for a green ascent (with some minor modifications outlined in 2. below) however; a true green descent for MTB use does not exist. Potential for a new green descent could be planned at any of several junctures off the powerline and follow the powerline corridor and adjacent forested areas. This would take very little planning and could be easily implemented.

2. Green Climb – POI 2 & POI 3

Suffer'n to DQ is 98% within the green classification however, there are two sections that require a small realignment to lower the gradient within the green parameters. POI 2 is a short section of approximately 10m with a sustained grade of 16 – 21% which can be easily realigned to lessen grade. POI 3 - on the upper climb Chicken Noodle there is a sustained section of 20% for 20m which can be easily realigned to lessen grade to 8% sustained (green) or to 10% sustained (blue). Both realignments can be easily hand built and must utilize rolling contour technique. Should these improvements be implemented, the old section of trail should be rehabilitated.

3. Campbell DH Trail – POI 4

Currently, the jumps on this trail are inconsistent and fail to attain professional build standards with what would be considered sub-par methods (skim of dirt over logs, irregular lip trajectory, etc.). It is recommended that a professional builder is hired to create professional quality jumps with the potential of blue jumps beside black jumps. Gap jumps need to be eliminated or follow Schedule F Mtn Bike Trails regulatory requirements (off mainline, signed appropriately).

Given the progressive nature of the vision of this trail, it is an opportunity to rebuild or add new TTFs. Existing wooden TTFs should be rebuilt to professional standards and aged or decrepit structures removed (see section 6.4-TTFs). Additional TTFs could be constructed to provide advanced MTB opportunities. The trail provides easy access from the Tower Road for delivery of material and machine access.

4. South Side Access – **POI 5**

Access from the south side is currently through private property using Forestbrook Drive in order to access Campbell Mountain recreation area through trails on municipal land. Assessing usage from the heat map in the Appendices, it is evident that access from Forestbrook Drive is being heavily used. Without a formal agreement or easement for use, this could lead to conflict with current land owners. Potential does exist to either circumvent the private property boundary by creating a trail on municipal land on the northern bank of Penticton Creek that merges into existing trails outside of private property or to build a new bridge over the creek or utilize an existing bridge and provide access off Penticton Avenue. All of these options would require further investigation to determine the ideal solution. Should these options fail to provide solution, accessibility could be explored at the eastern end of Ridgedale Ave however, this may not fulfill efficient means by local residents who utilize Forestbrook access from an efficiency standpoint.

5. 4 Cross MTB Course – **POI 6, 7, 8**

This is a tremendous asset lying dormant, constructed approximately 20 years ago and in aged but repairable shape. With a top coat of dirt and proper shaping of existing table tops and berms, this is a 'low hanging fruit' project that would provide a dynamic skills building opportunity at an easily accessed point low on the mountain (POI 6). Phase 2 could utilize the area above the existing 4 x course to extend the course. It is the ideal landscape for an upper extension to create a world class 4 Cross MTB Course for future community events and as an outdoor training facility (POI 7). It is recommended that a professional builder experienced building jumps and berms is hired to make these improvements using a small excavator. An additional option is to create a low grade climbing access to the east of the 4 X MTB Course (POI 8).

6. Skills Park – **POI 9**

A skills park should be considered that is easily accessed on the lower mountain. The logical place for this would be below the 4 X MTB Network. The Skills Park could include drops, jumps, a pump track and any combination of low level TTFs. This could be an important aspect of skills development for beginner/intermediate MTB riders to acquire skills to graduate to more challenging trails while lessening chance of injury. It is recommended a professional designer and/or builder is utilized in outlaying and constructing the skills park should it be pursued. Signage, inspection and maintenance (including maintenance/inspection records) is essential in liability mitigation of a skills park.

7. Flow Trail – **POI 10**

PACA has expressed interest in the addition of a flow trail underneath the powerlines. This could feed into the lower green flow trail as proposed in the earlier recommendation with the upper section being blue (or green), pending determination within the Trail Committee and Land Manager. It should be noted the exposure to the elements and the current water erosion that is occurring under the powerlines (primarily caused by the fall line powerline access road) and how this could affect maintenance requirements of a new trail and additional construction costs which could include culverts and ditching. This option should be professionally assessed before pursuing.

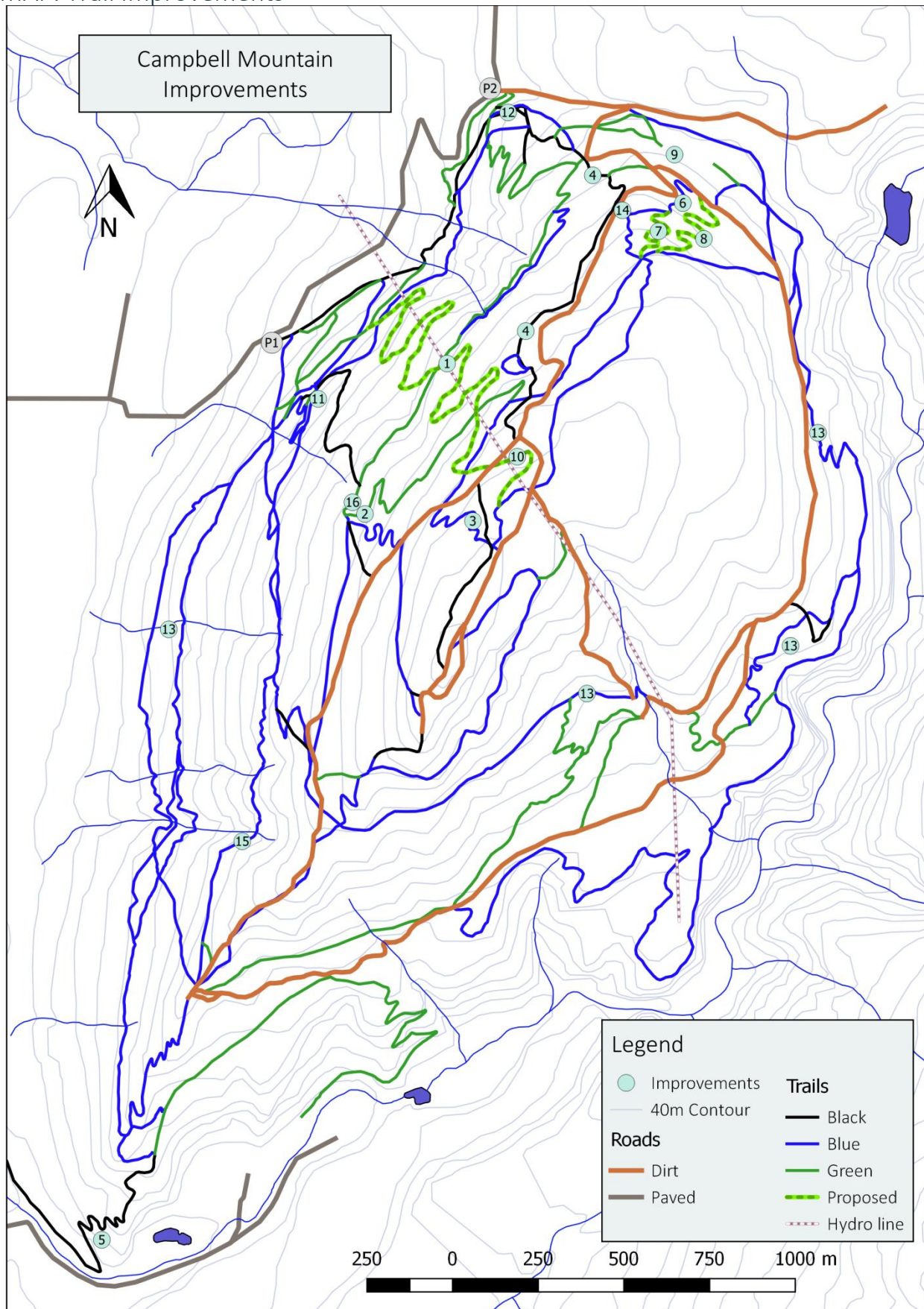
8. Clarification of Trails – **POI 11, 12**

There are a number of confusing junctions particularly around primary access points. Superfluous sections of trail should be deactivated and primary routes clarified including clear signage. Specific deactivations are provided in the following section Deactivation & Rehabilitation.

9. Mountain Loop – **POI 13**

Laura Harp, PACA President, expressed the importance to secure passage through public and private lands to ensure future use of trails that circumnavigate the mountain. The requirement is to secure passage through agreements/MOUs or easements. A full loop around the mountain is a very attractive opportunity for all recreational users. This would also secure access to Canyon Trail, a destination in itself considering the breathtaking scenery.

MAP: Trail Improvements



POI: Trail Improvements

Please refer to MAP: Campbell Mountain Improvements

IMPROVEMENTS	
POI	Description
1	Potential new green trail. 1.9km
2	Realign 10m
3	Realign 20m
4	Jumps - rebuild
5	South side access
6	Repair existing 4 X course
7	4 X Extension 350m
8	Climb to 4 X 500m
9	Skills Park
10	Upper Flow Trail 600m
11	Confusion - Trail Density P1
12	Confusion - Trail Density P2
13	Private Property
13	Private Property
13	Private Property
13	Private property
*14	Slow hi speed traffic onto road
15	repair 25m Cattle damage
16	Seep – requires 3m bridge

*currently, traffic from 'She Goes Down' traverses road at perpendicular high speed-see below pic.



7.2 Trail Deactivations, Rehabilitation & Realignment

Deactivation of 1 186m of trails should be considered in order to avoid potentially hazardous trail crossings and to address user confusion & trail density. For example, the climbing access from both P1 & P2 merges onto the Campbell DH track, and is particularly dangerous for users who are unfamiliar with the area and may be completely oblivious they are climbing the DH trail due to lack of directional signage. Deactivations are recommended to address these safety issues combined with clear signage (do not enter, downhill traffic only) and clear wayfinding signage for the climbing route. Other deactivations address unsustainable alignments and will lessen user confusion.

Total amount of trail deactivation & rehabilitation: 1 186m

POI: Trail Deactivations, Rehabilitation & Realignments

POI – please refer to maps on the following pages;

MAP: Trail Deactivations next page and MAP: Trail Deactivation Close Up

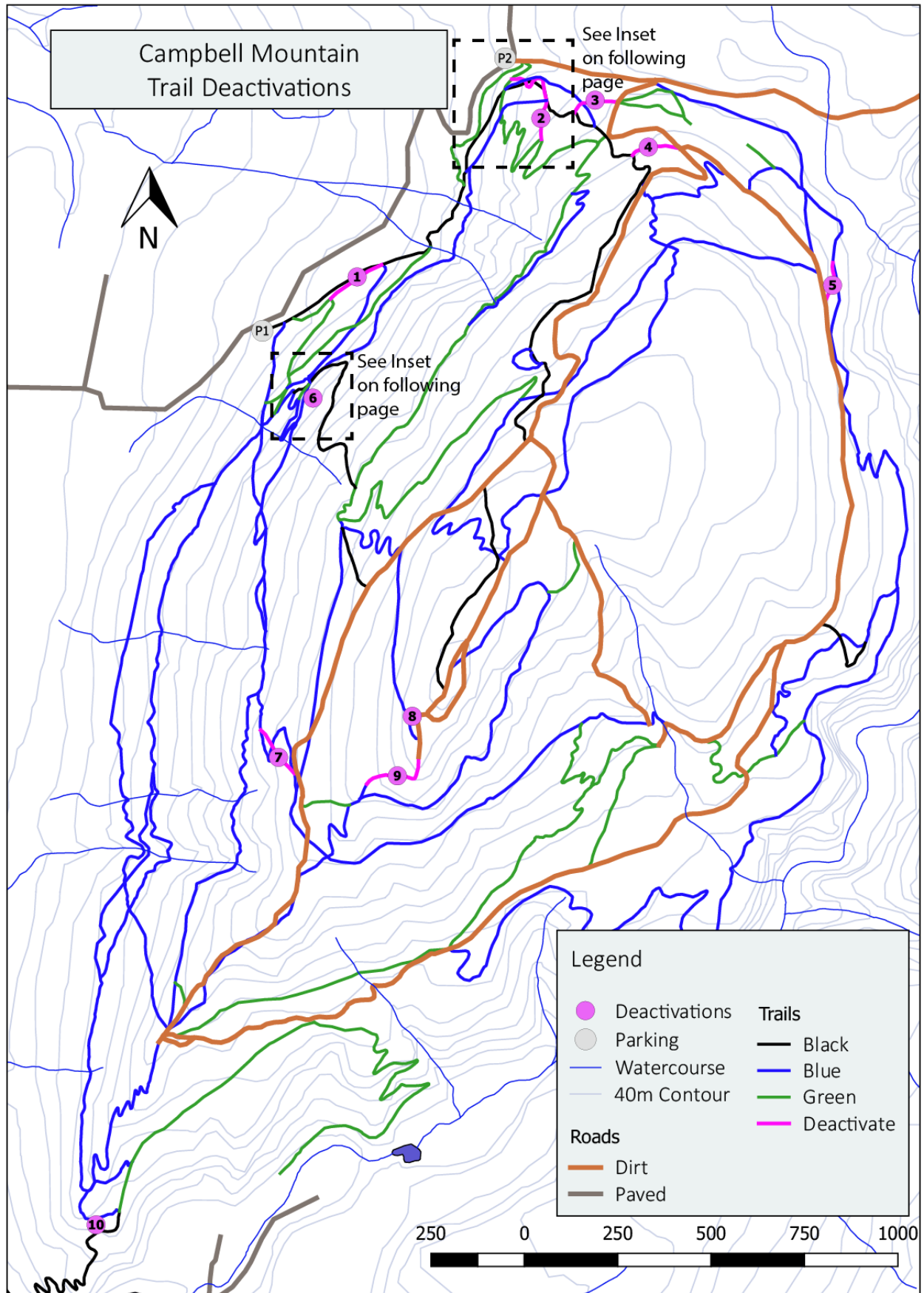
POI	Prescription	m
1	Deactivate & Rehabilitate	164
*2	Deactivate & Rehabilitate	272
3	Deactivate & Rehabilitate	130
4	Deactivate & Rehabilitate	136
5	Deactivate & Rehabilitate	107
*6	TBD	TBD
7	Deactivate & Rehabilitate	148
8	Deactivate & Rehabilitate	32
9	Deactivate & Realign	197
10	TBD	TBD
	TOTAL m	1186

**See following MAP: Trail Deactivations – Close Up*

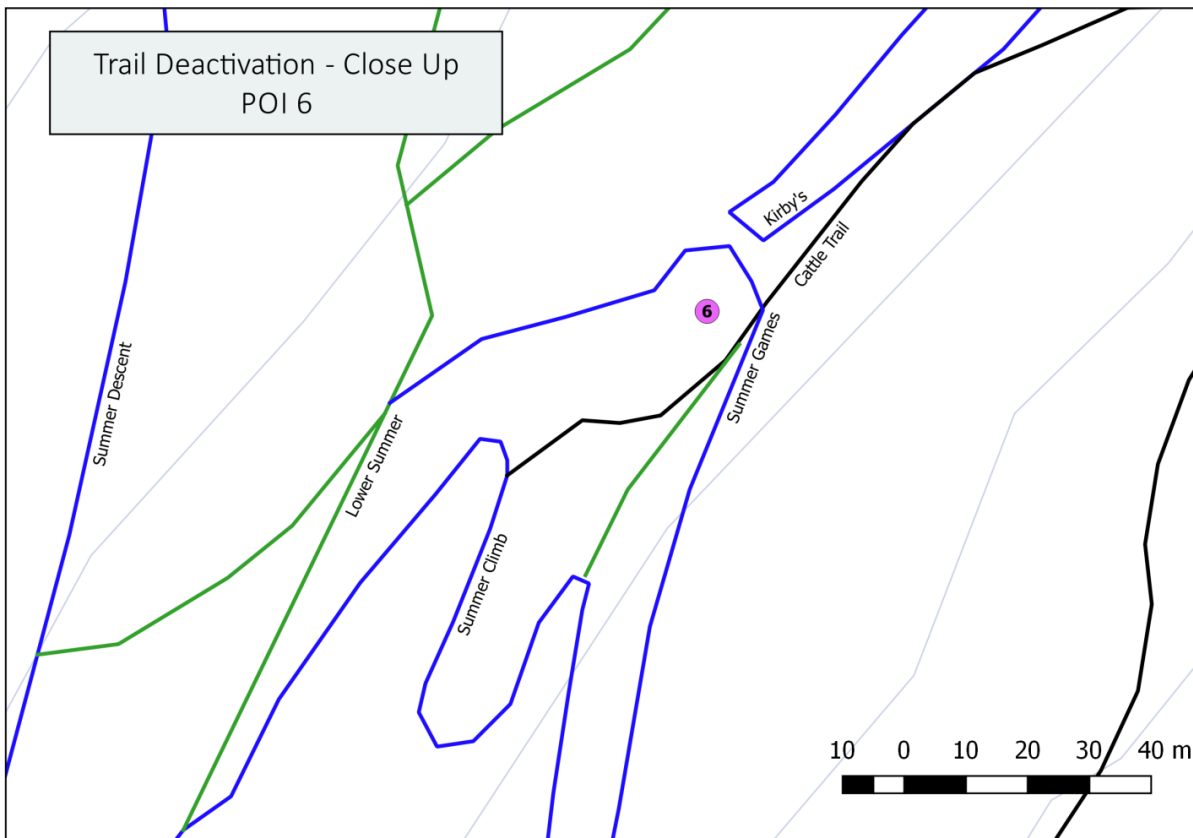
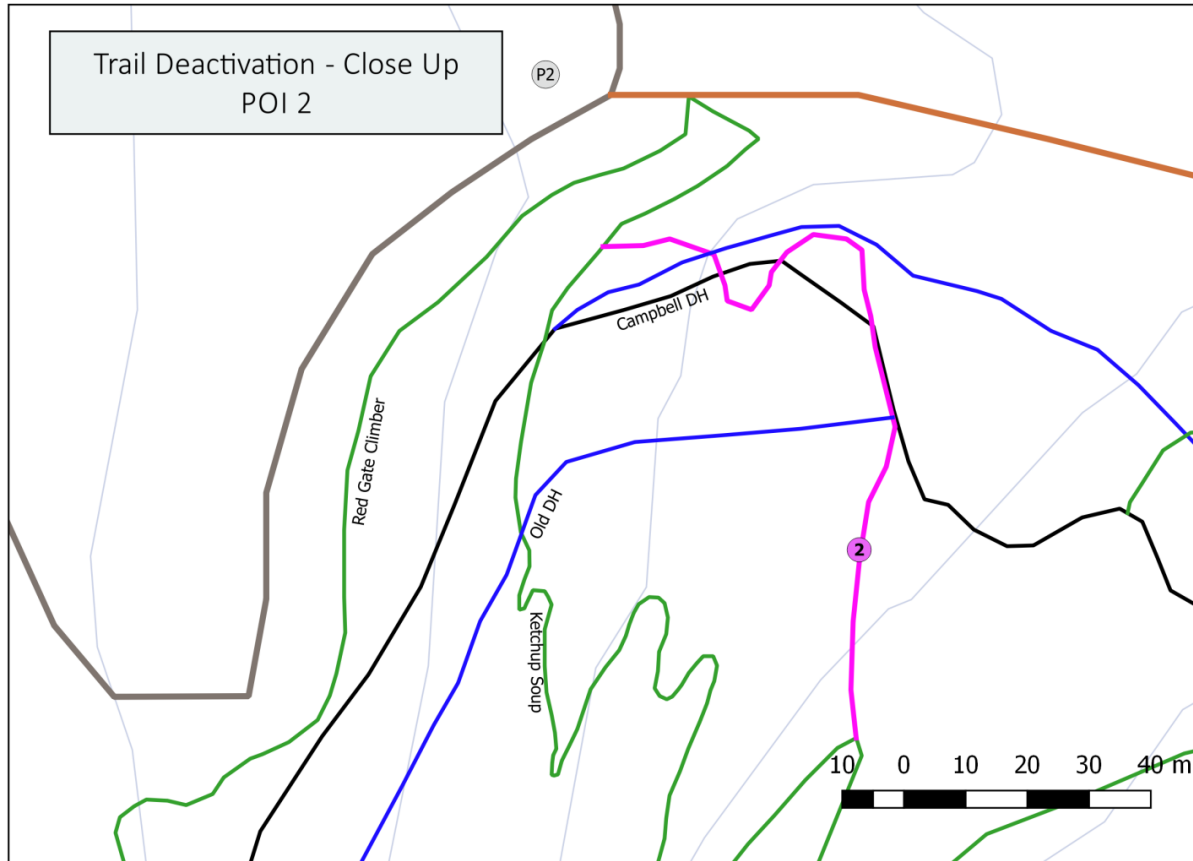
POI 6 – This area is a confusing juncture of multiple trails. This would be an ideal task for the trail committee to determine if deactivations are required or if all trails are functionally required. At the very least, the area requires clear and concise signage and perhaps even a strategically placed kiosk.

POI 10 – Pursuit of a solution for south side access needs to be determined (see section 7.1) before a prescription for this steep and eroded 50m section can be implemented.

MAP: Trail Deactivations



MAP: Trail Deactivations Close Up



8.0 Phased Improvements

The following pages provide recommendations for tasks and estimated projected costs. These figures are a professional estimate based on the scope of work recommended and the prescription outlined within this planning document. These estimates may or may not be applicable should alternate prescriptions, scope of work or other planning methods be determined by Ministry of Forests or another third party. This quote is for estimation purposes and is not a guarantee of cost for services. Actual cost may change once project elements are finalized or negotiated with contractor. These estimates may not reflect actual costs should the cycling association or other stewardship groups take on or contribute in-kind to the specific project.

It is recommended an experienced trail builder is employed for any projects – this may or may not be the lowest price. The goal should be to achieve the best *value* which is comprised of both *price* and *quality*. Potential savings may be gained when the entirety of work is negotiated with a single contractor. Costs may or may not be affected by contract conditions and timelines negotiated with the construction company.

All aspects of construction need to be defined and negotiated during the tender selection process and will determine final costs.



On site bridge construction by Trail Holistics partner contractor.

8.1 Schedule & Cost Projections

YEAR 1			
<p><i>Year 1 will focus on establishing a foundation from which to build upon from a management perspective. Priority will be to create MOUs/Agreements and determine management roles. Establishing key partnerships and working groups will create the capacity to implement future recommendations. Stakeholder input is critical to determine the best way forward.</i></p> <p><i>Initiating some improvements in the first year will start critical momentum and establish process.</i></p>			
TASK	DETAIL	COST ESTIMATE	
MANAGEMENT TASKS		Low	High
MOUs/Agreements/Easements	Enter into discussions with First Nations & Land Owners including Sather Ranch, City of Penticton and Provincial Government. Determine recreational use on private lands.		
Trail Committee	Form a trail committee of stakeholders. Form NGO if required		
Stakeholder Engagement	Meeting(s) with all stakeholders. Create technical working group if required.		
Determine Usage - Multi Use or Mixed Use	Motorized or non-motorized. Ebike?		
Determine Trail Usage Designation	Single use/direction recommendations.		
Maintenance Plan	Trail Committee to create schedule/tasks; reporting & inspecting.		
Signage Plan	Risk management, wayfinding, trailheads.	\$5,000.00	\$6,000.00
TRAIL SPECIFIC TASKS			
Deactivations	<i>refer to MAP: Deactivations</i>		
Deactivate POI 2	272m	\$1,500.00	\$2,500.00
Deactivate POI 3	130m	\$500.00	\$1,000.00
Deactivate POI 4	136m	\$500.00	\$1,000.00
Improvements	<i>refer to MAP: Improvements</i>		
Green Climb	Realign POI 2 & POI 3	\$2,500.00	\$4,000.00
Lower Whoops	Repair POI 15	\$300.00	\$500.00
Bridge 3m	POI 16	\$2,200.00	\$3,500.00
Trail Exit onto road	POI 14 - Realign	\$700.00	\$1,200.00
Risk Management			
Campbell DH	Address gap jumps & TTFs as determined, remove or fill as determined.	\$10,000.00	\$20,000.00
TTFs - wooden	Remove aged structures	\$5,000.00	\$10,000.00
TOTAL YEAR 1		\$28, 200.00	\$49,700.00

Schedule & Cost Projections, con't

YEAR 2			
<i>By year 2, management roles should be established in technical working group to streamline process to take on larger tasks.</i>			
TASK	DETAIL	COST ESTIMATE	
MANAGEMENT TASKS		Low	High
Maintenance Plan	Initiate		
Trail Committee	Quarterly or monthly meetings to determine evolving task priority.		
Public Engagement	Survey - gather public input		
	Open House - present plan		
Signage	Implement signage plan: print signs and install.	\$6,500.00	\$10,000.00
Amenities	Parking facilities - kiosks, washroom, change room, etc. as determined	\$18,000.00	\$45,000.00
SLOPE REHABILITATION			
Moto Hill Climbs 6206m	Deactivate & rehabilitate	\$28,000.00	\$60,000.00
4 x 4 Hill Climbs - 3629m	Deactivate & rehabilitate	\$20,000.00	\$36,000.00
TRAIL SPECIFIC TASKS			
Deactivations	<i>refer to MAP: Deactivations</i>		
Remaining deactivations	As determined. POI 1, 5, 7, 8 ,9	\$3,500.00	\$7,500.00
Improvements	<i>refer to MAP: Improvements</i>		
4 X track POI 6	Revitalize & reshape existing course.	\$8,000.00	\$15,000.00
Clarify confusion	POI 11 MAP: Improvements	\$2,500.00	\$4,500.00
Campbell DH	Rebuild jumps.	\$12,500.00	\$40,000.00
Planning			
Skills Park	Determine budget & planning		
New Green Trail descent	Determine budget & planning		
Southside Access	Feasibility study and plan of action.		
TOTAL YEAR 2		\$99, 000.00	\$213,500.00

Schedule & Cost Projections, con't

YEAR 3			
TASK	DETAIL	COST ESTIMATE	
MANAGEMENT TASKS		Low	High
Maintenance Plan	Annual implementation - ongoing.		
Trail Committee	Quarterly meetings or as required.		
Public Engagement	Reporting as required.		
Amenities	Determine ongoing requirements.	TBD	
SLOPE REHABILITATION			
Complete remaining tasks.	Rehabilitate motorized climbing impacts.	TBD	
TRAIL SPECIFIC TASKS			
Improvements	<i>refer to MAP: Improvements</i>		
Skills Park POI 9	Contractor RFP.		
	Construct.	\$20,000.00	\$45,000.00
Green descent 1.9km POI 1	Contractor RFP.		
	Construct.	\$19,000.00	\$50,000.00
Planning	<i>refer to MAP: Improvements</i>		
Upper Flow Trail 650m POI 10	Determine budget & planning		
Upper 4 X & 4 X Climbing trail POI 7, 8	Determine budget & planning		
Southside Access POI 5	Determine feasibility		
TOTAL YEAR 3		\$39,000.00	\$95,000.00

Schedule & Cost Projections, con't

Year 4			
TASK	DETAIL	COST ESTIMATE	
MANAGEMENT TASKS		Low	High
Maintenance Plan	Annual implementation - ongoing.		
Trail Committee	Quarterly meetings or as required.		
Public Engagement	Reporting as required.		
TRAIL SPECIFIC TASKS			
Improvements			
Upper Flow Trail - 650m POI 10	Contractor RFP.		
	Construct.	\$9,750.00	\$16,250.00
Upper 4 X - 350m POI 7	Contractor RFP.		
	Construct.	\$8,500.00	\$15,000.00
Southside Access POI 5	Determine		TBD
Planning			
Determine Future Requirements			
TTF Construction	Determine parameters & budget.		
TOTAL YEAR 4		\$18,250.00	\$31,250.00

Year 5			
TASK	DETAIL	COST ESTIMATE	
MANAGEMENT TASKS		Low	High
Maintenance Plan	Annual implementation - ongoing.		
Trail Committee	Quarterly meetings or as required.		
Public Engagement	Reporting as required.		
TRAIL SPECIFIC TASKS			
Improvements			
4 X Climbing Trail - 500m POI 8	Contractor RFP.		
	Construct.	\$5,000.00	\$10,000.00
TTF Construction – Campbell DH	Contractor RFP.		
	Construct as determined.	\$10, 000.00	\$25,000.00
Planning			
Determine Future Requirements	New development?		
Determine Future Planning	Create next 5 year plan		
TOTAL YEAR 5		\$15,000.00	\$35,000.00

8.2 Construction Guidelines

This section serves to provide an overview of guidelines and best practices for any future construction including repair, realignment or new trails.

- The use of rolling contour design is critical in water dispersion and therefore long term sustainability with minimal maintenance.
- Grade reversals and outslope should be implemented where possible.
- Turn radius of corners needs to accommodate 2 way usage on bi-directional trails.
- Climbing corners⁶ are the preferred prescription over switchbacks⁷ where possible.
- Any switchback will require a lower arm retainer using either rocks or large logs
- Rider speed should be managed with design when approaching corners (upslope, chokes, etc.)
- Avoid the fall line for any sustained length⁸

Considerations

User impact and water erosion can cause unnecessary or avoidable impact if not managed properly through appropriate design.

Modern trail design principles minimize user impact by incorporating the following considerations:

- a) sight lines
- b) gradient
- c) flow
- d) turn radius
- e) speed control

Well constructed trails mitigate water erosion through effective water dispersion techniques created in the construction phase including:

- a) grade reversals
- b) outslope
- c) rolling contour design
- d) avoidance of riparian and ephemeral channels

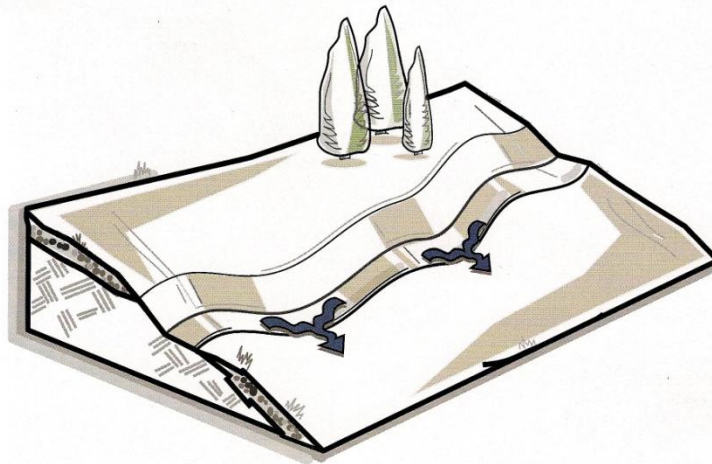
⁶ IMBA "Building Sweet Singletrack" p. 150

⁷ IMBA "Building Sweet Singletrack" p. 152

⁸ IMBA "Building Sweet Singletrack" p. 60

Rolling Contour Design

Rolling contour design principles are to be implemented in construction. A rolling contour trail is characterized by a gentle grade, undulations called grade reversals, and an outsloped trail tread.⁹



Contractor

A professional contractor should be considered to implement future improvements. They should be adaptable in their approach and familiar with the implementation of modern, sustainable building techniques.

Hand built trails will minimize site impacts through machine use. Machines should be used only when necessary dependent upon the prescription and special care should be taken to minimize construction impacts at all times.

The chosen trail building company should be experienced and knowledgeable of trail construction that best serves the needs of identified users and understand the particular soil aspects of the area.

Trail Holistics is able to provide recommendations for experienced trail building companies on request.

⁹ IMBA "Building Sweet Singletrack" pg 56

8.3 Trail Type

In general, trail type ranges from narrow, hand built and primordial at one end of the spectrum, to wide, machine built and manicured at the other (see Figure 1 below). Determining the ideal trail type for a particular area is dependent upon many factors including, but not limited to usership, visioning, site accessibility, soil and terrain. Trail type should also consider the capacity to maintain and the Limits of Acceptable Change (LAC) concept (see following page). Trail type will directly relate to future maintenance requirements. Trails on Campbell Mountain are narrow, hand built and relatively low grade with limited sculpting. Trails are very smooth with virtually no rock or roots.

Topographical aspects, including water courses, landforms, soil and slope are key considerations when determining appropriate trail type for a particular area. Soil type is a paramount geophysical aspect that needs priority consideration when determining gradient, width, and the design of the finished tread. Some soils sculpt well and are very resilient (clay loam), while other soils are less resilient (sand/silt). Soil type can differ from one part of the mountain to the other and should be considered when determining what type of trail is appropriate in a specific area. As related to design of the finished tread, soil composition will greatly affect maintenance requirements. For example berms & rollers require more maintenance while raw technical trails require less. There is a tipping point in which the combination of soil type combined with steep and/or sustained gradient will eventually render a trail unusable should the design not harmonize with these localized aspects, eventually eroding past the point of no return. Tread composition (of which soil is a key component) relates directly to long term resiliency. The overarching goal is to harmonize design with the existing geotechnical aspects of the particular terrain to maintain a balance that considers the environmental (including climatic), social and economic aspects, ultimately fulfilling the vision of long term sustainability.

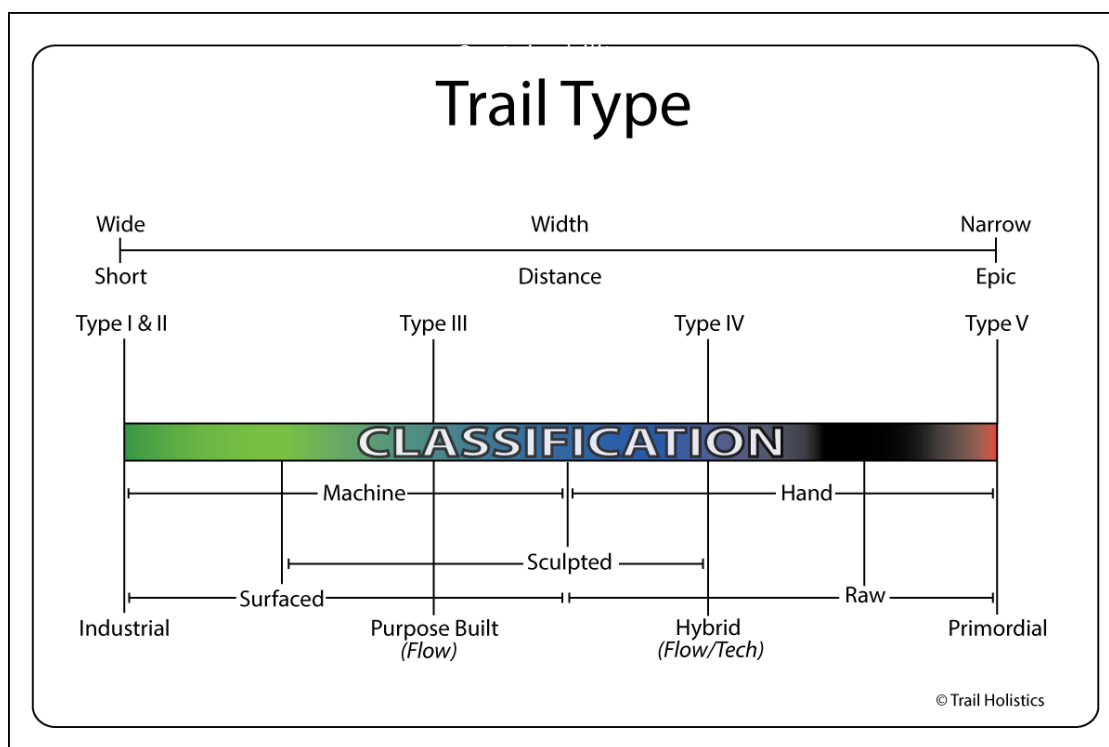


Figure 1: The above chart graphs the potential varieties of different trail types.

8.4 Trail Type Recommendations

Based on regional factors, recommendations for low grade (<15%), narrow, hand built trails is prescribed for any reroutes, bypasses or future development (Type IV). However, recommendations for improvements to the constructed jumps on the Campbell DH trail and the Campbell 4 X track, should they be implemented, will require a machine (Type III).

From Whistler Trail Standards:

Type III

- Unsurfaced single track
- May be machine built
- 50-70cm width on native soil

Type IV

- Unsurfaced single track
- Hand built
- 30-50cm tread on native soil, sometimes rough terrain



An example of a Type III rolling contour design which can be either hand built or machine built.

8.5 Sustainable Guidelines

The type of trail prescribed will affect user experience but also affects maintenance requirements. Maintenance, and the capacity to keep pace with impact, is a key component when assessing long term sustainability.

The trail design will, to a large degree, determine the ongoing maintenance required. The Campbell Mountain trail network is a community trail network and this should be recognized when considering the future maintenance model. The ongoing maintenance should take into account reasonable budgets, volunteerism, and the available capacity to conduct this work.

Sustainable guidelines seek to minimize impact and thereby maintenance. These guidelines also seek to minimize ecological impact during construction and through ongoing usage. If applied correctly, following these guidelines will lessen the maintenance burden and impacts.

- Low gradient trail (< 15% pending environmental conditions)
- Rolling Contour design
- Minimal intrusion/impact during construction
- Minimal trail width
- Preservation of tree roots (cover with dirt and/or armour with rock)
- Preservation of surrounding understory
- Ecological integrity through minimal disturbance
- Appropriate trail density relating to particular ecological conditions

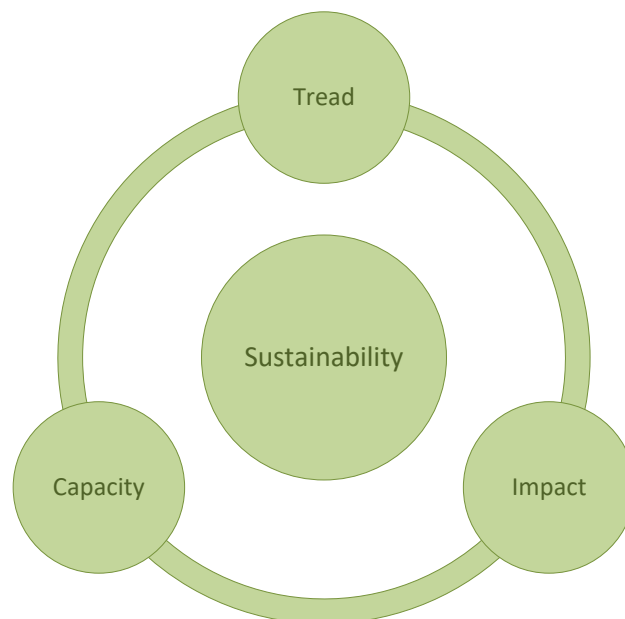


Figure 2: The primary variables affecting trail sustainability include tread composition (rock, resiliency of soils, gradient), Impact (accessibility, user pressure, user type, environmental conditions) and will determine the resources required to keep pace with anticipated impact (Capacity) as related to the LAC principle (Limits of Acceptable Change-see following page).

8.6 Limits of Acceptable Change

The Limits of Acceptable Change (LAC)¹⁰ concept is based on the premise that changes to the ecological and social conditions of an area are going to occur due to both natural and human factors. Acceptance of this premise immediately redefines the traditional question about carrying capacity from "How much use is too much?" to "How much change is acceptable?"

The real concern is the effects of use, not how much use is occurring.

The goal is to keep the character and rate of change due to human factors within acceptable levels. Or to put it another way, to decide what kind of environmental and social conditions are acceptable, then prescribe actions to protect or achieve those conditions. "The LAC process recognizes that the real concern is the effects of use, not how much use is occurring."

LAC Components

The LAC planning system consists of four major components:

the specification of acceptable and achievable resource and social conditions;
an analysis of the relationship between existing conditions and those judged acceptable;
identification of management actions judged to best achieve the desired conditions; and
a program of evaluating management effectiveness.

For more detailed information on the current application of LAC, contact recreation staff in the regional offices or Victoria.

Trail Development Questions

The Trail Manual produced by the Canadian Parks Service suggests the following questions be asked prior to trail development:

- What is the desired level of use?
- What will be the extent of detrimental impact upon the environment? and
- Is this level of impact acceptable?

These questions are best answered with thorough knowledge of the environmental conditions along the proposed route. If the level of impact is not acceptable, then alternative solutions include:

- A change in the trail location to a less sensitive area;
- Construction measures that minimize degradation, including tread surfacing, drainage control and barriers; or
- Changing the type of use (e.g., developing a walking trail rather than an equestrian trail).

¹⁰ British Columbia Ministry of Forests Recreation Manual: Chapter 10 Recreation Management

8.7 TTF Construction

Professional quality build on all bridges/TTFs include:

- MTB friendly boxed in entry/exit - dirt filled or armouring as required
- Cedar decking & stringers – all bark must be stripped or where regionally appropriate, pressure treated alternatives
- Stringers elevated - not in contact with water
- Naturally sourced material or rough cut cedar for decking and/or texturing
- Galvanized, spiral ardox nails (4 nails per slat – 2 per side, offset)
- Span supports for weight bearing as required
- Lag bolts as required
- Adherence to Whistler Trail Standards as related to trail classification/height to width ratio

9.0 Closing Remarks

This report serves to provide an overview and assessment of the existing trails as well as providing phased implementation for management tasks and future development including conceptual design of new trails.

Any successful plan requires adaptability in its implementation. Trail development is an iterative process; unforeseen circumstances will be encountered, new opportunities will present themselves and impacts will vary depending on usage. Community desires will evolve and recreational needs will increase with population. Seeking common ground and a unified purpose through benevolent means will best serve all stakeholders. Ongoing management that is engaged and adaptable to the changing dynamics will ensure success.

It has been a pleasure to work with the Province of BC, local stewards and PACA on this exciting project that will serve the local community and visitors alike for years to come. At Trail Holistics, we are invested in the successful implementation of this project and offer our ongoing support.



10.0 Future Services

Trail Holistics is able to provide the following ongoing services to support the successful implementation of this planning document:

Education & Training

The communities' capacity to contribute to the development and maintenance on these trails can be expanded through educational and outreach initiatives. Our Level I workshop has been delivered successfully throughout the province and beyond since 2011. In 2018, we launched a Level 2: Advanced Design workshop. We also work with professional trail crews to deliver field training sessions. In 2017, we launched a Strategic Planning workshop to help Trail Associations improve their effectiveness by developing long term strategic plans based on Visioning, SWOT & TOWS analysis and the creation of strategic action plans.

Usage Assessment

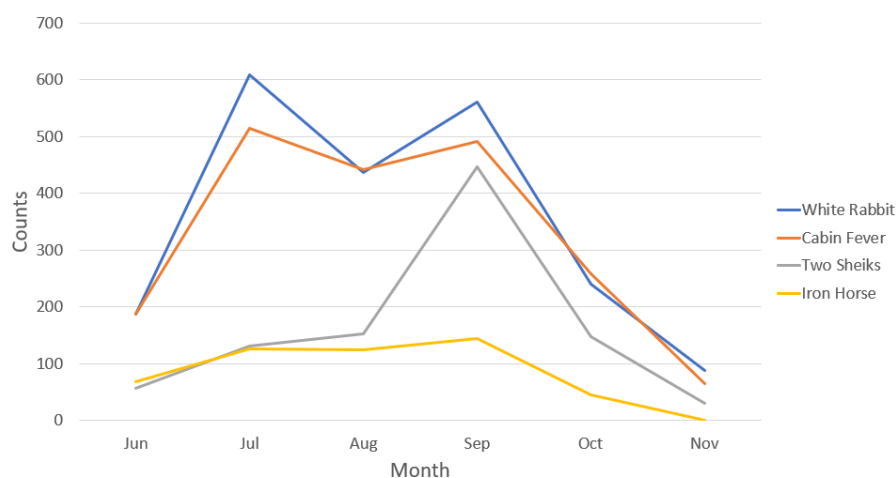
Impact will change with ongoing development and user dynamics. To understand and keep pace with the evolving metrics of usage, we install trail counters to gather data to determine patterns of usage to direct appropriate resources in future. We are experts in conducting public surveys to gather community input and distill results for future planning.

Design & Plan

As the patterns of usage continue to evolve and future development opportunities present themselves, we welcome the opportunity to layout future trails.

Project Management

It is a significant challenge to manage multi phased projects with fixed budgets. We are experienced managing complex projects with exceptional results. We bring with us a wealth of specialized industry partners, offering preferred construction rates to ensure the best value and quality on completion.



An example of usage assessment conducted on MTB trails by Trail Holistics.

Appendices

The following documents are contained within the following Appendix in order as they appear.

Maps:

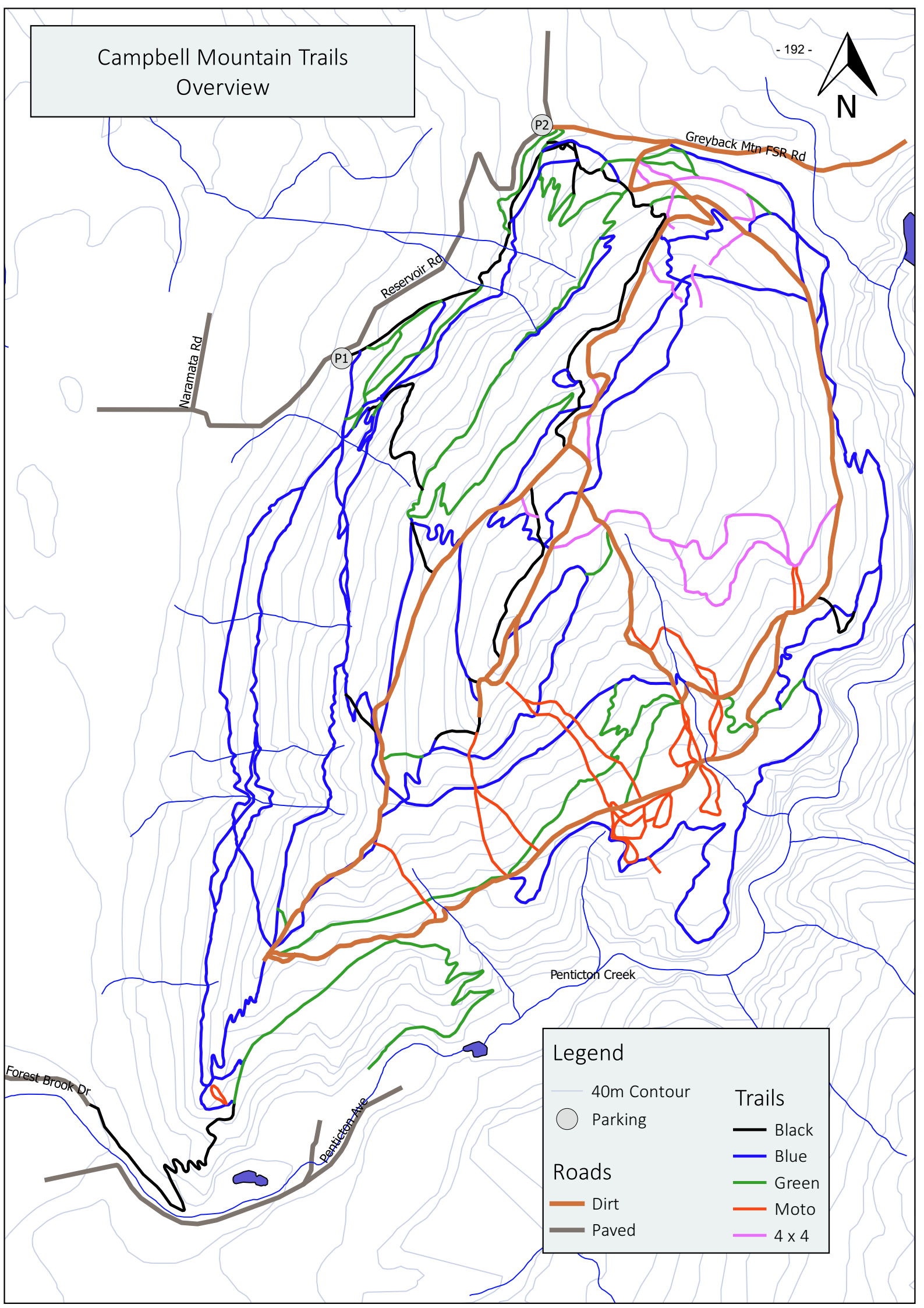
- 1) Overview
- 2) Trail Network
- 3) Heat Map
- 4) Slope Assessment
- 5) Impact Concerns
- 6) Improvements
- 7) Deactivations
- 8) Deactivations – Close Up
- 9) TTFs
- 10) TTFs - Enlarged

Documents:

- 1) Ministry of Forests – Recreation Sites & Trails: Schedule F MTB Trails
- 2) Ministry of Forests – Recreation Sites & Trails: Trail Signs – Trailhead
- 3) Ministry of Forests – Recreation Sites & Trails: En Route

Campbell Mountain Trails Overview

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Legend

40m Contour

Parking

Roads

Dirt

Paved

Trails

Black

Blue

Green

Moto

4 x 4

Campbell Mountain Trail Network



- 193 -

P2

P1

Red Gate Climber
Old DH
Ketchikan
dnos dnichka

Campbell DH
Campbell 4L

Wankers

She Goes Down

Kirby's

Summer Descent
Summer Climb
Summer Climb

Lower Summer

Cattle Trail

Suffer'n to DQ

Suffer'n Switchbacks

Chicken Noodle

Blue Flamingo

Upper Whoop

South Ridge

Whoops

Whoop Connector

Lower Whoops

South Ridge

Lower Whoops

Sandy Climb

Sandy Switchbacks

Road Connector

Gasline

Hard Line

Meat & Potatoes

Forestbrook Entrance

Whoop

Whoops Connector

Burnt Rock Rise

Red Bluff

Canyon Trail

Legend

Parking

Watercourse

Reservoir

40m Contour

Roads

Dirt

Paved

Trails

Black

Blue

Green

250

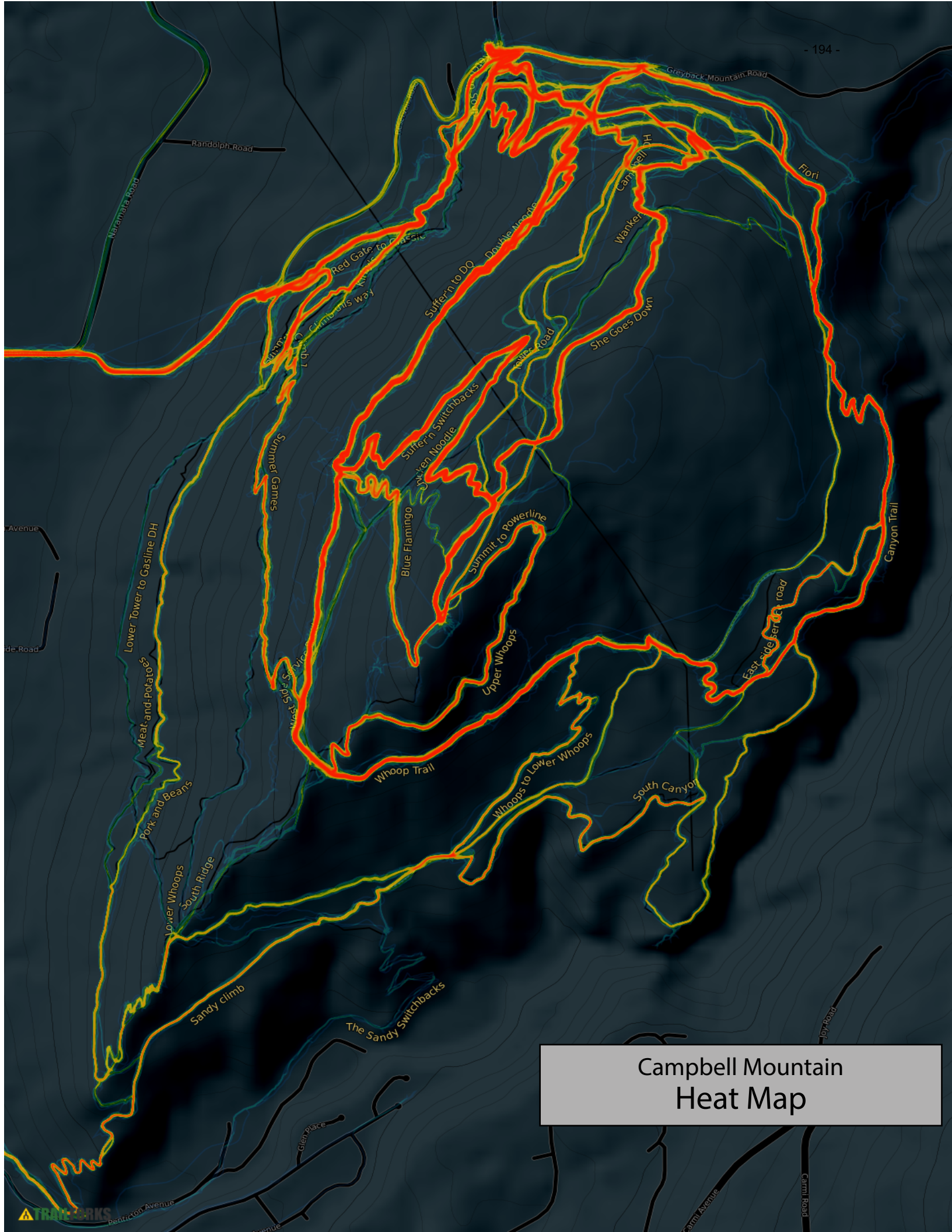
0

250

500

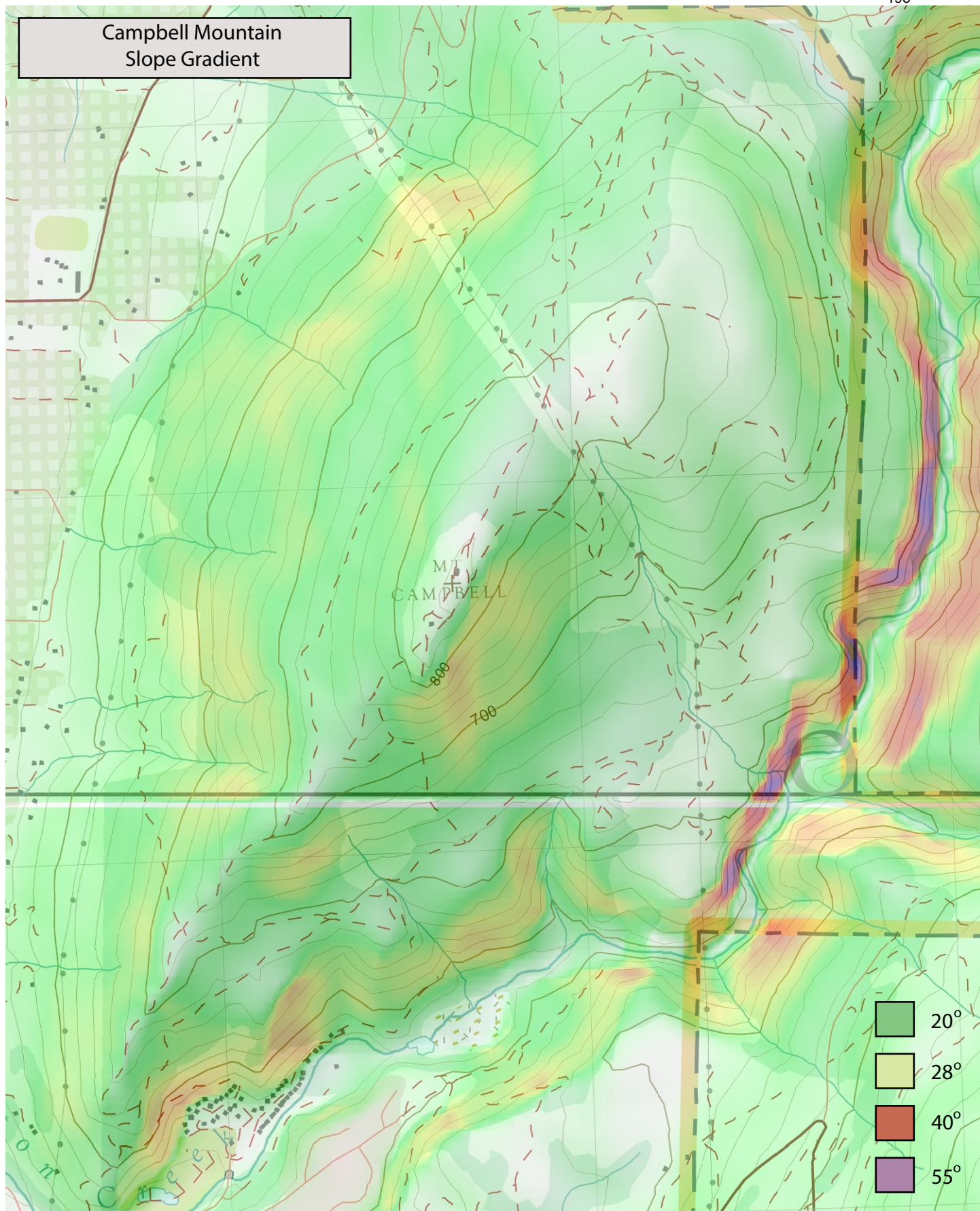
750

1000 m



Campbell Mountain
Heat Map

Campbell Mountain Slope Gradient



Mercator Projection
WGS84
USNG Zone 11ULQ
CalTopo

0.5 1.0 1.5 km
0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 mi
Scale **1:13985** 1 inch = 1165 feet



Campbell Mountain Impact Concerns



P2

P1

- 196 -

Legend

- | | |
|--|--|
| ● Impact Concerns | Trails |
| — Watercourse | — Black |
| — 40m Contour | — Blue |
| 4 x 4 Impact Zone | — Green |
| Moto Zone | — 4 x 4 |
| Roads | — Moto |
| — Dirt | |
| — Paved | |

250

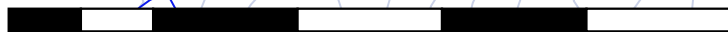
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250

500

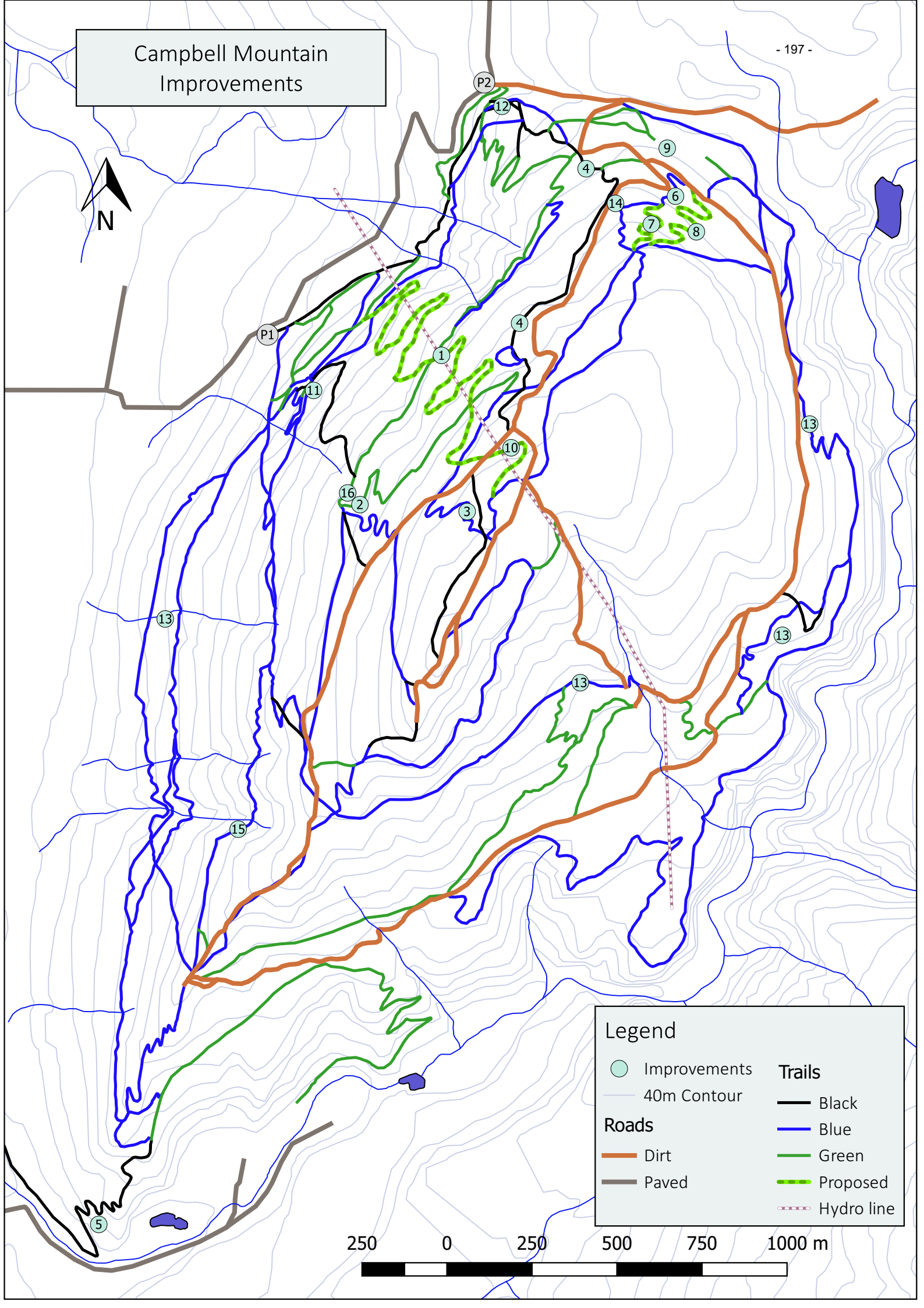
750

1000 m



Campbell Mountain
Improvements

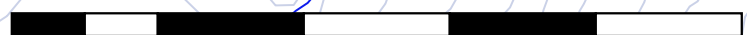
- 197 -



Legend

Improvements	Trails
40m Contour	Black
Roads	Blue
Dirt	Green
Paved	Proposed
	Hydro line

250 0 250 500 750 1000 m



Campbell Mountain Trail Deactivations



- 198 -

P2

P1

1

2

3

4

5

6

8

7

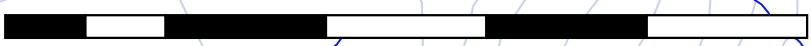
9

10

Legend

- | | | | | |
|--------------|---------------|---------------|------------|-------|
| | Deactivations | Trails | | Black |
| | Parking | | Blue | |
| | Watercourse | | Green | |
| | 40m Contour | | Deactivate | |
| Roads | | | | |
| | Dirt | | | |
| | Paved | | | |

250 0 250 500 750 1000



Trail Deactivation - Close Up
POI 2

(P2)

- 199 -

Campbell DH

Red Gate Climber

Old DH

Ketchup Soup

2

10 0 10 20 30 40 m

Trail Deactivation - Close Up
POI 6

Kirby's

Cattle Trail

6

Summer Games

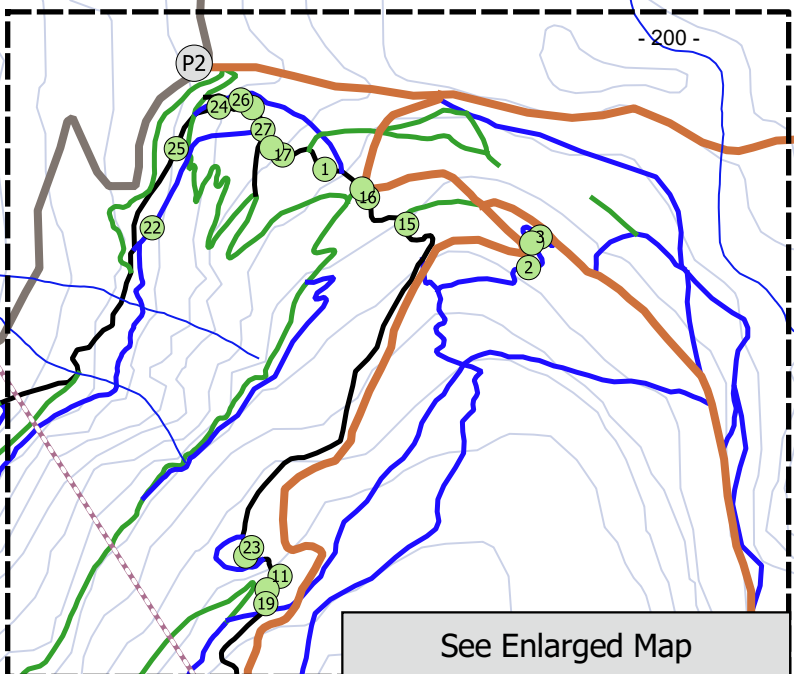
Summer Descent

Lower Summer

Summer Climb

10 0 10 20 30 40 m

Campbell Mountain TTFS



See Enlarged Map

Legend

40m Contour

TTFs

Roads

Dirt

Paved

Trails

Black

Blue

Green

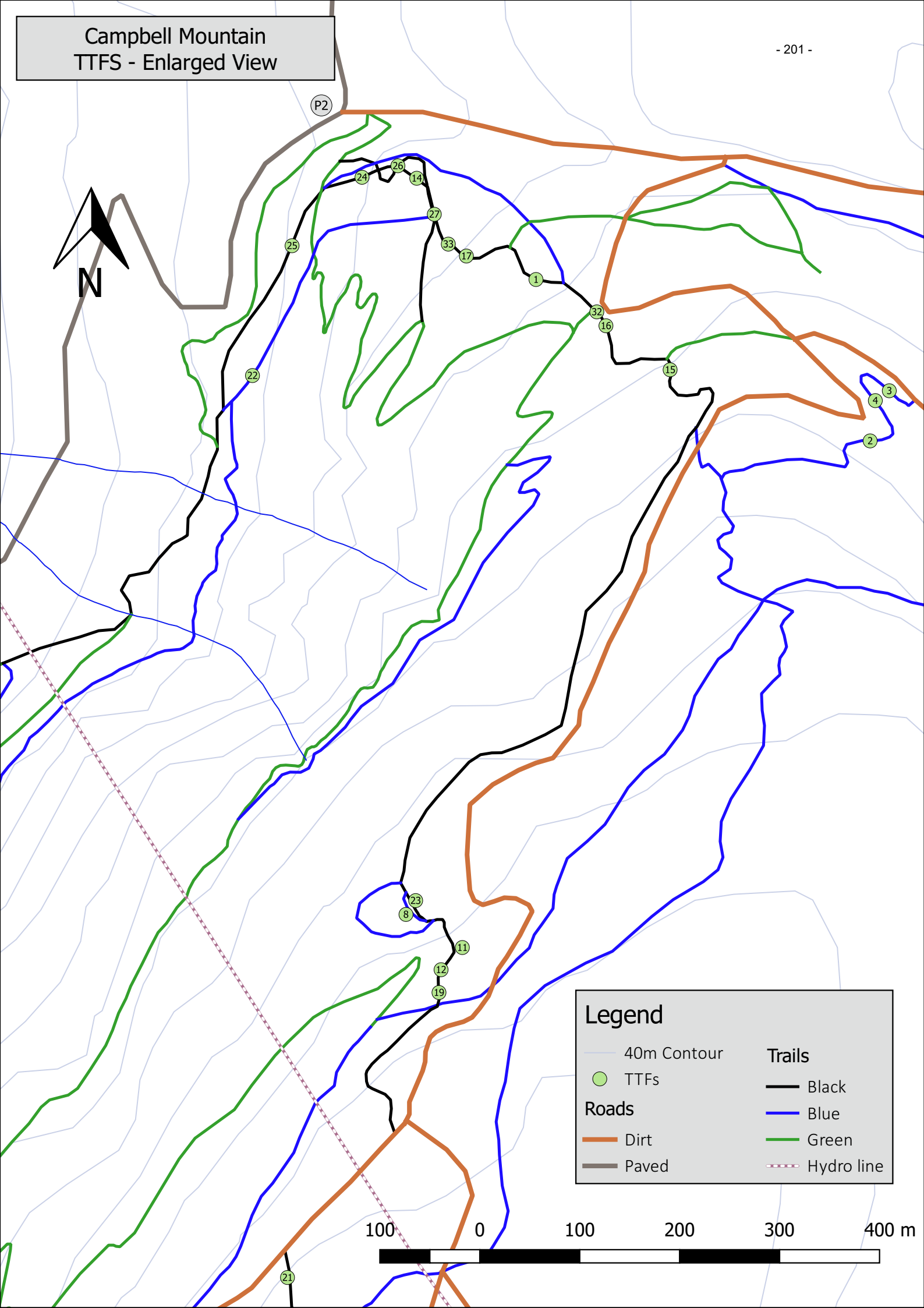
Hydro line

250 0 250 500 750 1000 m



Campbell Mountain
TTFS - Enlarged View

- 201 -



Legend

40m Contour

TTFs

Roads

Dirt

Paved

Trails

Black

Blue

Green

Hydro line

100 0 100 200 300 400 m



Recreation Sites
and Trails BC

Schedule F

Operational Standards

Mountain Bike Trails

Attachment to the Agreement with _____ for Partnership Agreement No. _____.

1. MOUNTAIN BIKE TRAIL MANAGEMENT OBJECTIVE

British Columbia is renowned for high quality, innovative and exciting mountain bike trails. Trail building techniques that add challenge and excitement define the character of B.C. trails. A primary objective of the Province is being able to provide safe and sustainable mountain bike trails without compromising the exciting and challenging character that define them. Partnership Agreement Holders for mountain bike trails are required to adhere to these Operations Standards to ensure the Province achieves its objective for maintenance, management and provision of mountain bike trails on Crown land.

2. TRAIL MAINTENANCE OBJECTIVES

Trail maintenance is carried out to:

- a) *Provide user safety* - Safety considerations should *always* be the first priority. Unsafe conditions should be corrected or normal use restricted.
- b) *Protect the environment* - Environmental and trail damage should be corrected and actions taken to prevent further damage.
- c) *Provide high quality user experiences*

3. TRAIL MANAGEMENT GUIDELINES AND STANDARDS

Construction and maintenance of mountain bike trails must be carried out according to established best practices and standards. The Ministry's preferred guidelines for construction and maintenance of mountain bike trails are described in:

- (a) Trail Solutions: IMBA's Guide to Building Sweet Singletrack.
<http://www.imba.com/catalog/book-trail-solutions>

Additional specifications for trail and feature construction and management can also be found in Chapter 10 of the Recreation Manual

<http://www.sitesandtrailsbc.ca/documents/manual/chapter10.pdf>

Trail and feature classification and TTF standards, adopted by the Ministry are detailed in the *Whistler Trail Standards, First Edition*

4. TRAIL MAINTENANCE REQUIREMENTS

Annual trail maintenance efforts should be focused early in the mountain bike season to ensure each trail is safe, properly signed, clear of obstructions and free of environmental concerns. Following preseason maintenance, regular maintenance should focus on priority areas and as required. The following trail maintenance requirements must be carried out:

- a) **Signs**—all signs will be checked prior to the season of operation to ensure they are in place and visible and any additional signs required to meet the objectives of this Agreement should be installed. Special attention must be given to risk management signs including trail rating and TTF signs.
- b) **Deadfall**—at the beginning of the trail season and on a priority basis cut out windfall/deadfall over the trail, remove wood a minimum of 0.5 metre from the tread centre and dispose downhill when possible.
- c) **Brushing**—on a priority basis remove all juvenile trees and woody brush for 0.5 metre on either side of tread centre within 3 centimetres of ground level. Scatter the cut material out of sight of the trail.
- d) **Erosion control**—clean-out and repair any existing water bars and ditches as necessary to drain water away from the trail and prevent erosion.
- e) **Litter cleanup**—remove litter and garbage at the trailhead and along the trail.
- f) **Limbing**—remove tree limbs to allow 2.5 metres of overhead clearance above the trail, with 1.0-1.5 metres total clearance width. Scatter cut limbs a minimum of 1.0 metre from the trail edge, out of sight where possible. Ensure limbing cuts are clean, without scarring the main trunk of the tree.
- h) **Trail tread maintenance**
 - Drain/harden mud holes and boggy areas.
 - Complete washout and/or slump repair.
 - Grub rocks, roots, stumps as necessary.
 - Undertake surface repair as required.
- g) **Hazard tree identification**- report potential hazard trees to the district recreation officer
- i) **Trail closures** – establish and carry out trail closure procedures where trails become unsafe, or require repairs to prevent environmental damage.
- j) **Drainage structure maintenance** – conduct inspections for potential blockage of drainage structures including culverts, cross-drains, water bars, grade dips and ditches and carry out any maintenance as required.

5. DIFFICULTY CLASSIFICATION

Trail Classification

All mountain bike trails must be classified according to level of difficulty, based on the standardized mountain bike trail difficulty classification system (green circle, blue square, black diamond). Specific criteria for determining the level of difficulty is described in *Whistler Trail Standards, Environment and Technical Trail Features, First Edition*.

Trail ratings will be based on the highest level of difficulty of mandatory, unavoidable portions or elements of the trail. Ratings should consider angle of descent, obstacles and technical trail features (where TTF's offer alternate 'ride-arounds' the overall trail rating may be less difficult than the TTF- see next section)

Difficulty trail ratings for mountain bike trails on Crown land may not exceed most difficult (black diamond). Expert unlimited trails (double black diamond) are not permitted.

TTF Classification.

All TTF's must be rated by difficulty according to the *Whistler Trail Standards*. All TTF's rated as most difficult (black diamond) or higher must have a TTF warning sign posted prior to the feature. TTF warning signs are recommended for more difficult (blue square) TTF's.

In some cases, Technical Trail Features or obstacles on a trail may exceed the difficulty classification of the trail. In these cases, the TTF must be signed, and an alternate route or 'ride around' must be available that is consistent with the overall trail classification. TTF's with ride arounds may only exceed the trail difficulty rating by one level i.e. a green trail might have a blue TTF but cannot have a black diamond TTF even if a ride around is provided.

Consistent with Whistler Trail Standards, overall trail difficulty ratings may not exceed most difficult (black diamond), however, elements of a trail may be rated expert unlimited (double black diamond) under the following conditions:

1. Each proposed feature rated expert unlimited must be approved by the District Recreation Officer (DRO).
2. No feature or element that is expert unlimited is mandatory or unavoidable.
3. Any feature or element rated expert unlimited must have a clearly defined and signed alternate route around. The alternate route should follow the main flow of the trail, whereas the TTF should require a deviation from the main flow.
4. Signage at least 10m prior to the feature (or prior to the junction of the main trail and alternate route) will indicate the presence of an expert unlimited feature (double black diamond), and provide directional signage to alternate route. Example:



5. Any gap jumps will be located on detours, off the main and obvious flow of the trail.

6. Where possible features that exceed most difficult ratings will start with skill filters that will limit accidental entry by novice riders.
7. Excessive gaps, drops or other features that pose an unacceptable risk will not be approved at the discretion of the DRO. The number of expert unlimited TTF's on an individual trail should be a small proportion of the TTF's and will be limited at the discretion of the DRO.
8. All elements of a trail that exceed most difficult will be inspected twice annually.

6. PARTNERSHIP AGREEMENT- MOUNTAIN BIKE TRAIL INITIAL INVENTORY AND INSPECTION

Each Partnership Agreement for mountain bike trails will include a requirement for an initial inventory and inspection of the trail and all associated TTF's to ensure the trail and features meet RST Standards and guidelines. Minimum information required for the initial inventory and inspection will include:

1. Area Map showing each named trail in the agreement
2. For Each Trail:
 - Length
 - Point of Commencement (PoC)
 - Point of Termination (PoT)
3. For each TTF on a trail:
 - Unique ID
 - Lat/long or GPS coordinate
 - Feature description
 - Dimensions
 - Difficulty Rating (according to WTS)
 - Meets standard (Y/N)
 - Mandatory (Y/N)
 - Works Required
 - Inspected by
 - Photo of feature

RST will make an inventory and inspection template available for use by partners, however RST will accept other formats provided the minimum information is provided.

7. PARTNERSHIP AGREEMENT -MOUNTAIN BIKE TRAIL ANNUAL INSPECTION PROGRAM

Each year following the completion of the Initial Inventory and Inspection, groups with trail partnership agreements for mtb trails will be required to complete and submit an annual inspection of each trail and TTF (the DRO may increase frequency to 2 annual inspections if required). Annual inspections will, at a minimum, include:

1. For each trail:
 - Date inspected
 - Inspected by:
 - Trail condition (poor, fair, good)
 - Required maintenance

2. For each TTF

- Trail name
- Unique id
- TTF condition (meets standard/ requires maintenance)
- Maintenance required
- Date inspected
- Inspected by:

RST will make an annual inspection form available to all partners however RST will accept other formats provided the minimum information is provided.

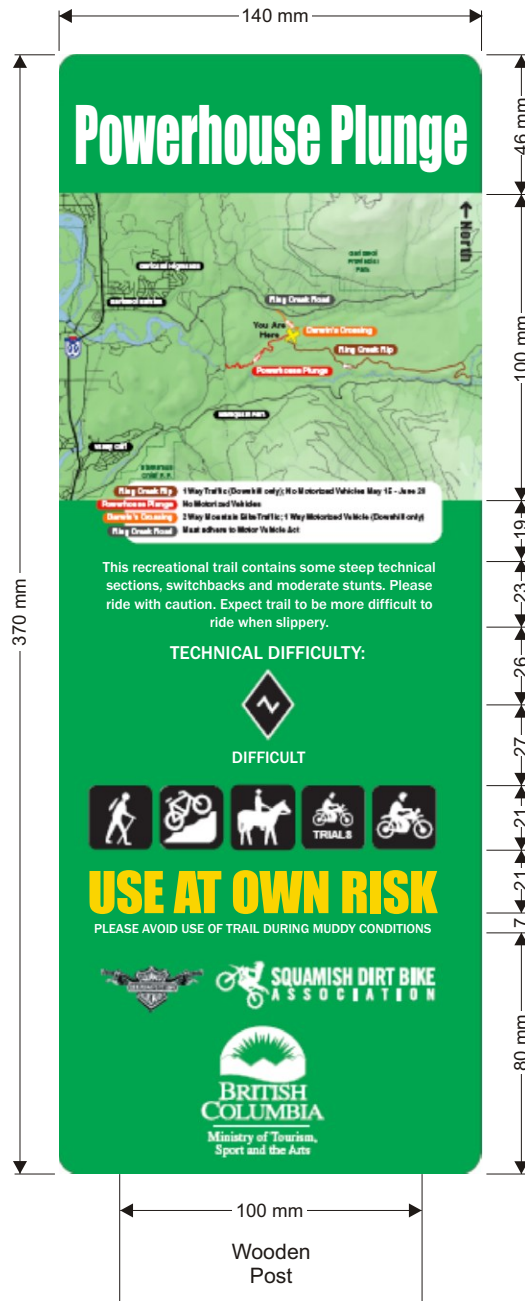
8. ANNUAL OPERATIONS PLAN/MOUNTAIN BIKE TRAIL MANAGEMENT PLAN

As described in Schedule H - Operating Plan, an Annual Operations plan is required for partners with mountain bike trails. At the discretion of the District Recreation Officer, approved multi-year Mountain Bike Trail Management Plans will satisfy this requirement.

Guidance for the development of annual operations plans or Mountain Bike Trail Management Plans can be provided by the Ministry.

TRAIL SIGNS - TRAILHEAD

TRAILHEAD SIGN



Black lettering Impact 70 point
character spacing 0%
condensed horizontally 65%

Trail Area Location Map

White lettering
Franklin Gothic Medium 14 point
character spacing 0%
line spacing 108% character height

White lettering
Franklin Gothic Medium 18 point
character spacing 0%

White lettering
Franklin Gothic Medium 16 point
character spacing 0%

Yellow lettering Impact 50 point
character spacing minus 10%

White lettering
Franklin Gothic Medium 12.5 point
character spacing 0%

User Groups
Clubs/Partners/Sponsors
Province of BC

Size 140mm x 370mm

Background Colour Green: CMYK (100-0-100-0)

Mounting
- wood post measuring 100mm x 100mm
- pre-treated or western red cedar
- top of post 1.0m above ground

Font Type/Size Large Fonts - IMPACT
Small Fonts - Franklin Gothic Medium

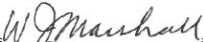

Icons
Difficulty Rating Symbol
User Groups
Clubs/Partners/Sponsors
Province of BC

Font Colour
Yellow Text: CMYK (0-13-100-0)
White Text: CMYK (0-0-0-0)

SIGN COLOURS - Reflective paints

BLACK - C0, M0, Y0, K100
WHITE - C0, M0, Y0, K0
RED - C0, M100, Y100, K0

GREEN - C100, M0, Y100, K0
YELLOW - C0, M13, Y100, K0
ORANGE - C0, M50, Y100, K0

Standard				TRAIL SIGNS - TRAILHEAD	
File No:		Draft Date: 10/08			
Approved By:		Revision No:		Date: 11/08	
		Revision No:		Date:	
		Revision No:		Date:	
Date:		Revision No:		Date:	
 Ministry of Tourism, Sport and the Arts					
		Drawing Scale:		1 - 2.5 Sheet Size: 8.5" X 11"	
		Drawing No:		RST 481-TS-TH	

EN ROUTE SIGN



DIRECTIONAL ARROW 76w x 76h mm

Icon: Black circle 64mm outside
Black circle 54mm inside

Other examples of directional arrows may be found on pg. 3 of 4

DIFFICULTY RATING 76w x 89h mm

White lettering or green flood on white substrate Tahoma Bold 24 point
character spacing 0% line spacing 85% character height

Icon: White square 58mm
Blue square 52mm

Other examples of directional arrows may be found on pg. 3 of 4

TRAIL NAME 76w x various height mm

White lettering or green flood on white substrate Tahoma Bold 18 & 32 point
character spacing 0% line spacing 85% character height

RESTRICTIONS LOCATION 76w x various height mm

Black lettering or green flood on white substrate Tahoma Bold 18 & 32 point
character spacing 0% line spacing 85% character height

GPS LOCATOR 76w x 76h mm

White lettering or green flood on white substrate
Header & Footer - Tahoma Bold 28 point
LAT, LONG, SAR - Tahoma Bold 22 point
CALL 911 - Tahoma Bold u&l case 22 point
character spacing 0%

Recreation Sites and Trails BC Logo 76w x 22h mm
Icons 68w mm x 14.5h mm centred

MOUNTING

signage printed on 76mm (3") wide
.055 Duraflex Plastic (sticker/decal)
bond to Polyplate or Aluminum
mounted to wood post measuring
89mm x 89mm (4x4 post)
pre-treated or western red cedar
or Fiberglass Dual-Flex Marker
top of post 1.0m above ground

SIGN COLOURS

- Reflective paints

BLACK - C0, M0, Y0, K100


WHITE - C0, M0, Y0, K0

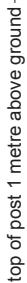
RED - C0, M100, Y100, K0

GREEN - C100, M0, Y100, K0

YELLOW - C0, M13, Y100, K0

BLUE - C100, M50, Y0, K0

Standard TRAIL SIGNS - EN ROUTE - pg. 1 of 4			
File No:		Draft Date: 10/08	
Approved By:	Revision No:	Date: 09/12	
	Revision No:	Date: 09/13	
Date:	Revision No:	Date:	
 Ministry of Tourism, Sport and the Arts		Drawing Scale: 1 : 2 Sheet Size: 8.5" X 11"	
		Drawing No: RST 481-TS-FR	



Moonraker Trails
KLAHOWYA



**MORE DIFFICULT
USE AT OWN RISK**



NO MOTORIZED ACTIVITIES

GPS LOCATOR

LAT_____

LONG_____

SAR _____

MUSTER POINT



**CALL 911
for Emergencies**

TRAIL NAME 76w x various height mm

DIFFICULTY RATING 76w x 89h mm

Icon: White square 58mm
Blue square 52mm

Other examples of directional arrows may be found on pg. 3 of 4

DIRECTIONAL ARROW 76w x 76h mm

Icon: Black circle 64mm outside
Black circle 54mm inside

Other examples of directional arrows may be found on pg. 3 of 4

TRAIL RESTRICTIONS; use page 4 "Not Permitted" ICONS for more specific activities.

*Black lettering or green flood on white substrate Tahoma Bold 28 point
character spacing 0% line spacing 85% character height*

GPS LOCATOR 76w x 76h mm

White lettering or green flood on white substrate
Header & Footer - Tahoma Bold 28 point
LAT, LONG, SAR - Tahoma Bold 22 point
CALL 911 - Tahoma Bold u&l case 22 point
character spacing 0%

- *Reflective paints*

BLACK - C0, M0, Y0, K100

WHITE - C0, M0, Y0, K0



RED - C0, M100, Y100, K0

GREEN - C100, M0, Y100, K0

YELLOW - C0, M13, Y100, K0

BLUE - C100, M50, Y0, K0

signage printed on 76mm (3")wide
055 Duraflex Plastic (sticker/decals)
bond to Polyplate or Aluminum
mounted to wood post measuring
89mm x 89mm (4x4 post)
pre-treated or western red cedar
or Fiberglass Dual-Flex Marker
top of post 1.0m above ground

Standard		TRAIL SIGNS - EN ROUTE - pg. 2 of 4	
File No:		Draft Date: 10/08	
Approved By:		Revision No:	Date: 09/12
		Revision No:	Date: 09/13
Date:		Revision No:	Date: 03/17
 Ministry of Tourism, Sport and the Arts		Drawing Scale: 1 : 2 Sheet Size: 8.5" X 11"	
		Drawing No: RST 481-TS-FR	

DIFFICULTY RATING - OTHER EXAMPLES OF DIFFICULTY RATINGS (Where Applicable to Trail Activity)

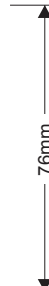


DIFFICULTY RATINGS
INDIVIDUALLY 76w x 89h mm

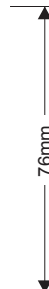
White lettering or green flood on white substrate
Tahoma Bold 24 point character spacing 0%
line spacing 85% character height



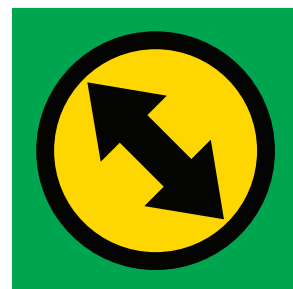
DIRECTIONAL ARROWS - OTHER EXAMPLES OF DIRECTIONAL ARROWS



ONE WAY DIRECTIONAL ARROW
SQUARE 76w x 76h mm
Icon: Black circle 64mm outside
Black circle 54mm inside
Rotate icon 90 degree angle(s)
to suit direction



TWO WAY TRAFFIC DIRECTIONAL ARROW
SQUARE 76w x 76h mm
Icon: Black circle 64mm outside
Black circle 54mm inside
Rotate icon 90 degree angle(s)
to suit direction



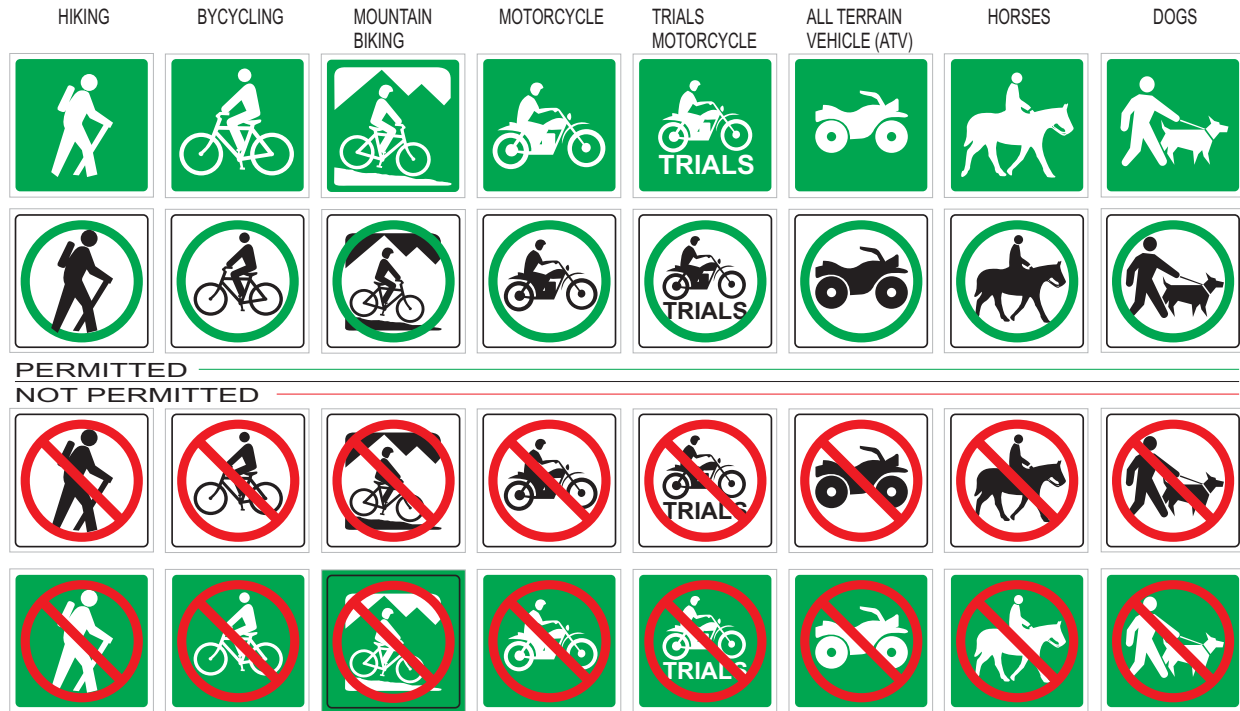
SIGN COLOURS - Reflective paints

BLACK - C0, M0, Y0, K100
WHITE - C0, M0, Y0, K0
RED - C0, M100, Y100, K0
GREEN - C100, M0, Y100, K0
YELLOW - C0, M13, Y100, K0
BLUE - C100, M50, Y0, K0

Standard TRAIL SIGNS - EN ROUTE - pg. 3 of 4			
File No:	Draft Date: 10/08		
Approved By:	Revision No:	Date: 09/12	
Date:	Revision No:	Date: 09/13	
Date: 03/17		Date: 03/17	
Drawing Scale: 1 : 2		Sheet Size: 8.5" X 11"	
Drawing No: RST 481-TS-ER			

TRAIL ACTIVITIES - OTHER EXAMPLES OF TRAIL ACTIVITIES THAT ARE PERMITTED OR NOT PERMITTED

Trail Activity Stickers/Decals 38h mm x 38w mm spaced accordingly Icons print size at 35h mm x 35w mm centred giving a 1.5mm white surround



SIGN COLOURS - Reflective paints

BLACK - C0, M0, Y0, K100
WHITE - C0, M0, Y0, K0
RED - C0, M100, Y100, K0
GREEN - C100, M0, Y100, K0
YELLOW - C0, M13, Y100, K0
BLUE - C100, M50, Y0, K0

Standard		TRAIL SIGNS - EN ROUTE - pg. 4 of 4	
File No:		Draft Date:	10/08
Approved By:		Revision No:	Date: 09/12
Date:		Revision No:	Date: 09/13
Ministry of Tourism, Sport and the Arts		Drawing Scale:	1 : 2 Sheet Size: 8.5" X 11"
		Drawing No:	RST 481-TS-ER

TRAVEL Penticton

December 02, 2020

To Whom It May Concern

Re: Penticton & Area Cycling Association; Mountain Biking Skills Park

Please accept this letter supporting the proposed Mountain Biking Skills Park on Campbell Mountain as presented by the Penticton & Area Cycling Association.

Cycling is a significant ICONIC in the 2021 Travel Penticton Marketing Plan and will continue through the long-term.

The development of this Mountain Biking Skills Park will add a significant asset to the community for both local residents and visitors alike. As well, the park will be a significant addition to the tourism product offered in the community. We believe the park will appeal to a wide range of people with varied skills and ages.

Travel Penticton supports PACA with this initiative and we look forward to the project development.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'T' and 'I' intertwined.

Thom Tischik

Executive Director

Travel Penticton Society

Dec.8th 2020

To whom it may concern

My name is Andrew Drouin, I am the president of the South Okanagan Trail Alliance and a director with the Federation of Mountain Clubs of BC.

The Penticton and Area Cycling Association has asked that I consider lending support to a proposal that will see an all-ages mountain bike skill parks constructed in close proximity to the City of Penticton.

Let this letter show that I am very much in support of such a project.

As with all ventures of this nature, acquisition of a long-term land lease is of paramount importance, and I also support a long-term lease which will support this excellent project concept.

If Covid19 has taught society one thing, it's shown the critical importance of outdoor recreation infrastructure. With the incredible explosion of outdoor recreation, and especially bicycle-based recreation, creating an all-ages skills park is a logical step in supporting same.

I look forward to supporting the Penticton and Area Cycling Association in any way possible as they work through the logistics of this quality project.

Sincerely, Andrew Drouin

Past-President and co-founder; Penticton & Area Cycling Association
President; South Okanagan Trail Alliance
Vise-President; Apex Community Association
Director; Federation of Mountain Clubs of BC