

Special Parks and Recreation Advisory Committee Meeting

to be held via Zoom and in person in Council Chambers – City Hall

Wednesday, August 26, 2026

at 10:00 a.m.

1. Call Special Committee Meeting to Order

We acknowledge that Penticton, where we live and work, is on the traditional lands of the Syilx People in the Okanagan Nation.

2. Adoption of Agenda

3. Adoption of Minutes

3.1 Minutes of the July 22, 2026 Parks and Recreation Advisory Committee Meeting 3- 5

Recommendation:

THAT the Parks and Recreation Advisory Committee adopt the minutes of the July 22, 2026 meeting as presented.

4. New Business

Contreras 4.1 Final Draft KVR Trail Strategy and Implementation Plan 6 - 285

Delegation: Brian Patterson, Urban Systems

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated August 26, 2026 titled "Final Draft KVR Trail Strategy and Implementation Plan";

AND THAT the Parks and Recreation Advisory Committee endorse the Final Draft KVR Trail Strategy and Implementation Plan for Council consideration.

Contreras 4.2 McGregor Park and McNicoll Park – Recommended Concepts 286 - 366

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated August 26, 2026 titled "McGregor Park and McNicoll Park – Recommended Concepts";

AND THAT the Parks and Recreation Advisory Committee support the Proposed Concept for McGregor Park and recommend that Council direct staff to share the recommended concept with the neighbourhood and proceed with detailed design for construction;

AND THAT the Parks and Recreation Advisory Committee support Concept 2 as the preferred layout concept for McNicoll Park and recommend that Council direct staff to share the recommended concept with the community and proceed with detailed design for construction.

Boyko	4.3	Ball Diamond Review – Final Findings and Recommendations <u>Staff Recommendation</u> <i>THAT the Parks and Recreation Advisory Committee receive into the record the report titled “Ball Diamond Review – Final Findings and Recommendations”</i> <i>AND THAT Committee recommend that Council endorse the following next steps identified through the Ball Diamond Review:</i> <i>1. Continue optimizing the existing ball diamond system through targeted operational improvements, scheduling efficiencies, and field reconfiguration opportunities where feasible;</i> <i>2. Prioritize assessment and implementation of infrastructure improvements identified through the field assessments, including lighting, safety enhancements, accessibility upgrades, drainage improvements, and upgrades to support amenities;</i> <i>3. Continue collaboration with School District 67 to improve access to and long -term planning for shared-use facilities and update partnership arrangements where appropriate;</i> <i>4. Evaluate opportunities to address capacity pressures within key youth baseball age divisions and develop strategies to mitigate potential impacts associated with the future loss of the Bambino Diamond and KVR backstop;</i> <i>5. Integrate ball diamond planning into broader sports field and land use planning initiatives to ensure no net loss of recreational opportunity;</i> <i>6. Assess regional demand, existing tournament -hosting capacity, and facility availability across the South Okanagan to better understand Penticton's role within the regional sports network; and</i> <i>7. Explore the long -term feasibility of additional ball diamond capacity, including a potential multi-diamond hub facility, should future analysis confirm a demonstrated local and regional need.</i>	367-439
Boyko	4.4	Park Sign Standardization Project <u>Staff Recommendation</u> <i>THAT the Parks and Recreation Advisory Committee receive the Parks Signage Design Guidelines and recommend to Council their use as the standard for future signage installations and replacements within City parks, recreation facilities, trails, beaches, and open spaces.</i>	450 - 522

5. **Adjournment**



Minutes

penticton.ca

Parks and Recreation Advisory Committee Meeting

held via Zoom and in person in Room A

Wednesday, July 22, 2026

at 9:30 a.m.

Present: Sue Fraser, Chair
Marc Tougas, Vice-Chair
Juliana Buitenhuis (via Zoom)
Laura Carleton
Joanne Grimaldi (via Zoom)
Chris Sayles
Cameron Baughen (via Zoom)
Don Mulhall (via Zoom)

Delegates: Brian Patterson, Urban Systems

Council Liaison: Isaac Gilbert, Councillor

Staff: Kristen Dixon, General Manager of Infrastructure
Kelsey Johnson, General Manager of Community Services
Ysabel Contreras, Parks Capital Projects
Janet Glowa, Legislative Assistant

1. Call to Order

The Chair called the Parks and Recreation Advisory Committee to order at 9:34 a.m.

2. Adoption of Agenda

Additional items for consideration were brought forward by Committee members.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the July 22, 2026 agenda as amended to include the following New Business:

4.3 Agenda Package Receipt Timing

CARRIED UNANIMOUSLY

3. Adoption of Minutes

3.1 Minutes of the April 22, 2026 Parks and Recreation Advisory Committee Meeting

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the minutes of the April 22, 2026 meeting as presented.

CARRIED UNANIMOUSLY

3.2 Minutes of the June 16, 2026 Special Parks and Recreation Advisory Committee Meeting

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the minutes of the June 16, 2026 Special meeting as presented.

CARRIED UNANIMOUSLY

4. **New Business**

4.1 Outdoor Rink – Activation Planning

The General Manager of Community Service presented on the Outdoor Rink – Activation Planning.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee receive into the record the report dated July 22, 2026 titled “Outdoor Rink – Activation Planning.

CARRIED UNANIMOUSLY

In considering the future plans for the outdoor rink, Committee members reflected on the scope of consultation undertaken prior to Council's decision to remove the rink boards and indicated that broader engagement with the Committee, donors, and community stakeholders was warranted.

It was MOVED and SECONDED

That the Parks and Recreation Advisory Committee recommend that Council pause the decision relating to the outdoor rink and the removal of the boards until further consultation can be completed with donors and the broader community, and a full exploration on the potential use and management of the rink to maximize its potential is completed.

CARRIED UNANIMOUSLY

The General Manager of Community Services left the meeting at 10:24 a.m.

4.2 KVRTS – Phase 3 Engagement Proposed Concepts, and Implementation Plan

The Parks Capital Projects Supervisor and delegate from Urban Systems presented on the KVRTS – Phase 3 Engagement Proposed Concepts and Implementation Plan.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee receive into the record the report dated July 22, 2026, titled “KVR Trail Strategy – Phase 3 Engagement, Proposed Concepts, and Implementation Plan.

CARRIED UNANIMOUSLY

4.3 Agenda Package Receipt Timing

The Committee discussed the timing of agenda package distribution and indicated a preference for receiving packages one week prior to meetings to allow for more adequate time for review.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee request the agenda package be distributed a minimum of one week before the meeting to allow adequate time for members to review.

CARRIED UNANIMOUSLY

4. **Next Meeting**

A Special Parks and Recreation Advisory Committee meeting will be arranged for August, 2026.

5. **Adjournment**

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adjourn the meeting held on July 22, 2026 at 11:09 a.m.

CARRIED UNANIMOUSLY

Certified Correct:

Janet Glowa
Legislative Assistant



Memo to Committee

penticton.ca

Date: August 26, 2026
To: Parks and Recreation Advisory Committee
From: Ysabel Contreras, Parks Capital Projects Supervisor
Subject: **Final Draft KVR Trail Strategy and Implementation Plan**

File No: 6120-20

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated August 26, 2026 titled "Final Draft KVR Trail Strategy and Implementation Plan".

And THAT the Parks and Recreation Advisory Committee endorse the Final Draft KVR Trail Strategy and Implementation Plan for Council consideration.

Background

The Kettle Valley Rail (KVR) Trail is a highly valued community asset that plays a central role in recreation, active transportation, tourism, and quality of life in Penticton. As trail use has increased, new opportunities and challenges have emerged related to evolving use patterns and broader city changes and growth. Many residents rely on the trail daily or weekly, underscoring its role as a major piece of community infrastructure, which is consistent with the findings of the 2025 Sports and Recreation Needs Assessment, which identified trails and pathways as a top outdoor recreation priority for residents. The KVR Trail Strategy also supports and advances key objectives identified in several City plans, including the Official Community Plan, Parks and Recreation Master Plan, Transportation Master Plan, and Accessibility Plan. Together, these plans emphasize the importance of creating a connected, accessible, and inclusive trail network that supports active transportation, recreation, and community well-being.

Building on these priorities, City staff initiated the KVR Trail Strategy project in Summer 2025 to guide the long-term planning, design, and management of the trail. The Strategy aims to provide short-, medium-, and long-term priorities and identifies actions to support capital planning, trail improvements, and operational decision-making to ensure the trail continues to meet community needs and support the City's growth and vice versa.

The City has completed three phases of public, interest holder, partner, and advisory committee engagement. Phase 1 focused on understanding existing trail conditions, user experiences, and opportunities for improvement. Phase 2 built on this work by developing a shared community vision and establishing objectives and priorities to guide the trail's future. Phase 3 focused on reviewing and validating

the proposed Character Zones, trail classifications, design elements, concept plans and proposed improvements informed by previous engagement findings.

On July 29, 2026, staff presented the draft KVR Trail Strategy concepts, Phase 3 engagement findings, and proposed implementation plan to the Parks and Recreation Advisory Committee (PRAC). Staff have since reviewed and incorporated feedback received through the final phase of engagement and completed refinements to the draft strategy and implementation plan. The final draft Strategy is now being presented for endorsement prior to Council consideration.

Final Strategy Overview

The final Strategy establishes a long-term vision for the KVR Trail as a community asset that supports recreation, active transportation, accessibility, tourism, and community connection.

The Strategy includes:

- A community vision and guiding objectives;
- Background analysis through various planning lenses;
- Character Zones that reflect the unique qualities of different sections of the corridor;
- A trail Classification System that establishes design expectations and trail standards;
- Design elements that support accessibility, safety, connectivity, comfort, and sense of place; and
- A phased Implementation Plan to guide future investment, including 'Quick wins' to establish projects in the near future.

Phase 3 engagement demonstrated strong support for the overall direction of the Strategy. Across all six Character Zones, between 81% and 89% of respondents either supported or were comfortable with the proposed concepts. Feedback also highlighted concerns regarding the cost of some proposed improvements, with several participants expressing a preference for practical, smaller-scale investments over larger built features. Engagement findings reinforced priorities that remained consistent throughout all phases of engagement, including safety, accessibility, connectivity, maintenance, core trail conditions, and wayfinding.

As a result, the overall Vision, Character Zone, Trail Classifications, and Design framework remain substantially unchanged. Revisions since the previous committee review have focused primarily on:

- Incorporating final Phase 3 engagement feedback;
- Strengthening accessibility recommendations and implementation considerations;
- Expanding wayfinding and trail information principles;
- Refining Corridor-Wide recommendations more specific and actionable;
- Refining high-level cost estimates to support future planning and budgeting considerations
- Improving the organization and readability of the implementation plan;

KVRTS Implementation Plan - Recommended Actions

The Implementation Plan (Attachment A) outlines the recommended actions for delivering the KVR Trail Strategy over the short, medium, and long term. Recommended actions range from partnership building, maintenance planning, and wayfinding improvements to capital projects such as gateways, trail widening, accessibility enhancements, public gathering nodes, and new trail connections. The action plan assigns

implementation responsibilities, identifies order-of-magnitude costs, and establishes priorities to guide future budgeting, capital planning, and partnership opportunities.

The overall implementation framework remains substantially unchanged from the version presented to the Committee on July 29, 2026. Refinements have focused primarily on clarifying implementation actions, and incorporating final feedback received through Phase 3 engagement. The recommended priorities continue to reflect the community vision and key themes that emerged throughout the engagement process, including safety, connectivity, accessibility, maintenance, wayfinding, core trail conditions, and strengthening regional partnerships.

Priority Actions (Quick Wins)

As identified in the implementation plan, the recommended near-term priorities remain unchanged and include:

- Continued collaboration with the SnPink'tn Indian Band and other strategic partners;
- Pursuit of trail connections and right-of-way opportunities;
- Development and implementation of a corridor-wide wayfinding program;
- Rural intersection improvements at key access points;
- Development of a maintenance and adaptive management plan to support long-term asset management;
- Initiate the future connection to the Esplanade in alignment with the Esplanade Renewal Plan

Financial implication

The KVR Trail Strategy is supported by a multi-year project budget included in the City's 2025–2029 Financial Plan. An total of \$125,000 has been allocated for strategic planning and design in 2025-2026, with an additional ~\$125,000 planned for implementation. In addition, the 2026-2030 Financial Plan includes a further \$300,000 for implementation in 2027, bringing the total implementation budget to around \$425,000.

The draft implementation plan identifies an estimated \$630,000 in planning and design costs and \$13 million in long-term capital investment to implement the vision for the corridor. Full implementation is expected to require approximately \$115,000 in additional annual trail maintenance and \$50,000 in new annual park maintenance, with additional incremental annual operational costs associated with roads and other municipal infrastructure changes. The recommended Quick Wins represent an initial investment of \$560,000 and provide an achievable first phase of implementation while establishing the foundation for future capital improvements.

All cost estimates are preliminary and based on 2026 dollars. Actual project costs will be refined through future design, budgeting, and implementation processes and will be subject to inflation, project scope, and the level of amenities required. Funding opportunities, including grants and external partnerships, will be pursued where available to help offset capital costs. Individual projects identified from the plan will be brought forward for Council consideration through future budget deliberations and capital planning processes.

Consistent with the feedback received throughout all three phases of engagement, staff are recommending that the current allocation of ~\$425K dedicated for implementation be directed toward a corridor-wide wayfinding program and rural intersection improvements as initial priority projects. These initiatives were

consistently identified as high-value investments that support safety, accessibility, connectivity, navigation, and overall user experience along the corridor. Implementation of the wayfinding program will include collaboration with the Snpink'tn Indian Band and other key stakeholders, including individuals with lived experience. The wayfinding program will incorporate accessibility best practices and aims to align with the City's Sign Standardization Project to support a coordinated approach to signage across parks and trails. Additionally, the proposed Esplanade-KVR Trail connection, an action item identified through the Esplanade Renewal Plan, represents another project recommended for advancement in the near term and will be brought forward through the upcoming budget process.

Once endorsed by Council, the KVR Trail Strategy and Implementation Plan will guide future capital planning, grant applications, partnership opportunities, and project prioritization over the short, medium, and long term.

Analysis

The KVR Trail Strategy represents the culmination of a ~1 year planning process informed by technical analysis, community, interest holder, and partner engagement, and advisory committee participation.

Throughout all phases of engagement, participants consistently identified safety, accessibility, connectivity, core trail conditions, and wayfinding as the highest priorities for future investment. Phase 3 engagement confirmed strong support for the overall direction of the Strategy and resulted in refinements focused primarily on implementation planning and principles rather than changes to the core vision or concepts.

The final Strategy provides a comprehensive framework for future trail improvements while balancing community priorities, the needs of a growing community, and long-term financial sustainability. Staff are seeking the Committee's endorsement of the final draft KVR Trail Strategy and Implementation Plan prior to Council consideration.

Alternate recommendations

THAT the Parks and Recreation Advisory Committee provide alternative direction.

Attachments

Attachment A – Final KVR Strategy, Implementation Plan, and Phase 1-3 What We Heard Engagement Reports

Respectfully submitted,

Ysabel Contreras,
Parks Capital Projects Supervisor

Concurrence

General Manager
of Infrastructure

RD



KETTLE VALLEY RAIL TRAIL STRATEGY

AUGUST 2026





Prepared by Urban Systems for the City of Penticton

August, 2026

URBAN
SYSTEMS

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Appendix C: Landscape Standards

Strategy at a Glance



The Kettle Valley Rail (KVR) is a historic former railway corridor that has been converted to a multi-use pathway linking the Okanagan to British Columbia's interior. The KVR was originally constructed in the early 20th century to support transportation and economic development. The corridor has evolved into a regionally significant trail that serves as a key recreational, tourism, and active transportation route that connects communities throughout the interior of British Columbia.

The KVR Trail is not only iconic for its trestle bridges in Kelowna and Myra Canyon, but as a linear cultural landscape that runs directly through the heart of Penticton. However, despite its central location and strategic advantage, the KVR Trail in Penticton remains under-leveraged as a tourism generator, civic placemaking spine, and economic catalyst. The Strategy recognizes this gap and rises to the opportunity to position Penticton as a trail-first destination city, where visitors are drawn not just to the bridges, but to a living, vibrant ecosystem of culture, commerce, heritage, and natural beauty.

The purpose of the KVR Trail Strategy is to guide the future of the KVR Trail through Penticton by identifying opportunities to improve, connect, and enhance the corridor. The Strategy includes a vision, goals, and overall concept plan for the future of the corridor within the City of Penticton. The vision for the KVR Trail is:

*"The KVR Trail is more than a former railway corridor – it is a **community asset** that weaves together Penticton's **history, neighbourhoods, landscapes, and people** and is integral to the City of Penticton's identity.*

*The KVR Trail is envisioned as a **safe, accessible, and vibrant** corridor that supports everyday **movement, recreation, and connection**, helping shape a **healthier, more walkable, and connected** community for generations to come."*

To achieve this vision, the KVR Trail Strategy:

- Identifies key improvements for trail infrastructure and accessibility;
- Highlights opportunities for how the trail connects across neighbourhoods, parks, community spaces, nature, and culture;
- Explores ideas for wayfinding, amenities, and safety;
- Considers opportunities for community events, storytelling, and heritage; and
- Provides an action plan for future investment and stewardship.

The Strategy was developed based on extensive engagement with the community, including three phases of engagement. Through the three rounds of engagement, we heard from hundreds of community members through on-line surveys, public events, and targeted meetings.

The Strategy was developed following a three-part strategic framework (see **Figure i**). This framework involved first identifying the future directions for the corridor to help identify where we are going. Based on these future directions, an overall concept plan was developed based on community priorities, establishment of Character Zones, development of a trail classification system, and identifying key design elements. Each of these components formed the basis for the overall concept plan.



Figure i: Strategic Framework

These recommendations are brought together through an overall concept plan that aims to create a connected and consistent feel throughout the KVR Trail, while reflecting the unique character of the different areas it passes through by dividing the corridor into six distinct Character Zones.

The concept plan includes the following elements:

- Wayfinding enhancements;
- Intersection safety improvements;
- Upgraded and improved pathways;
- Opportunities to introduce new amenities;
- Public realm improvements; and
- Access improvements at gateways and access points.

Implementation of the recommendations in this strategy will take several years. The KVR Trail Strategy also outlines an implementation plan, including an action plan with short-, medium, and long-term priorities, a parkland and land acquisition framework, a budgeting and resource framework, and a monitoring plan with key success metrics.

This implementation plan includes a high-level phasing strategy, that prioritizes quick wins and 'low-hanging fruit' improvements during the first two years, particularly within The Vineyards and The Vista Character Zones. Following these initial improvements, the focus will shift to planning and implementing corridor upgrades within The Climb and The Playground Character Zones in the short- and medium-term. Longer-term efforts will concentrate on delivering new facilities and infrastructure within The Station and Channel Link Character Zones. While capital improvements within The Station and Channel Link are anticipated over the long-term, early engagement with interest holders such as the Snpink'tn (Penticton) Indian Band (SIB), other community groups and agencies, will begin in the near term to help identify priorities, build partnerships and inform the future planning for this area and the corridor throughout.

1. Introduction



1.1 Study Overview

The Kettle Valley Rail (KVR) is a historic former railway corridor that has been converted to a multi-use pathway linking the Okanagan to British Columbia's interior. The KVR was originally constructed in the early 20th century to support transportation and economic development, the corridor has evolved into a regionally significant trail that serves as a key recreational, tourism, and active transportation route that connects communities throughout the interior of British Columbia.

Within the City of Penticton, the KVR Trail passes through neighbourhoods, agricultural landscapes, cultural areas, and waterfront settings, offering residents and visitors a unique way to experience Penticton's landscape. Today, the KVR Trail is one of Penticton's most valued community and regional assets, playing an important role as a recreational, transportation, and tourism asset, connecting neighbourhoods, parks, and natural areas while celebrating the region's cultural and environmental heritage.

In recent years, increasing use of the KVR Trail has underscored both its importance and the challenges associated with managing a growing and diverse range of users. Many residents use the trail daily or weekly, highlighting its role as important community infrastructure. At the same time, concerns have been raised related to surface conditions, wayfinding, accessibility, safety at crossings, and the balance between natural character and urban interfaces.

In response to these pressures, the City of Penticton has developed the KVR Trail Strategy to shape the future of the KVR Trail through Penticton and guide the long-term planning and management of the KVR Trail within the City's boundaries.

1.2 Regional & Local Context

Regionally, the KVR Trail forms part of a much larger multi-use corridor that extends across the Okanagan Valley and beyond, connecting communities, landscapes, and recreational destinations. To the north, the trail links toward Naramata, the Adra Tunnell, and Myra-Bellevue Provincial Park near Kelowna, while to the south it continues through Okanagan Falls, Oliver, and Osoyoos toward the Canada–United States border (see [Figure 1](#)).

Within the City of Penticton, the corridor runs north-south and east-west through the City, extending the City boundary to the north through the heart of Penticton, and currently ending at the Penticton Channel. Outside the city limits, portions of the KVR Trail also pass through Regional District of Okanagan-Similkameen (RDOS) lands, creating a shared jurisdictional context that requires ongoing coordination between the City of Penticton and RDOS. As key project partners, both agencies play an important role in planning, developing, maintaining, and advancing future trail connections to ensure a seamless user experience across jurisdictional boundaries. With potential future connections, the KVR Trail can ultimately form a connection between Okanagan Lake and Skaha Lake and provide an important north-south connection through the City (see [Figure 2](#)).

The KVR Trail also runs adjacent to and through Sn̓pink'tn (Penticton) Indian Band (SIB) Reserve lands (as discussed in further detail in [Section 1.5](#)), highlighting the importance of respecting Indigenous lands, histories, partnership, and ongoing stewardship in the area. This broader regional context reinforces the KVR Trail's role as both a local community asset and a key link within a continuous regional network supporting recreation, active transportation, and tourism.

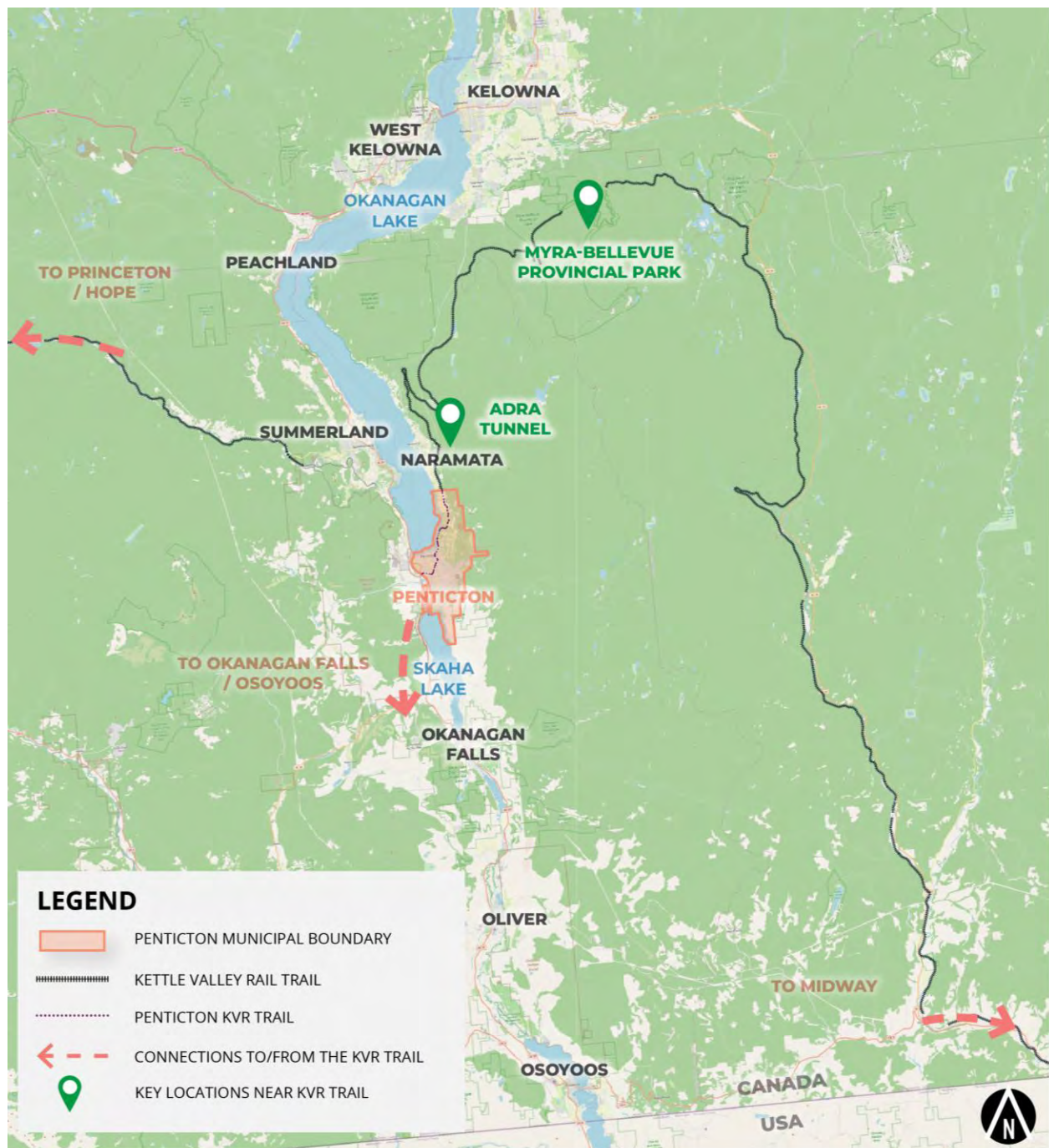


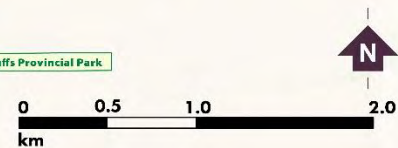
Figure 1: Regional Context Map

LEGEND

- MUNICIPAL BOUNDARY
- SNIPINK'TN INDIAN BAND
- HIGHWAY/STREETS
- - - MULTI-USE PATH / TRAIL
- - - ON-STREET BIKE ROUTES
- - - BIKE LANES
- - - LAKE-TO-LAKE BIKE ROUTE
- - - KVR TRAIL
- PARKS & RECREATION AREAS
- DOWNTOWN PENTICTON
- S SCHOOLS
- P PARKING
- W WINERY DESTINATION
- M SHOPPING AREAS



Figure 2: Local Context Map



1.3 Pre-Colonial Indigenous History

The KVR Trail corridor is situated within the traditional, ancestral, and unceded territory of the Syilx (Okanagan) People, whose presence in the region predates colonial settlement by thousands of years. The Syilx people occupied an area which extended over approximately 69,000 square kilometres. The northern area of this territory stretched from the area of Mica Creek, just north of Revelstoke, and east to Kootenay Lake. The southern boundary extended to the vicinity of Wilbur, Washington and the western border extended into the Nicola Valley.

For thousands of years, the Syilx people were self-reliant and well-provided through their own ingenuity and use of the land and resources. The Syilx people lived as a united Nation with a thriving and sustainable economy throughout this vast territory, including hunting, fishing, growing, harvesting, and trading. Following the first contact from settlers and colonization, the Syilx people were divided from one another and from traditional ways of life. With increased colonial settlement of the Okanagan valley British Columbia joining confederation, Indian Reserves were established in the early 1900s.¹²

The area known today as Penticton derives from the nsyilxcən word snpintktn, often translated as “a place where people have always been all year long” or “the always place.” The lands between Okanagan Lake and Skaha Lake provided abundant resources, including fish, game, roots, berries, and medicines, making the area an important gathering, harvesting, and travel corridor for Syilx communities throughout the region.

Today, the Snpink’tn Indian Band includes three Indian Reserves (IRs) totaling approximately 18,700 hectares (see [Figure 3](#)). The largest of these reserves, IR No. 1, is the largest with an area of 18,540 hectares and is located directly to the west of the City of Penticton across the Penticton Channel.³

Long before the construction of the KVR, the landscapes now occupied by the trail supported Indigenous travel routes, cultural exchange, and stewardship practices that connected communities across the Okanagan Valley. The original KVR trail passed through the traditional territories of the Syilx people, including through what became IR No. 1, including connections west of the Penticton Channel north to Summerland and beyond, and south to Okanagan falls and beyond.

Today, the corridor continues to hold cultural significance and provides an opportunity to recognize and celebrate Syilx history, language, knowledge, and ongoing relationships with the land. The KVR Trail can serve as a place for learning, storytelling, and reconciliation by making Indigenous histories and perspectives visible within the public realm.

The scope of the KVR Trail Strategy is on the portion of the KVR trail that is within the City of Penticton boundaries. Any potential further connections to the SIB Reserve lands across the Channel Pathway would be subject to approval and further engagement with SIB. This study does not include any recommendations on portions of the KVR Trail within SIB Reserve lands.

¹ Snpink’tn Indian Band webpage. “History & Culture”: <https://pib.ca/about-us/history/>

² Syilx Okanagan Nation Alliance webpage. “History”: <https://syilx.org/about/history/>

³ Snpink’tn Indian Band webpage. “Our Land”: <https://pib.ca/about-us/our-land/>



Figure 3: Spink'tn Indian Band Reserves (Source: Spink'tn Indian Band Website)

1.4 Study Process

The KVR Trail Strategy has been developed over a four phase process between summer 2025 and summer 2026 (see [Figure 4](#)). There were three phases of engagement with the public, stakeholders, and city working groups to ensure there was alignment with priorities within the community.



Figure 4: KVR Trail Strategy Phase Timeline

1.5 Engagement

As noted above, the Strategy was developed based on extensive engagement with the community, including three phases of engagement, as summarized below. Through the three rounds of engagement, we heard from hundreds of community members through on-line surveys, public events, and targeted meetings. What We Heard Engagement Summary Reports all three phases of engagement are provided in [Appendix A](#).

Phase 1 Engagement



Figure 5: Phase 1 Engagement Events and Community Outreach

The first phase of engagement, titled “Locals Know,” was designed to gather input from residents, trail users, and community groups to better understand how the KVR Trail is used today and what opportunities and challenges exist. The purpose of this phase was to collect baseline information on user experiences, perceptions, and needs to help inform the future direction of the KVR Trail Strategy.

Engagement activities took place between June 16 and August 28, 2025, and included both online and in-person opportunities (see Figure 5). Community input was gathered through an online feedback form and map-based tools on the Shape Your City website, as well as three pop-up engagement stations located along the trail on June 21st, 2025. Targeted conversations were also held with advisory and partner groups, including the City Working Group, Accessibility Committee, Parks & Recreation Advisory Committee, the Regional District of Okanagan–Similkameen (RDOS), and the Snpink’tn Indian Band.

During Phase 1 engagement, the City received 286 completed feedback forms, along with additional qualitative input from in-person conversations and meetings. The findings from this engagement are summarized in this report and provide a foundation for subsequent phases of the KVR Trail Strategy.



Phase 1 Engagement Photos

Phase 2 Engagement

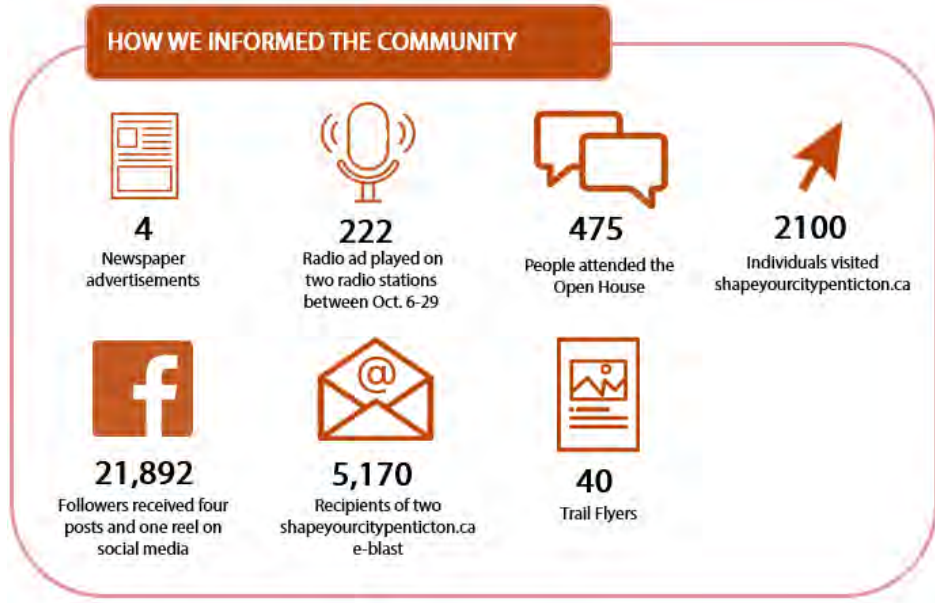
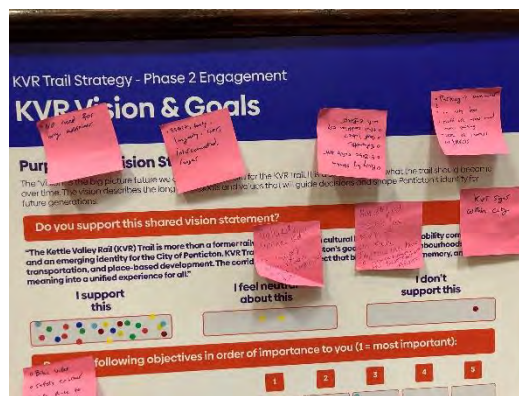


Figure 6: Phase 2 Engagement Events and Community Outreach

The second phase of engagement was designed to gather community input to inform the development of a shared vision, objectives, and strategic directions for the KVR Trail through Pentiction. Engagement activities built on insights from Phase 1 and focused on desired trail experiences, features, and amenities, as well as considerations related to accessibility, safety, connectivity, cultural expression, and environmental stewardship.

Phase 2 engagement primarily took place between October 14, 2025, and December 12, 2025, and included an online feedback form, a Council-hosted open house, and a targeted workshop for key community groups (see Figure 6). Meetings were held with Okanagan College, Pentiction Secondary School (Pen Hi), and the Pentiction & Wine Country Chamber of Commerce.

During Phase 2 engagement, the City received 252 completed feedback forms, along with additional qualitative input from in-person conversations and meetings. The findings from this engagement are summarized in this report and provide a foundation for subsequent phases of the KVR Trail Strategy.



Phase 2 Engagement Photos

Phase 3 Engagement

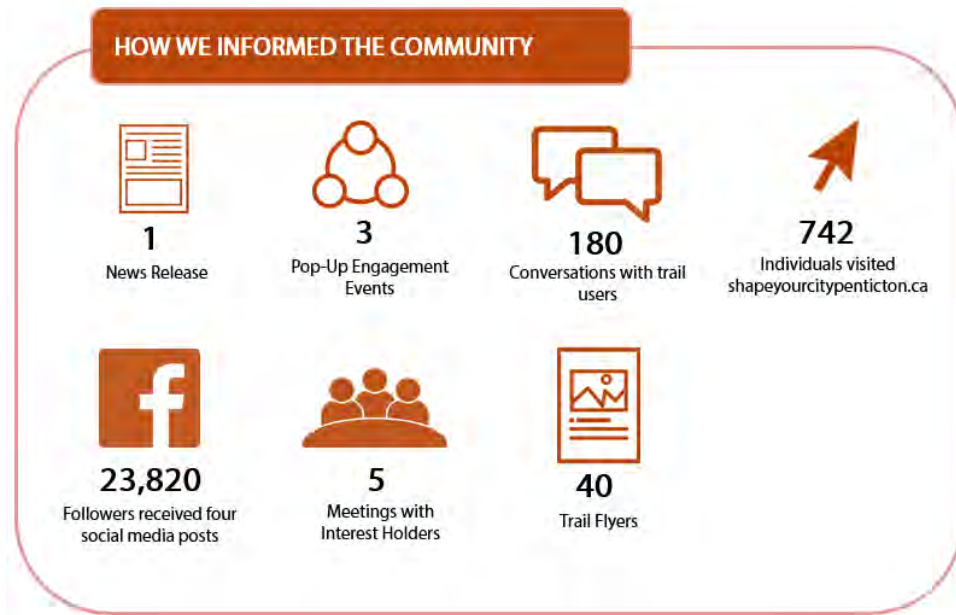


Figure 7: Phase 3 Engagement Events and Community Outreach

Phase 3 engagement took place between May 28 and June 28, 2026. Phase 3 built on the vision, objectives, and priorities established through the previous phases by focusing on reviewing and validating the draft KVR Trail Strategy concepts. Engagement activities involved presenting the proposed long-term recommendations for each of the six Character Areas along the corridor, including proposed trail upgrades and amenities to enhance the user experience. This phase focused on testing proposed improvements and ensuring they align with the community vision.

During phase 3 engagement, 154 online and print feedback forms were received. City staff also hosted a series of pop-up engagement sessions at the Penticton Farmers' Market, Vancouver Place trailhead, and the Penticton Pump Track as well as a virtual stakeholder workshop and targeted conversations were held with interest groups, including the SIB, RDOS, Thompson Okanagan Tourism Associations (TOTA) (see Figure 7). Members of the public were invited to review the proposed concepts and share their feedback directly either through the survey or with the project team. The City also met with the Accessibility Advisory Committee, Parks & Recreation Advisory Committees to share the proposed recommendations and feedback from the public in phase 3 engagement.



Phase 3 Engagement Photos

1.6 Strategic Framework

The KVR Trail Strategy was developed following a three part strategic framework (see [Figure 8](#)). This framework involved first identifying the future directions for the corridor to help identify where we are going (as summarized in [Section 3](#)). Based on these future directions, an overall concept plan was developed based on community priorities, establishment of Character Zones, development of a trail classification system, and identifying key design elements (as summarized in [Section 4](#)). Each of these components formed the basis for the overall concept plan (as summarized in [Section 5](#)). Finally, the Strategy includes an implementation plan that includes short, medium, and long-term actions, a property acquisition plan, budgeting and resource framework, and monitoring plan with success metrics (as summarized in [Section 6](#)).



Figure 8: Strategic Framework

2. The KVR Trail Today



The KVR Trail extends roughly 10.6 kilometers within the City of Penticton, spanning from the City boundary at the north to the Penticton Channel to the south. This section summarizes the current context for the KVR Trail, including the policy context, summary of opportunities and constraints, and the findings of technical assessment and analysis from several perspectives, including the trail network, recreational opportunities, land use, mobility, historic context, economic context, and social and cultural considerations.

2.1 Policy Context

The City has several plans and policies that influence the KVR Trail Strategy, as summarized below.

- **Official Community Plan (2019):** Sets the long-range policy framework for land use, growth, infrastructure, and environmental stewardship in Penticton. The OCP identifies transportation networks, parks, development zones, and urban design policies intended to guide future development. The OCP emphasizes compact growth, active transportation, and sustainable infrastructure. The OCP Positions the KVR corridor as a vital greenway within the City's broader vision of sustainability and walkable neighbourhoods. It encourages maintaining heritage integrity, connectivity, and partnerships with regional stakeholders.
- **Parks and Recreation Master Plan (2018):** Provides a 10-year roadmap for improving and expanding Penticton's parks, recreation facilities, and trail networks. It emphasizes enhancing user experiences, increasing access to nature, and creating a more connected and inclusive park system. It identifies the KVR as a key linear park and regional recreation corridor. It recommends better signage, surface improvements, and connections to other trail systems.
- **Safe Routes to School Plans (2024-2026):** The City has recently developed Safe Routes to School Plans for seven elementary schools in Penticton (Carmi, Columbia, KVR Elementary, Skaha Lake, Queens Park, Uplands, and Wiltse Elementary Schools). Safe Routes to School Plans are a joint effort to identify 'Best Routes to School' and to implement infrastructure, programs and educational materials for each school. Each plan includes an action plan that identifies responsibilities for improvements and actions by various stakeholders including the City of Penticton, School District 67 (SD67), school administration and the Parent Advisory Committee (PAC). The plans are intended to serve as living documents that should be reviewed annually by the City with input from the school and will be used to guide infrastructure upgrades identified through this process. Safe Routes to School Plans are most relevant for three schools that include the KVR trail within their catchment areas:
 - **KVR Elementary School** is located directly adjacent to the KVR alignment south of Jermyn Avenue and includes the KVR Trail within its catchment area. Engineering recommendations include implementing 'Drive to Five+' locations to encourage pick up and drop off away from the school frontage, intersection and pedestrian crossing improvements on side streets adjacent to 'Best Routes', addressing speeding issues on Main Street, and reviewing all road crossings of the KVR Trail between Duncan Avenue and KVR Elementary School, including adding and upgrading crossings where needed and considering improvements to make the KVR Trail feel safe, such as lighting and wayfinding signage.
 - **Uplands Elementary School** is located east of the KVR alignment but has a catchment area that includes the KVR Trail between Government Street and the Vancouver Avenue trailhead. The KVR Trail is designated as a "Best Route" between Pickering Street and

Vancouver Avenue, along with several cross-streets. Engineering improvements include intersection and pedestrian crossing improvements on side streets adjacent to 'Best Routes'.

- **Carmi Elementary** is located south of the KVR alignment but has a catchment area that includes the KVR Trail between Hastings Avenue and Eckhardt Avenue. While the plan does not identify the KVR trail as a "Best Route" to school, it is within the catchment area. Engineering improvements include intersection and pedestrian crossing improvements on side streets adjacent to 'Best Routes'.

See [Appendix B](#) for the 'Best Routes to School Maps' and Infrastructure improvements for each of these three schools.

- **Esplanade Renewal Plan (2026):** The Esplanade Renewal Plan establishes a long-term vision for the renewal of public lands surrounding the Okanagan Marina, Esplanade Park, and adjacent waterfront recreation areas. Developed through extensive community engagement, the plan seeks to balance enhanced recreation opportunities, public amenities, waterfront access, and environmental stewardship while protecting the area's natural and cultural values. The plan identifies improved pedestrian and cycling connections, including stronger integration with the KVR Trail, to create a more connected and accessible waterfront experience. For the KVR Trail Strategy, the plan provides important direction for future trail connectivity, placemaking, and active transportation improvements within one of Penticton's premier recreation and tourism destinations.
- **Sports & Recreation Needs Assessment (2025):** The Sports and Recreation Needs Assessment evaluates current and future recreation needs in Penticton, with a focus on expanding opportunities for active living, outdoor recreation, and equitable access to facilities and amenities. The assessment recognizes the importance of trails, walking, cycling, and nature-based recreation in supporting community health and well-being. As one of Penticton's primary recreational and active transportation corridors, the KVR Trail plays an important role in providing accessible opportunities for walking, cycling, rolling, and outdoor recreation while connecting residents and visitors to parks, neighbourhoods, and community destinations.
- **Urban Forest Management Plan (2024):** The Urban Forest Management Plan (CommuniTREE Plan) establishes a 20-year framework for managing and expanding Penticton's urban forest to improve climate resilience, biodiversity, public health, and community well-being. The plan emphasizes increasing tree canopy cover, protecting and restoring natural ecosystems, managing invasive species, and incorporating drought-tolerant planting strategies that respond to Penticton's hot, dry climate. The KVR Trail is an important green corridor within the city and presents opportunities to advance many of the plan's objectives through expanded tree canopy, shade provision, habitat enhancement, invasive species management, ecological restoration, and green infrastructure. The Urban Forest Management Plan provides important direction for landscaping and stewardship along the KVR, helping to create a more comfortable, resilient, and environmentally sustainable trail experience for residents and visitors.
- **Accessibility Plan (2023):** Identifies barriers across City services, spaces, and infrastructure, with the goal of creating inclusive, equitable environments for people of all abilities. It focuses on both physical designs such as ramps, grade changes, and signage – and policy updates to ensure compliance with accessibility standards and community expectations. The plan calls for year-round, barrier-free access to parks and trails. The KVR Trail must serve users with mobility devices,

sensory challenges, and other accessibility needs. This plan provides a foundation for understanding physical and systemic barriers that may limit trail access or enjoyment.

- **North Gateway Plan (2022):** The North Gateway Plan is a comprehensive land use and development framework for one of Penticton's most transformative urban areas. It outlines goals for mixed-use development, public realm improvements, transportation connections, and green space enhancements. A key feature of the plan is the integration of the KVR Trail through this high-density redevelopment area. This plan covers a significant section of the KVR Trail corridor and sets expectations for how the trail will function within future development. It identifies trail improvements, crossings, and placemaking elements needed to ensure trail continuity and quality. The plan includes implementation priorities, including the creation of a separated multi-use landscaped path along the south side of Eckhardt Avenue West, connecting the Okanagan River Channel to the south side of the road, and supporting ground-level commercial uses where appropriate, ensuring the appropriate setback and interface is provided between the multi-use path and building frontages.
- **Transportation Master Plan (2021):** Establishes Penticton's multi-modal transportation goals, emphasizing safety, sustainability, and equity in the design and operation of transportation infrastructure. It prioritizes active transportation and proposes infrastructure upgrades to improve accessibility, connectivity, and safety for pedestrians and cyclists. The plan recognizes the KVR Trail as a core active transportation spine and identifies the KVR Trail as a primary corridor in the active transportation network. The plan promotes improved multi-modal integration, trail crossings, and connectivity with the Lake-to-Lake cycling route.
- **Community Climate Action Plan (2021):** This plan outlines Penticton's approach to reducing community-wide greenhouse gas emissions, increasing energy efficiency, and preparing for climate impacts. A central focus is encouraging active transportation to reduce vehicle-kilometres-traveled (VKT) and emissions. The plan also addresses urban form, public health, and energy transitions. The KVR Trail is an essential element in enabling a shift from vehicle trips to active modes such as walking, cycling, and rolling. The KVR Trail supports multiple action items in the Climate Action Plan related to sustainable land use, mobility, and public engagement.

2.2 Opportunities and Constraints

The following themes summarize the feedback collected through the engagement. In the first phase of engagement, community members provided input about existing conditions through the lens of five Planning Patterns – **Physical & Environmental Patterns**, **Mobility & Connectivity Patterns**, **Social, Cultural & Heritage Patterns**, **Economic & Governance Patterns**, and **Perceptual & Experiential Patterns**. Together, input from these five Planning Patterns provided a comprehensive framework for analyzing the trail's current state and community perspectives. Existing conditions along the corridor are summarized in **Figure 9**, and opportunities and constraints are summarized in **Figure 10**.

2.2.1 Physical & Environmental Patterns

- **Scenic Vistas as Core Identity:** Respondents consistently highlighted the Okanagan Lake, vineyards, orchards, and valley views as the most cherished features. Protecting these sightlines through vegetation management and thoughtful placement of amenities is critical.

- **Natural Shade & Vegetation:** Strong desire for more tree cover, particularly along exposed areas with limited tree coverage such as some areas north of the Vancouver Place trailhead. Users noted that barren stretches are less appealing and uncomfortable in the summer heat.
- **Environmental Stewardship:** Concerns were raised about invasive species (Black locust, Russian olive, Siberian elm, and Tree of heaven, etc.) and fire hazards. Feedback also included calls for ecological restoration, habitat protection, and interpretive signage about ecosystems.
- **Seasonal Appreciation:** Spring and fall were identified as the best times to use the trail due to wildflowers, foliage, and cooler temperatures, reinforcing the ecological value of shoulder seasons.
- **Surfaces & Maintenance:** Uneven gravel, washouts, cracked pavement, and overgrown weeds were repeatedly noted as barriers, especially for accessibility. Respondents favoured well-packed gravel over paving to balance access and speed control.

2.2.2 Mobility & Connectivity Patterns

- **Connectivity Gaps:** Persistent calls for safe and seamless linkages - particularly from Channel Parkway to Skaha Lake, across Hwy 97, and through downtown Penticton. Bridge revitalization at the old rail bridge site was heavily mentioned as a priority.
- **Trailhead & Access Infrastructure:** Parking at Vancouver Place and other key trailheads was described as inadequate, causing congestion. Suggested improvements included overflow lots, managed drop-off areas, and clearer signage.
- **Wayfinding & Orientation:** Lack of consistent signage through urban sections created confusion. Suggestions included distance markers, maps, connections to parks/schools, and "Welcome to Penticton" orientation points.
- **Multi-Use Conflicts:** There is ongoing tension between cyclists, e-bike riders, dog walkers, and pedestrians. Requests included etiquette campaigns ("Bell or Yell"), speed signage, and gates at key locations.

2.2.3 Social, Cultural & Heritage Patterns

- **Trail as a Cultural Symbol:** Many see the trail as central to Penticton's identity, tied to family traditions, everyday routines, and even personal milestones (e.g., engagements, family portraits).
- **Community Narratives & Heritage:** Requests for interpretive signage sharing Indigenous heritage, railway history, and stories of place were frequent. This reflects interest in making the trail both an educational and recreational space.
- **Community Events & Programs:** Suggestions included organized group walks, cultural programming, interpretive hikes, and festivals, which would enhance the trail as a connector of people and culture.
- **Safety & Social Issues:** Concerns about unhoused populations and isolated urban trail segments were raised. Some participants emphasized a need for social support alongside trail design improvements to foster inclusivity and comfort. Many participants also reported feeling unsafe leaving their bicycles at some KVR destinations due to the fear of theft.

2.2.4 Economic & Governance Patterns

- **Tourism & Local Business Integration:** Respondents see potential for better connections between the trail and wineries, cafés, and commercial areas. Many visitors want clear wayfinding to places to eat/drink and more options to "disperse" heavy summer trail use.

- **Economic Value of Scenic Sections:** Segments like Summerland to Penticton and the tunnel areas were identified as high -return investments for tourism revenue if improved and maintained.
- **Rental & Commercial Interfaces:** Concerns arose about e -bike rentals not educating riders on etiquette, creating safety risks. There is potential for collaboration with rental operators on signage, etiquette campaigns, or branded amenities (e.g., refillable water bottles).
- **Parking as an Economic Pressure Point:** Overcrowding at popular trailheads limits visitor access and potentially impacts local businesses. Managed parking is viewed as both an economic and infrastructure need.
- **Governance & Partnerships:** Feedback pointed to the need for coordinated management, funding strategies, and partnerships with businesses and organizations to support trail upkeep and programming.
- **Economic Opportunities :** The KVR Trail is recognized as a premier regional recreation and tourism asset. Future efforts should include coordinated marketing, branding, and promotion initiatives that position the Penticton segment as a gateway to the broader regional trail network and an iconic destination for residents and visitors.

2.2.5 Perceptual & Experiential Patterns

- **Amenity Gaps:** High demand for more water stations, washrooms, benches, wayfinding, shaded seating, and waste/recycling facilities. These were by far the most common improvement requests.
- **Perceptions of Safety:** Users noted speeding e -bikes, blind corners, and narrow urban sections as key safety risks. Comfort and confidence were tied to trail width, visibility, and user etiquette.
- **Outdoor Recreation Diversity:** Users requested separation of pedestrian and cycling traffic in high -volume areas, as well as dedicated spaces for e -bike use, dog -friendly zones, and fitness/play infrastructure.
- **All-Ages/All -Seasons Use:** Families emphasized the trail as a multi-generational asset. Seniors (the largest user group) want accessible surfaces and rest points, while some parents emphasized shade and safety for children. Year-round use was noted, but lighting for evening recreation remains limited.
- **Experience of Place:** Respondents highlighted how the trail's views, seasonal qualities, and sense of natural immersion contribute to its unique character. Balancing these experiential values with new amenities was a recurring theme.

LEGEND

- MUNICIPAL BOUNDARY
- STREETS
- - - KVR TRAIL
- PARKS & RECREATION AREAS
- DOWNTOWN PENTICTON
- ⊙ STREET ACCESS TO KVR TRAIL
- P PARK SIGN
- P PARKING
- B BENCH
- A PICNIC TABLE
- W WASTE RECEPTACLE
- D DOG WASTE STATION

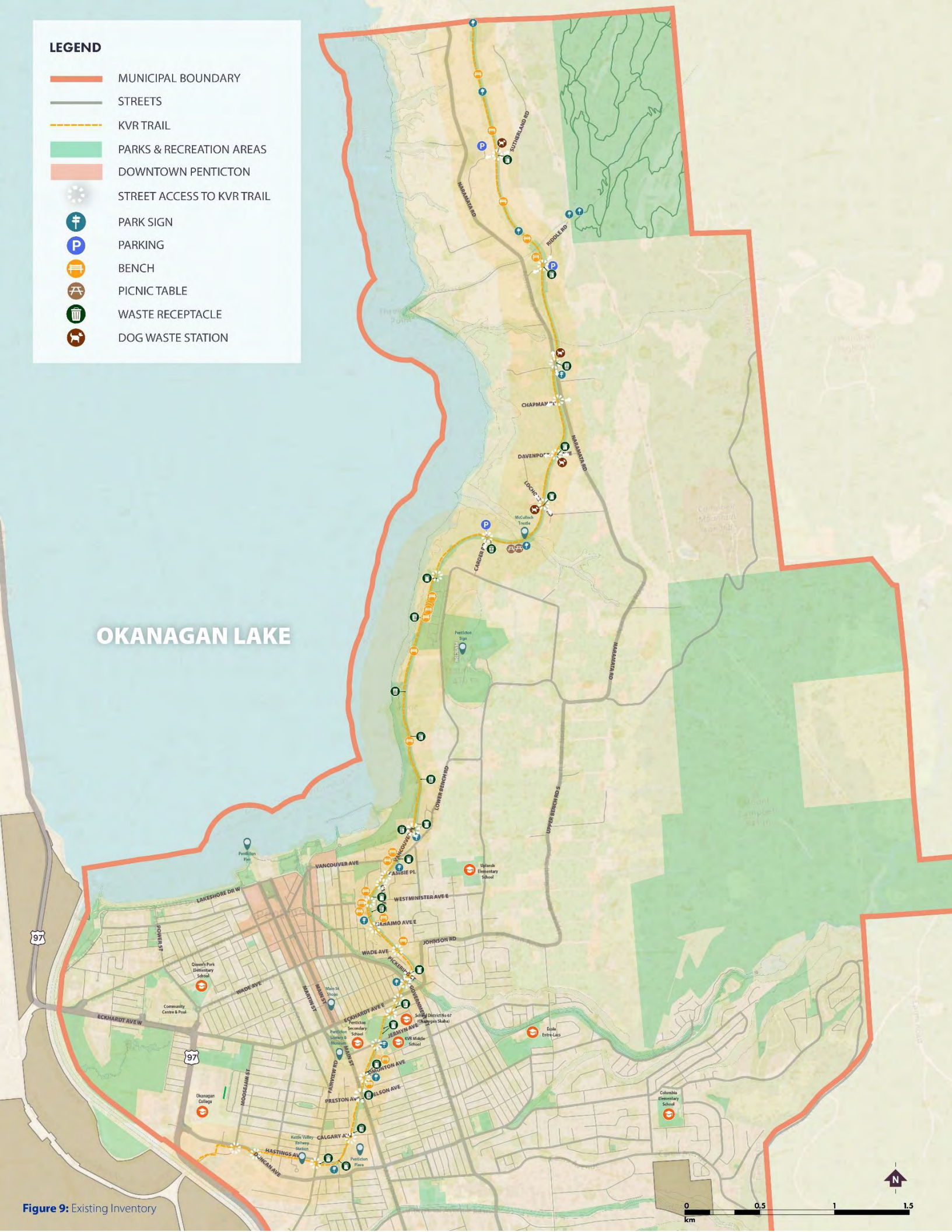


Figure 9: Existing Inventory

LEGEND

- MUNICIPAL BOUNDARY
- STREETS
- KVR TRAIL
- PARKS & RECREATION AREAS
- DOWNTOWN PENTICTON
- ⊙ STREET ACCESS TO/FROM KVR TRAIL
- Ⓟ PARK SIGN
- P PARKING
- Ⓟ BENCH
- Ⓟ PICNIC TABLE
- ♻️ WASTE RECEPTACLE
- 🐕 DOG WASTE STATION
- ⦿ PHYSICAL & ENVIRONMENTAL
- ⦿ MOBILITY & CONNECTIVITY
- ⦿ SOCIAL & CULTURAL
- ⦿ ECONOMIC & GOVERNANCE
- ⦿ PERCEPTUAL & EXPERIENTIAL

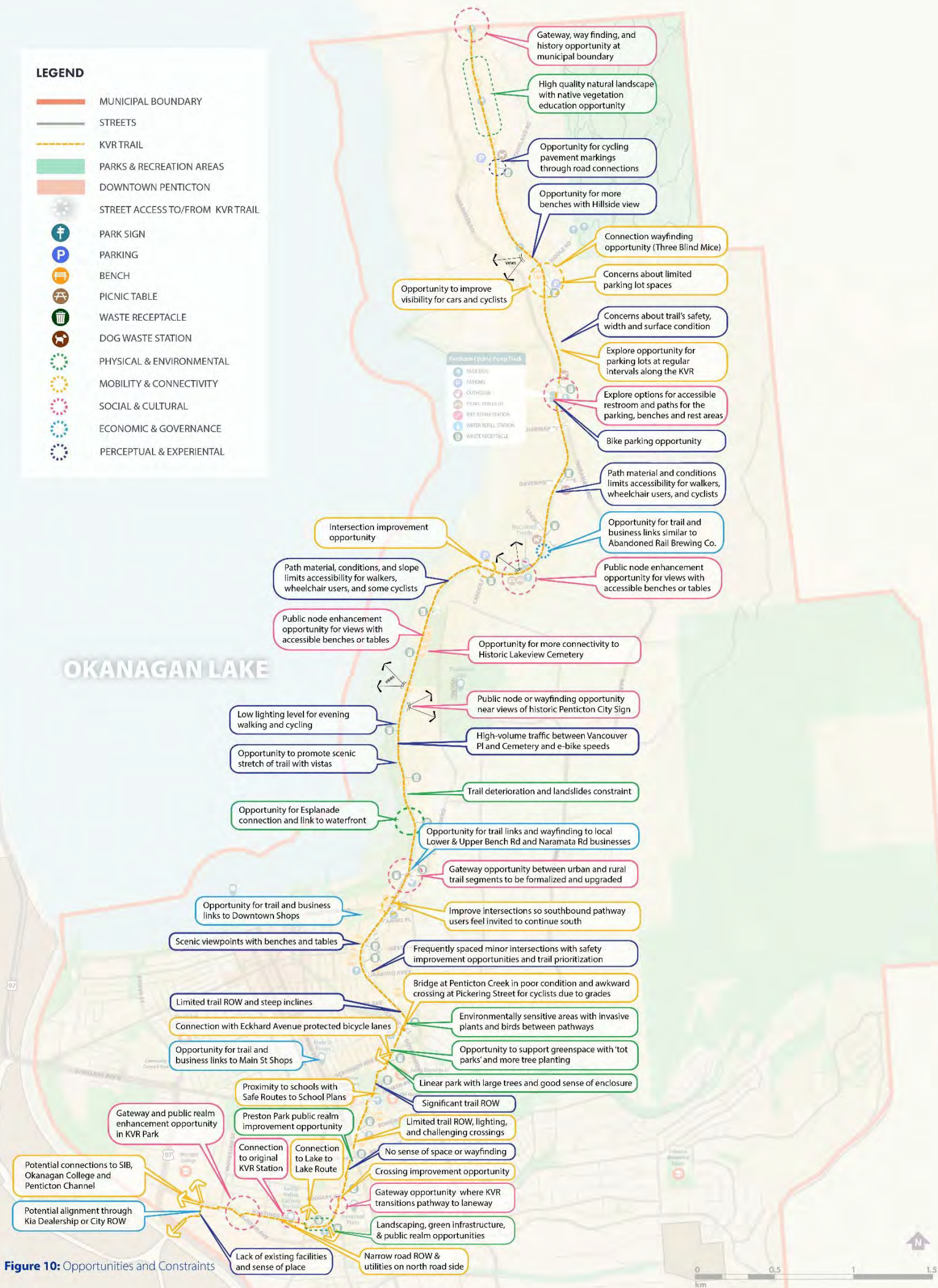


Figure 10: Opportunities and Constraints

2.3 Assessment & Analysis

This section summarizes the findings of research, technical analysis, and site visit observations through several lenses, including the trail network, recreational opportunities, land use, mobility, historic context, economic opportunities, and social and cultural considerations.

2.3.1 Historical Context



Historical photos showing the original KVR corridor through the City of Penticton (Source: City of Penticton)

The history of the corridor and Penticton extends well before the colonial history that began with the incorporation of the City. The City recognizes the long Indigenous history with the Snpink'tn (Penticton) Indian Band who have lived on these lands since time immemorial, as summarized previously in **Section 1.5**. The KVR Trail Strategy presents an important opportunity to learn and disseminate information about the pre-colonial history.

The KVR was originally constructed in the early 20th century to support transportation and economic development throughout the interior of British Columbia. In 1886, the Canadian Pacific Railway (CPR) built a rail line to Vernon and started providing ferries to connect Kelowna, West Kelowna, Summerland, Naramata, and Penticton through Okanagan Lake. In 1915, the KVR was extended to Penticton, with Penticton acting as the headquarters for the KVR., even though trains only passed through a handful of times a week.

The route of the corridor was dictated by the location of several natural geographical features, most notably the Penticton Creek, which it had to cross to gain access to the two wharfs that were located on the North shore of Okanagan Lake. The line of the railway gave little regard to the already established urban grid and bisected the City's northern neighbourhood's with an intent to provide a gradual incline from the valley floor to the upper bench. Once beyond the southern station, the railway proceeded to sweep north with a prescribed radius and again bisected the established grid layout on route to the shipping wharfs on Okanagan Lake.

After World War I, railway activity increased, with daily train service provided to Penticton. However, with other transportation alternatives provided in the Post World War II period, including the Kelowna bridge, Penticton became increasingly accessible by vehicle, which led to the decline of the KVR. In 1961, the process of decommissioning the KVR began, with the KVR fully decommissioned by 1989.

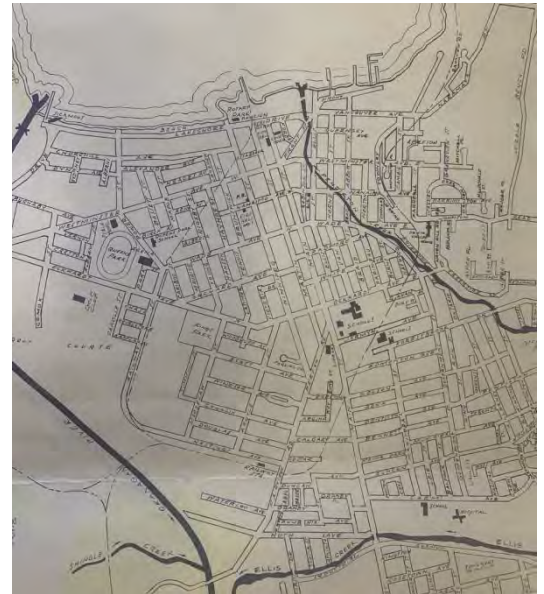
The KVR has had a lasting visual impact upon the urban fabric and shaped the form of the built environment that is seen today within the City. The juxtaposing angles of the north-south street network grid pattern and the curved non-linear route of the railway has resulted in visual reminder of the railway line that once traversed the city.

A series of buildings that were constructed following the railway's arrival remain present today. Their diagonal orientation in contradiction with the surrounding context's grid network provides clues to Penticton's once industrial past. Many of these buildings were linked to the industrial agricultural processes that drove the prosperity of the valley. Although Penticton and surrounding areas are best known for their agricultural sectors, the KVR allowed other industries to pop-up in the valley, such as lumber and manufacturing. The railway allowed Penticton to both diversify economically, as well as boost its strong point in agriculture.

Many of the structures built around the railway have since been lost to time, either burned down due to the large amount of wood structures that were built along the railway, or torn down as the City began to move from an agricultural town to a tourist destination. One of these examples is what is now the Lakeside Resort Hotel. Originally the centre-point for the KVR in Penticton, with packing houses, the railway station, a hotel and a railway roundhouse. As these buildings became defunct and were tore down, this area was turned into the downtown core and waterfront, with the land sold to be developed into the hotel.

However, several historic elements from the KVR still remain, such as railway structures, station remnants, bridges, tunnels, and landscape features. Some notable examples include:

- The original KVR Station, which is now located on Hastings Avenue;
- The remnants of the channel pathway bridge across Highway 97, which formerly extended across the Penticton Channel;
- KVR Park which provides a connection to Duncan Avenue from the cul-de-sac at the west end of Hastings Avenue;



Historic plan showing the KVR alignment through the City (Source: City of Penticton)

- The walking pier near Rotary Park on Okanagan lake, which is an homage to where the railway cars could offload cargo to the various ships traversing Okanagan Lake;
- The McCulloch Trestle that crosses Randolph Creek;
- Remnants of the “Little Joe Raymond” train wreck 320 metres north of the Vancouver Place trailhead;
- The bridge that crosses Penticton creek at the Art Gallery;
- The bridge that crossed Penticton Creek between Government Street and Pickering Street;
- The Cannery trade centre, which was originally a packing house;
- The breakwater on the west side of the Marina Way, which was originally a secondary pier for the CPR rail; and
- A small linear warehouse at 242 Haynes Street.

These are potential historic places under the framework and should be approached with conservation integrity and heritage character in mind.

2.3.2 Trail Network

The KVR Trail is an important part of Penticton’s active transportation network. The trail itself provides a direct connection providing transportation and recreation opportunities throughout the City. Importantly, the trail connects to several other important active transportation facilities, including the Penticton Creek Pathway, Ellis Creek Pathway, Lake-to-Lake Bicycle Route, connections to the Esplanade, and connections to other nature trails including the Three Blind Mice trail network. Together, the KVR trail and these connecting facilities form a comprehensive active transportation network throughout the City.

The KVR Trail through Penticton exhibits a range of existing conditions, reflecting both its strong foundation and opportunities for enhancement. Rural segments of the trail are generally well-established and require only light-touch improvements to strengthen safety, enhance accessibility, and introduce modest public realm elements while maintaining their natural character. In contrast, the urban sections between Vancouver Avenue and the Lake-to-Lake Trail include an existing pathway but would benefit from targeted upgrades to trail conditions, clearer classification, and expanded right-of-way opportunities to support gathering, play, and improved user experience. Further south, the segment connecting the Lake-to-Lake Trail to the Channel Pathway represents a key gap in the network, requiring new development to complete a cohesive and continuous corridor.

Across all segments, it was observed that the trail is used by a diverse range of users with varying comfort levels, from recreational walkers to cyclists and other mobility users. As such, the future KVR Trail must be designed to accommodate this diversity through a more unified and legible system that balances safety, accessibility, and experience. Strengthening continuity, consistency, and connectivity across rural and urban contexts will be essential to establishing the KVR Trail as a fully integrated and inclusive network.

Intersections and crossings represent some of the most critical opportunities to enhance safety, comfort, and continuity along the KVR Trail. Our assessment identified a need for a consistent and context-responsive approach that integrates proven safety measures across both urban and rural environments. In urban areas, enhanced crossings—including curb extensions, raised crosswalks, and signalized intersections can improve visibility, reduce vehicle speeds, and create a smoother and more intuitive trail experience. Mid-block crossings present opportunities to introduce features such as pedestrian half signals, Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, and/or raised crosswalks to increase driver

awareness and prioritize trail users. In rural segments, simpler but effective measures such as improved sightlines, clear signage, and stop control for vehicles can reinforce trail priority while maintaining the natural setting. Together, these interventions reflect a coordinated strategy to reduce conflicts, improve safety outcomes, and support a seamless and comfortable journey along the KVR Trail.

A summary of the trail network and analysis is shown in [Figure 11](#).



2.3.3 Recreational Opportunities

The KVR Trail is uniquely positioned within a rich network of recreational, tourism, and cultural destinations, reinforcing its role as a key spine within Penticton's broader open space system. Along the northern and central portions of the corridor, the trail connects to wineries and tourism-oriented destinations such as the Naramata Bench, as well as scenic recreational areas including Three Mile Beach and viewpoints such as the Kettle Valley trestles. Moving south toward the urban core, the trail is closely linked to prominent waterfront destinations including Okanagan Beach, Penticton Pier, SS Sicamous, Marina Way, and Riverside Park, forming a strong relationship between the trail and Penticton's lakefront identity. Additionally, a key priority identified through engagement is the long-term connection between the KVR Trail and the Esplanade waterfront corridor as an opportunity to improve recreation access, strengthen active transportation and enhance connectivity between major destinations within the city. These connections highlight the trail's importance as a recreational route that supports both local use and regional tourism experiences.

The trail continues to connect to an extensive network of parks, pathways, and natural areas. In the northern portion, the trail links to other multi-use pathways connecting to Munson Mountain. In the central portion, the trail connects with other multi-use pathways that connect with key destinations including the Penticton Creek Pathway, McNicoll Park, and the Penticton Channel Pathway leading toward Skaha Lake. Further south, the trail connects with the Lake-to-Lake bicycle route which provides additional connections to Skaha Lake Park, Skaha marina, and surrounding recreational amenities and reinforce the trail's role as a continuous north-south recreational corridor between the two lakes.

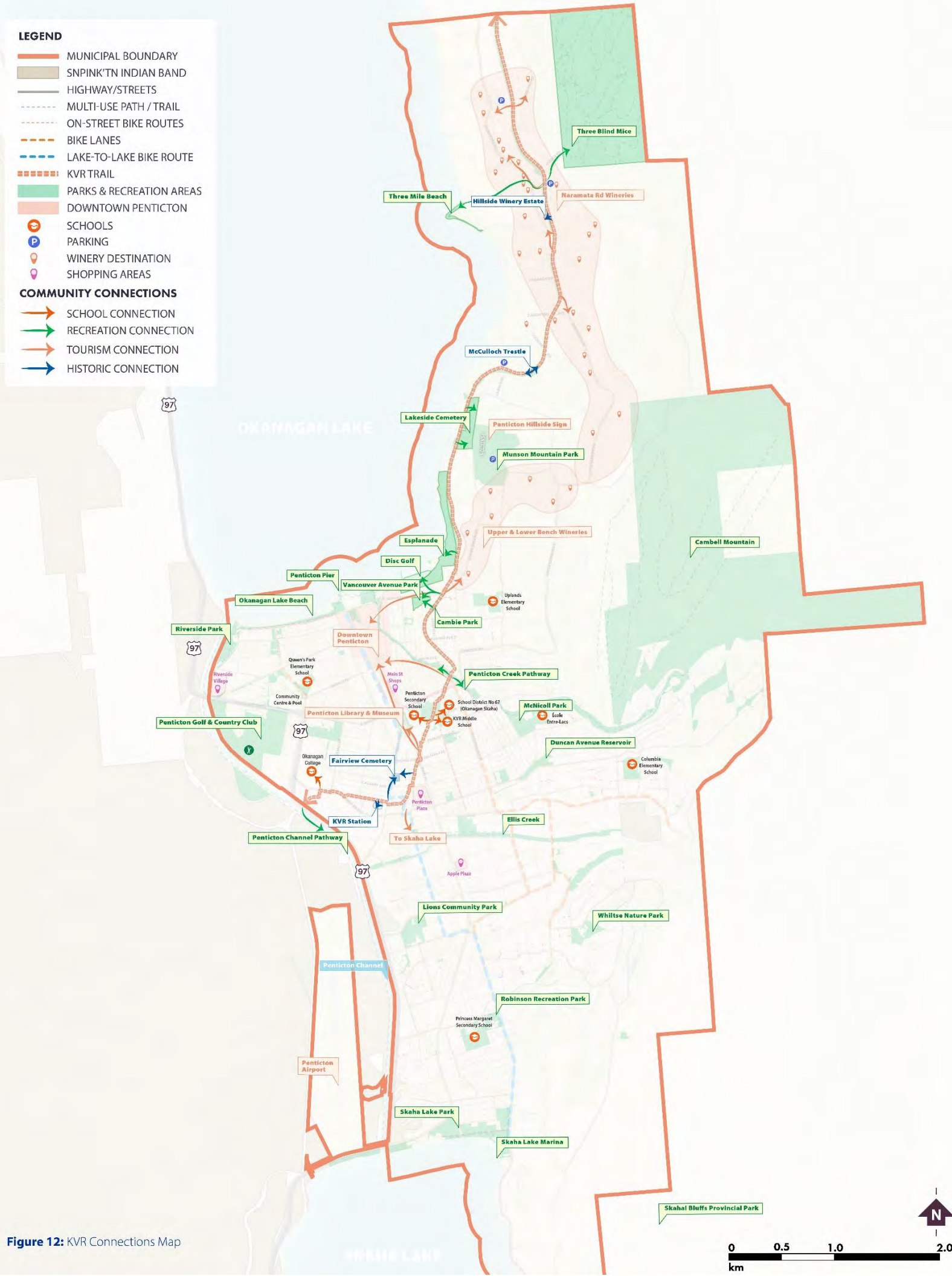
The KVR Trail is also an important tourism asset that supports recreational events, cycling tourism, organized rides, and community programming throughout the year. Recent or current events that have utilized the trail include the BC Bike Race, Blossom 8 Miler, Bighorn Bushwack, Go By Bike Week, Penticton Beer Run, Three Blind Mice Trail Run, Landyachtz Pump Track Skateboard Challenge, and endurance races such as the Ironman, Peach Classic Triathlon, Okanagan Trestles Tour, ITU Worlds, and Kettle Mettle. It is estimated that these, and other events, bring over 1,700 participants to the trail each year. These visitors bring significant economic activity to the City, resulting in at least \$500,000 in annual direct spending from these visitors.⁴

With improvements to the KVR Trail, the City may be able to attract additional events and programming opportunities, which may draw even more users. As visitor activity continues to grow, future improvements should consider amenities and infrastructure that support both tourism, event programming and informal use, including enhanced wayfinding, gathering spaces, trailhead facilities, seating, bicycle parking, and flexible spaces for community activities while maintaining a high-quality experience for everyday users. This should also include investments in marketing and promotion to encourage more events and programming opportunities, and to encourage more visitors to come to Penticton to experience the KVE Trail. These improvements could attract additional events and visitors, positioning the trail as a recognized hub for trail running, gravel cycling, mountain biking, and other active transportation events, with the potential to significantly increase the local economic impact of the trail.

⁴ Assuming 60% of participants are visitors, with an average spend of \$500 on accommodation, transportation, restaurants, other food and groceries, recreation, etc.

The presence of civic and cultural landmarks, such as the Penticton Museum and Library, KVR Station, and historic rail features, further enhances the trail's experiential value. Overall, the KVR Trail functions as a highly connected recreational asset, with strong opportunities to strengthen linkages, improve access to destinations, and elevate the overall user experience through enhanced wayfinding, public realm improvements, and cohesive design.

A summary of the recreational analysis is shown in [Figure 12](#).



2.3.4 Land Use

As shown in [Figure 13](#), the KVR trail is generally designated as a Park corridor in the City's OCP. In the northern segments north of the Vancouver Place trailhead, the trail runs adjacent to lands designated as "Agriculture" and "Natural and Conservation Areas" in the City's OCP. Between Vancouver Avenue and Pickering Street, adjacent land uses to the east are primarily "Low Density Residential" whereas areas to the west towards downtown are designated as "High Density Residential." As the KVR trail moves further south, most of the adjacent lands are designated as "High Density Residential," with some "Mixed Use Development" along Main Street and Hastings Avenue. In the southernmost segment, the KVR trail runs adjacent to "Commercial" and "Institutional and Civic" land uses. With much of the KVR trail passing through and adjacent to areas designated for high density residential uses, mixed uses, and commercial uses, the corridor can play an important role supporting further growth, development patterns, population density, and demand for trail access and amenities. The KVR Trail also presents opportunities to support local economic activity by improving connections to commercial areas, destinations, and tourism assets. As residential density increases, the corridor can help address the growing need for access to parks, open space, and recreational opportunities, particularly in areas where future access to parkland may be limited. Additionally, the trail can serve as an important community gathering space, providing opportunities for social interaction, events, and informal recreation within higher-density neighbourhoods.

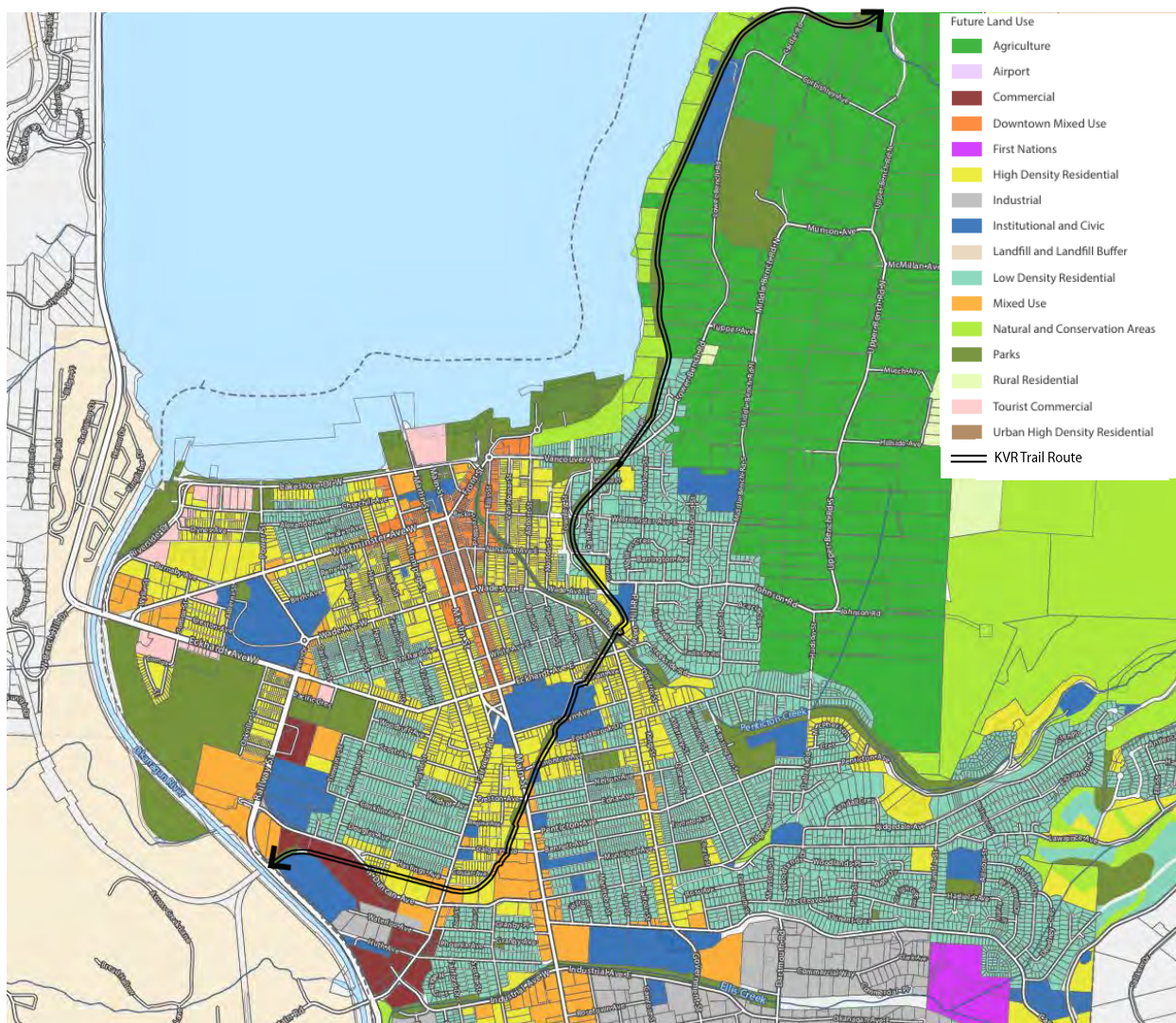


Figure 13: Official Community Plan Land Use Designations (Source: Adapted from City of Penticton OCP)

The KVR provides connections to several destinations, including schools, parks, community facilities, cemeteries, and businesses such as wineries. The KVR can serve as an important mobility corridor for residents and visitors to access these destinations:

- **Schools:** The corridor provides direct access to several schools, which provides an opportunity to encourage children to walk and cycle to school using the trail. Penticton Secondary School, KVR Elementary School, and Penticton Christian School are located directly adjacent to the KVR Trail. There are also connection opportunities to Uplands Elementary School (located approximately 600 metres from the trail) and Okanagan College on Duncan Avenue.
- **Parks and Recreation Facilities:** The KVR trail provides access and connections to several parks, trails, and recreation facilities, including: Three Blind Mice Mountain Bike Area, Munson Mountain Park, KVR Park, Poplar Grove Cycling Pump Track, The Esplanade, and Three Mile Beach.
- **Community Facilities:** The KVR Trail provides access and connections to several communities' facilities, including: Lakeview Cemetery, Fairview Cemetery, Library and Museum at Jermyn Avenue across Main Street, and Penticton Community Gardens.

- Wineries, Cideries, Breweries, and Other Businesses:** The KVR Trail provides access to several wineries, cideries, and breweries, particularly in the northern portion of the corridor in the Vineyards Character Zone (see [Figure 14](#)). The trail can incorporate signage and wayfinding to help tourists and visitors access these establishments. In addition, the City can work with private property owners to encourage them to provide access to destinations on their properties, if desired and where appropriate and consistent with the Park Land Protection and Use Policy. Any such connections should be located on private property and shall not create new private encroachments, exclusive use areas, or private interests within dedicated parkland. In such cases, property owners would be required to construct and maintain access on private property.

Wineries, cideries, and breweries adjacent to, or close to the trail include (but are not limited to):

- | | |
|-------------------------------|----------------------------|
| ○ Abandoned Rail Brewing | ○ Laughing Stock Vineyards |
| ○ Bench 1775 Winery | ○ Moraine Estate Winery |
| ○ Black Widow Winery | ○ Origin Wines |
| ○ Chain Reaction Winery | ○ Poplar Grove Winery |
| ○ D'Angelo Estate Winery | ○ Red Rooster Winery |
| ○ High Note Estate Winery | ○ Ruby Blues Winery |
| ○ Hillside Winery | ○ Terravista Vineyards |
| ○ Howling Bluff Estate Winery | ○ Tightrope Winery |
| ○ La Petite Abeille Cider | ○ Wesbert Winery |

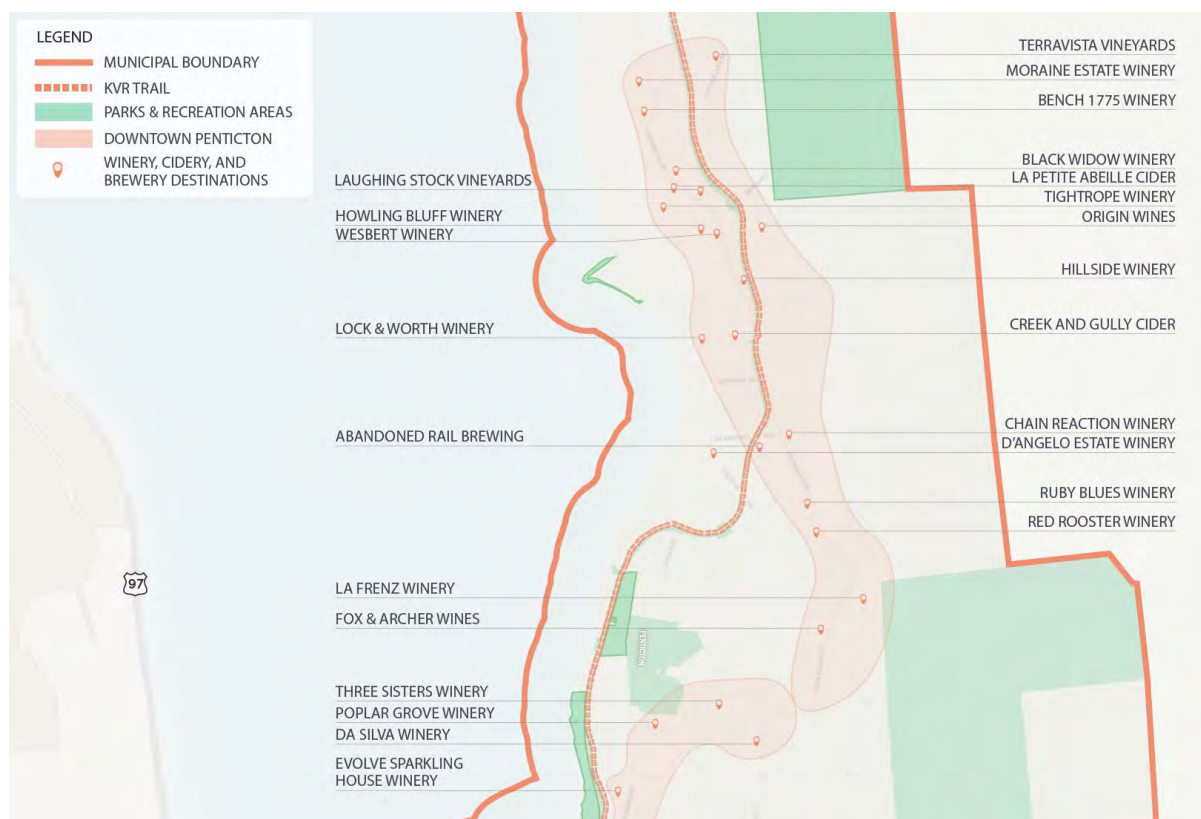


Figure 14: Wineries, Cideries, and Breweries along Naramata Rd, Upper Bench Rd & Lower Bench Rd near KVR

- **Regional Connections:** The KVR Trail forms part of a larger regional recreation corridor that connects Penticton to communities and destinations throughout the Okanagan Valley. To the north, the trail links toward Naramata, the Little Tunnel, and Myra-Bellevue Provincial Park near Kelowna, providing opportunities for cycling, walking, and tourism while connecting users to scenic landscapes, cultural destinations, and other regional trail networks. These connections reinforce the KVR Trail's role as a key recreational spine that supports active transportation, outdoor recreation, and regional tourism.

It should be noted that much of the land along the KVR Trail is environmentally protected or needs to be assessed due to sensitive ecosystems. While there is an exemption for City parks and infrastructure, many of the private properties may trigger environmental reviews. This may require a Qualified Environmental Professional (QEP or R.P. Bio.) and potentially an Environmental Development Permit for those property owners.

2.3.5 Mobility

The KVR is not just a recreational corridor, but is an important mobility corridor through the City that reimagines how people move through Penticton. The KVR trail is identified as an important corridor in several City plans and policies, including the OCP and Transportation Master Plan (see **Figure 15**). The OCP has a stated goal for the KVR Trail to: “Build on the opportunity provided by the former Kettle Valley Railway rail grade to create a cycling and walking trail network that connects the region and provides a unique recreational and cultural amenity for residents and visitors.” The KVR Trail is also shown as part of the existing and proposed cycling network in the City’s Transportation Master Plan.

As trail use continues to increase, the KVR Trail must accommodate a growing diversity of users, including pedestrians, cyclists, dog walkers, runners, e-bike users, and other micromobility users. The KVR trail can support active transportation through Penticton. Together with other cycling facilities such as the Lake-to-Lake bicycle route and other multi-use pathways, the KVR trail forms the backbone of the City’s active transportation network, providing a north-south spine across the City.

The KVR Trail provides opportunities for supporting active transportation by:

- Providing a high-comfort active transportation facility that is comfortable for people of All Ages and Abilities (‘AAA’);
- Improving safety at intersections and crossings;
- Pedestrian-oriented public spaces and trailheads that invite pause and exploration; and
- Wayfinding, signage, and educational initiatives that help promote respectful shared use, improve user awareness, and reduce conflicts between different trail users while maintaining a safe, comfortable, and inclusive experience for all.

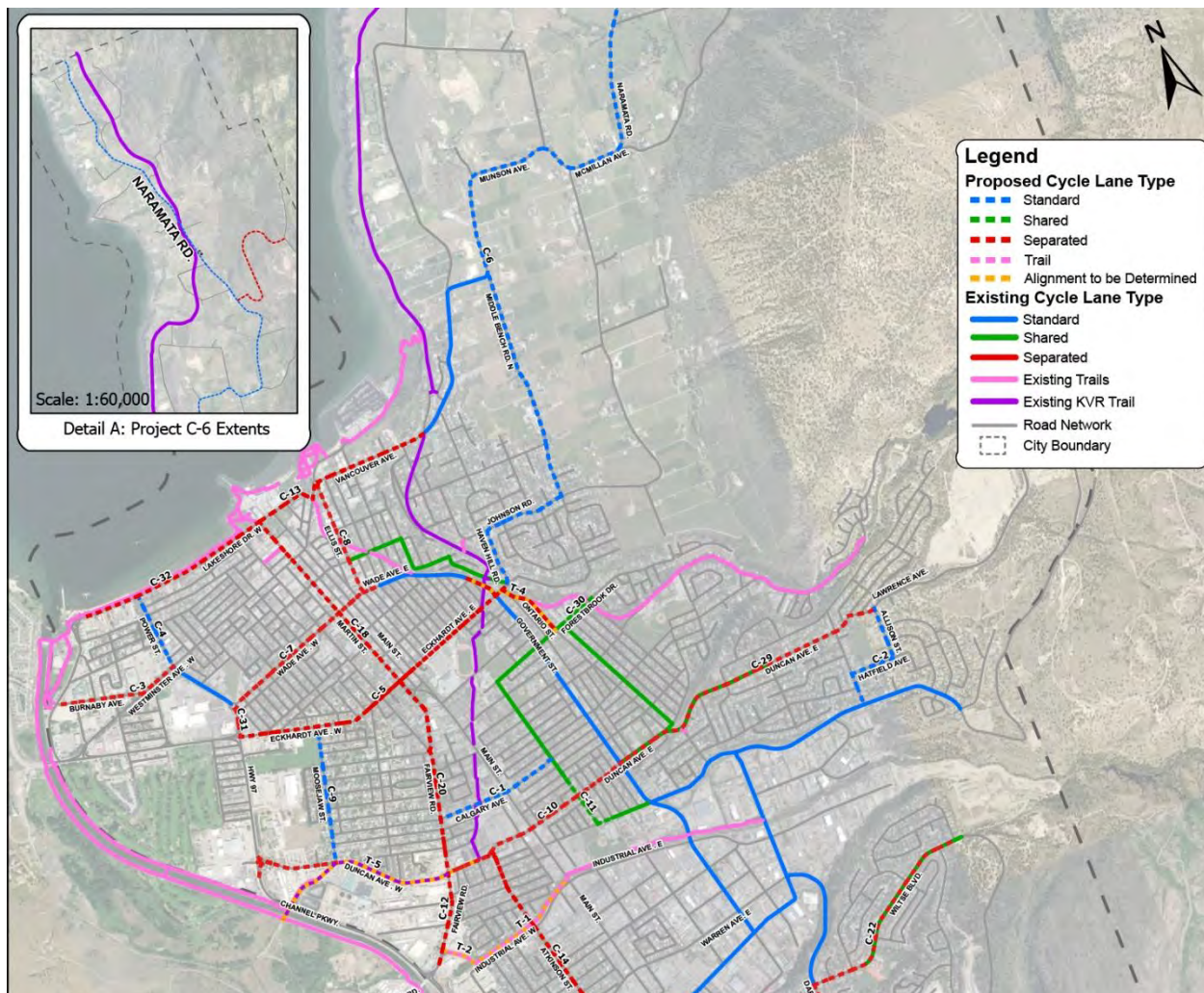


Figure 15: Transportation Master Plan Existing and Proposed Cycling Network (Source: Adapted from City of Penticton OCP)

2.3.6 Economic Opportunities

The KVR Trail is one of Penticton's most valuable tourism and economic assets. It is more than a historic corridor - it is a living infrastructure for tourism, commerce, culture, and placemaking. As a civic spine running through urban Penticton and into the rural and natural landscapes of the South Okanagan, the trail offers a unique opportunity to support economic development that is deeply rooted in place, community values, and land-based storytelling. The KVR Trail economy is not just about movement, but about memory, meaning, and momentum.

British Columbia's provincial tourism strategy calls for the elevation of place-based experiences that are authentic, locally driven, and deeply rooted in the cultural and environmental landscape. The Okanagan Valley Destination Development Strategy (Destination BC, 2021) identifies the KVR Trail as a region-wide "unique selling proposition" - one that carries untapped potential for multi-season tourism, Indigenous partnerships, and rural-to-urban economic connectivity.

The KVR Trail is not only iconic for its trestle bridges in Kelowna and Myra Canyon, but as a linear cultural landscape that runs directly through the heart of Penticton. However, despite its central location and strategic advantage, the KVR Trail in Penticton remains under-leveraged as a tourism generator, civic placemaking spine, and economic catalyst. The Strategy recognizes this gap and rises to the opportunity to position Penticton as a trail-first destination city, where visitors are drawn not just to the bridges, but to a living, vibrant ecosystem of culture, commerce, heritage, and natural beauty.

The Myra Canyon to Penticton segment of the KVR Trail is a significant economic driver, not just a recreational asset. According to the Economic Impact of the KVR Trail study (Symphony Tourism Services), the trail saw about 107,000 visits per year between August 2024 and September 2025, split almost evenly between tourists and locals. Those visits generated \$18.7 million in spending, which translates to a total regional impact of nearly \$24 million, supporting approximately 119 jobs.

Specific economic opportunities related to the KVR Trail are summarized below:

Trail-Related Businesses

- **Bike shops and rentals:** Several operate near trail access points, especially downtown and at the trailhead near the waterfront;
- **Cafés, breweries, and wineries:** Benefit from foot traffic and leisure cycling. Some offer KVR-themed products or promotions;
- **Guided experiences and shuttles:** Tours, wine rides, running, triathlon, adventure racing, touring events, mountain bike and gravel racing have emerged around the trail; and
- **Short-term accommodations:** B&Bs, guesthouses, and boutique hotels benefit from multi-day trail users.

Placemaking-Based Entrepreneurship & Micro-Economies

- **Pop-up markets and food trucks** near trail nodes or scenic viewpoints (e.g., along the lakeshore, near Naramata);
- **Artist installations** and trail-branded signage offer potential for cultural tourism but remain underdeveloped; and
- **Local produce stands and wineries** function as micro-economies, particularly near the Naramata Bench and Upper Bench Road, benefiting from trail proximity.

2.3.7 Social & Cultural Considerations

The KVR Trail plays an essential role in supporting the social systems that shape Penticton's wellbeing, identity, and inclusiveness. As a linear public space that threads through the city and connects diverse neighbourhoods, the KVR has the potential to enhance social equity, foster a sense of belonging, and address identified community needs.

Recent recreation needs assessments have emphasized the importance of accessible, connected, and inclusive recreational spaces that serve all residents particularly those in underserved or lower-income neighbourhoods. The KVR Trail can serve as a critical recreational spine, improving neighbourhood quality by linking communities to nature, each other, and vital services.

The trail's proximity to schools, healthcare, and community hubs presents an opportunity to align with broader public health goals. As a safe and active transportation route, the KVR can support walking and cycling for students, promote healthy lifestyles, and reduce access barriers particularly for those without cars or reliable transit.

Importantly, the trail intersects with multicultural and Indigenous narratives central to Penticton's development. The strategy can embed principles of inclusivity, representation, and reconciliation by integrating Indigenous language and storytelling alongside community place-making that reflects Penticton's diversity.

In addition, the KVR Trail is a cultural corridor that supports memory, identity, and evolving community values. It traces the historic KVR, anchoring Penticton's story through interpretive opportunities, heritage conservation, and shared learning. Respecting the unceded territory of the Syilx/Okanagan Nation, the trail strategy will integrate Indigenous knowledge systems, language, and stewardship principles. This includes co-developing interpretive signage, Nsyilxcən place names, and culturally appropriate programming in collaboration with Indigenous partners.

As Penticton becomes more culturally diverse, the KVR can celebrate multiculturalism through storytelling, inclusive placemaking, and events that reflect the lived experience of all residents. The trail provides a platform for community gathering, education, and cross-cultural exchange - making culture visible and accessible in everyday life.

With its intersections across schools, arts institutions, community hubs, and seasonal events, the KVR supports arts-based placemaking, public storytelling, and cultural expression - helping to foster pride of place, representation, and collective memory.

Beyond its social and cultural role, the KVR Trail is a significant environmental corridor that connects people to the Okanagan's unique natural landscapes and ecosystems. The trail provides opportunities to promote stewardship, biodiversity conservation, ecological literacy, and climate resilience while reflecting Syilx/Okanagan teachings about the responsibility to care for the land and future generations. Through thoughtful design, interpretation, and environmental management, the KVR can foster a stronger connection between community, culture, and the natural environment. Ultimately, the KVR Trail invites daily use, shared experiences, and cultural exchange, reinforcing Penticton's identity as an inclusive, healthy, and connected community.

3. Visioning



This section summarizes the future directions for the KVR Trail based on priorities identified through community engagement, including a vision to guide the development of the KVR Trail along with supporting objectives and design themes. Together, the vision, objectives, and design themes chart the course for the future of the corridor and informed the development of the overall concept plan.

3.1 Priorities

In the second round of engagement, community members were asked to identify priorities for the design of the KVR Trail. These priorities helped inform the overall concept plan. Phase 2 engagement confirmed strong overall support for the vision of the KVR Trail as a connected, inclusive, and meaningful corridor that serves active transportation, recreation, and community identity. Across engagement activities, participants consistently emphasized the importance of safety, accessibility, and connectivity as foundational priorities, particularly at road crossings, transition points, and areas where users currently rely on busy roadways.

Feedback highlighted the need to focus on core trail function before introducing more intensive amenities. Participants prioritized continuous and intuitive connections, universal and accessible design, clear wayfinding, and consistent trail conditions. Education and communication around permitted uses and trail etiquette particularly related to e-bikes and emerging mobility devices were viewed as essential to supporting safe and comfortable everyday use.

When asked which objectives were most important, survey respondents noted that the higher priorities were to create a connected and cohesive trail system, followed by ensuring safety, maintenance, and longevity (see [Figure 16](#)).

Q3: Please rank the following objectives in order of importance to you. (1 being the most important, 5 being the least)

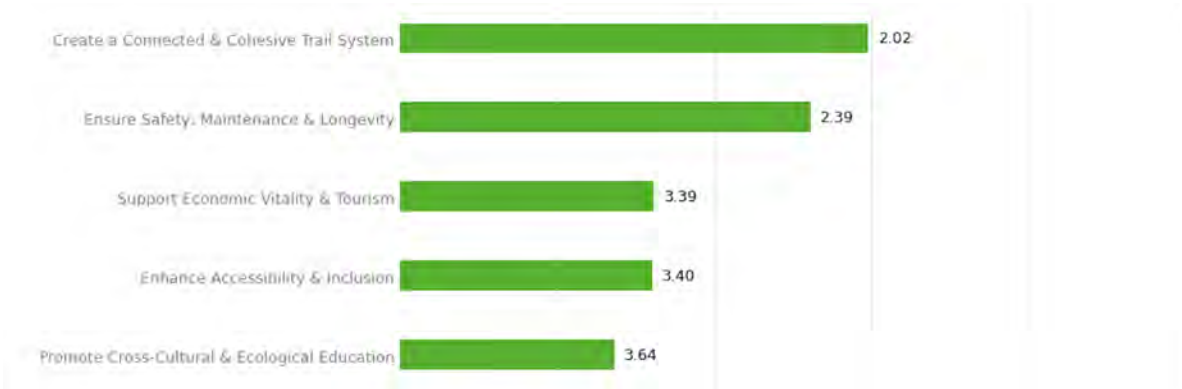


Figure 16: Community Ranking of Objectives

Note: The bar graph represents the average ranking score assigned by respondents. Because rankings were based on a scale of 1 (most important) to 5 (least important), lower values indicated higher priority.

When asked which amenities were most important, survey respondents expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences (see [Figure 17](#)). Examples of amenities that respondents would like to see more of included seating hubs, shaded rest areas, pollinator gardens, and passive wellness spaces. Survey respondents also repeatedly noted that clear and consistent signage was a foundational need.

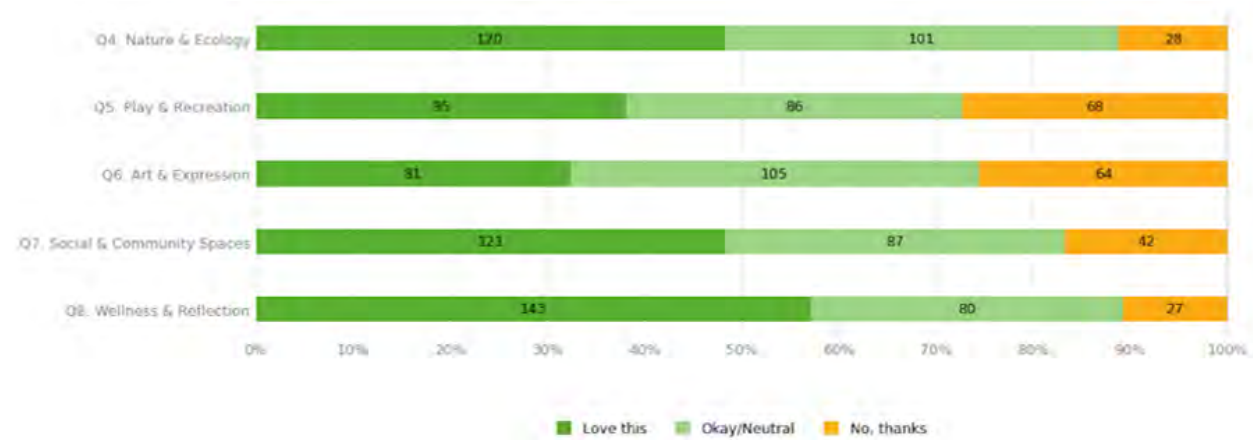


Figure 17: Community Ranking of Amenities

In summary, **safety and comfort emerged as dominant themes from Phase 2 engagement**, including road crossings and interface points, conflicts between different users, and areas with limited visibility. Participants highlighted the need to **focus on core trail function before introducing more amenities**. **Top priorities included:**

- Continuous and intuitive connections;
- Universal and accessible design;
- Clear wayfinding;
- Consistent trail conditions; and
- Education and communication about trail use and etiquette.

Respondents were asked whether they agreed that safety, connectivity, and accessibility should remain the primary priorities for future KVR Trail improvements. The majority of respondents (85%) agreed, while 15% disagreed (see [Figure 18](#)).

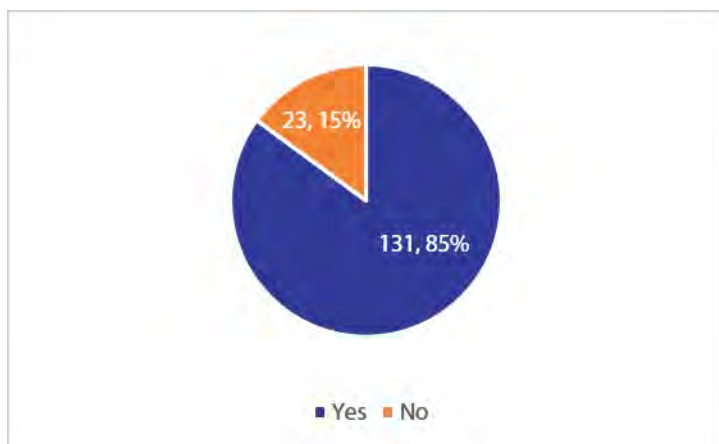


Figure 18: Support for Safety, Connectivity, and Accessibility as Priorities

Phase 3 engagement was undertaken to test and refine the proposed Concept Plans. Feedback revealed that across all six Character Zones, between 81% and 89% of respondents either "Loved It" or felt the concepts were "Okay." Feedback reinforced that safety, accessibility, connectivity, maintenance, trail surface quality, and wayfinding should remain the primary priorities for future investment. Respondents also expressed a preference for practical, user-focused improvements over large-scale built features and identified a continued desire to preserve the natural character of the KVR Trail. Much of this opposition is related to concerns about the cost of the proposed improvements, with some respondents viewing the enhancements as non-essential.

Top priorities in addition to the previous phases included:

- Appropriately scaled features and improvements;
- Preserve the natural character of the KVR Trail and avoid overdevelopment;
- Increased promotion and regional branding were seen as key opportunities to attract visitors and trail investment, and leveraging Penticton position at the heart of the South Okanagan network;
- Need clear, consistent, and accessible information before and during trail visits; and
- Collaboration is seen as essential for implementing trail improvements.

3.2 Vision

A plan that is founded on a shared community vision will help to ensure support and buy-in during implementation. A vision was developed based on input received from the community during the first two phases of the project. The vision helps to identify:

- What the trail evokes emotionally;
- What identity do we want to hold;
- The larger civic role of the trail;
- The outcomes it helps achieve; and
- Its layered value--as a transportation corridor, community connector, cultural asset, economic driver, and place to gather, not just move through.

Vision Statement:

*The KVR Trail is more than a former railway corridor – it is a **community asset** that weaves together Penticton's **history, neighbourhoods, landscapes, and people** and is integral to the City of Penticton's identity.*

*The KVR Trail is envisioned as a **safe, accessible, and vibrant** corridor that supports everyday **movement, recreation, and connection**, helping shape a **healthier, more walkable, and connected** community for generations to come.*

3.3 Objectives

The vision statement is supported by five objectives:

1. **Create a Continuous, Connected & Cohesive Trail System:** Establish a continuous and connected trail system, integrating the KVR Trail with key destinations like parks, schools, and community facilities and with other local and regional trails.
2. **Ensure Safety, Maintenance & Longevity:** Create a corridor that is comfortable for people of all ages and abilities and that addresses safety risks and infrastructure gaps like improving crossings, addressing conflicts between pathway users, improving lighting, and year-round maintenance and longevity. Establish long-term maintenance plans, or increasing lighting, essential signage, infrastructure, etc. to improve feelings of safety/security.
3. **Support Economic Vitality, Tourism & Social Experience:** Enhance public realm, amenities, connections, and spaces to host events/markets to support local businesses and community use year-round.
4. **Enhance Accessibility & Inclusion:** Upgrade the trail to meet or exceed provincial and national accessibility guidelines standards, providing signage and amenities to support a diversity of users, and prioritizing equitable trail access for various neighbourhood demographics.
5. **Promote Stewardship and Cross-Cultural & Ecological Education:** Provide opportunities for Indigenous knowledge and self-representation, honouring existing landscapes and scenic viewpoints, supporting education through interpretive signage, storytelling and community programs, and encouraging stewardship such as community gardens and community events.

3.4 Design Themes

Building on the vision and objectives, nine design themes were also identified to guide the development of the overall concept plan, including:

- **Health:** The KVR Trail will encourage active and healthy forms of transportation and recreation and will improve physical and mental health by reducing traffic volumes and speeds, reducing noise, reducing emissions, promote daily physical activity, and adding to the tree canopy.
- **Heritage:** The KVR Trail will celebrate the history of its context, including Indigenous heritage and the historic rail corridor, including the original station.
- **Ecology:** The KVR Trail is envisioned as a park-like corridor, that will prioritize the protection and enhancement of the corridor's natural character, scenic landscapes, native ecosystems, invasive species management, and biodiversity.
- **Learning:** The KVR Trail will recognize its role as a corridor for learning with students from several schools near the corridor and will include features that enable learning about the history, ecology, and other aspects of the greenway such as interpretive signage and walking tours, as well as educational initiatives to promote trail etiquette, shared-use awareness, environmental stewardship, and safe interactions between trail users.
- **Play:** The KVR Trail will recognize its role as an inter-generational corridor that brings together people of all ages and abilities, ranging from children attending schools to seniors and older adults living along the corridor.
- **Inviting:** The KVR Trail will become an inviting corridor with a strong sense of identity and place with a range of public amenities such as benches, plazas, public art, lighting, wayfinding, and view opportunities. Improvements should be scaled appropriately to their setting, complement the surrounding landscape, and maintain the character of the corridor.
- **Safe and Accessible:** The KVR Trail will be a safe, secure, and comfortable experience for people of all ages and abilities and for all users, by separating users, improving intersection safety, improving lighting and trail design, and supporting education, wayfinding, and trail etiquette initiatives that encourage respectful shared use and help manage conflicts between users.
- **Tourism & Economic Development:** The KVR Trail will support tourism and local economic development by strengthening connections to downtown, nearby businesses, and regional trail networks.
- **Reconciliation:** The City will work with Indigenous partners to engage them in the design process, ensuring a collaborative process so the design incorporates Indigenous history, story-telling, public art, and design elements, improve connections to Indigenous land, and supporting Indigenous employment and businesses.

4. Concept Development



The section summarizes the components that informed the development of the overall concept plan, including community priorities, establishment of Character Zones, development of a trail classification system, and identifying key design elements, as summarized below. Together, these elements informed the overall concept plan outlined in [Section 5](#).

4.1 Character Zones

The KVR is intended to have a consistent user experience throughout the whole corridor. However, the KVR also passes through several unique contexts. The concept recognizes and pays homage to the unique contexts through it which passes through the identification of six Character Zones, as shown in [Figure 19](#) and described below.



Figure 19: Character Zones Map

1

THE VINEYARDS

The Vineyard is a quiet, rural stretch where the trail weaves through Penticton's vineyard landscapes. Improvements will be small scale improvements, focusing on enhancing safety at rural crossings and providing rest and gathering points at key destinations and enhancing surface quality. Wayfinding signage will help guide users to nearby connections, while preserving the character of the trail.



2

THE VISTA

The Vista is defined by sweeping views and scenic moments, this area celebrates the KVR's natural beauty. Enhancements will focus on comfortable seating and trail furnishings at viewpoints, creating places to pause and take in the landscape. Wayfinding signage will help orient users and highlight key connections along the route.



3 THE CLIMB

The Climb is a more active and challenging segment of the trail, where elevation and neighbourhood connections shape the experience. Improvements will include targeted trail upgrades, safer crossings, and clear prioritization of trail users at access points. Additional rest areas along steeper sections and furnishing at viewpoints will support a more comfortable journey, complemented by wayfinding signage.



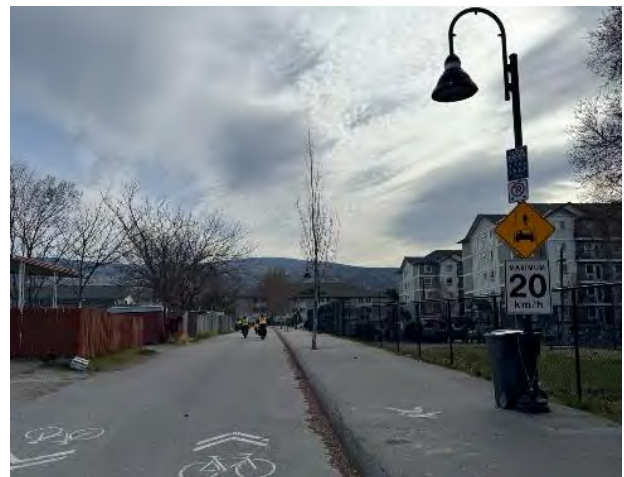
4 THE PLAYGROUND

The Playground will serve as a key KVR Trail destination, supporting recreation, community gathering, and active transportation in a highly visible and accessible location, in the heart of the community. Improvements will create a vibrant trail hub with spaces for play, rest, and social connection for all users. New play features, seating and gathering areas, and wayfinding will reinforce KVR identity and connect visitors to nearby destinations.



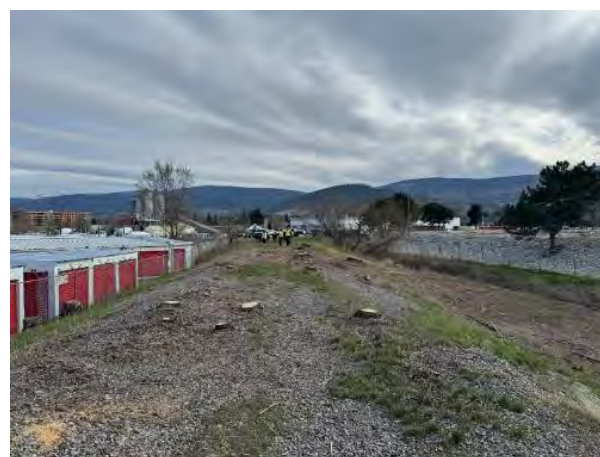
5 THE STATION

Rooted in Penticton's railway history, this area highlights the Old Rail Station as a key landmark. Improvements will focus on celebrating heritage features and enhancing the surrounding public realm with green infrastructure, interpretive signage, and shared street upgrades. Wayfinding signage will create a strong sense of arrival and connect users to routes such as the lake-to-lake bike network.



6 THE CHANNEL LINK

The Channel Link area will prioritize safe and accessible connections to the Penticton Channel, lake-to-lake routes, and the city's cycling network. Wayfinding, public realm improvements, and interpretive features will strengthen the KVR's identity while celebrating the area's railway heritage, and educational and cultural connections.



4.2 Trail Classification

A trail classification system has been developed to describe the different conditions, uses, and design approaches along the KVR Trail corridor. The system organizes the trail into a range of classes—from urban multi-use pathways and separated active transportation routes, to on-street bikeways and rural trail segments—based on context, level of use, and primary function.

Table 1 summarizes design guidelines for each trail classification for key design elements such as width, surface, separation, and adjacent uses. The design guidelines are consistent with the guidance for off-street pathways in the *2026 BC Active Transportation Planning & Design Guide*, and include guidance for both Desirable widths of facilities as well as Preferred Minimum widths, which are minimum acceptable widths for constrained contexts.

Together, these classifications help establish consistent design standards for accessibility, safety, and user experience, while allowing flexibility to respond to local conditions and character zones along the trail. The system also informs how adjacent development and landscape treatments can contribute to a cohesive, connected, and visually unified trail corridor. Design guidelines for each trail classification are summarized in this section.

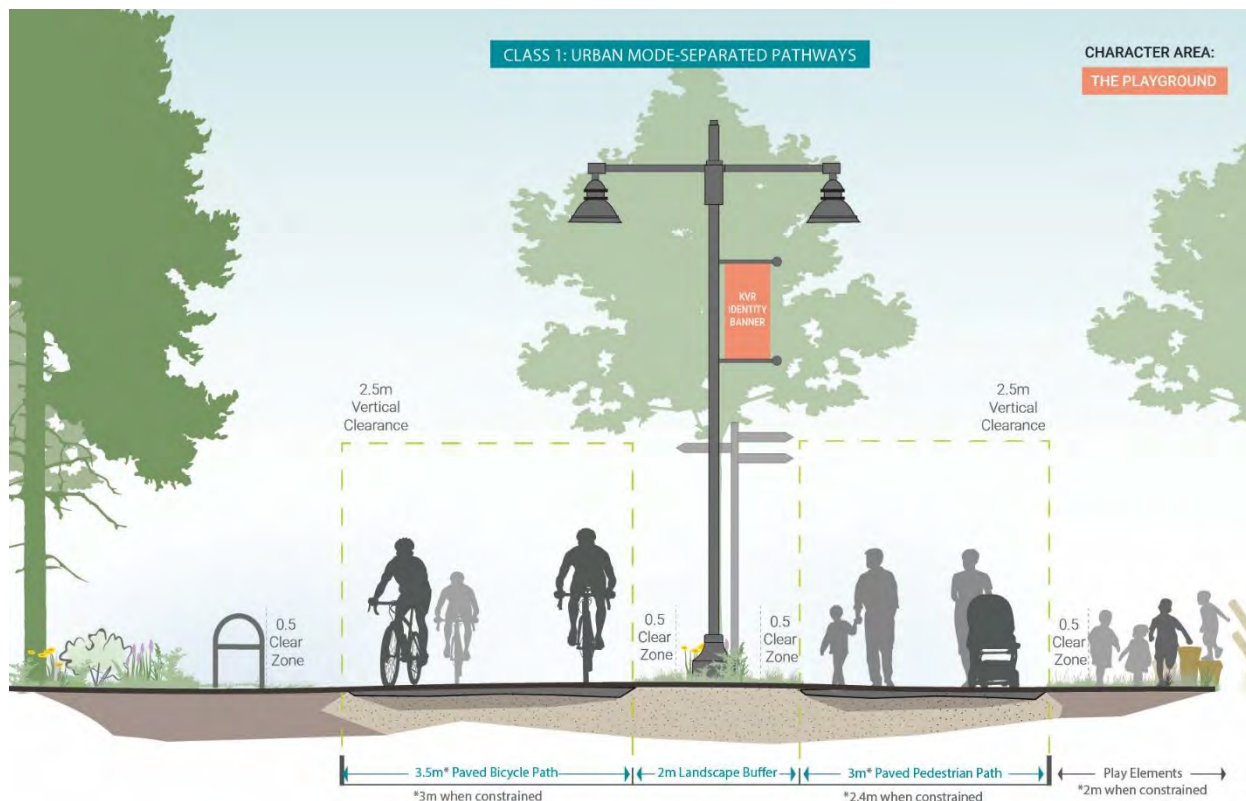
Figure 20 summarizes the proposed locations of each trail classification by overlaying trail classification on top of Character Zones.

Table 1: Trail Classification

	Class 1: Enhanced Urban Mode-Separated Pathways	Class 2: Urban Mode- Separated Pathways	Class 3: Urban Multi-Use Pathways	Class 4: Urban Roadside Pathways	Class 5: On-Street Protected Bicycle Path	Class 6: On-street Neighbourhood Bikeways	Class 7: Rural Multi-use Pathways	Class 8: Urban Connectors	Class 9: Rural Nature Trails
Context	Urban setting near major destinations such as schools with additional right-of-way	Urban setting near major destinations such as schools	Urban setting in residential areas	Urban major streets	Urban major streets	Urban residential streets	Rural	Urban	Rural
Level of Use	Highest	Highest	High	High	High	Moderate	Moderate	Moderate	Moderate
Primary Purpose	Transportation & Recreation	Transportation & Recreation	Transportation & Recreation	Transportation & Recreation	Transportation	Transportation	Recreation, Tourism	Recreation	Recreation
Users	Walking, cycling, micromobility, dog walking, jogging	Walking, cycling, micromobility, dog walking, jogging	Walking, cycling, micromobility, dog walking, jogging	Walking, cycling, micromobility, dog walking, jogging	Cycling, micromobility	Cycling, micromobility	Walking, cycling, dog walking, jogging, equestrians	Walking, cycling, micromobility, dog walking, jogging	Walking, dog walking, jogging
Desirable Width	Separated 3.5 metre bicycle path, 2.0 metre landscape buffer, 3 metre pedestrian path, and 2-10 metre play areas	Greater than 5 metres	4 metres	3.6 metres with 1.8 metre lateral buffer from roadway	3.0 metres	4.0 – 5.5 metres clear width in roadway	4.0 metres	3.0 metres	2.4 metres
Minimum Width	Separated 3.0 metre bicycle path, 1.5 metre landscape buffer, 2.4 metre pedestrian path, and 2-5 metre play areas	5.0 metres	3.0 Metres	3.0 metres with 0.6 metre lateral buffer from roadway	2.7 metres	3.6 – 3.9 metres clear width in roadway	3.0 metres	2.4 metres	2.0 metres
Surface	Paved	Paved	Paved	Paved	Paved	Paved	Compacted Aggregate	Paved	Gravel, Natural Surface
Grades	<3 %	<3 %	<5 %	<3 %	<3 %	<5 %	<5 %	< 5%	
Accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Universal accessibility	Accessible access points	Universal Accessibility	Accessible access points
Lighting	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Character Zone	The Playground	The Playground	The Climb	The Station	The Channel Link	The Station The Climb	The Vineyards The Vista	The Channel Link The Station The Playground The Climb	The Vineyards The Vista The Climb

4.2.1 Class 1: Enhanced Urban Mode-Separated Pathways

Context:	Separated pedestrian and bicycle pathways in Urban setting near major destinations such as schools with additional right-of-way
Level of Use:	Highest
Primary Purpose:	Transportation & Recreation
Location:	The Playground
Users:	Walking, cycling, micromobility, dog walking, jogging

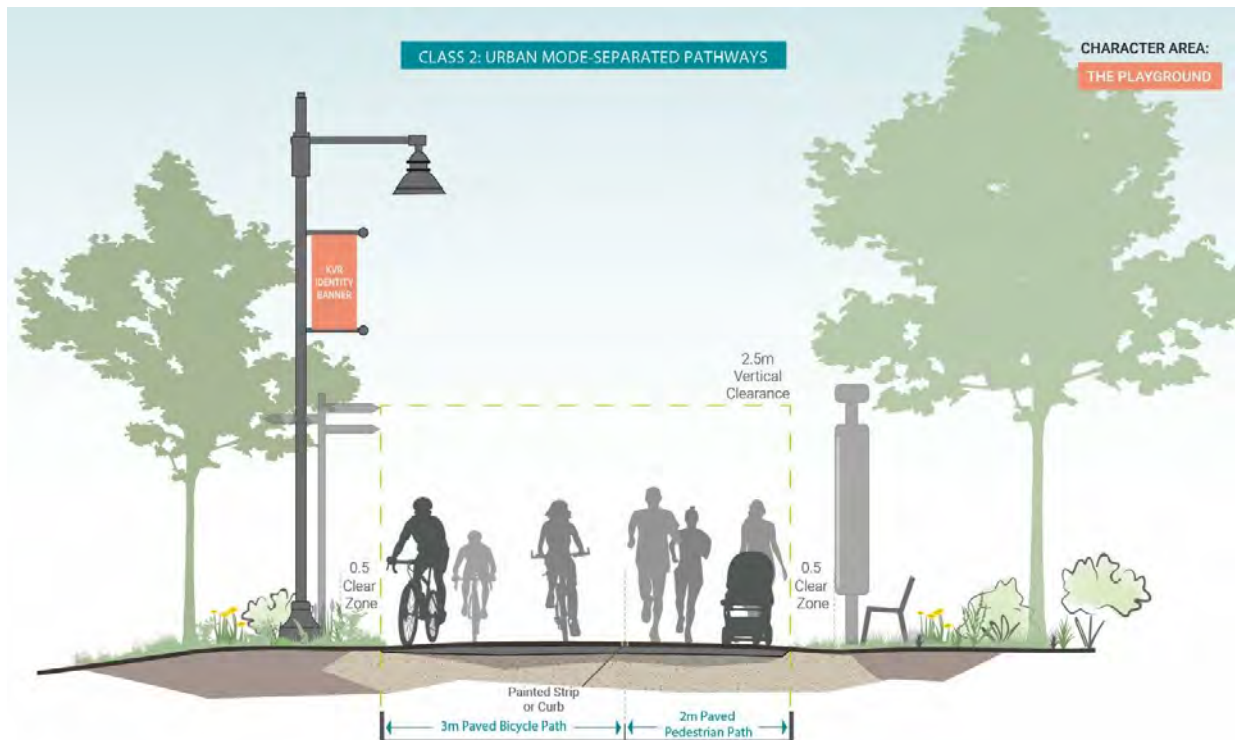


Design Guidelines

Desirable Width:	Separated 3.5 metre bicycle path, 2.0 metre landscape buffer, 3.0 metre pedestrian path, and 2 - 10 metre play areas
Minimum Width:	Separated 3.0 metre bicycle path, 1.5 metre landscape buffer, 2.4 metre pedestrian path, and 2-5metre play areas
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.2 Class 2: Urban Mode-Separated Pathways

Context:	Separated pedestrian and bicycle pathways in urban setting near major destinations such as schools
Level of Use:	Highest
Primary Purpose:	Transportation & Recreation
Location:	The Playground
Users:	Walking, cycling, micromobility, dog walking, jogging

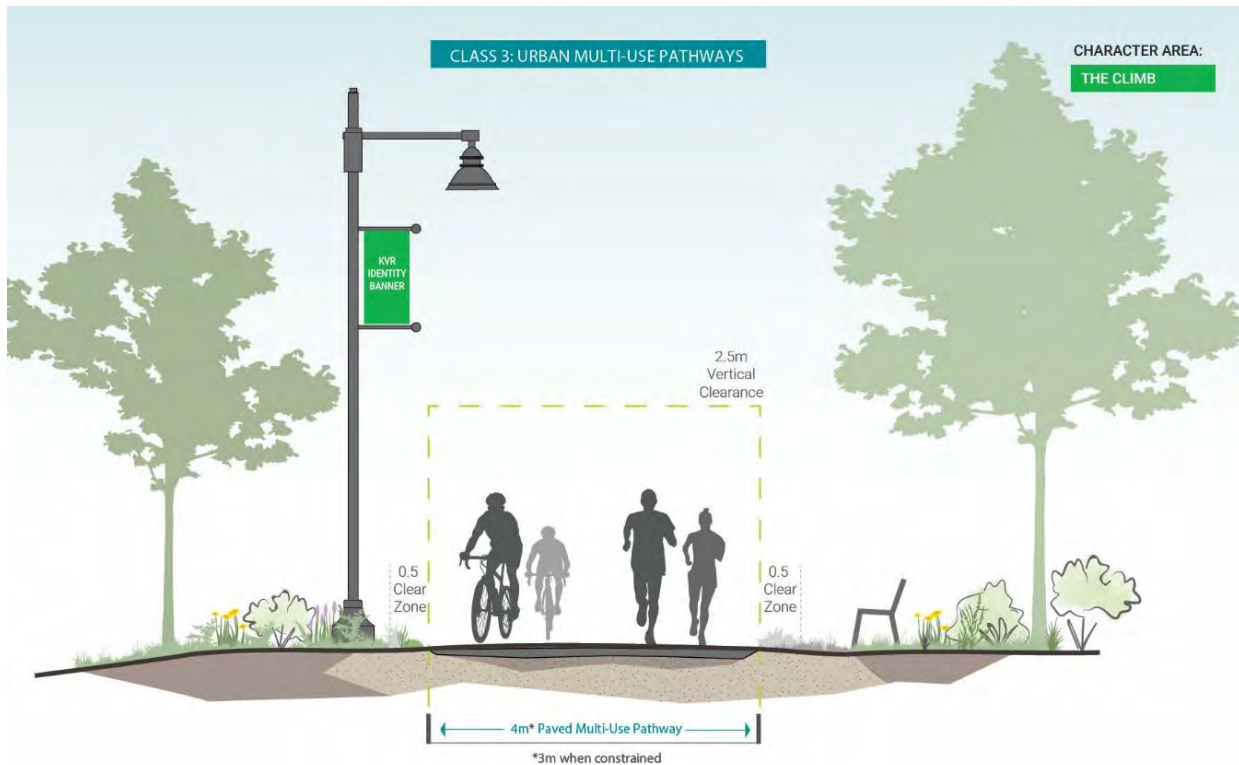


Design Guidelines

Desirable Width:	Greater than 5 metres
Minimum Width:	5 metres
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.3 Class 3: Urban Multi-Use Pathway

Context:	Shared pedestrian and bicycle pathway in urban setting in residential areas
Level of Use:	High
Primary Purpose:	Transportation & Recreation
Location:	The Climb
Users:	Walking, cycling, micromobility, dog walking, jogging



Design Guidelines

Desirable Width:	4 metres
Minimum Width:	3 metres
Surface:	Paved
Grades:	<5%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.4 Class 4: Urban Roadside Pathway

Context:	Urban major streets (e.g. Main Street)
Level of Use:	High
Primary Purpose:	Transportation & Recreation
Location:	The Station
Users:	Walking, cycling, micromobility, dog walking, jogging

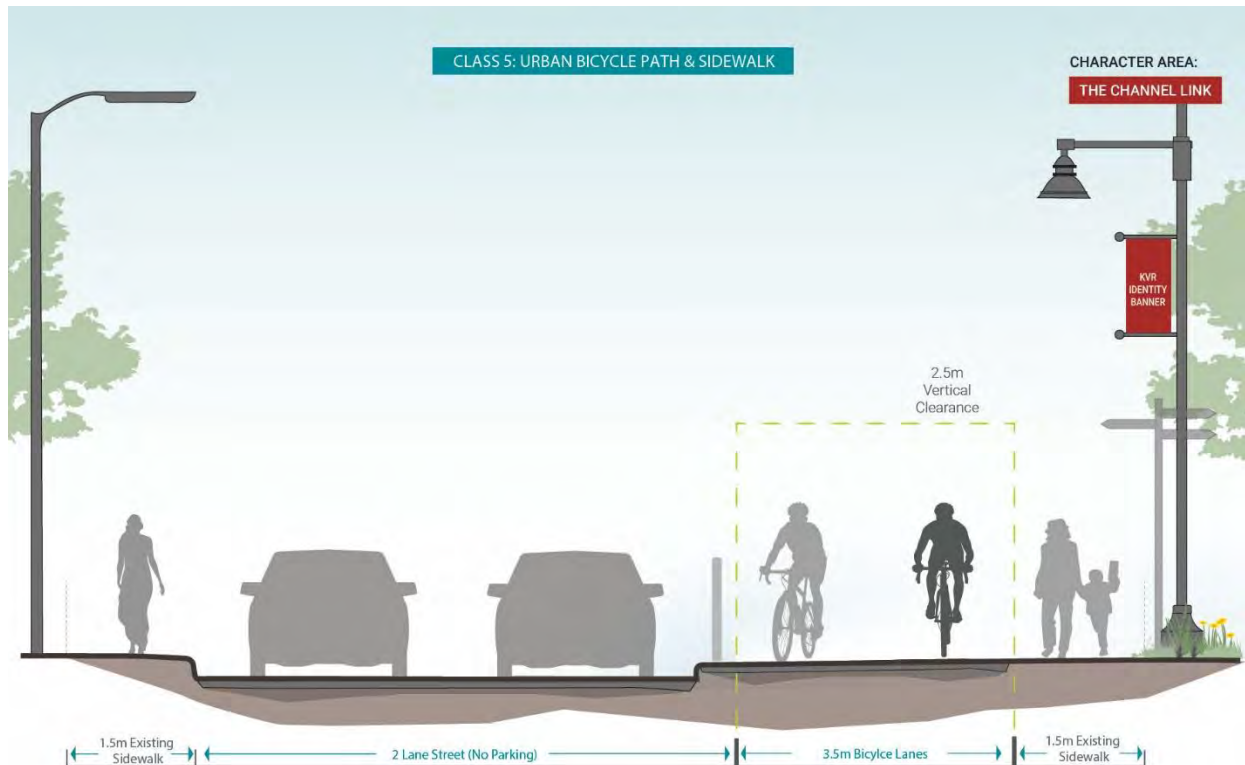


Design Guidelines

Desirable Width:	3.6 metres with 1.8 metre lateral buffer from roadway
Minimum Width:	3.0 metres with 0.6 metre lateral buffer from roadway
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.5 Class 5: Urban Protected Bicycle Path

Context:	Urban major streets (e.g. Duncan Avenue, Hastings Street)
Level of Use:	High
Primary Purpose:	Transportation
Location:	The Channel Link
Users:	Cycling, micromobility

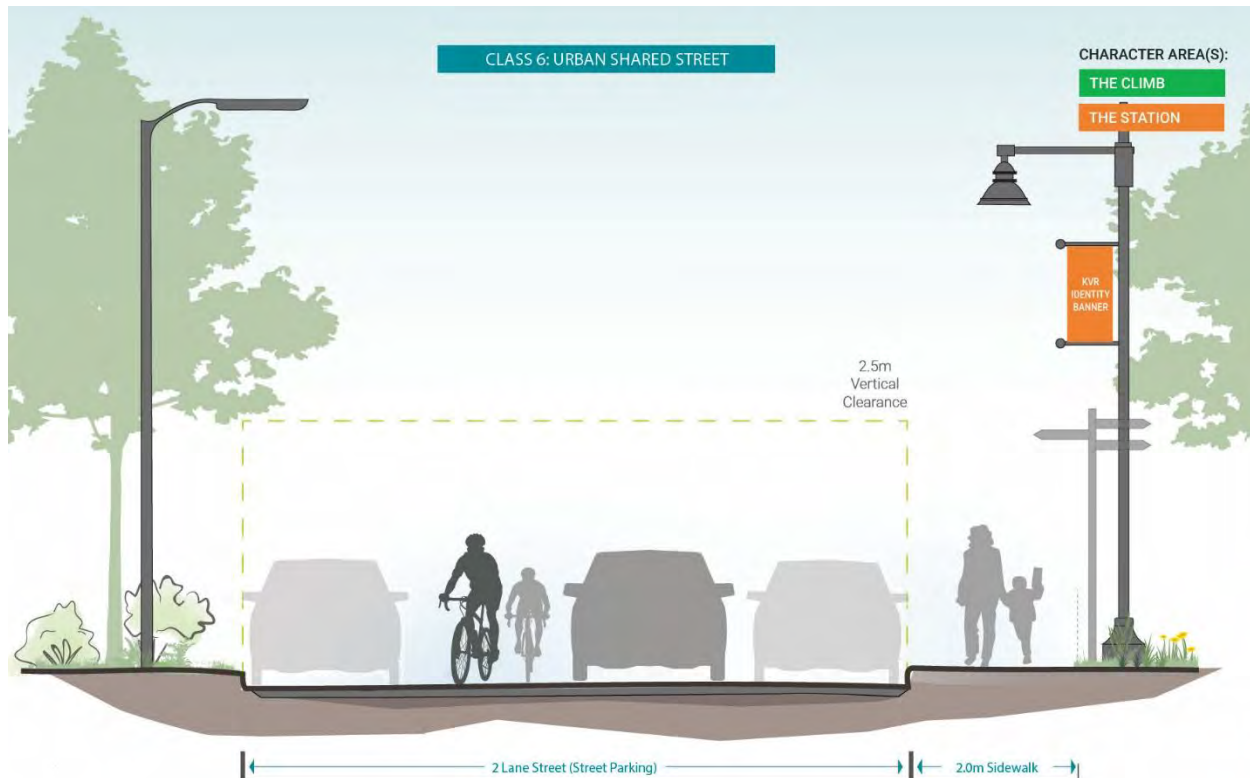


Design Guidelines

Desirable Width:	3.0 metres
Minimum Width	2.7 metres
Surface:	Paved
Grades:	<3%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.6 Class 6: Urban Shared Streets

Context:	Urban residential streets (e.g. Hastings Avenue)
Level of Use:	Moderate
Primary Purpose:	Transportation
Location:	The Station, The Climb
Users:	Cycling, micromobility

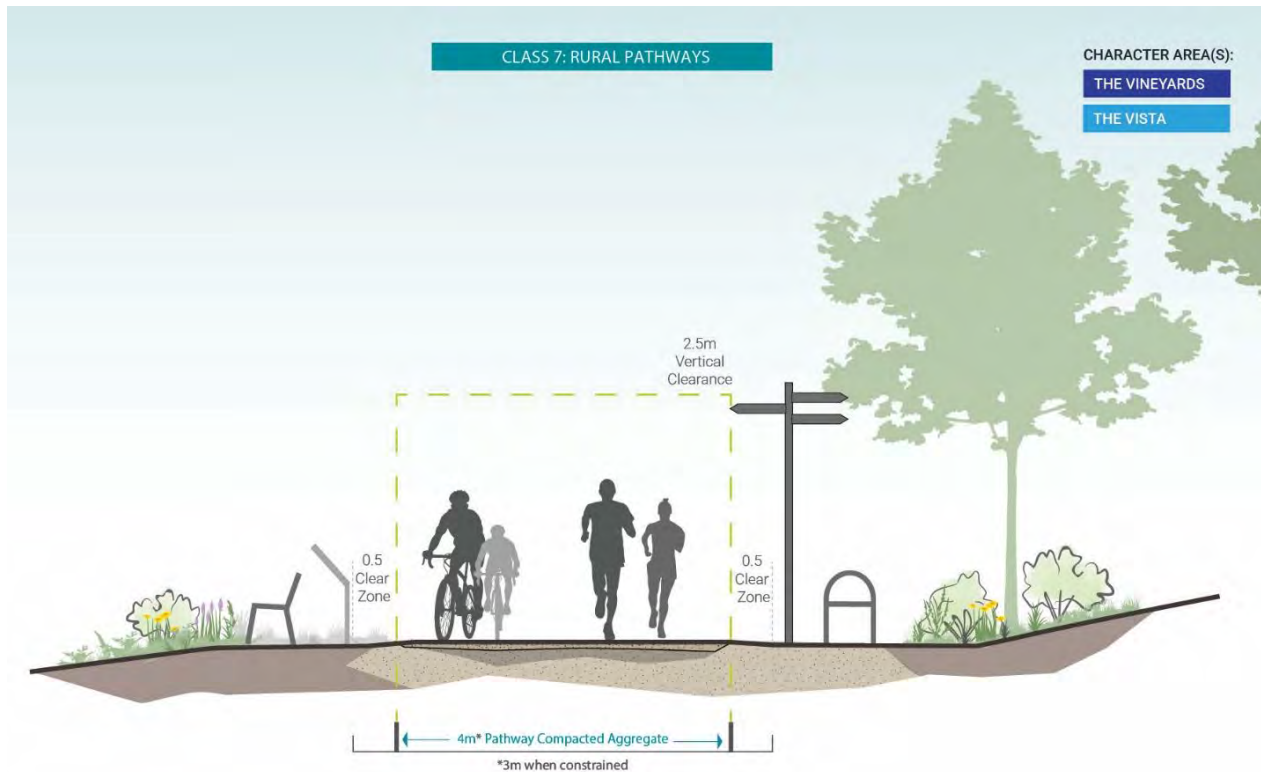


Design Guidelines

Desirable Width:	4.0 – 5.5 metres clear width in roadway
Minimum Width:	3.6 – 3.9 metres clear width in roadway
Surface:	Paved
Grades:	<5%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.7 Class 7: Rural Pathways

Context:	Rural
Level of Use:	Moderate
Primary Purpose:	Recreation, Tourism
Location:	The Vineyards, The Vista
Users:	Walking, cycling, dog walking, jogging, equestrians

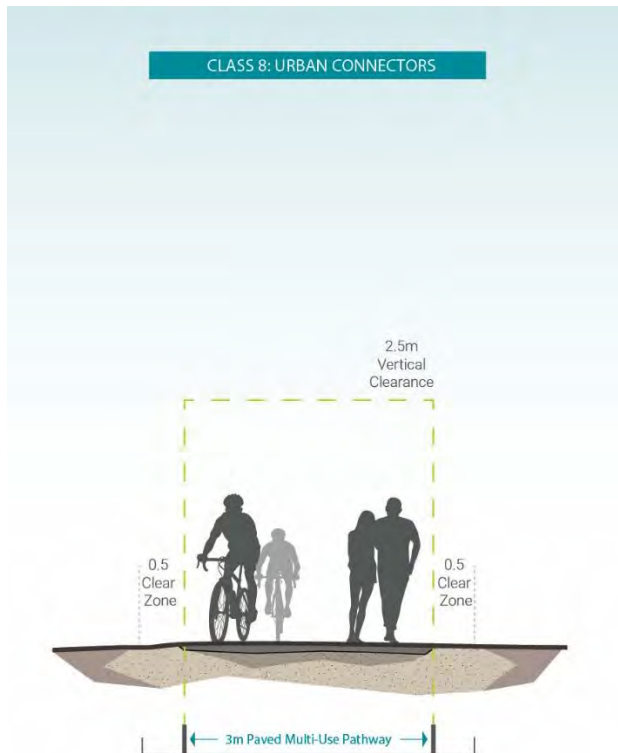


Design Guidelines

Desirable Width:	4.0 metres
Minimum Width	3.0 metres
Surface:	Compacted Aggregate
Grades:	<5%
Accessibility:	Accessible access points
Lighting:	No

4.2.8 Class 8: Urban Connectors

Context:	Urban
Level of Use:	Moderate
Primary Purpose:	Recreation
Location:	The Channel Link, The Station, The Playground, The Climb
Users:	Walking, cycling, micromobility, dog walking, jogging

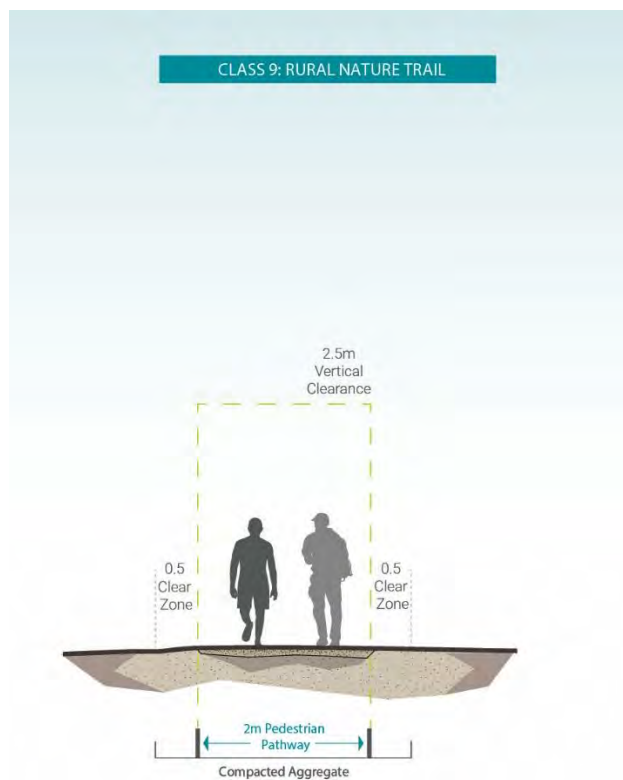


Design Guidelines

Desirable Width:	3.0 metres
Minimum Width:	2.4 metres
Surface:	Paved
Grades:	<5%
Accessibility:	Universal accessibility
Lighting:	Yes

4.2.9 Class 9: Rural Nature Trail

Context:	Rural or Nature in Urban Setting
Level of Use:	Moderate
Primary Purpose:	Recreation
Location:	The Vineyards, The Vista, The Climb
Users:	Walking, dog walking, jogging



Design Guidelines

Desirable Width:	2.4 metres
Minimum Width:	2.0 metres
Surface:	Gravel, Natural Surface
Grades:	<5%
Accessibility:	Accessible access points
Lighting:	No



4.3 Design Elements

Beyond the trail classification, additional design elements can also be incorporated to establish a coordinated framework for shaping the KVR Trail as a safe, accessible, and cohesive corridor. Together, design elements guide how the trail is experienced, from arrival and navigation to movement, comfort, and gathering, through a unified system that includes:

- Trailheads, gateways, and wayfinding;
- Lighting;
- Surface treatments;
- Amenities;
- Landscaping and green infrastructure;
- Public realm features;
- Intersections and crossings; and
- Accessibility.

Collectively, these design elements support intuitive movement, enhance user comfort, reinforce a distinct identity, and strengthen connections between the trail and surrounding neighbourhoods. Each of these design elements are described in further detail below.

Landscape standards for several of the design elements described in this section are provided in [Appendix C](#), summarizing the City's existing standards and products to be used.

4.3.1 Trailheads, Gateways & Wayfinding

Overview

Trailheads, gateways, and wayfinding elements define how people enter, navigate, and experience the KVR Trail, creating a seamless and legible network that supports access, orientation, and overall usability while establishing a consistent and recognizable identity along the corridor. Portions of the KVR Trail also follow the Trans Canada Trail alignment and will also need to incorporate Trans Canada Trail branding.

The system is organized around three key types of entry and navigation elements, each with a distinct role:

- **Major gateways** are located at points of entry to the City of Penticton and at primary access points to the trail (such as at Poplar Grove and Vancouver Avenue), marking key destinations, branding, and establishing a strong sense of arrival through signage, amenities, and design features;
- **Minor gateways** are located at secondary access points (such as arterial and collector road crossings) and transitions between Character Zones, helping to signal changes in context and reinforce the identity of each segment of the trail; and
- **Minor access points** include other minor access points to the trail (such as minor street crossings, trail connections, and stairway access points) with directional trail access signage placed at key decision points and connections, providing clear and intuitive wayfinding throughout the network.

All elements also have the opportunity to provide educational and orientation information related to trail etiquette, shared-use expectations, safety, local cultural and environmental interpretation, and trailhead access information, including parking locations and alternative access options to support efficient trail use and reduce pressure on constrained parking areas.

Further guidance for of these three types of entry is provided below.

Wayfinding is further structured through the six distinct Character Zones that reflect the experiential qualities of the trail and its relationship to adjacent land uses. These Character Zones form the primary framework for how users understand, navigate, and experience the corridor. Wayfinding elements will reinforce each Character Zone through consistent naming, visual identity, and messaging, while maintaining a unified system across the full length of the trail. Potential signage and wayfinding locations are shown in [Figure 21](#).

What We Heard

- Clear and consistent signage was repeatedly identified as a foundational need.
- Desire for improved wayfinding to trailheads, destinations, and connectors.
- Community feedback highlighted broad support for wayfinding and orientation signage; however, some participants expressed concern regarding large gateway structures in rural and scenic locations. Future gateway designs should be context-sensitive and scaled appropriately to surrounding conditions.
- There is significant interest in enhancing signage and wayfinding with Indigenous stories, local history, and cultural interpretation to enhance visitor experiences while supporting tourism, economic development, and a cohesive trail identity.

Trailhead, Gateway & Wayfinding Principles

- Prioritize **clear, consistent, and legible wayfinding** across the entire corridor, supporting intuitive navigation and ease of use for all users.
- Promote **respectful trail etiquette, shared-use awareness, and inclusive access** through clear messaging, education, and design, encouraging users to travel safely, yield appropriately, minimize conflicts, care for the environment, and support a welcoming experience for people of all ages, abilities, and backgrounds.
- Establish **strong and recognizable major gateways** with maps and orientation tools, that signal arrival, provide orientation, and create a memorable identity for the KVR Trail.
- Provide **scaled and context-responsive gateways features** at access points and character zone transitions to reinforce continuity and changes in experience as well as reflect the surrounding character appropriately.
- Use **directional signage at key decision points** to clearly guide users to destinations, connections, and amenities, including distances and travel times where appropriate.
- Reinforce the six Character Zones through **consistent naming, visual identity, and messaging**, while maintaining a cohesive system across the full trail.
- **Locate trailheads and wayfinding elements at key access points, intersections, and destinations** to support both local and regional users.
- Ensure all signage and wayfinding elements are **accessible, durable, and easy to maintain**, incorporating universal design principles, accessible formats, and barrier-free access where feasible to support long-term usability and clarity for diverse user groups.
- Provide maps and wayfinding information that **identify recommended walking and running loops** of varying lengths, including approximate distances, travel times, parking options, connections to destinations, and accessibility information where appropriate.
- Interpretation should include **indigenous histories, ecological information, railway heritage**, community stories, and contemporary cultural narratives that strengthen users' connection to place.

Table 2: Universal Design Principles

Principle	Description
1. Equitable Use	Useful and marketable to people with disabilities
2. Flexibility in use	Accommodates a wide range of individual preferences and abilities
3. Simple and intuitive use	Easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level
4. Perceptible information	Communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities
5. Tolerance for Error	Minimizes hazards and the adverse consequences of accidental or unintended actions
6. Low Physical effort	Can be used efficiently and comfortably with minimal fatigue
7. Size and Space for Approach and Use	Appropriate size and space is provided for approach, reach, manipulation, and use

Types of Gateways and Access Points

1. Major Gateways

Description:

- Located at primary entry points to establish arrival, orientation, and identity.

Locations:

- Trail entrance to City of Penticton's northern boundary.
- Penticton Cycling Pump Track at Poplar Grove Road.
- Vancouver Place and Vancouver Avenue trailhead.
- Penticton Creek Trail and Government Street.
- Main Street and Preston Avenue.
- Laneway connection at the Lake- to-Lake Bicycle Route and KVR Trail interface.
- Okanagan College and Penticton Channel Connection.

Key Components:

- Prominent welcome signage with gateway features, timber posts, and/or canopy structures (context-sensitive and scaled appropriately to surrounding conditions).
- Large format "You Are Here" maps showing the full KVR trail and surrounding trail network;
- Orientation to Character Zones and key destinations within them.
- Highlighted points of interest, including heritage, tourism, and recreation features and businesses such as wineries.
- Strong physical presence such as landmark elements, vertical markers, or overhead gateway structures.
- Signage at major gateways should include address for orientation in the event of emergency response.
- Wayfinding and signage design and placement should consider accessibility, including:
 - Including both text and simple graphic images;
 - Using high colour contrast between the text and the background;
 - Using sans serif font with minimum font size of 16;
 - Using plain language;
 - Consider the use of braille and/or raised tactile lettering;
 - Ensuring that all signs are placed at a height that is cane detectable; and
 - Making signage content available to users before they visit the trail, for example on the City's website.

Purpose:

- Signal arrival to the KVR Trail.
- Provide a clear mental map and education of the entire system.
- Create memorable and recognizable entry points.



Examples of major wayfinding gateway elements

2. Minor Gateways

Description:

- Located at transitions between character zones and other major access points, such as other arterial and collector road crossings.

Key Components:

- Scaled-down welcome and orientation signage.
- Character zone identification.
- Local maps highlighting nearby connections and amenities.
- Information on what users can expect within the new zone.

Purpose:

- Reinforce movement between distinct trail experiences.
- Provide re-orientation for users entering from neighbourhood connections.
- Build continuity along the trail.



Examples of minor gateway & site access point wayfinding

3. Access Points

Description:

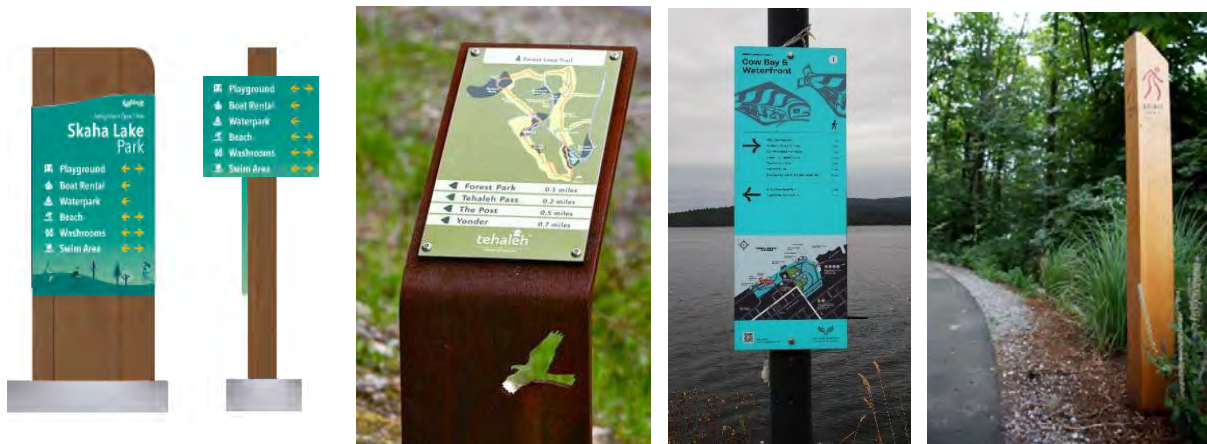
- Other minor access points to the trail (such as minor street crossings, trail connections, and stairway access points).

Key Components:

- Directional signage with clear, concise directional information.
- Distances and/or travel times where appropriate.
- Connections to community destinations, adjacent trails, and key amenities.

Purpose:

- Support intuitive navigation.
- Minimize confusion at intersections and access points.
- Strengthen connections between the trail and surrounding community.



Examples of directional and trail confirmation wayfinding signage

Types of Signage and Wayfinding

1. Sign Types

The wayfinding system should incorporate a coordinated family of sign types based on the types of signs described below.



Identification Signs

Label places and features so users understand where they are

Examples include trail entrances, key nodes, and named destinations

Directional Signs

Guide users along routes and toward destinations

Examples include arrows, junction signs, and connection markers

Informational Signs

Provide context and supporting information

Examples include maps, interpretive panels, and amenity information

Regulatory Signs

Communicate rules and permitted uses

Examples include leash requirements and shared use guidance (ex. "Bell or Yell")

Warning / Safety Signs

Alert users to potential hazards

Examples include steep grades, crossings, and environmental risks

Orientation Signs

Help users understand the broader system

Examples include "You Are Here" maps and trail overviews

Reassurance / Confirmation Signs

Confirm users are on the correct route and to include distance markers and estimated travel time between destinations

Examples include trail markers, distance markers, and route identifiers

2. Destination Hierarchy

A clear hierarchy of destinations should be established to ensure consistent messaging and prioritization across all signage. A four-level hierarchy has been developed to identify and prioritize information to be provided on signs. Where destinations span multiple levels, higher level destinations should be provided first. The following list provides a few examples and is not a complete list:

Level 1: City-wide Destinations (Penticton)

- Downtown
- Major parks and open spaces
- Regional trail connections

Level 2: KVR Trail Destinations

- Trestle Bridge
- Cemetery
- Pump Track
- Lakefront access at Esplanade connection
- Major viewpoints and rest areas

Level 3: Character Zone and Local Destinations

- Neighbourhood trail connections
- Tourism and heritage sites
- Civic uses such as schools and libraries
- Commercial and local services

Level 4: Site Amenities and Landmarks

- Viewpoints
- Rest areas
- Public washrooms
- Water stations
- Bike repair stations
- Distinct landmarks

3. Pavement Markings

Description:

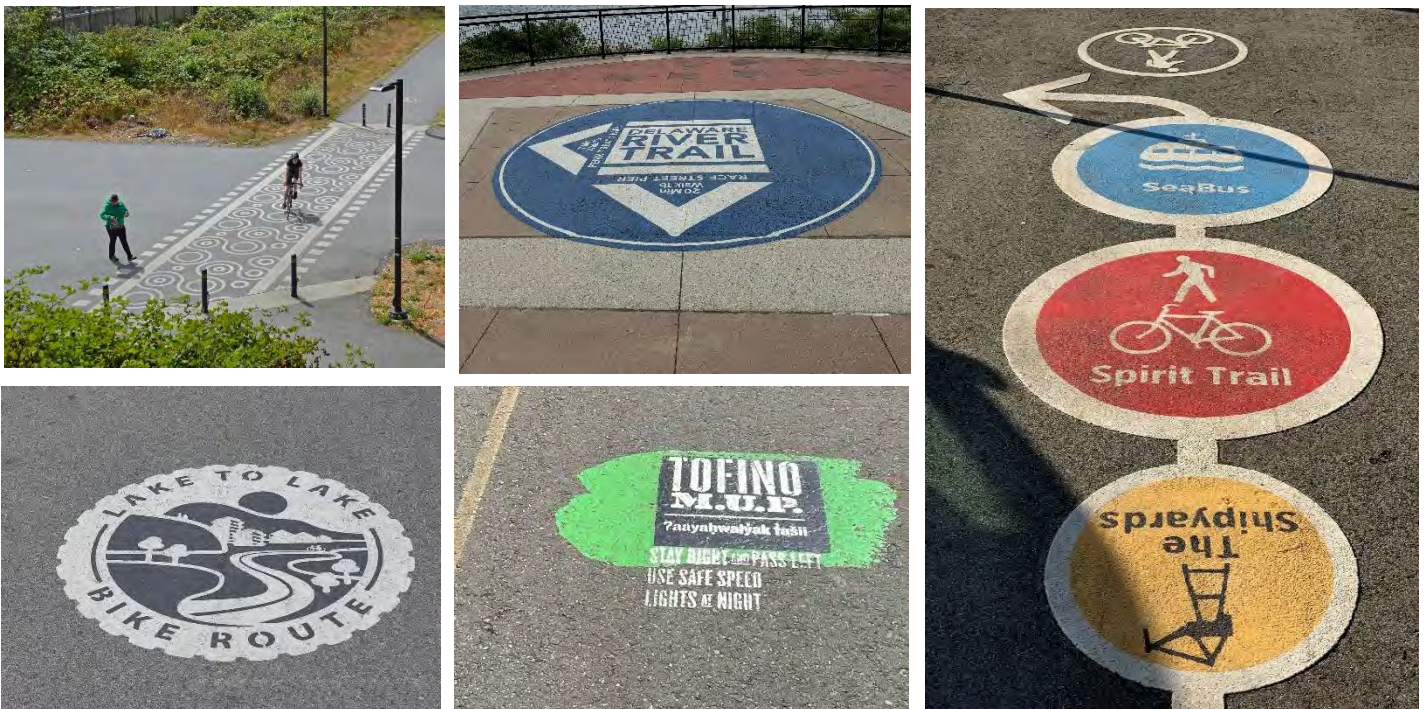
- In addition to signage, pavement markings can be used to provide a unique and consistent visual identity and to ensure all users—including pathways users and motorists at crossings—are aware of the trail.
- Pavement markings can provide secondary information and supplement signage; as they may be covered by snow in the winter.

Key Components:

- Large-scale branded pavement markings at access points.
- Pavement markings with directional information.
- Consistent and unique decorative crosswalk markings at intersections.
- Pavement Markings should also include reminders for pathway users (e.g.: yield to pedestrians, stay right/pass left, share the trail, use bell/voice to alert trail users).

Purpose:

- Promote a strong and consistent visual identity for the corridor.
- Raise awareness of the trail for all users.



Examples of pavement markings as wayfinding and branding

4. Safety and Regulatory Signage

Description:

- Integrated throughout the corridor where required.

Key Components:

- Hazard warnings (grade changes, crossings, surface conditions, wildlife).
- Regulatory information (permitted uses, etiquette, speed expectations where applicable).
- Signage should be consistent with the BC Active Transportation Planning and Design Guide, including the Shared Pathway sign which indicates that people walking and cycling are permitted to use the pathway, and the Pathway Organization sign, which indicates to people walking and cycling how to share a pathway on which there is a designated area provided for each.
- For consistency with Penticton's other multi-use pathways, the text "Share the Recreational Path" should be included on signage. Use of the current City of Penticton Recreational Path sign can be applied.
- Warning/Safety Signs to include contact information for report an issue (public works/bylaw) and emergency response (9-1-1).
- At bridges and stair features that are not accessible for cyclists, signage indicating "Dismount and Walk" should be provided.
- At road crossings or access in the rural Character Zones, should be present to alert motorists to the presence of trail users.

Purpose:

- Promote safe and respectful use of the trail.
- Provide information about trail etiquette.
- Meet operational and liability requirements without overwhelming the user experience.



Examples of safety and regulatory signage

5. Additional Considerations

The following should also be considered in the wayfinding plan for the KVR Trail Strategy:

Consistency and Branding

A cohesive visual language that ties all zones together while allowing subtle differentiation between character zones. Refer to the City of Penticton's Sign Standardization Program for city branding guidelines.

Accessibility and Inclusion

Clear typography, high contrast, universal symbols, and consideration for all ages and abilities.

Durability and Maintenance

Materials and construction suited to climate, vandalism resistance, and long-term maintenance

Digital Integration

Opportunities should be explored for digital trail experiences including for QR codes, mobile friendly interpretations, trail apps, location-based storytelling or digital mapping and integration with trail counters and user data to complement physical signage.

Placement Strategy

Careful siting to ensure visibility without clutter, particularly at decision points and high-use areas.

Interpretive Opportunities

Integration of cultural, ecological, and historical storytelling, including Indigenous perspectives where appropriate.

LEGEND

-  KETTLE VALLEY RAIL TRAIL
-  KVR TRAIL PEDESTRIAN ROUTE
-  KVR TRAIL CYCLING ROUTE
-  KVR CONNECTOR (MUP / TRAIL / STAIRS)
-  BIKE ROUTE CONNECTIONS
-  MAJOR GATEWAY
-  MINOR GATEWAY

WAYFINDING & SIGNAGE LOCATIONS

-  MAJOR TRAILHEAD SIGNAGE
-  KVR TRAIL ACCESS HERITAGE
-  BUSINESS TOURISM
-  RECREATION



Figure 21: Wayfinding & Signage Locations

4.3.2 Lighting

Overview

Lighting along the KVR Trail will be designed to support safe, comfortable, and intuitive movement for pedestrians and cyclists within the corridor, specifically within the Character Zones in urban areas (The Channel Link, The Station, The Playground, and The Climb). **Note that lighting is not recommended in the Rural Character Zones (The Vineyards or The Vista).** Lighting will enhance visibility, reinforce a welcoming trail environment, and contribute to the overall identity of the KVR Trail.

A consistent lighting approach will be applied across the urban areas of the corridor, with a focus on warm, human-scaled illumination in urban segments. Lighting fixtures will align with the City's Electric Utility Distribution Standards, contributing both functionality and character, and supporting opportunities for trail branding and identity, and ensuring a standardized approach to lighting throughout the corridor and across the city. Lighting will also align with Dark Sky principles, minimizing light spill and environmental impacts.

What We Heard

- Lighting is desired on the urban parts of the trail and connections to the trail improve wayfinding, enhance visibility, and contribute to a greater sense of safety for trail users.

Lighting Principles

- **Prioritize lighting that supports safe and comfortable movement**, with clear visibility for pedestrians and cyclists, particularly in higher-use and urban segments of the trail.
- **Use consistent, human-scaled lighting** including consideration for bollard lighting to reinforce the identity and character of the KVR Trail, supporting navigation while contributing to a cohesive and recognizable corridor.
- **Minimize environmental impacts** through Dark Sky compliant lighting design, including full cut-off fixtures and appropriate mounting heights to reduce glare, light spill, and effects on adjacent homes and natural areas.
- **Provide warm, inviting lighting in key locations**—such as gateways, intersections, and gathering spaces—to enhance user comfort and encourage activity, while maintaining a subtle and respectful nighttime environment.



Examples of pedestrian-scale lighting

4.3.3 Surface

Overview

Trail surface treatments play a key role in defining the function, comfort, and character of the KVR Trail. Surface types are selected to respond to the surrounding context, anticipated levels of use, and accessibility requirements, while supporting a safe and durable year-round experience.

Across the corridor, surfaces range from paved pathways in urban and high-use areas to compacted aggregate treatments in more rural or natural settings. These variations help balance accessibility, maintenance needs, user comfort, and environmental considerations. **Note that paved surfaces are not recommended in the Rural Character Zones (The Vineyards or The Vista).** However, in these unpaved sections, it is important to ensure the compacted aggregate surface is well-maintained and that is firm, smooth, and slip resistant to ensure it meets the needs of people with disabilities and people using small-wheeled devices.

Trail surface standards are coordinated with the trail classification system described in [Section 4.3](#) and illustrated through typical cross-sections, ensuring a consistent and legible approach across the corridor. Together, these surfaces contribute to a cohesive trail identity while allowing flexibility to reflect the unique conditions and character zones along the KVR Trail.

What We Heard

Existing mobility or accessibility challenges when using the trail, with surface conditions were identified as a primary barrier. Participants also highlighted concerns regarding dust in rural sections of the corridor, noting that dust control measures would improve comfort and overall user experience. Public engagement indicated strong support for practical enhancements to improve the trail experience, particularly improved maintenance, safety, trail surface conditions, and accessibility.

Path Features & Paving Principles

- Trail surfaces will be designed to **meet universal accessibility principles**, supporting safe and comfortable use for all abilities – this means ensuring materials are firm, stable, and slip-resistant.
- **Surface types will respond to the trail classification system**, ranging from paved treatments in urban and high-use areas to compacted aggregate in rural segments, with dust-control measures considered where feasible to improve user comfort and accessibility while preserving the corridor's rural character.
- **Trail design will accommodate a variety of users**, including walking, cycling, and micromobility, with surface treatments that support comfort, durability, and year-round use.
- **Pavement markings and material changes will be used to clearly define user zones**, highlight crossings, and improve safety at key conflict points.
- **Durable, low-maintenance materials will be prioritized**, with asphalt as the primary surface in most urban conditions and concrete considered in higher-intensity areas such as nodes, intersections, and pedestrian-focused spaces.



Separated bike pathway and sidewalk



Paved urban pathway example



Compacted aggregate trail

4.3.4 Amenities

Overview

Amenities along the KVR Trail enhance the overall user experience by supporting comfort, social connection, and engagement with nature. These features include seating areas, shaded rest stops, tables, water stations, bicycle parking, waste receptacles, public art, and green amenities such as pollinator gardens and naturalized planting.

Feedback from participants emphasized the importance of amenities that support everyday use and wellbeing—particularly places to rest, gather, and connect with the surrounding landscape. In response, a range of amenities are recommended throughout the corridor to create inviting and functional spaces for a diversity of users.

Amenities will be thoughtfully located at key nodes, access points, and destinations along the trail, helping to create moments of pause and activity within the broader journey. Together, these elements contribute to a vibrant, comfortable, and memorable trail experience while reinforcing the identity and character of the KVR Trail.

What We Heard

Participants expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences, such as seating hubs, shaded rest areas, pollinator gardens, and passive wellness spaces.

Concerns raised were largely related to the cost of the proposed improvements. Feedback generally favoured modest, functional upgrades, including improved maintenance, trail surface improvements, user comfort amenities, and essential trail infrastructure over larger-scale development.

Trail Amenities Principles

- Provide a **variety of seating** with arm rests, back rests and rest spaces for wheelchair users adjacent to the seating.
- **Provide tables that have wheelchair accessible overhang** and clearance for knee heights.
- **Provide public restrooms** at key locations.
- **Ensure amenities such as bike parking, water stations, bike repair stations and garbage receptacles** are spread throughout the trail and located at major gathering areas and rest areas.



Examples of seating options that provide a range of accessible features and character trail identity designs.



Examples of water stations with alternative water bottle filling or dog water fountain, bike repair stations and bike parking amenities



Examples of public restrooms with accessible pathway entrance for all users



Examples of waste receptables and dog waste garbage bag dispenser

4.3.5 Landscaping & Green Infrastructure

Overview

Landscaping and green infrastructure along the KVR Trail enhance the character, comfort, and environmental performance of the corridor, contributing to a cohesive and resilient trail experience. Planting design provides shade, seasonal interest, and visual continuity, while helping to define the identity of the trail and its connection to surrounding neighbourhoods and natural areas.

In response to the Okanagan's hot, dry climate, landscaping approaches prioritize drought-tolerant and native planting that is well-adapted to local conditions, reducing water use and long-term maintenance needs. Features such as pollinator gardens and naturalized planting are recommended within urban segments to support biodiversity, create habitat, and offer opportunities for nature-based learning and stewardship along the trail. Together, these strategies create a climate-responsive landscape that enhances user experience while supporting ecological health.

What We Heard

Participants expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences such as seating hubs, shaded rest areas, and pollinator gardens. Recognition of the need to preserve existing flora and fauna, invasive species management, and environmental stewardship were highlighted during engagement. Feedback throughout the three phases of engagement consistently indicated a strong desire to maintain and honour the trail's natural character and to avoid over-development, especially in the rural areas.

Landscaping & Green Infrastructure Principles

- Establish a **consistent tree canopy and layered planting** along the trail to provide shade, cooling, and visual continuity.
- Incorporate **drought-tolerant and sustainable planting strategies** where trail width allows, supporting long-term resilience and reduced maintenance.
- Integrate **pollinator gardens and naturalized planting** in urban areas, supporting biodiversity while creating opportunities for nature-based education and interpretation.
- Protect and restore native habitats through **invasive species management, ecological restoration, and stewardship practices** into landscape maintenance and enhancement plans to support healthy, resilient ecosystems and biodiversity.



Examples of biodiverse pollinator and green infrastructure between and adjacent to trail pathways



Examples of landscaped seating areas and pathways with treed canopy providing shade for user comfort

4.3.6 Public Realm

Overview

The public realm along the KVR Trail supports opportunities for play, rest, and social interaction, helping to create a vibrant and inviting corridor that enhances the overall trail experience. These spaces include plazas, seating areas, rest stops, and green amenities that encourage people to gather, pause, and connect with one another and the surrounding landscape.

Feedback from participants highlighted the importance of prioritizing the core function of the trail—safe and comfortable movement—before introducing additional amenities. In response, public realm elements are designed to complement and enhance the trail experience without compromising its primary transportation and recreational role.

Public realm improvements will focus on integrating nature-based play and passive wellness opportunities throughout the corridor, with additional features such as public art introduced at key locations to reinforce identity and create memorable places. Larger play elements, including pump tracks, traffic gardens, and playgrounds, are encouraged in adjacent open spaces near schools and neighbourhoods, while plazas and rest areas will incorporate shade and seating to support comfort and everyday use.

What We Heard

Participants expressed strong overall support for various features and amenities. Wellness and reflection spaces received the strongest overall support. Strong support was also received also for social and community spaces and nature and ecology, while there was also interest in in play and recreation and art and expression.

Recreation remains the primary reason for trail use (65%), followed by fitness/exercise (19%) and dog walking (10%), while commuting accounts for just 5% of use. The KVR Trail continues to be a highly valued community asset, with 87% of respondents using it at least weekly, reinforcing its importance for recreation and active transportation.

Play & Public Realm Principles

- **Prioritize opportunities for play and recreation** including fitness and activity zones that are integrated with nature and reflect the surrounding landscape.
- **Incorporate public art** at key, well-used locations to strengthen identity and enhance the trail experience.

- **Encourage larger play elements**—such as pump tracks, traffic gardens, and playgrounds—in adjacent open spaces near schools and neighbourhood.
- **Provide plazas and rest areas** with seating, shade, and other comfort features to support gathering, pause, and everyday use.



Examples of play elements that can be incorporated throughout the KVR Trail



Examples of pump track, playgrounds and nature play amenities that require larger spaces and best suited in the Playground Character area



Examples of public art elements along the trail for visual variety and sense of place



Examples of Traffic Safety Garden incorporated into park playground and utilized as a circuit.

4.3.7 Intersections & Crossings

Overview

Intersections and crossings are critical points along the KVR Trail where safety, comfort, and connectivity must be carefully prioritized. These locations represent key transitions between the trail and the surrounding mobility network, and play an essential role in ensuring a continuous, intuitive, and accessible experience for all users.

The KVR Trail Strategy establishes clear and consistent design standards for trail intersections and crossings, informed by the City of Penticton's local design practices and the *BC Active Transportation Planning and Design Guide*. These standards will address a range of considerations including crossing types, appropriate speed management, and the integration of supporting elements such as wayfinding signage, speed limit signage, and active transportation counters to better understand trail use and improve safety outcomes.

Design approaches will vary based on context, from enhanced urban crossings with signalization and traffic calming measures to more rural treatments that prioritize clear right-of-way and visibility. Across all conditions, intersections and crossings will align with natural desire lines, minimize user conflicts, and create a legible and cohesive system that supports both everyday travel and recreational use along the KVR corridor.

What We Heard

- Safety and comfort concerns were consistently raised, particularly at road crossings and trail interface points, including conflicts between users and areas with limited visibility.
- A significant majority (85%) agreed safety, connectivity, and accessibility continue to be key priorities and should be the primary focus of future trail improvements.

Trail Intersection & Crossing Principles

- **Prioritize safe and accessible urban intersections** through curb extensions, improved visibility, and signalized crossings where warranted.
- **Introduce enhanced mid-block crossings** with curb extensions and Rectangular Rapid Flashing Beacons (RRFBs) where warranted to improve visibility and safety.
- **Implement new signalized crossings at high-volume streets**, incorporating cyclist-friendly features such as jughandles to support safe turning movements.
- **Align and relocate crosswalks** to reflect natural desire lines while minimizing conflicts with vehicular movements.
- **Use pavement markings and surface treatments** at crossings to reinforce visibility, trail identity, and user awareness.
- **Enhance rural intersections with clear priority for trail users**, including stop control for vehicles where appropriate and signage to advise motorists of the presence of trail users and that they have priority.
- **Work with community members** to incorporate local knowledge in the design of improvements incorporate local knowledge into the design of improvements, including public art and decorative elements, ensuring enhancements are responsive to the site's context and support the functionality of the corridor for both existing and future users.



Examples of safe crosswalks with markings, raised pavement, and pavement crossings for mid-block connections



Examples of pavement and wayfinding indicators before and after crossing for quick orientation



Examples of protected intersection crossing improvements with curb extensions and RRFBs

4.3.8 Accessibility

Overview

Accessibility is a core principle guiding the design and improvement of the KVR Trail, ensuring the corridor is welcoming, inclusive, and usable for people of all ages and abilities. In Penticton, this commitment is particularly important given the high proportion of older adults, which reinforces the need for thoughtful design, frequent rest opportunities, and predictable trail conditions.

The trail is intended to support a wide range of users, including those with mobility, sensory, and cognitive disabilities, by reducing barriers and providing clear, comfortable, and intuitive conditions along the route. Accessible design considerations are integrated across all elements of the trail, including surfaces, slopes, crossings, amenities, seating, and wayfinding. These features work together to support safe movement, reduce fatigue, and enhance navigation and understanding for all users.

The KVR Trail Strategy aligns with recognized accessibility standards and best practices, including Canadian Standards Association (CSA) guidelines, while responding to local context and conditions. Guidelines and standards that were referenced in this study include:

- Canadian Standards Association, Accessible Design for the Built Environment;
- Government of Canada, Accessibility Draft Standards for Outdoor Spaces (Draft) ;
- Rick Hansen Foundation, Professional Handbook, Section 100 Trails & Pathways;
- Trans Canada Trail, Guidelines for Planning and Designing All Person Trails;
- BC Parks, Accessible Trail Planning and Construction Guide; and
- BC Ministry of Transportation and Transit, BC Active Transportation Planning and Design Guide.

Together, these approaches ensure the trail remains a connected, inclusive, and universally accessible public asset that supports everyday use, recreation, social connection, and community wellbeing.

What We Heard

Participants expressed a strong desire for universal and accessible trail design, including smooth surfaces, frequent seating, shade, and clear navigation. Participants highlighted the importance of a seamless and accessible user experience from trip planning through to arrival and navigation along the trail. Consistent and predictable trail conditions were identified as a priority to support comfort, confidence, and ease of use for all users. Participants also emphasized the importance of safety, accessibility, and connectivity as foundational priorities, particularly at road crossings, transition points, and busy roadways. There was interest in creating spaces along the trail that support social interaction, rest, and low-impact recreational use for older adults and families.

Strategic Direction

The KVR Trail Strategy emphasizes accessibility, equity, comfort, and storytelling as key priorities. In Penticton, demographic trends reinforce the importance of:

- Prioritizing upgrades that support aging users and extend independent mobility;
- Applying universal design principles consistently along high-use and accessible trail segments; and
- Investing in amenities and infrastructure that enhance comfort, safety, and social connection along the trail.

Programming & Trail Experience

- Support **low-impact programming** such as guided walks, wellness activities, and intergenerational events that encourage use by older adults and families.
- Incorporating **tactile and sensory elements**.
- Incorporate **interpretive features, public art, and storytelling elements** at rest areas to enhance cultural engagement and provide moments of pause.
- Consider **identifying and promoting “senior-friendly” trail segments** that meet higher accessibility and comfort standards.
- Provide **accessible information online and navigational tools** to support trip planning.

Accessibility Principles

- Design the KVR Trail to support universal access, ensuring **surfaces are firm, stable, slip-resistant, and well-drained** to improve year-round usability (e.g., asphalt or compacted crushed fines).
- Maintain a **clear trail width** that supports side-by-side movement (minimum 2.5 metres, ideally 3.0 metres) to accommodate companions and users with mobility devices.
- **Maintain a running slope of 5% (1:20) or less** where possible; where steeper grades are unavoidable, incorporate accessible design measures such as ramps, handrails, or alternative routes.
- **Provide rest opportunities on steeper segments**, with level rest areas at regular intervals on slopes exceeding 5%.
- **Limit cross-slopes** to a maximum of 2% to support accessible movement for all users.
- **Incorporate edge definition**, such as tonal contrast or texture changes, along paved trail edges to support navigation for people who are blind or have low vision.
- **Design trail environments to be legible and predictable**, with clear sightlines, simple transitions, and minimized visual or physical clutter at intersections.
- Adopt a **“home-to-destination” approach** to accessibility ensuring that information, connections, wayfinding, crossings, amenities, and trail facilities are accessible and intuitive throughout the entire experience.
- **Engage people with lived experience** to identify, understand, and address gaps in accessibility, ensuring trail design, amenities, connections, and information are inclusive and responsive to the needs of diverse users.



Example of tonal contrast at trail edges

Accessible Amenities Priorities

Seating & Rest Areas:

- Provide seating at frequent and predictable intervals (generally every 250–400 metres; closer spacing in higher-use or steeper areas).
 - Include benches with backrests and armrests, and prioritize shaded locations to improve comfort for older adults.
 - Provide wheelchair-accessible table design with adequate knee and toe clearance.
 - Ensure clear and accessible space adjacent to seating for users with mobility devices, strollers, or assistive equipment (2.1 metres, and , 3.15 metres for turning).
- Consider integrating small gathering nodes or widened trail areas with seating and planting to support informal social interaction.



Example of accessible table and bench

Crossings & Interfaces:

- Provide highly visible, clearly marked crossings that align with natural desire lines and accessible curb ramps.
- Incorporate tactile walking surface indicators (TWSIs), level transitions, and consistent alignment with trail approaches.
- Where appropriate, enhance crossings with raised treatments and additional safety features such as flashing beacons or audible signals.

Wayfinding & Information

- Provide comprehensive and accessible trail information at major gateways, including trail length, surface type, slopes, width, difficulty, and key amenities.
- Include mapping and profile information that communicates changes in grade, accessibility conditions, and points of interest.
- Clearly define trailheads and entry points to support route planning and user confidence.
- Ensure directional and interpretive signage is frequent, legible, and located at key decision points.
- Explore digital wayfinding and interpretation tools, including QR codes, interactive online maps, mobile-friendly trail guides, and cultural and ecological storytelling opportunities. Digital tools should support trip planning, allowing users to navigate from their home, accommodation, neighbourhood, or other destinations to trail access points, amenities, and key destinations along the KVR Trail.

Signage Design

- Use simple, consistent typography (e.g., sans-serif fonts) and high-contrast graphics to improve readability.
- Install signage at accessible heights and ensure glare-free finishes.
- Provide large-format text and intuitive iconography to support users with visual or cognitive impairments.
- Provide distance markers at regular intervals (e.g., every 250 metres) and clearly identify amenities and destinations along the trail.



Example of accessible curb ramp



Example of wayfinding with accessibility considerations

5. Concept Plan



A concept plan was developed the entire KVR Trail that aims to provide a consistent, holistic identity and user experience, while paying homage to the unique Character Zones through this it passes. This section describes the key elements of the concept plan for each Character Zone, building on the priorities from community engagement, trail classification, and design elements described in the previous sections. An example of the key features of the overall concept plan are shown in [Figure 22](#) including major and minor gateways, street crossing improvements, public realm improvements, green space and nature-based improvements, play improvements, and connection opportunities.

5.1 Character Zones

This section outlines the proposed concept for each Character Zone, including the following information:

- Location;
- Description;
- Existing Character;
- Concept Plan;
- Proposed Cross-Section(s); and
- Proposed Design Elements

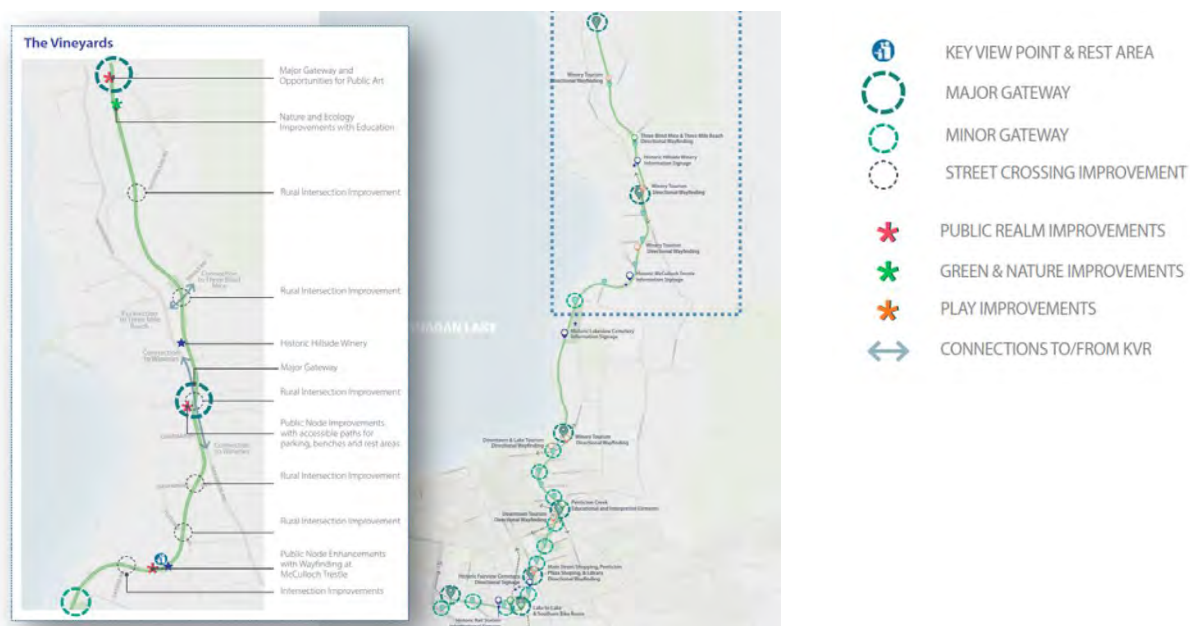
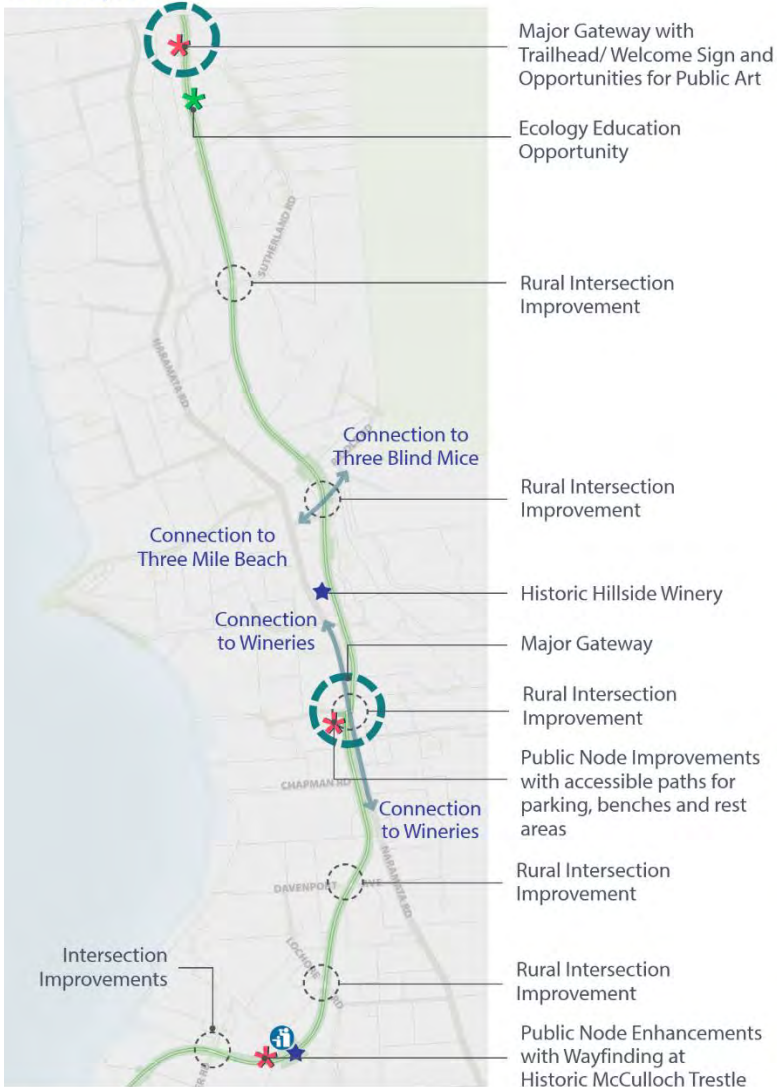


Figure 22: Concept Plan Features

1 THE VINEYARDS

The Vineyard is a quiet, rural stretch where the trail weaves through Penticton's vineyard landscapes. Improvements will be small scale improvements, focusing on enhancing safety at rural crossings and providing rest and gathering points at key destinations and enhancing surface quality. Wayfinding signage will help guide users to nearby connections, while preserving the character of the trail.

Concept Plan



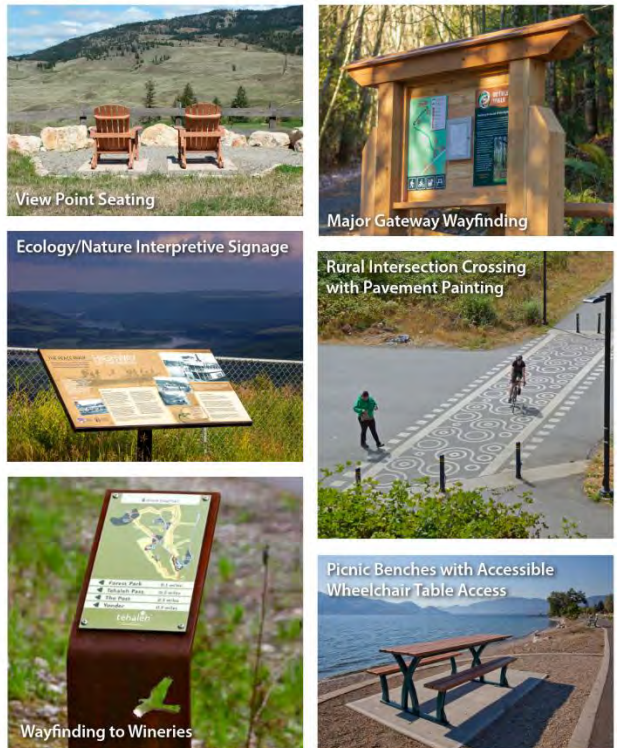
LEGEND

- Kettle Valley Rail Trail
- Connections To/From KVR
- Key View Point & Rest Area
- Major Gateway
- Street Crossing Improvement
- Public Realm Improvements
- Green & Nature Improvements
- Historic Site

Existing Character of The Vineyards



Proposed Design Improvements



Trail Cross Section



2

THE VISTA

The Vista is defined by sweeping views and scenic moments, this area celebrates the KVR's natural beauty. Enhancements will focus on comfortable seating and trail furnishings at viewpoints, creating places to pause and take in the landscape. Wayfinding signage will help orient users and highlight key connections along the route.

Concept Plan

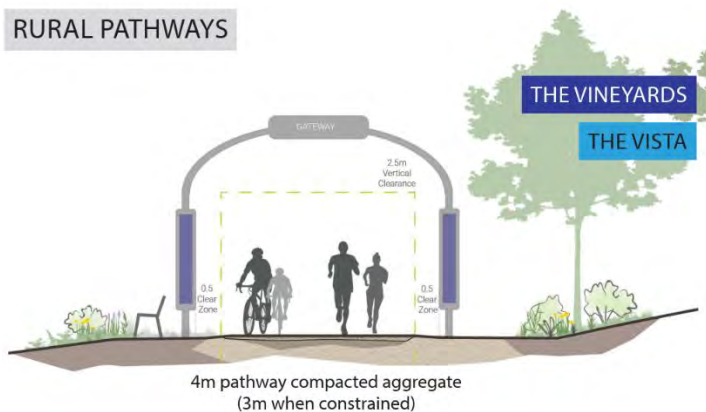


LEGEND

- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- Connections To/From KVR
- Key View Point & Rest Area
- Major Gateway
- Minor Gateway
- Public Realm Improvements
- Play Improvements
- Historic Site

Trail Cross Section

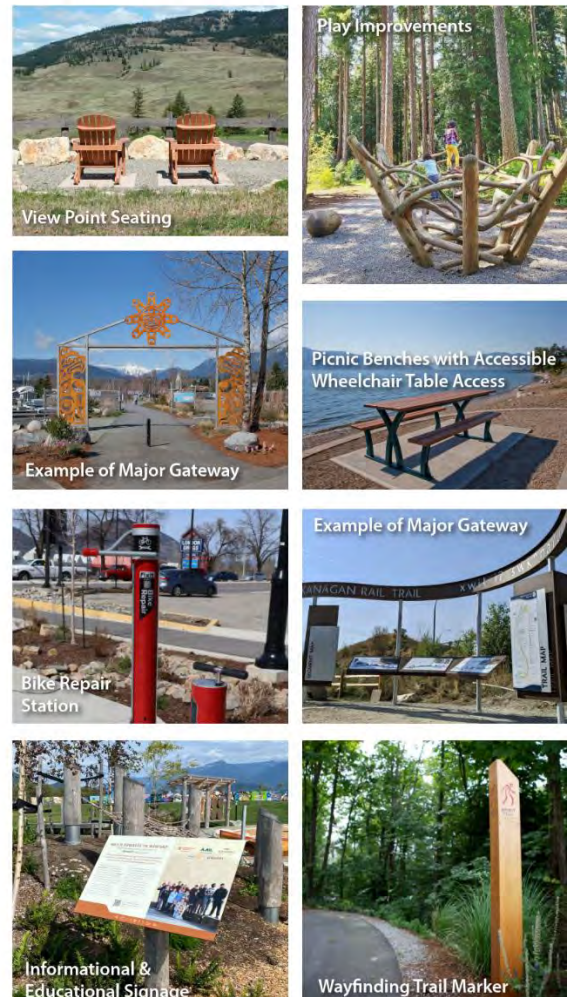
RURAL PATHWAYS



Existing Character of The Vista



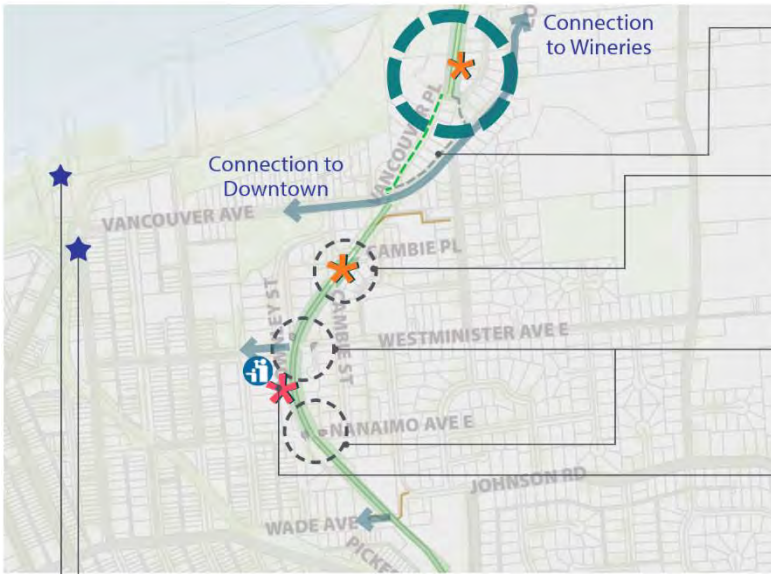
Proposed Design Improvements



3 THE CLIMB

The Climb is a more active and challenging segment of the trail, where elevation and neighbourhood connections shape the experience. Improvements will include targeted trail upgrades, safer crossings, and clear prioritization of trail users at access points. Additional rest areas along steeper sections and furnishing at viewpoints will support a more comfortable journey, complemented by wayfinding signage.

Concept Plan



- Potential Alternate Cycling Route on Lower Bench Rd
- Public Realm Node and Crosswalk Improvements at Cambie Park
- Potential Road Closures for Improved Safe Mobility
- Public Realm Node Improvements with Significant Views

LEGEND

- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- KVR Connector (MUP / Trail / Stairs)
- Connections To/From KVR
- Key View Point & Rest Area
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- Public Realm Improvements
- Play Improvements
- Historic Site

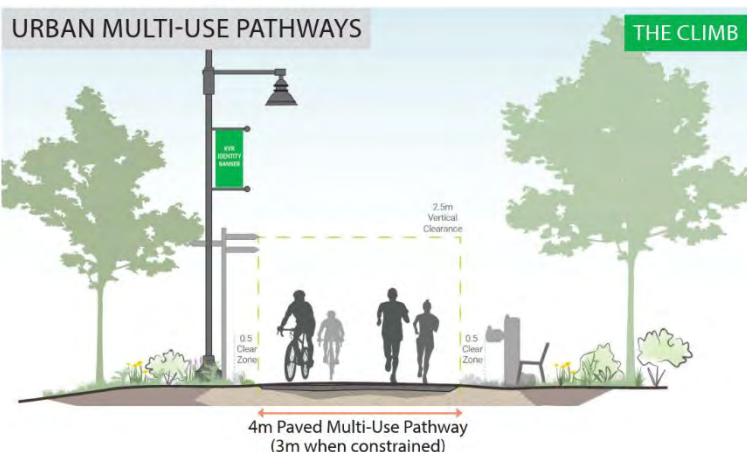
Proposed Design Improvements



Existing Character of The Climb



Trail Cross Section



4 THE PLAYGROUND

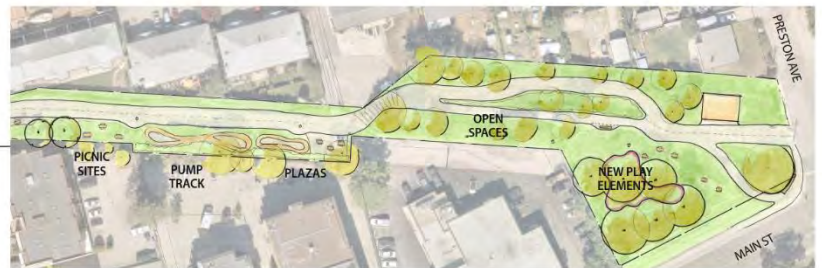
The Playground will serve as a key KVR Trail destination, supporting recreation, community gathering, and active transportation in a highly visible and accessible location, in the heart of the community. Improvements will create a vibrant trail hub with spaces for play, rest, and social connection for all users. New play features, seating and gathering areas, and wayfinding will reinforce KVR identity and connect visitors to nearby destinations.

Concept Plan



LEGEND

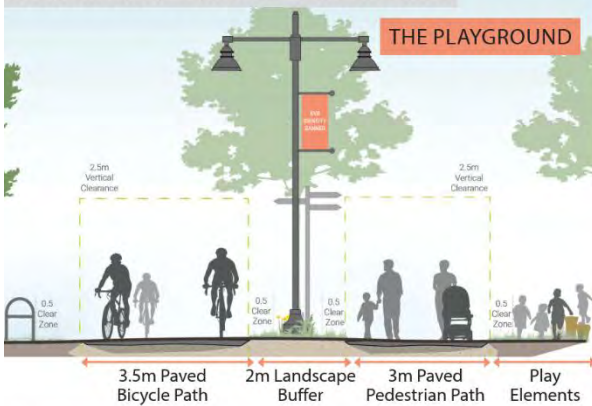
- Kettle Valley Rail Trail
- - - KVR Trail Pedestrian Route
- - - KVR Trail Cycling Route
- KVR Connector (MUP / Trial / Stairs)
- ↔ Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- * Public Realm Improvements
- * Green & Nature Improvements
- * Play Improvements
- ★ Historic Sites
- School



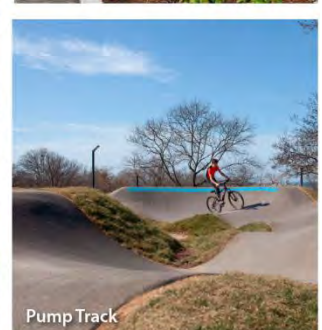
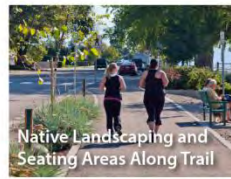
The Preston Park concept improves pedestrian and cyclist movement through separated facilities while introducing new opportunities for play and recreation. Proposed features include a pump track, nature play elements, seating areas, and open spaces for gathering and relaxation.

Trail Cross Sections

URBAN MODE-SEPARATED PATHWAYS



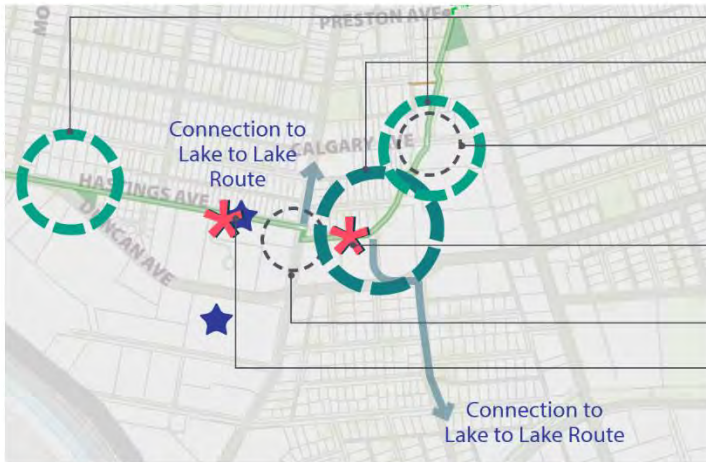
URBAN MODE-SEPARATED PATHWAYS



5 THE STATION

Rooted in Penticton's railway history, this area highlights the Old Rail Station as a key landmark. Improvements will focus on celebrating heritage features and enhancing the surrounding public realm with green infrastructure, interpretive signage, and shared street upgrades. Wayfinding signage will create a strong sense of arrival and connect users to routes such as the lake-to-lake bike network.

Concept Plan



Minor Gateways

Major Gateway

Crosswalk Improvement to Facilitate Safe Crossing

Public Realm Laneway Improvements

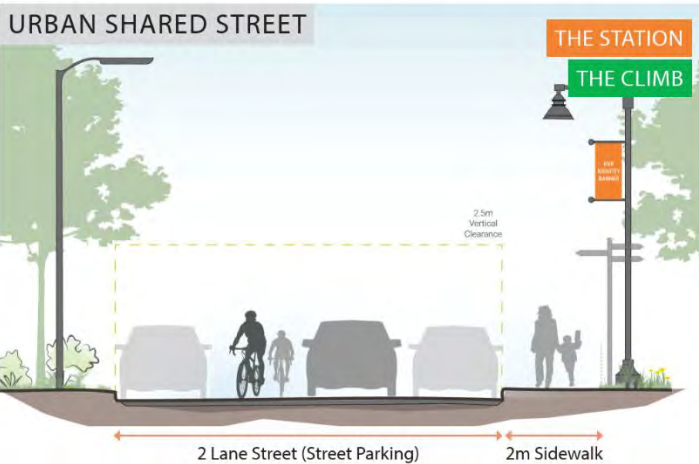
New Signalized Intersection with Crosswalks and Bicycle Crossing

Old Rail Station Node Improvements with Landscaping and Heritage Commemoration

LEGEND

- Kettle Valley Rail Trail
- KVR Connector (MUP / Trial / Stairs)
- ↔ Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- ✱ Public Realm Improvements
- ✱ Green & Nature Improvements
- ★ Historic Sites

Trail Cross Sections



Existing Trail Wayfinding and Connections



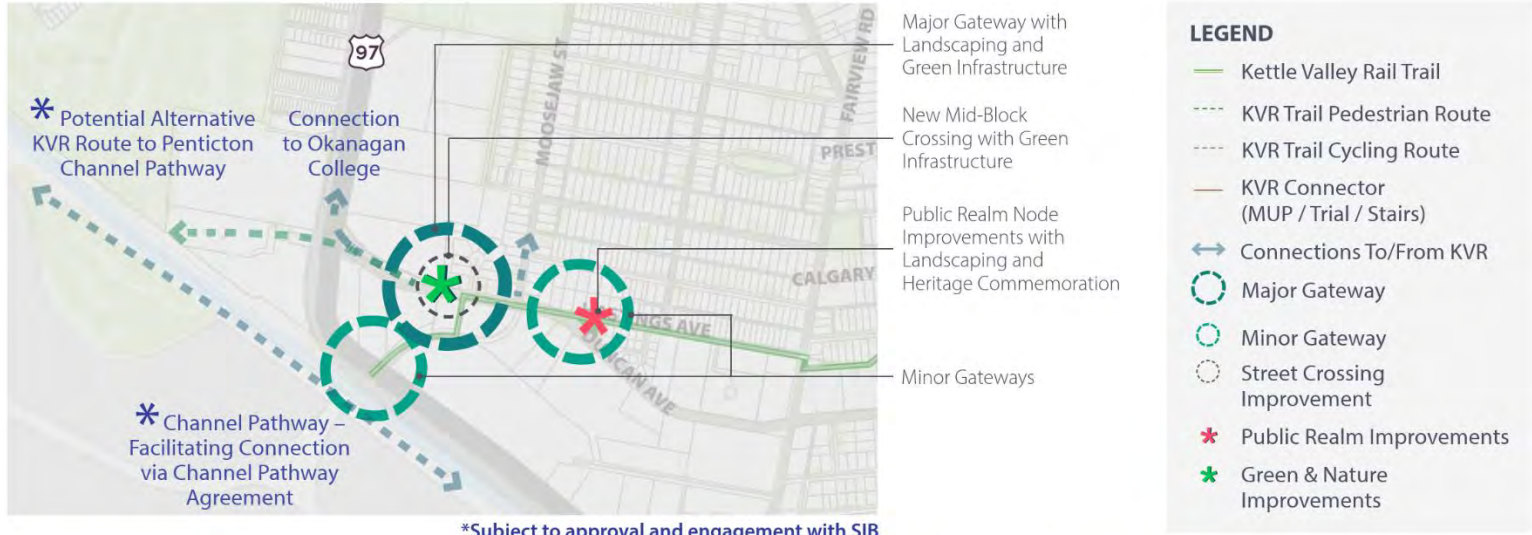
Proposed Design Improvements



6 THE CHANNEL LINK

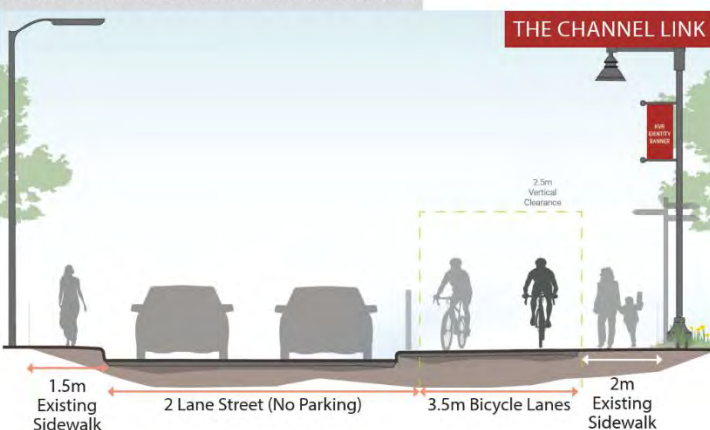
The Channel Link area will prioritize safe and accessible connections to the Penticton Channel, lake-to-lake routes, and the city's cycling network. Wayfinding, public realm improvements, and interpretive features will strengthen the KVR's identity while celebrating the area's railway heritage, and educational and cultural connections.

Concept Plan

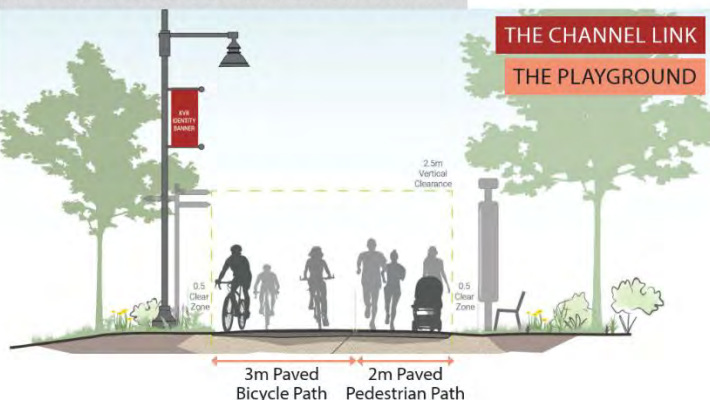


Trail Cross Sections

URBAN BICYCLE PATH & SIDEWALK



URBAN MODE-SEPARATED PATHWAYS



Proposed Design Improvements



5.2 Connections

In addition to the KVR Trail itself, there are broader opportunities to extend the corridor and improve connections to the south, west, and north.

5.2.1 Southern Connection

The southern connection provides a key linkage between the KVR Trail and Skaha Lake, including connections to the Lake-to-Lake route and the community of Okanagan Falls. A southern connection was identified in the City's Transportation Master Plan, with the proposed southern connection following the connection identified in the Transportation Mater Plan along Atkinson Street, Kinney Avenue, McGraw Street, Paris Street, and Skaha Lake Road. This connection strengthens access to important recreational destinations such as Skaha Lake Park and the shoreline corridor, while supporting broader regional trail continuity.

5.2.2 Western Connection

The primary proposed western alignment extends to the Penticton Channel Bridge; however, future planning and implementation of this alignment will require ongoing coordination and collaboration with the Sn̓pink'tn Indian Band (SIB) to ensure that connections are developed in a respectful and mutually beneficial manner, including potentially re-instating the former bridge across the Penticton Channel.

The study investigated several alternate alignments for the western connection, if required (see [Figure 23](#)). All of these alignment options focus on opportunities to link the KVR Trail to the Penticton Channel corridor. This connection represents an important opportunity to enhance access between key destinations while responding to interests identified through previous discussions with the Sn̓pink'tn Indian Band. Advancing this connection will require a collaborative approach, incorporating improvements such as enhanced signage, clear trail delineation, user education, and exploration of economic opportunities.



Figure 23: Alternate Western Connection Alignments

5.2.3 Northern Connections

The northern connections extend the KVR Trail corridor beyond Penticton to link with regional destinations, including Naramata and the trestle network further north. These connections reinforce the role of the KVR as a regional spine, supporting recreational use, tourism, and access to scenic viewpoints and natural areas. Enhancing northern connections will focus on improving continuity, wayfinding, integration with existing and planned trail networks and partner with the RDOS to strengthen overall connectivity across the region.

6. Implementation and Monitoring



The concept plan outlined in Section 5 provides a long-term vision for enhancements to the KVR Trail. Implementation of the recommendations in this strategy will take several years. This section outlines an implementation plan, including an action plan with short-, medium, and long-term priorities, a parkland and land acquisition framework, a budgeting and resource framework, and a monitoring plan with key success metrics.

6.1 Parkland and Land Acquisition Framework

Parkland dedication and strategic land acquisition will be required to support the widening of the existing KVR trail right-of-way and the creation of new trail connections, primarily within the southern portion of the KVR Trail corridor. Several areas have been identified for potential acquisition, all located in more urbanized segments where existing right-of-way constraints limit trail expansion and connectivity (see [Figure 24](#)). Targeted acquisition in these areas will help secure continuous, safe, and accessible routes, while also supporting long-term public use and integration with surrounding neighbourhoods. The City will need to work with property owners in impacted areas to either acquire portions of properties and/or to secure easements and/or statutory rights-of-way to enable use across private properties.

In addition to these areas, through the engagement process, owners of several wineries expressed interest in improving access and connections to their businesses. In many cases, these connections would require access across their private properties. The City supports the development of these connections subject to the Park Land Protection and Use Policy, park zoning regulations, preservation of public access, environmentally sensitive areas, and ensuring no new private encroachments onto dedicated parklands. Within those parameters, City will work with private property owners to provide support in providing trail connections following the trail classifications in this report (which would typically consist of Class 8: Urban Connectors or Class 9: Rural Nature Trails). The City will provide wayfinding to identify connections to these businesses; however, it would be the responsibility of property owners to construct and maintain connections on their properties, subject to the Park Land Protection and Use Policy.

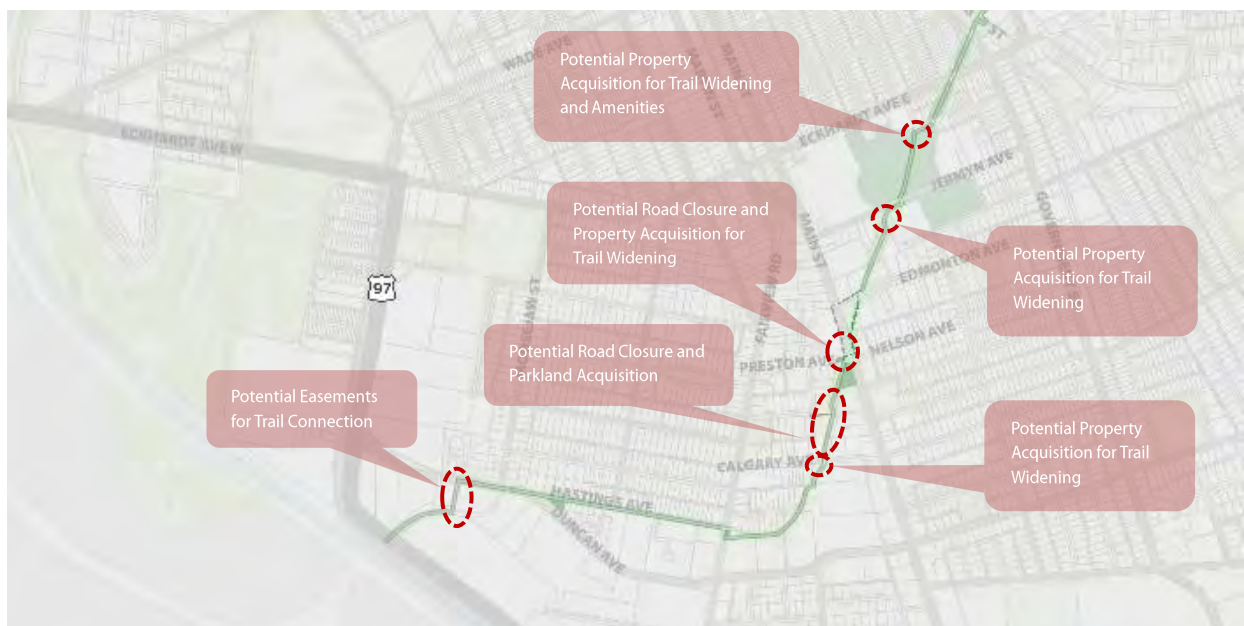


Figure 24: Potential easement and land acquisition locations map.

6.2 Actions

Implementation of the KVR Trail Strategy will involve the design and construction of each of the improvements identified in the concept plan in Section 5, along with several corridor-wide actions described below.

6.2.1 Corridor-Wide Actions

- **Action 1 Ensure meaningful collaboration with Sn̓pink'tn Indian Band (SIB)**
 - Work in partnership with SIB and the RDOS throughout the planning, funding, capital sequencing, implementation, monitoring, stewardship, and investment decisions associated with the KVR Trail to ensure improvements are delivered in a coordinated, culturally meaningful, and mutually beneficial manner over the life of the Strategy.
 - Partner with SIB to explore regional trail connections, including future opportunities associated with the Channel Link and broader southward (Okanagan Falls) trail connections.
 - Support Indigenous economic development opportunities associated with the corridor including tourism, caf  s, artisan markets, cultural experiences, visitor amenities.
 - Work with SIB to identify opportunities for Indigenous interpretation, stewardship and programming throughout the corridor.
 - Incorporate Traditional Ecological Knowledge (TEK) and cultural review processes into future planning and major capital projects, particularly within undeveloped or evolving segments of the corridor.
- **Action 2: Leverage strategic partners in project delivery**
 - Partner with Okanagan College for connections from campus to the KVR Trail
 - Collaborate with individuals with lived experience, project partners and key interest holders to ensure the KVR Trail is accessible, inclusive, safe, and responsive to diverse community needs.
 - Explore event-based partnerships and funding opportunities (ex. BC Summer Games) to advance priority projects.
- **Action 3: Pursuit of trail connections and right-of-way opportunities**
 - Engage with property owners, local businesses (ex. KIA Dealership), and SD67 to advance land acquisition and easements for trail ROW to support trail improvements and facilitate trail widening and long-term connectivity
 - Consider perspectives from local landowners, agricultural operators, and adjacent property owners to support trail improvements.
 - Identify and resolve encroachments within the KVR Trail right-of-way, reclaim lands intended for trail purposes where feasible.
- **Action 4: Develop a maintenance and adaptive management plan** to support long-term asset management and ensure the ongoing maintenance of the KVR Trail.
 - Establish maintenance standards and service levels for inspection frequencies, response times, trail surface conditions, signage and amenity upkeep, invasive species management, habitat restoration, and lifecycle replacement planning. The plan should also include monitoring of trail usage patterns, asset conditions, user feedback, safety concerns, and other environmental indicators to support evidence-based decision making.

- Establish character zone-specific service levels that reflect the unique function, intensity of use, environmental conditions, and visitor expectations of each segment of the corridor, recognizing that maintenance and operational standards may vary between rural and urban Character Zones.
- **Action 5: Partner with project partners, businesses, and tourism organizations** to strengthen the KVR Trail as a recreation, tourism, and economic development asset. Improve connections between the trail and nearby destinations, develop coordinated marketing and visitor information, and support initiatives that encourage responsible trail use, cultural tourism, and year-round visitation.
 - Develop a cohesive KVR Trail marketing, branding, and destination development strategy
 - Collaborate with interest holders to improve wayfinding and connections to key attractions, destinations, wineries, parks, local events, and visitor amenities while supporting trail-related events, and other seasonal programming that encourage exploration, year-round use of the corridor, and local economic opportunities.
 - Collaborate with tourism operators, businesses, bike shops, rental providers, and community partners to promote trail etiquette campaigns, safety education, and responsible trail use to reduce conflicts between users and enhance the overall trail experience.
- **Action 6: Leverage inter-jurisdictional partnerships and funding opportunities**
 - Pursue grants, sponsorships, external funding, and partnership opportunities to support implementation. Coordinate with regional partners, including SIB, RDOS, TOTA, Trans Canada Trail, SD67, OK College, provincial ministries, and transportation agencies to align investments, leverage shared resources, and recognize that the recreation, tourism, transportation, and economic benefits of the KVR Trail are shared across multiple jurisdictions and communities.
- **Action 7: Identify stewardship, volunteerism, sponsorship, and programming opportunities** for trail landscaping, community gardens, ecological education, sponsorships and stewardship, and other neighbourhood benefits.
- **Action 8: Develop and implement a corridor-wide wayfinding program**
 - Create a coordinated, consistent, and intuitive wayfinding system that establishes a cohesive corridor-wide identity, reinforces the unique character of the six Character Zones, improves user navigation, and supports safe movement throughout the corridor.
 - Provide clear and legible signage, gateway features, maps, destination information, and orientation tools that help users confidently navigate the trail, access key destinations, and understand their location within the broader corridor and regional trail network.
 - Integrate physical and digital wayfinding tools including interactive maps, QR codes, navigation resources, and digital interpretation that provide trail information, accessibility details, amenities, cultural and ecological storytelling, heritage information, parking locations, trail etiquette, and regional connections.

6.3 Budgeting, Funding, and Resource Framework

This section summarizes a high-level phasing strategy, with a focus on identifying specific priority actions over the first two years as quick wins. The overall phasing strategy focuses on 'low-hanging fruit' improvements in The Vineyards and The Vista Character Zones, followed by developing plans to upgrade the corridor in The Climb and The Playground Character Zones in the short- and medium-term, and implementing new facilities The Station and The Channel Link Character Zones over the long-term.

Strategies for implementing each of the recommendations in the KVR Trail Strategy are outlined in [Table 4](#) on the following pages. [Table 4](#) provides guidance with respect to:

- **Timeframe.** Each action is identified as either:
 - Immediate-term – Within 2 years;
 - Short-term – Within 3-5 years;
 - Medium-term – Within 6-10 years; or
 - Long-term – 10 years and beyond.
- **Responsibility.** This column suggests the primary and secondary responsibility for each action. Many actions are the primary responsibility of the City in various departments (including Planning, Parks, or Engineering), while other actions may be the primary or secondary responsibility of external agencies or the private sector.
- **Capital Costs.** The assumed order of magnitude cost for each action has been provided. The number of dollar signs indicates a high-level cost assumed for each initiative:
 - \$\$\$\$ – High (\$1 million plus)
 - \$\$\$ – Moderate – High (\$500,000 - \$999,000)
 - \$\$ – Moderate- Low (\$100,000 to \$499,000)
 - \$ – Low (less than \$100,000)
- **Operational Costs.**
 - Operating costs are budgeted to be 2-5% of the capital cost for new infrastructure.
 - Operating costs are budgeted to be 0.5-1% of the capital cost for upgrades to existing infrastructure.

The overall phasing strategy is summarized at a high level below, with further details provided in [Table 4](#).

6.3.1 Priority Actions (Quick Wins)

Based on the overall phasing strategy, key near-term priorities include:

- Continued collaboration with the Sn̓p̓ink'tn Indian Band and other strategic partners;
- Pursuit of trail connections and right-of-way opportunities;
- Development and implementation of a corridor-wide wayfinding program;
- Rural intersection improvements at key access points;
- Development of a maintenance and adaptive management plan to support long-term asset management; and
- Initiate the future connection to the Esplanade in alignment with the Esplanade Renewal Plan.

6.3.2 High-Level Implementation Plan Summary

Across all phases, the KVR Trails Strategy identifies an estimated \$630,000 in planning costs and approximately \$13 million in long-term capital investment to implement the vision for the corridor. Full implementation is expected to require approximately \$112,000 in new annual trail maintenance and \$50,000 in new annual park maintenance, with approximately \$156,000 in additional annual operational costs associated with roads and other municipal infrastructure. Note that these costs do not include any potential property acquisitions.

The recommended Quick Wins represent an initial investment of approximately \$560,000 and provide an achievable first phase of implementation while establishing the foundation for future capital improvements. **Table 2** below provides a High Level Summary of the Budgeting, Funding, and Resource Framework.

Table 3: High level Planning, Capital, Operational and Quick Win Costs

Category	Estimated Cost	Notes
Planning	\$630,000	Studies, design, approvals and implementation planning.
Capital	\$13,000,000	Long term implementation of the KVR Trails Strategy.
Annual Operations (Trails)	\$112,000/year	Estimated annual trail maintenance.
Annual Operations (Parks)	\$50,000/year	Estimated annual trail maintenance.
Annual Operations (Roads/Other)	\$156,000/year	Estimated municipal operational responsibilities outside of trails and parks.
Quick Wins (Planning + Capital)	\$560,000	Early implementation projects that can be delivered in the short term.

Table 4: Budgeting, Funding, and Resource Framework

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
Corridor-wide Actions							
Action 1: Engage with SIB	✓	✓	✓	✓	Parks, SIB	\$	NA
Action 2: Engage with Okanagan College for connections from campus to the KVR Trail and groups with lived experience		✓			Parks, Lands, Legal, Okanagan College	\$	NA
Action 3: Engage with property owners for potential land acquisition and easements for trail ROW	✓				Lands, Parks, Planning, Legal	\$	NA
Action 4: Develop seasonal maintenance and adaptive management plan	✓				Parks	\$	N/A
Action 5: Partner with businesses and tourism organizations		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 6: Leverage inter-jurisdictional partnerships		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 7: Identify stewardship / volunteerism and programming opportunities		✓			Parks, Sustainability, Recreation, Communications/Engagement	\$	NA
Action 8: Develop and implement wayfinding plan throughout the corridor	✓				Parks, Engineering, PW, Social Development, Communications/Engagement	\$\$	5%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
1 THE VINEYARDS							
Major Gateway at City of Penticton Boundary		✓			Parks, Engineering, PW, Social Development	\$\$	3%
Major Gateway at Poplar Grover			✓		Parks, Engineering, PW, Recreation, Sustainability, Social Development	\$	3%
Widen Pathway (where required to achieve 4 metre width)		✓			Parks, Engineering, PW	\$	0.5%
Rural Intersection Improvements	✓				Engineering, Parks, PW, Planning, Development Services	\$\$	3%
Connections to Wineries, Cideries, and Breweries		✓			Parks/Engineering, PW, Planning, Development Services, Lands, Legal, Social Development, Naramata Bench Wineries Association	\$	2%
Public Node Enhancements		✓			Parks, PW, Social Development, Planning, Recreation	\$	2%
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
2 THE VISTA							
Major Gateway at Vancouver Ave		✓			Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Energy	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Widen Pathway (where required to achieve 4 metre width)		✓			Parks, Engineering, PW, Lands	\$	0.5%
Public Node Enhancements		✓	✓		Parks, PW, Social Development, Planning, Recreation	\$	2%
Future Connection to the Esplanade	✓				Parks, PW, Planning, Social Development, Recreation, Lands	N/A (already budgeted through separate project)	N/A
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
3 THE CLIMB							
Major Gateway at Lakeshore Dr / Front St		✓			Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Energy	\$\$	2%
Alternate Connection on Lower Bench Road		✓			Engineering, Parks, PW, Planning, Development Services, Social Development, Lands	\$\$\$	3%
Intersection Improvements at Vancouver Avenue and Lower Bench Road		✓			Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$	3%
Upgrade and widen existing pathway		✓			Parks, Engineering, PW, Lands	\$\$	0.5%
Public Realm Node and Crosswalk Improvements at Cambie Park		✓	✓		Engineering, Parks, PW, Social Development, Planning, Recreation, Sustainability	\$\$	2%
Potential Road Closures				✓	Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$\$	3%
Public Realm Nodes		✓	✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$\$	2%
Accessibility Enhancements		✓			Parks, Engineering, PW, Social Development	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
4 THE PLAYGROUND							
Major Gateway at Government Street / Penticton Creek				✓	Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Major Gateway at Main Street / Preston Ave		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Upgrade and widen existing pathway (north of Main Street)		✓			Parks, Engineering, PW, Planning, Lands	\$\$	0.5%
Upgrade and widen existing pathway (south of Main Street)			✓		Parks, Engineering, PW, Planning, Lands	\$\$	0.5%
Improved connection between Preston Avenue and Edmonton Avenue		✓			Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$\$\$	2%
Preston Avenue Closure and Main Street Intersection Redesign			✓		Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$\$	2%
Preston Avenue Park Upgrades (Pump Track, Trails)			✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability, Lands	\$\$\$\$	2%
Public Node Improvements		✓	✓		Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
5 THE STATION							
Major Gateway at KVR and Lake to Lake Junction in Laneway		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
Widen Pathway South of Calgary Avenue				✓	Engineering, Parks, PW, Planning, Development Services, Lands, Legal	\$\$	0.5%
Intersection Improvements at Calgary Avenue			✓		Engineering, Parks, PW, Planning, Development Services, Lands	\$	2%
Intersection Improvements at Fairview Street				✓	Engineering, Parks, PW, Planning, Development Services, Social Development, Energy, Lands	\$\$	2%
Upgrades to Local Street Connection				✓	Engineering, Parks, PW, Planning, Development Services, Energy, Lands	\$	2%
New Pathway on Hastings Street				✓	Engineering, Parks, PW, Planning, Development Services, Lands	\$\$	2%
Public Node Improvements				✓	Parks, Engineering, PW, Social Development, Planning, Recreation, Sustainability	\$	2%

Action	Timeframe				Responsibility	Capital Cost	Trails/Parks /Roads Operational Cost (% of Capital Cost)
	Quick-win (0-2 years) & ongoing	Short-Term (3-5 years)	Medium-Term (6-10 years)	Long-term (Beyond 10 years)	Primary Secondary		
6 THE CHANNEL LINK							
Major Gateway at Duncan Ave & New Pathway Connection to Bridge		✓			Parks, Engineering, PW, Social Develop, Development Services, Sustainability, Lands	\$\$	2%
Minor Gateways		✓			Parks, Engineering, PW	\$	2%
New Pathway on Duncan Avenue				✓	Engineering, Parks, PW, Planning, Development Services, Lands	\$\$	2%
Connection to Okanagan College		✓	✓		Engineering, Parks, Okanagan College, PW, Planning, Development Services, Social Development, Sustainability, Lands	\$\$	2%
New Pathway Connection to Bridge				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Development Services, Social Development, Sustainability, Energy, Legal, Lands	\$\$\$	1%
Connections Across Bridge				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Development Services, Social Development, Sustainability, Energy, Legal, Lands	\$\$\$\$	1%
Public Node Improvements				✓	Engineering, SIB, Okanagan College, Parks, PW, Planning, Social Development, Recreation, Sustainability, Lands	\$	2%

6.3.3 Financial Summary and Budgeting Implications

The KVR Trail Strategy is supported by a multi-year project budget included in the City's 2025–2029 Financial Plan. A total of \$125,000 has been allocated for strategic planning and design in 2025-2026, with an additional ~\$125,000 planned for implementation. In addition, the 2026-2030 Financial Plan includes a further \$300,000 for implementation in 2027, bringing the total implementation budget to \$425,000.

The implementation plan identifies an estimated \$630,000 in planning costs and approximately \$13 million in long-term capital investment to implement the vision for the corridor. Full implementation is expected to require approximately \$112,000 in additional annual trail maintenance and \$50,000 in new annual park maintenance, with additional \$156,000 in incremental annual operational costs associated with roads and other municipal infrastructure changes. The recommended Quick Wins represent an initial investment of approximately \$560,000 and provide an achievable first phase of implementation while establishing the foundation for future capital improvements.

All cost estimates are preliminary and based on 2026 dollars. Actual project costs will be refined through future design, budgeting, and implementation processes and will be subject to inflation, project scope, and the level of amenities required. Funding opportunities, including grants and external partnerships, will be pursued where available to help offset capital costs. Individual projects identified from the plan will be brought forward for Council consideration through future budget deliberations and capital planning processes.

6.3.4 Funding Strategies

This section describes several strategies that the City may consider to help leverage its investments and to maximize its ability to implement the KVR Trail Strategy. The City should pursue all available sources of funding, including the programs identified below. As funding opportunities change regularly, the information in this section is subject to change. The City should regularly check with all levels of government to keep up to date on current funding opportunities.

- **Capital Planning:** The City should incorporate the recommendations from the strategy into its short-, medium-, and long-term budgeting plans to ensure that the projects are accounted for in the City's capital planning process. The City should also seek to integrate improvements with other capital projects, such as utility projects.
- **Development Cost Charges:** The City has a DCC bylaw that should be updated to include projects identified in the strategy. It should be emphasized that DCC eligible projects can include active transportation projects that benefit new growth in the community.
- **Federal Funding:** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. The Federal Government recently announced the Build Communities Strong Fund and also has other opportunities such as the Canada Active Transportation Fund and Public Transit Fund.
- **Provincial Programs and Initiatives:** The Provincial Government administers the Active Transportation Infrastructure Grant program, which promotes new, safe, and high-quality active transportation infrastructure through cost-sharing with local governments. The grant program provides funding for infrastructure which forms part of an active transportation network plan

adopted by a BC local government. To ensure maximum success at obtaining grant funding, the City should have grant-ready concepts pre-developed for application.

- **Green Municipal Funds:** The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support local government efforts to reduce pollution, reduce greenhouse gas emissions, and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **ICBC:** ICBC provides funding for road safety improvements, including pedestrian and bicycle infrastructure, particularly where these have the potential to reduce crashes, improve safety, and reduce claims costs to ICBC. Funding is available through ICBC's Road Improvement Program, and other ICBC programs include the Speed Watch Program (through the Community Policing Centres), Speed and Intersection Safety Program, Counter Attack, Operation Red Nose, and Road Sense Speaker Program for Schools.
- **Private Sector:** Many corporations wish to be good corporate neighbours—to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian routes and facilities in particular are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America. Examples in BC include Construction Aggregates in Sechelt, which constructed an overpass over a gravel conveyor to provide a link for pedestrians and cyclists, and 7-Eleven and Molson Breweries, which have sponsored multi-use pathways in Metro Vancouver.

6.4 Success Metrics

Monitoring is essential to track progress towards meeting the vision and objectives of the KVR Trail Strategy and tracking trail usage, patterns, and trends. Cycling and pedestrian volumes are the cornerstone of most monitoring programs, but understanding demographics and experiential impacts are also critical.

A successful trail monitoring program should be:

- **Meaningful:** Monitoring should yield meaningful results that point to progress towards the vision and objectives of the KVR Trail Strategy;
- **Measurable:** Monitoring should establish criteria that are measurable and for which data or information can be readily obtained; and
- **Manageable:** Monitoring should take into account resource limitations and identify measures where information is accessible or data is simple to collect.

The monitoring plan includes three sources of data, as described below. Recommended success metrics based on these three sources of data are summarized in **Table**.

Permanent Count Data

The most important metric for the strategy is monitoring overall usage of the corridor. It is recommended that the City install permanent counters at several locations along the corridors, including:

- Channel Bridge;
- KVR Park;
- Preston Triangle;
- Jermyn Avenue;
- Penticton Creek Bridge;
- Viewpoint between Nanaimo Avenue and Westminster Avenue;
- Vancouver Place trailhead;
- McCullough Trestle;
- Poplar Grove Road;
- City Entrance;
- Front Street – Lakeshore – Penticton Creek Intersection; and
- L2L-KVR Alley.

The technology selected for permanent counters should be able to distinguish between pedestrians and cyclists. Data from permanent counters can be used to identify the number of people using the corridor at each count location per day. This data can also be used to identify patterns and trends by time of day, day of week, month, season, and/or year. This data can also be used to identify weather variations.

Manual Count Data

In addition to permanent counters, the City should conduct manual counts once per year along the corridor at the same locations noted above. It is recommended that manual counts are collected at high-activity times of year in the summer months.

- Perceived age group (e.g. child, adult, senior);
- Perceived gender;
- Perceived disability;
- Perceived race; and
- Type of device
- Collecting this information is valuable to provide additional observations beyond just count volumes to understand the demographic characteristics of trail users and the types of devices they are using, such as e-bikes, e-scooters, skateboards, rollerblades, bicycles with trailers, and people with disabilities. This can allow monitoring of equity-priority groups such as children, seniors, and people with disabilities as an indicator of how comfortable and accessible the trail is, as well as monitoring conflicts between users travelling at different speeds which can impact the comfort of the trail.

Intercept Survey Data

Intercept surveys can also be used to collect information about people that are walking, cycling, or other other types of micromobility devices on the KVR Trail. Intercept surveys can be used to gather additional demographic, travel pattern, behavioural, and/or experiential information that cannot be obtained through permanent or manual count data. Intercept surveys are typically conducted in the field at designated spots on a route or corridor. Typically, survey administrators wave down approaching people and conduct interviews on the spot. Intercept surveys can be used to collect information such as: Trip origin and destination;

- Travel time;
- Intermediate stops;
- Trip purpose;
- Time of day;
- Weather;
- Perceived safety;
- Route taken or planned;
- Device mix;
- Mode choice;
- User experience; and
- Demographics

While intercept surveys are useful in collecting information, it is important to balance the length of the survey with a reasonable amount of time that people are likely to stop to complete the survey. A longer survey can yield more detailed information, but is likely to have a lower participation and completion rates.

Table 4: *Success Metrics*

Impact	Primary Metric	Data Source (Suggested Frequency of Collection)
Trail Volumes	• Daily pedestrian and cycling volumes • Hourly pedestrian and cycling volumes • Monthly pedestrian and cycling volumes • Annual pedestrian and cycling volumes	• Permanent counts (continuous) • Manual counts (annually)
Demographics and Equity	• Age (perceived and self-reported) • Gender (perceived and self-reported) • Race (self-reported) • Income (self-reported)	• Manual counts (annually) • Intercept surveys (annually)
Trip Characteristics	• Origin and destination • Trip distance	• Intercept surveys (annually)
Device mix	• Different types of micromobility devices (e.g. e-bikes, e-scooters, micromobility devices, mobility devices)	• Permanent counters (continuous) • Intercept surveys (annually) • Manual counts (annually)
Active Mode Share Mix	• Proportion of trips made by other active modes (e.g. pedestrians, joggers)	• Intercept surveys (annually)
Public Life	• How people are using the facility (e.g. traveling along, with somebody, walking with a pet)	• Intercept surveys (annually) • Temporary and manual counts (annually)

7. Closing and Next Steps



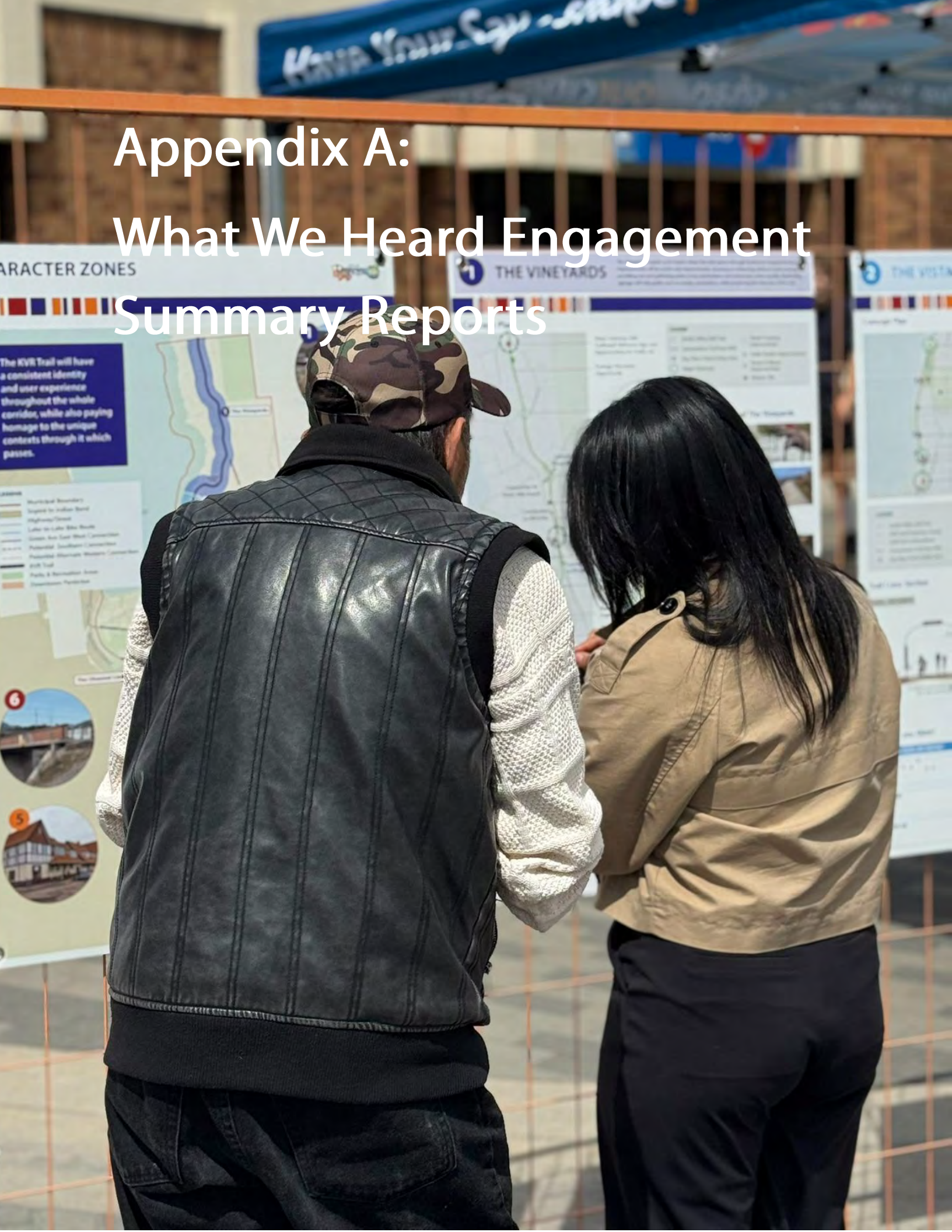
The Kettle Valley Rail (KVR) Trail is a highly valued community asset that plays a central role in recreation, active transportation, tourism, and quality of life in Penticton. The KVR Trail Strategy guides the long-term planning, design, and management of the trail with a vision, objectives, and long-term concept plan, along with an implementation plan that provides short-, medium-, and long-term priorities. The strategy identifies actions to support capital planning, trail improvements, and operational decision-making to ensure the trail continues to meet community needs and support the City's growth and vice versa.

The KVR Trail Strategy supports and advances key objectives identified in several City plans, including the Official Community Plan, Parks and Recreation Master Plan, Transportation Master Plan, and Accessibility Plan. Together, these plans emphasize the importance of creating a connected, accessible, and inclusive trail network that supports active transportation, recreation, and community well-being.

The strategy has been developed based on extensive technical work and engagement through a three-phase process, where we heard from thousands of residents. The City of Penticton would like to thank all community members for their participation in the process and valuable input developing the strategy.

Appendix A:

What We Heard Engagement Summary Reports





What We Heard

Phase 1 Engagement Summary

Kettle Valley Rail Trail Strategy Project

February 6, 2026

[1.0 Project Background](#)

[2.0 Engagement Overview](#)

[3.0 What We Heard](#)

[4.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

[Appendix B - Feedback Form Full Results](#)

[Appendix C – Map-Based Engagement Results](#)

[Appendix D – Pop-Up Engagement Station Comments](#)

1.0 Project Background

The Kettle Valley Rail (KVR) Trail is one of Penticton's most valued community and regional assets. Originally developed as part of a historic railway corridor linking the Okanagan to British Columbia's interior, the trail has evolved into a key recreational, tourism, and active transportation route. Within city limits, the KVR Trail passes through neighbourhoods, agricultural landscapes, cultural areas, and waterfront settings, offering residents and visitors a unique way to experience Penticton's landscape.

In recent years, increasing use of the KVR Trail has underscored both its importance and the challenges associated with managing a growing and diverse range of users. Many residents use the trail daily or weekly, highlighting its role as important community infrastructure. At the same time, concerns have been raised related to surface conditions, wayfinding, accessibility, safety at crossings, and the balance between natural character and urban interfaces.

In response to these pressures, the City of Penticton initiated the KVR Trail Strategy to guide the long-term planning and management of the trail within municipal boundaries. Phase 1 of the project focused on analysis and engagement to better understand current conditions, user experiences, and community perspectives. To support this work, a set of five Planning Patterns was used to organize information and frame engagement findings:

- **Physical & Environmental Patterns** — addresses the trail's physical form and ecological context, including surfaces, shade and vegetation, erosion and drainage, and overall landscape integrity.
- **Mobility & Connectivity Patterns** — focuses on how people move along and access the trail, including crossings, trailhead access, wayfinding, multi-use management, and linkages to neighbourhoods, parks, and regional networks.
- **Social & Cultural Patterns** — explores how the trail reflects Penticton's identity, from Indigenous heritage and railway history to everyday family traditions, storytelling, community events, and public art.
- **Economic & Governance Patterns** — considers the trail as an economic driver and shared responsibility, highlighting tourism opportunities, business integration, event programming, funding models, and management partnerships.
- **Perceptual & Experiential Patterns** — examines the qualities that shape people's experience of the trail, such as scenic vistas, sense of safety and comfort, seasonal variation, and the balance between natural character and urban interface.

These Planning Patterns provide the framework through which Phase 1 engagement findings are presented in this report.

2.0 Engagement Overview

Phase 1 engagement, titled "Locals Know," was designed to gather input from residents, trail users, and community groups to better understand how the KVR Trail is used today and what opportunities and challenges exist. The purpose of this phase was to collect baseline information on user experiences, perceptions, and needs to help inform the future direction of the KVR Trail Strategy.

Engagement activities took place between June 16 and August 28, 2025, and included both online and in-person opportunities. Community input was gathered through an online feedback form and map-based tools on the Shape Your City website, as well as three pop-up engagement stations located along the trail on June 21st, 2025. Targeted conversations were also held with

advisory and partner groups, including the City Working Group, Accessibility Committee, Parks & Recreation Advisory Committee, the Regional District of Okanagan–Similkameen, and the Snpink'tn Indian Band.

During Phase 1 engagement, the City received 286 completed feedback forms, along with additional qualitative input from in-person conversations and meetings. The findings from this engagement are summarized in this report and provide a foundation for subsequent phases of the KVR Trail Strategy.

2.1 Participation by the Numbers

The engagement program was conducted between June 16 and August 28, 2025. The following diagram summarizes participation. A detailed timeline of engagement activities is provided in Appendix A.



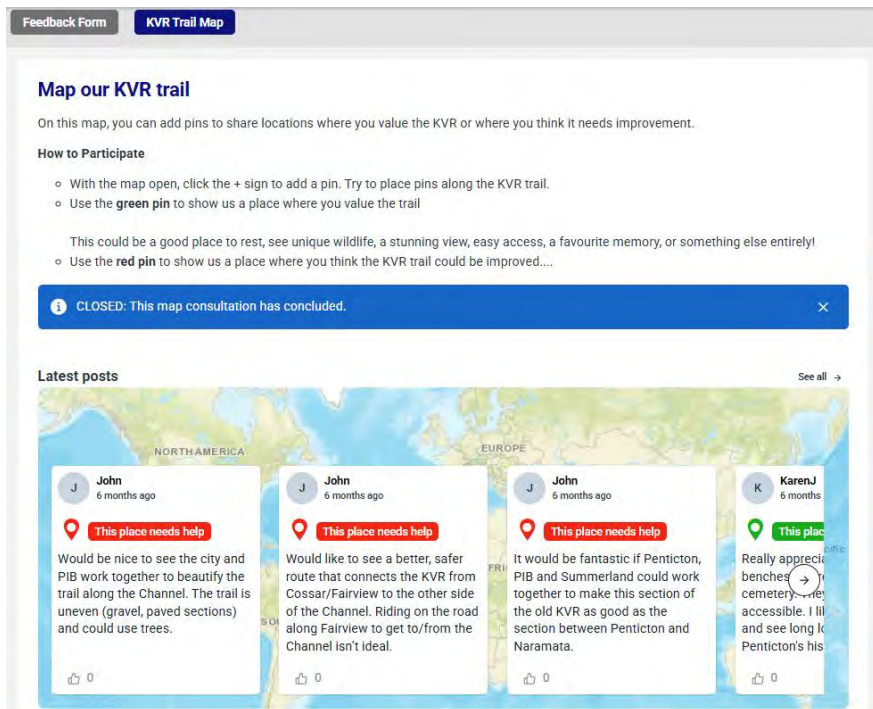
- 286 feedback forms collected (online/in person)
- 186 one-on-one conversations with trail users
- 103 pins placed on the Shape Your City digital map
- 92 sticky-note comments recorded on engagement boards
- 3 pop-up engagement stations (Penticton Farmers' Market, Vancouver Place trailhead, and the Penticton Pump Track)
- Presentations to Council Advisory Committees and project partners

2.2 Participation Methods

Online

A Shape Your City project page that was open from June 21 to July 20, 2025, provided background on the KVR Trail Strategy, including the purpose, process, and engagement boards.

- Page visitors were encouraged to complete a survey about their trail use, insights, and ideas for improvement.
- A map-based feedback tool allowed participants to add location-specific comments on issues and opportunities along the trail.



In-Person

Pop-Up Engagement Stations were set up at key points along the KVR Trail on June 23, 2025, from 9am to 1pm:

- Farmers Market (Downtown Penticton)
- Vancouver Place Trailhead
- Penticton Pump Track

Trail users could speak directly with the project team, review boards showing maps and survey questions, and provide input via sticky notes.

Advisory Group and Project Partner Engagement

Targeted meetings were held with City advisory and working groups to review the KVR Trail Strategy project scope and gather early input:

- City Working Group (CWG)
- Accessibility Committee (AC)
- Parks & Recreation Advisory Committee (PRAC)

Project partner meetings were held to discuss regional coordination, governance, and long-term considerations for the KVR Trail Strategy:

- Regional District of Okanagan–Similkameen (RDOS)

- Snpink'tn Indian Band (SIB)

3.0 What We Heard

The following themes summarize the feedback collected through Phase 1 engagement. Results are presented through the lens of the five Planning Patterns, which provide a comprehensive framework for analyzing the trail's current state and community perspectives.

Physical & Environmental Patterns

- **Scenic Vistas as Core Identity:** Respondents consistently highlighted the Okanagan Lake, vineyards, orchards, and valley views as the most cherished features. Protecting these sightlines through vegetation management and thoughtful placement of amenities is critical.
- **Natural Shade & Vegetation:** Strong desire for more tree cover, particularly along exposed areas such as the Channel Parkway. Users noted that barren stretches are less appealing and uncomfortable in the summer heat.
- **Environmental Stewardship:** Concerns were raised about invasive species (Tree of Heaven, Russian Olive) and fire hazards. Feedback included calls for ecological restoration, habitat protection, and interpretive signage about ecosystems.
- **Seasonal Appreciation:** Spring and fall were identified as the best times to use the trail due to wildflowers, foliage, and cooler temperatures, reinforcing the ecological value of shoulder seasons.
- **Surfaces & Maintenance:** Uneven gravel, washouts, cracked pavement, and overgrown weeds were repeatedly noted as barriers, especially for accessibility. Respondents favoured well-packed gravel over paving to balance access and speed control.

Mobility & Connectivity Patterns

- **Connectivity Gaps:** Persistent calls for safe and seamless linkages - particularly from Channel Parkway to Skaha Lake, across Hwy 97, and through downtown Penticton. Bridge revitalization at the old rail bridge site was heavily mentioned as a priority.
- **Trailhead & Access Infrastructure:** Parking at Vancouver Place and other key trailheads was described as inadequate, causing congestion. Suggested improvements included overflow lots, managed drop-off areas, and clearer signage.
- **Wayfinding & Orientation:** Lack of consistent signage through urban sections created confusion. Suggestions included distance markers, maps, connections to parks/schools, and "Welcome to Penticton" orientation points.
- **Multi-Use Conflicts:** There is ongoing tension between cyclists, e-bike riders, dog walkers, and pedestrians. Requests included etiquette campaigns ("Bell or Yell"), speed signage, and gates at key locations.

Social, Cultural & Heritage Patterns

- **Trail as a Cultural Symbol:** Many see the trail as central to Penticton's identity, tied to family traditions, everyday routines, and even personal milestones (e.g., engagements, family portraits).

- **Community Narratives & Heritage:** Requests for interpretive signage sharing Indigenous heritage, railway history, and stories of place were frequent. This reflects interest in making the trail both an educational and recreational space.
- **Community Events & Programs:** Suggestions included organized group walks, cultural programming, interpretive hikes, and festivals, which would enhance the trail as a connector of people and culture.
- **Safety & Social Issues:** Concerns about unhoused populations and isolated urban trail segments were raised. Some participants emphasized a need for social support alongside trail design improvements to foster inclusivity and comfort.

Economic & Governance Patterns

- **Tourism & Local Business Integration:** Respondents see potential for better connections between the trail and wineries, cafés, and commercial areas. Many visitors want clear wayfinding to places to eat/drink and more options to “disperse” heavy summer trail use.
- **Economic Value of Scenic Sections:** Segments like Summerland to Penticton and the tunnel areas were identified as high-return investments for tourism revenue if improved and maintained.
- **Rental & Commercial Interfaces:** Concerns arose about e-bike rentals not educating riders on etiquette, creating safety risks. There is potential for collaboration with rental operators on signage, etiquette campaigns, or branded amenities (e.g., refillable water bottles).
- **Parking as an Economic Pressure Point:** Overcrowding at popular trailheads limits visitor access and potentially impacts local businesses. Expanded, managed parking is viewed as both an economic and infrastructure need.
- **Governance & Partnerships:** Feedback pointed to the need for coordinated management, funding strategies, and partnerships with businesses and organizations to support trail upkeep and programming.

Perceptual & Experiential Patterns

- **Amenity Gaps:** High demand for more water stations, washrooms, benches, wayfinding, shaded seating, and waste/recycling facilities. These were by far the most common improvement requests.
- **Perceptions of Safety:** Users noted speeding e-bikes, blind corners, and narrow urban sections as key safety risks. Comfort and confidence were tied to trail width, visibility, and user etiquette.
- **Outdoor Recreation Diversity:** Users requested separation of pedestrian and cycling traffic in high-volume areas, as well as dedicated spaces for e-bike use, dog-friendly zones, and fitness/play infrastructure.
- **All-Ages/All-Seasons Use:** Families emphasized the trail as a multi-generational asset. Seniors (the largest user group) want accessible surfaces and rest points, while some parents emphasized shade and safety for children. Year-round use was noted, but lighting for evening recreation remains limited.
- **Experience of Place:** Respondents highlighted how the trail’s views, seasonal qualities, and sense of natural immersion contribute to its unique character. Balancing these experiential values with new amenities was a recurring theme.

3.1 Feedback Form Results

One of the primary ways the City gathered formal feedback was by using online and print feedback forms. A total of 286 feedback forms were received during the engagement period.

Please refer to Appendix B for the complete findings from the feedback form.

Question 1: What's your favourite view from the KVR Trail? (Single Line Question)

Key Takeaways

- The Okanagan Lake-facing vistas dominate as the most valued views, particularly from the north urban trail section near Vancouver Place.
- Views tied to agriculture, lake, and city combination points reinforce the unique character of Penticton's KVR segment.
- These responses emphasize the importance of maintaining clear sightlines and strategic vegetation management to preserve key visual corridors.
- Question 19. How often do you use the KVR Trail?

Question 2: Where do you stop to rest? (Single Line Question)

Key Takeaways

- Within the Penticton boundary, benches and shaded spots are the primary rest locations.
- Respondents expressed a lack of formal amenities in the Channel corridor and near Skaha Lake connections.
- Scenic viewpoints at the north end (within city limits) remain heavily used, reinforcing their role as key rest nodes.

Question 3: Do you have a story or memory tied to the trail? (Essay Question)

Key Takeaways

- The Penticton section of the KVR is more than a pathway—it's a daily lifestyle corridor, cultural symbol, and family tradition space.
- Strong emotional connection to accessible urban portions of the trail reinforces the importance of preserving character, safety, and ease of use in these areas.
- The trail plays a role in first impressions for newcomers and tourists, which can influence city branding and tourism narratives.

Question 4: Where do you feel safest — or most at risk — on the trail? (Single Line Question)

Key Takeaways

- Safety Perceptions Are Strongly Linked to Trail Design: Wide, open sections with clear sightlines are associated with safety, while disconnected urban pieces and blind corners create discomfort.
- Urban Connectivity is a Priority: The downtown section and road crossings (e.g., Hwy 97, Skaha access) are repeatedly identified as weak points.
- User Conflicts Are Rising: Increased e-bike traffic without clear etiquette or speed control adds tension and perceived risk, especially near Vancouver Place and other busy areas.
- Addressing these issues through signage, patrols, better surfacing, and safer crossings could significantly improve user confidence.

Question 5: Have you or someone in your household experienced barriers using the KVR Trail due to mobility or accessibility challenges? (Radio Button Question)

Key Takeaways

- If survey responses reflect the broader community, we can extrapolate and assume that approximately 1 in 7 Penticton residents may experience mobility or accessibility challenges, which act as barriers to their use of the KVR Trail.

Question 6: Please describe the issue, location and any suggestions for improvement. (Single Line Question)

Key Takeaways

- Barriers described by respondents were primarily related to trail surface conditions rather than structural or amenity gaps.

Locations most often referenced:

- o Vancouver Place to Poplar Grove
 - o Channel Parkway section
- Suggestions focused on surface stabilization and maintenance, not full paving, to balance accessibility and user safety.

Question 7: What's your favourite time of year to use the trail — and why? (Single Line Question)

Key Takeaways

- Spring and Fall dominate as preferred seasons, largely because of pleasant weather and lower trail congestion.
- Summer is popular but polarizing — valued for its scenery and cycling conditions, but often criticized for heat and heavy tourist presence.
- A segment of users embraces year-round use, reflecting the trail's role as a consistent recreational and commuting route.

Question 8: Is there a part of the KVR Trail you feel could be improved, or something you feel is missing from the overall trail experience? (Single Line Question)

Key Takeaways:

High-priority needs:

- More water stations, washrooms, and benches within urban and connector sections.
 - o Connectivity gaps remain a major issue, especially for safe movement between Channel Parkway and Skaha Lake.
- Surface upgrades on the Channel Parkway and vegetation improvements for shade are recurring suggestions.
- Persistent themes around e-bike speed and dog management suggest a need for clear signage and enforcement.

Question 9: Provide any additional input here: (Essay Question)

Key Takeaways

- Users see the KVR as an experience as well as a pathway, suggesting enhancements like interpretive signage and educational features to deepen cultural and natural connections.
- Lighting in select urban zones could make the trail safer and extend its usability during darker months without compromising its natural feel.
- Parking near major trailheads (e.g., Vancouver Place) is an emerging pressure point that may require management or expansion planning.

- While core infrastructure needs (water, seating, signage, connectivity) remain important, Q9 feedback reveals interest in quality-of-experience upgrades and community programming, which could broaden the trail's role as a social and cultural space.

Question 10: What is your postal code? (Single Line Question)

Key Takeaways

- Most survey respondents are local to the City of Penticton
- 42% submitted postal codes connected to Downtown/North Penticton
- 32% submitted postal codes connected to Uplands, Wiltse and South Penticton
- 24% submitted postal codes connected to Central Neighbourhoods
- 2% did not contain the full postal code in their response

Question 11: What is your age group? (Radio Button Question)

Key Takeaways

- Respondents 65+ represent the largest group (34.6%), indicating interest from older adults.
- Adults 45–64 make up 24.4% of respondents combined, reinforcing that mid-life users are also quite interested in the potential of KVR Trail's future.
- Youth engagement (under 35) is very low (~ 3%), suggesting an opportunity to design outreach that appeals to younger users.
- A significant proportion (30.7%) chose not to disclose their age, which limits full demographic clarity.

Question 12: What is your connection to Penticton? (Select all that apply) (Checkbox Question)

Key Takeaways

- Local residents dominate responses (96%), meaning feedback reflects strong experiential insight from those who live near.
- Work-related respondents (31%) and regular visitors (11%).
- Low representation from students and business owners (each 3%) indicates potential gaps in engagement from these demographics.

Question 13: What is your primary mode of transportation? (Radio Button Question)

Key Takeaways

- Private vehicles were most popular (67.5%), suggesting that respondents rely on cars for daily mobility.
- Active modes (walking and cycling) account for ~31% combined, reflecting a strong interest in active living among respondents.
- Transit use and mobility device representation are minimal (each <1%).

Question 14: Do you identify as any of the following? (Checkbox Question)

Key Takeaways

- Representation from equity-deserving groups is present but limited, given the small sample size and high skip rate (over 69%).

Question 15: Do other members of your family use the KVR Trail? (Radio Button Question)

Key Takeaways

- The majority of respondents (92%) indicated that other family members also use the KVR Trail, suggesting its strong role as a multi-generational recreational asset.

- Only 8% reported no family use.

Question 16: What are the age ranges of your family members that use the KVR Trail? (Checkbox Question)

Key Takeaways

- Adults (18–64 years) make up the largest group (87 responses), confirming that the trail is most frequently used by adults.
- Older adults (65+) are well represented (39 responses).
- Children and youth combined (Under 18) account for 46 selections, indicating that while families with children do use the trail.
- These findings highlight the importance of multi-generational design features, such as safe areas for children, rest spots for older adults, and accessibility for strollers and mobility devices.

Question 17: How often do other members of your family use the KVR Trail? (Radio Button Question)

Key Takeaways

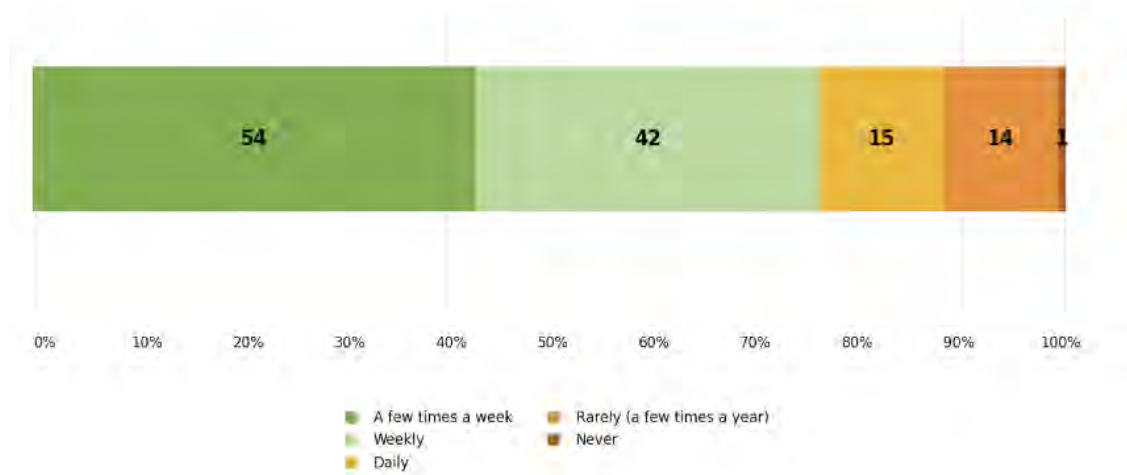
- The majority of family members reported regular trail use: more than half (54.4%) of responses indicate frequent to very frequent use.
- Only 1.6% indicated their family never uses the trail, and 4.8% marked the question as not applicable, reinforcing the relevance of the KVR Trail as a shared family resource.
- These findings highlight broad family-level engagement, which reinforces the trail's role in supporting household recreation and active living.

Question 18: What time of day do you usually use the trail? (Checkbox Question)

Key Takeaways

- Morning dominates as the preferred time for trail use, with over 80% of respondents choosing it. This aligns with cooler temperatures.
- Afternoon use is moderate (41.5%), suggesting some flexibility for mid-day activity.
- Evening use is the least common (32.5%).

Question 19: How often do you use the KVR Trail? (Radio Button Question)



Key Takeaways

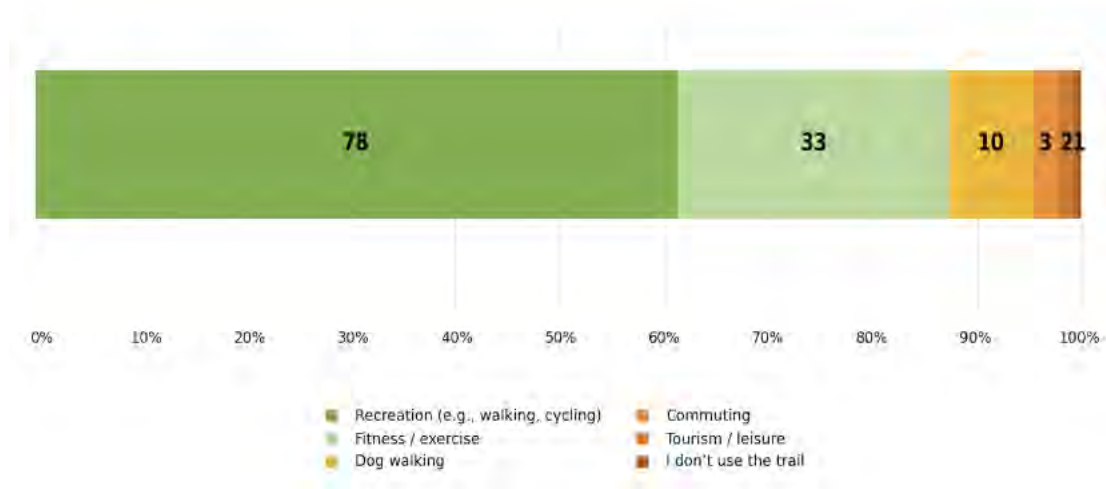
- Frequent use dominates: Over half of respondents (54.8%) use the trail daily or several times a week, highlighting its role as a regular activity hub.
- Weekly users represent a strong secondary group (33.3%), indicating consistent engagement beyond daily routines.
- Occasional users (11.1%) and non-users (0.8%) are minimal, suggesting most respondents have an established relationship with the trail.
- These patterns reinforce the KVR Trail's importance for everyday recreation and transportation.

Question 20: On a scale of 1 to 5, how safe do you feel using the trail? (Radio Button Question)

Key Takeaways

- The majority of respondents (82.5%) feel somewhat safe or very safe, indicating strong overall confidence in trail safety.
- A smaller group (11.1%) expressed safety concerns (ratings 1 or 2).
- The data suggests that while the trail is generally perceived as safe, targeted improvements addressing identified risks could further strengthen confidence.

Question 21: What is your primary reason for using the trail? (Radio Button Question)



Key Takeaways

- Recreation dominates as the primary reason (61.4%), reinforcing the KVR Trail's role as a key leisure and lifestyle amenity.
- Fitness/exercise is also significant (26.0%), indicating the trail's value for health and wellness beyond casual recreation.
- Dog walking accounts for 7.9%, showing the trail's role in pet-friendly activity and neighbourhood engagement.
- Commuting and tourism remain minimal (<5%), which may suggest that while the trail supports local movement and visitors, its main function is recreational rather than utilitarian.
- These insights highlight that in future design and planning, it could be beneficial to continue to prioritize comfort, safety, and amenities for recreation and exercise while considering strategies to improve commuting connectivity and visitor experience.

Question 22: How would you rate your ability to safely access the KVR Trail from where you live or work? (Radio Button Question)

Key Takeaways

- Most respondents (85.7%) find access easy (either very or somewhat), suggesting that trailheads and connections generally serve the community well.
- A small group (6.3%) reported some difficulty accessing the trail.
- No respondents indicated that access was “very difficult,” reinforcing that barriers, where present, are limited but still worth addressing.

Question 23: Do you feel the KVR Trail is well connected to other walking/cycling routes or transit? (Radio Button Question)

Key Takeaways

- **Partial Connectivity Perceived:** The largest share (41.1%) feels the trail is only somewhat connected, suggesting gaps in linkages to other walking and cycling routes or transit.
- **Positive Connection but Room for Improvement:** While nearly 30% view connectivity as sufficient, the combined 70% (somewhat/no/not sure) indicates room for enhanced integration with Penticton’s active transportation network.
- **Planning Implication:** Improving wayfinding, ensuring seamless connections between KVR, local streets, and transit nodes, and prioritizing safe interfaces (e.g., Channel Parkway to Skaha link, downtown access) could significantly improve user experience.

Question 24: Which amenities would you most like to see improved or added along the trail? (Select all that apply) (Checkbox Question)

Key Takeaways

- Top priorities include washrooms (64), benches/tables/rest areas (57), trees for shade (52), and water fountains (51), indicating a strong focus on basic comfort and hydration needs.
- Garbage/recycling/dog waste stations (47) and signage/wayfinding (39) remain important for cleanliness and navigation.
- Amenities such as bike racks/repair stations (29) and public art/historical signage (24) suggest interest in features that support cycling convenience and cultural interpretation.
- Lower-frequency selections like parklets/gathering areas (23), emergency call stations (16), lighting (13), and recreation infrastructure (11) indicate that while valued, these are secondary to essential amenities.

Question 25: How would you rate the overall maintenance of the trail? (Radio Button Question)

Key Takeaways:

- A strong majority of respondents (76%) rated the trail maintenance as Excellent or Good, suggesting that the current maintenance practices are generally meeting expectations.
- About one-fifth of respondents (19.2%) rated it as Fair, which signals that there are noticeable gaps or inconsistencies in upkeep.
- A small portion (4.8%) rated maintenance as Poor or Very Poor, indicating specific problem areas or unmet needs that require attention.

3.2 Map-Based Feedback Tool

A map-based feedback tool allowed participants to add location-specific comments on issues and opportunities along the trail. The following themes emerged. Map-Based Engagement findings can be found in Appendix C.

Trail Connectivity, Gaps, and Network Integration (~32 responses)

The most frequently raised theme related to gaps and unclear connections along the KVR Trail network. Participants highlighted challenges where the trail intersects with roads, highways,

waterways, and other trail systems. Specific gaps were identified between the KVR, Channel Parkway, Esplanade, Marina Way, Fairview, Summerland, Skaha Lake, and other local pathways. Many comments emphasized the need for continuous, intuitive connections that allow cyclists and pedestrians to move safely and comfortably without being directed onto busy roads or sidewalks.

Trail Surface Condition and Maintenance (~26 responses)

Many comments focused on poor trail surface conditions, including washouts, potholes, washboarding, erosion, loose gravel, and damage attributed to unauthorized motorized use. Sections between Chute Lake, West Bench, Summerland, Wright's Beach, and the Channel were frequently cited as deteriorating or difficult to navigate. Participants emphasized that surface quality directly affects accessibility, safety, and enjoyment.

Safety at Crossings and Along Highways (~24 responses)

Safety concerns were commonly raised at highway crossings, major intersections, and narrow roadside segments. Participants highlighted discomfort cycling alongside Highway 97, unsafe crossings at Main Street, Fairview Road, and Green Mountain Road, and areas where trail users must briefly merge with vehicle traffic. Families and less confident riders noted these locations as significant barriers to use.

Scenic, Cultural, and Heritage Features (~22 responses)

Participants consistently identified scenic viewpoints, trestles, tunnels, waterfront sections, and historic rail-related sites as defining strengths of the KVR Trail. Several comments highlighted opportunities to better interpret Indigenous history, railway heritage, and lake-based transportation history, particularly around the Channel, Marina Way, downtown Penticton, and historic bridge locations.

Wayfinding, Signage, and Trail Legibility (~21 responses)

Participants repeatedly noted confusion about where the trail goes, how to navigate through urban areas, and how to transition between trail segments. Missing or unclear signage was identified near Calgary Avenue, Barfoot Restaurant, Wright's Beach, downtown Penticton, and multiple Channel Parkway connections. Users expressed concern that visitors and first-time riders may feel lost or trespassing.

Amenities, Rest Stops, and Trail Support Facilities (~19 responses)

Comments frequently highlighted the value of benches, viewpoints, picnic areas, water refill stations, washrooms, parking, and garbage receptacles. While many participants expressed appreciation for existing amenities, others noted gaps along longer stretches of the trail. Parking availability at trailheads and clearer permission to park near private destinations (e.g., lodges) were recurring issues.

Governance, Stewardship, and Use Conflicts (~14 responses)

A smaller but important set of comments addressed trail governance issues, including coordination with the Penticton Indian Band and neighbouring municipalities, concerns about motorized use, e-bike speeds, and trail etiquette. Participants emphasized that long-term success will require clear rules, cooperative management, and shared stewardship across jurisdictions.

3.3 Pop-Up Engagement Stations

Comments collected at pop-up engagement stations reinforced priorities identified through other Phase 2 engagement activities, with a strong emphasis on safety, connectivity, wayfinding, and

basic amenities. Verbatim comments received at the Pop-Up Engagement Stations are provided in Appendix D.

Safety, Trail Etiquette, and Speed Management (~30 comments)

Safety was the most frequently raised concern across all pop-up stations. Participants repeatedly highlighted conflicts between user types, particularly related to e-bike speeds, trail etiquette, and unclear expectations for yielding and sharing the path. Many comments called for clearer rules, education, and physical measures to slow cyclists at key locations.

Common suggestions included improved signage, speed limits, slow gates, better lighting, emergency call stations, and clearer guidance on non-motorized trail use.

Connectivity, Gaps, and Crossings (~22 comments)

Participants consistently identified missing links, confusing transitions, and unsafe crossings along the KVR Trail and connecting routes. Comments emphasized the need for continuous, intuitive connections between neighbourhoods, destinations, and regional trails without requiring users to navigate busy roads.

Frequently mentioned locations included Vancouver Place, Channel Parkway, Skaha Lake Road, Naramata Road, Fairview, the airport area, and connections to the Esplanade, Penticton Creek Trail, schools, and parks.

Wayfinding, Signage, and User Information (~20 comments)

Wayfinding emerged as a major theme, with participants noting that signage is often inconsistent, unclear, or missing entirely. Many comments focused on the need for better maps, directional signage, distance and time markers, and points-of-interest information to help both residents and visitors navigate the trail network.

Participants also emphasized the importance of signage related to trail etiquette, permitted uses, safety hazards, and natural features, as well as improved orientation at trailheads and key access points.

Amenities, Comfort, and Trail Experience (~18 comments)

Participants expressed a strong interest in amenities that support comfort, rest, and everyday use of the trail. Frequently mentioned needs included washrooms, water fountains and refill stations, shade, seating, garbage and dog waste bins, bike repair stations, and secure bike parking. There was also interest in small-scale trail-supportive amenities such as food and beverage options, shaded gathering areas, historical interpretation, and nature-based enhancements that improve the overall experience while maintaining the trail's character.

3.4 Advisory Group Engagement

Accessibility Committee (AC): An online presentation was held on July 9, 2025, to provide a project overview that included the purpose, process, and phases of the project. The accessibility plan/framework was also presented for review at this time. Participants were encouraged to provide feedback about their personal experiences of barriers and opportunities for greater inclusion.

Parks & Recreation Advisory Committee (PRAC): A hybrid (in-person/online) presentation was held on July 23, 2025, to provide a project overview that included the purpose, process, and phases of the project. How the KVR Trail Strategy was intersecting with PRAC goals and future

visioning was also discussed. Participants were provided with a series of questions for consideration and encouraged to provide any related feedback they had.

AC and PRAC feedback highlighted the importance of a clearly scoped and collaborative trail strategy that defines jurisdictional roles, strengthens partnerships (e.g., RDOS and SIB), and addresses key environmental issues such as invasive species, habitat protection, and waste management. Both groups emphasized improving connectivity, safety, and wayfinding including digital tools by grounding the network in how people actually move through the community. Accessibility and equity were central themes, with a focus on lived experience, inclusive design, alternative trail surfaces, and targeted improvements at known barriers. Integrating Indigenous stories and signage was identified as essential to place-making, alongside support for phased implementation and transparent project prioritization to manage expectations and balance multi-modal trail use.

3.5 Project Partners

Regional District of Okanagan–Similkameen (RDOS): A project partner meeting with the Regional District of Okanagan–Similkameen (RDOS) was held on July 28, 2025, to discuss regional coordination and cross-jurisdictional considerations related to the KVR Trail Strategy. The discussion focused on how the City of Penticton’s work aligns with regional trail planning and the long-term continuity of the KVR corridor beyond municipal boundaries.

RDOS staff provided context on the regional significance of the KVR Trail as part of a broader rail trail network supporting inter-community travel and cycling tourism. Key topics included land ownership and governance across provincial lands, Penticton Indian Band lands, and private property; known physical and environmental constraints affecting regional trail segments; and the importance of early coordination with provincial and federal agencies, given approval and technical requirements.

Snpink’tn Indian Band (SIB): A project partner meeting with the Snpink’tn Indian Band (SIB) was held on August 28, 2025, to discuss the KVR Trail Strategy, with a focus on governance, cultural values, and long-term considerations related to lands, trails, and community aspirations. The discussion emphasized the importance of recognizing SIB not as a stakeholder, but as a government partner in the project, and of embedding shared decision-making early in the planning process.

SIB representatives highlighted opportunities to incorporate cultural design, storytelling, and interpretation along the KVR Trail, including culturally informed benches, kiosks, and signage. Clear distinctions between trail segments managed by SIB, the City of Penticton, and other organizations were identified as important for mapping, wayfinding, and placemaking. Discussion also noted sensitivities related to specific trail connections and infrastructure, including cultural, ecological, and land complexity considerations that require further assessment and community consultation before decisions are made.

4.0 Conclusions

Across all engagement channels, participants emphasized the KVR Trail’s role as both a local amenity and a regional destination. Scenic vistas, natural character, and cultural storytelling are deeply valued, while gaps in amenities, accessibility, and safety were the most frequently cited concerns. Although there is broad consensus on the need for more shade, rest areas, signage, and connectivity, perspectives diverged on topics such as e-bike management, lighting in natural

areas, and the balance between tourism activation and ecological protection. These insights will inform the next phase of the KVR Trail Strategy.

Appendix A - Engagement Timeline

The following list summarizes the main methods that were used to raise awareness about the KVR Trail Strategy and the opportunities for residents to provide feedback through the community engagement period that took place between June 16 and August 28:

Date	Activity
June 13	News Release
June 13	Project launched on ShapeYourCity
June 21	KVR Trail Strategy Feedback Form opens
June 21	Pop-Up Engagement Event
July 9	Accessibility Committee Presentation
July 18	Radio Ad
July 20	ShapeYourCity engagement closes
July 23	Parks & Recreation Advisory Committee Presentation
July 28	Regional District of Okanagan–Similkameen (RDOS) Meeting
August 28	Snpink'tn Indian Band (SIB) Meeting

Appendix B – Feedback Form Full Results

KVR Trail - Shape Your City Survey

Question 1: What's your favourite view from the KVR Trail? (Single Line Question)

Response Volume: Total responses: 139 (optional question), Skipped: 8

What We Heard

1. Okanagan Lake & Naramata Bench Vistas

- The most frequently mentioned favourite view is from the north trailhead near Vancouver Place, looking out over Okanagan Lake, often paired with vineyard and valley views.
- Users love the elevated perspective of the lake, vineyards, and orchards within the first few kilometres of the trail.

Related sample comments:

- o "Looking back toward Okanagan Lake from just past the first tunnel north of town."
- o "Views of the vineyards and lake as you head up from Vancouver Place."

2. Penticton City & Valley Overlooks

- Several respondents highlighted city-overlook spots early on the trail where Penticton and the surrounding hills are visible.
- These are typically located within the first 1–3 km north of the trailhead.

Related sample comments:

- o "The city view from the switchback near Vancouver Avenue."
- o "Overlooking Penticton with the lake in the background."

3. Skaha Lake & South Connections

- Though less frequent, some respondents noted southern trail views, especially near Skaha Lake and the channel where water and surrounding hills meet.
- Popular for evening walks and bike rides.

Related sample comments:

- o “Looking across Skaha Lake on the southern connector.”

4. Vineyard & Agricultural Landscape

- A recurring appreciation for the vineyard corridors within city limits, especially where the trail weaves through agricultural zones.
- Respondents enjoy the contrast of rural scenery with glimpses of the lake.

Key Takeaways

- The Okanagan Lake-facing vistas dominate as the most valued views, particularly from the north urban trail section near Vancouver Place.
- Views tied to agriculture, lake, and city combination points reinforce the unique character of Penticton’s KVR segment.
- These responses emphasize the importance of maintaining clear sightlines and strategic vegetation management to preserve key visual corridors.

Question 2: Where do you stop to rest? (Single Line Question)

Response Volume: Total responses: 128 (optional question), Skipped: 19

What We Heard

1. Vancouver Place Trailhead Benches

- Several respondents explicitly named the bench at or near the Vancouver Place entrance as a resting point.
- Common reasons: proximity to parking, scenic lake view, and as a first stop before climbing.

Related sample comments:

- o “I stop at the bench near the Vancouver Place entrance—best view to catch my breath.”

2. Cemetery Area (Near Upper Bench)

- A few respondents mentioned benches near the cemetery area or by the washrooms.

Related sample comments:

- o “Rest at the cemetery benches, usually grab water there too.”

3. First Scenic Outlook / Viewpoint (North Urban Zone)

- Mentioned as a popular early stop, sometimes described as “the first bench after Vancouver Place with a lake view, or “the viewpoint bench.”

Related sample comments:

- o “Always stop at the first viewpoint bench to enjoy the view.”

Key Takeaways

- Within the Penticton boundary, benches and shaded spots are the primary rest locations.
- Respondents expressed a lack of formal amenities in the Channel corridor and near Skaha Lake connections.
- Scenic viewpoints at the north end (within city limits) remain heavily used, reinforcing their role as key rest nodes.

Question 3: Do you have a story or memory tied to the trail? (Essay Question)

Response Volume: Total responses: 87 (optional question), Skipped: 60

What We Heard

1. Everyday Life Memories (Walking, Biking, Commuting within Penticton)

- Many respondents shared daily or frequent activities tied to the KVR through Penticton, such as walking dogs, biking, or jogging.
- Several linked the trail to health routines or as a social/recreational hub.

Related sample comments:

- o “I use the trail every day to walk my dog, and several times a week to run and bike. My kids learned to ride their bikes there.”
- o “My daily bike rides – they are peaceful in the early morning and one of the main reasons we love living in Penticton.”

2. Life Milestones & Community Connections

- Stories of meeting partners, hosting visitors, or creating annual family traditions often emerged.
- Respondents described the KVR as an important setting for family bonding and socializing with guests, especially in the Urban Zone near Vancouver Place and toward Naramata Rd (Naramata Zone).

Related sample comments:

- o “Met my future wife on a KVR trip starting in Penticton in 2019.”
- o “Many years of walking and biking this path with family, friends, and dogs. We usually do a family portrait somewhere on the path every year.”

3. Scenic & Cultural Impressions

- Some noted first experiences after moving to Penticton, associating the trail with the city's identity and views.

Related sample comments:

- o "It's one of the first things I went to see when I first moved to town."
- o "I remember walking the trail alone not long after moving here and thinking: this place could rival the Mediterranean."

Key Takeaways

- The Penticton section of the KVR is more than a pathway—it's a daily lifestyle corridor, cultural symbol, and family tradition space.
- Strong emotional connection to accessible urban portions of the trail reinforces the importance of preserving character, safety, and ease of use in these areas.
- The trail plays a role in first impressions for newcomers and tourists, which can influence city branding and tourism narratives.

Question 4: Where do you feel safest — or most at risk — on the trail? (Single Line Question)

Response Volume: Total responses: 118 (optional question), Skipped: 29

What We Heard

1. Safest Sections - Wide, Open Areas with Visibility

- Many respondents reported feeling safest in sections with open sightlines, light vegetation, and higher user activity.
- The Channel Trail was often mentioned as feeling safe for its width, despite surface issues.

Related sample comments:

- o "Safest – open sight lines, not a lot of brush, and other people around."
- o "The river channel is nice and wide to pass people which makes it perfect for multi use."

2. Most At Risk - Urban Trail Segments

- The in-town portions of the trail, especially areas behind Safeway, near the high school, and the library, were the most cited risk zones.
- Concerns include perceptions of safety related to isolated trail segments, the presence of unhoused individuals, and areas where the trail lacks clear separation from adjacent traffic.

Related sample comments:

- o "In town sections can be very uncomfortable sometimes – e.g., around Safeway."
- o "Traffic in the city along with how the trail winds through some sketchy back alleys make me a little nervous."

3. E-Bikes and Speeding Cyclists

- High-speed e-bikes and unauthorized motorized bikes were repeatedly cited as a source of risk, especially in the first few kilometres north of Vancouver Place and near busy shared-use segments.

Related sample comments:

- o “Most at risk these days anywhere along the first 5 or 6 km since the advent of e-bikes gaining popularity. The speeds are dangerous at times.”
- o “Most at risk with all of the e-bikes and how fast they go.”

4. Connectivity Risks - Channel to Skaha Lake

- Several respondents flagged connecting from the Channel Parkway to the Skaha Lake/Wright’s Beach area as unsafe due to traffic exposure and lack of dedicated crossings.

Related sample comment:

- o “Most at risk accessing the south leg from the end of the channel into Wright’s Beach Camp.”

Key Takeaways

- **Safety Perceptions Are Strongly Linked to Trail Design:** Wide, open sections with clear sightlines are associated with safety, while disconnected urban pieces and blind corners create discomfort.
- **Urban Connectivity is a Priority:** The downtown section and road crossings (e.g., Hwy 97, Skaha access) are repeatedly identified as weak points.
- **User Conflicts Are Rising:** Increased e-bike traffic without clear etiquette or speed control adds tension and perceived risk, especially near Vancouver Place and other busy areas.
- Addressing these issues through signage, patrols, better surfacing, and safer crossings could significantly improve user confidence.

Question 5: Have you or someone in your household experienced barriers using the KVR Trail due to mobility or accessibility challenges ... (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- Yes: 18 (14.3%)
- No: 108 (85.7%)

Key Takeaways

- If survey responses reflect the broader community, we can extrapolate and assume that approximately 1 in 7 Penticton residents may experience mobility or accessibility challenges, which act as barriers to their use of the KVR Trail.

**Question 6: Please describe the issue, location and any suggestions for improvement.
(Single Line Question)**

Response Volume: Total responses: 17 (optional question – related to Q5 response), Skipped: 130

What We Heard

1. Uneven or Loose Surfaces

- Several respondents noted that loose gravel, sand, or rough grading made the trail difficult for wheelchairs, walkers, or strollers.
- Most common reference: section from Vancouver Place toward Poplar Grove.

Related sample comments:

- o “Trail is not that easy to push a wheelchair along after Vancouver Place heading towards Poplar Grove.”
- o “The uneven surfaces and poorly maintained weeds make it challenging for those with mobility issues.”

2. Channel Parkway Corridor Conditions

- Multiple comments mentioned surface deterioration and safety concerns along the Channel Parkway trail, citing cracked pavement and poor transitions.

Related sample comments:

- o “My parents no longer like to walk down the channel as it is too risky.”
- o “The river channel is the hub for all sections... but it is in the worst shape due to the surface.”

3. Suggested Improvements

- Harder-packed, fine gravel at entrances and steep segments (instead of paving) was the most frequent suggestion.
- Additional notes: maintain vegetation, improve surface levelling, consider year-round upkeep.

Related sample comment:

- o “Using a walker at the beginning of the trail. If there was a better maintained surface - harder packed finer gravel. I don't want to see it paved as people will ride too fast.”

Key Takeaways

- Barriers described by respondents were primarily related to trail surface conditions rather than structural or amenity gaps.

Locations most often referenced:

- o Vancouver Place to Poplar Grove
- o Channel Parkway section
- Suggestions focused on surface stabilization and maintenance, not full paving, to balance accessibility and user safety.

Question 7: What's your favourite time of year to use the trail — and why? (Single Line Question)

Response Volume: Total responses: 123 (optional question), Skipped: 24

What We Heard

1. Spring and Fall (Most Common Response)

- Many respondents highlighted shoulder seasons as their preferred time:
- Reasons included cooler temperatures, fewer tourists, less dust, and vibrant natural scenery (wildflowers in spring, colourful leaves in fall).

Related sample comments:

- o "Spring and fall — not so hot and less busy."
- o "Late spring when the trees and orchards are green but the mornings are fresh."
- o "Fall — cooler weather and the colours."

2. Summer (Mixed Views)

- A notable group enjoys summer for longer daylight hours, dry conditions, and the vineyard scenery, especially for cycling.
- Others acknowledged using the trail in summer but avoiding peak tourist periods due to crowding and e-bike traffic.

Related sample comments:

- o "Summer. Dry for walking and biking with standard mountain bikes."
- o "Early morning in the summer as it's not too hot or too cold."

3. Year-Round Use

- Some respondents stated they use the trail all year, adapting to weather by avoiding icy conditions or enjoying quieter winter days.

Related sample comments:

- o "All year! I appreciate it in the winter when there is snow and ice making it slippery on the roads."
- o "Any time of year — each season brings a different view."

Key Takeaways

- Spring and Fall dominate as preferred seasons, largely because of pleasant weather and lower trail congestion.
- Summer is popular but polarizing — valued for its scenery and cycling conditions but often criticized for heat and heavy tourist presence.
- A segment of users embraces year-round use, reflecting the trail's role as a consistent recreational and commuting route.

Question 8: Is there a part of the KVR Trail you feel could be improved, or something you feel is missing from the overall trail experience? (Single Line Question)

Response Volume: Total responses: 123 (optional question), Skipped: 24

What We Heard:

1. Amenities: Water, Bathrooms, Seating

- Many respondents requested additional water stations, especially on hot days, and better bathroom access.
- There was also interest in more benches and shaded resting areas, particularly near viewpoints.

Related sample comments:

- o "There aren't enough spots to get water. Particularly on hot summer days."
- o "Another water source or a sign at the pump track saying last stop for water... better signage for washrooms."
- o "A few more benches, especially at viewpoints, with space to rest bicycles."

2. Connectivity and Safe Crossings

- Multiple respondents highlighted challenges connecting the Channel Parkway to Skaha Lake and south trail sections, noting exposure to highway traffic and unclear wayfinding.
- Others noted gaps within city connections, suggesting better signage and safer linkages.

Related sample comments:

- o "Better linkage from south Channel Parkway part of the trail along the highway and crossing the highway to Wright's Beach connection."
- o "City bike route at the end of South Main at Skaha Lake should connect to the KVR along the channel."
- o "Crossing Okanagan River—if the old bridge could be re-installed behind RONA that would be amazing."

3. Channel Trail Condition

- The Channel Parkway trail received several mentions for surface deterioration and lack of shade/trees.

Related sample comments:

- o "River channel is terrible, some water stations would be nice."
- o "The section along the channel from Green Road to Skaha Lake needs trees—it is barren and quite ugly."

4. Urban Congestion & Trailhead Issues

- Concerns were raised about congestion and safety near Vancouver Place, especially related to e-bike speeds and limited trail width.

Related sample comments:

- o "Vancouver Pl is too narrow and can be dangerous for the amount of traffic that is on it during the daytime."
- o "There needs to be a staggered gate at the trailhead like at other intersections."

5. User Conflicts and Safety

- Calls for better etiquette signage, speed limits for e-bikes, and enforcement of leash laws were frequent.

Related sample comments:

- o "It would be great to warn cyclists that they need to have a bell or something to warn walkers."
- o "Please patrol off-leash dogs. It's a dangerous hazard."

Key Takeaways:

High-priority needs:

- More water stations, washrooms, and benches within urban and connector sections.
 - o Connectivity gaps remain a major issue, especially for safe movement between Channel Parkway and Skaha Lake.
- Surface upgrades on the Channel Parkway and vegetation improvements for shade are recurring suggestions.
- Persistent themes around e-bike speed and dog management suggest a need for clear signage and enforcement.

Question 9: Provide any additional input here: (Essay Question)

Response Volume: Total responses: 67 (optional question), Skipped: 80

What We Heard

1. Cultural and Interpretive Features

- Respondents expressed interest in adding interpretive signage to share the history of the rail trail, Indigenous heritage, and natural features, making the trail more educational and engaging.

Related sample comments:

- o "Add interpretive signs that explain the history of the rail trail and the area's Indigenous heritage."
- o "Would love to see plaques or displays telling stories about Penticton and the KVR's role in shaping the valley."

- o “Interpretive signs about local ecosystems would make the trail even better for families.”

2. Lighting for Evening Use

- A few respondents suggested low-level or solar-powered lighting for urban trail sections to support safe use during early mornings or evenings, particularly in shoulder seasons.

Related sample comments:

- o “Would love to see solar lighting in key areas for evening walks.”
- o “Some lighting near Vancouver Place would help for late fall walks when it gets dark early.”

3. Community Events and Programs

- Some respondents proposed using the trail for organized group walks, fitness programs, or social events, enhancing its role as a community connector.

Related sample comments:

- o “Could the city organize walking groups or fitness programs along the KVR?”
- o “This would be a great place for a community bike day or interpretive hike for kids.”

4. Parking and Trailhead Access Management

- Concerns emerged about parking capacity near trailheads, especially at Vancouver Place, with suggestions for expansion or parking controls.

Related sample comments:

- o “Trailhead parking fills up quickly on weekends. It would help to add a few more spots or consider time limits.”
- o “Parking near Vancouver Place is often full — maybe add signage for overflow parking or create an alternative lot.”

5. General Feedback

- Many respondents reiterated appreciation for the KVR Trail as an important community asset:
 - o “The KVR trail is already amazing. Thank you to those who maintain and protect it.”
 - o “This trail is a gem and makes Penticton unique. Please keep investing in it.”
- Common improvement themes (consistent with Q1–Q8 Feedback):
 - o Amenities:
 - “Another water source or a sign at the pump track saying last stop for water would help.”
 - “More bathrooms as well, with easy bike access.”

- o Safety and Etiquette:
 - “Please enforce bell use and speed control for e-bikes. It’s scary when they come up behind you silently.”
 - “Blind corners are dangerous; some should have mirrors or signage.”
- o Maintenance:
 - “Weeds and brush are overgrown in places. Regular trimming would make it safer.”
 - “Surface is too loose in some urban sections for wheelchairs and strollers.”

Key Takeaways

- Users see the KVR as an experience as well as a pathway, suggesting enhancements like interpretive signage and educational features to deepen cultural and natural connections.
- Lighting in select urban zones could make the trail safer and extend its usability during darker months without compromising its natural feel.
- Parking near major trailheads (e.g., Vancouver Place) is an emerging pressure point that may require management or expansion planning.
- While core infrastructure needs (water, seating, signage, connectivity) remain important, Q9 feedback reveals interest in quality-of-experience upgrades and community programming, which could broaden the trail’s role as a social and cultural space.

Question 10: What is your postal code? (To understand geographic distribution and proximity to the trail) (Single Line Question)

Response Volume: Total responses: 126 (optional question) Skipped: 21

What We Heard

Distribution of Respondents:

- Penticton (V2A): 94%
- Nearby Rural/Small Communities (V0H): 4%
- Broader South Okanagan (V2S): <1%
- N/A: <1%

Neighbourhood Notes:

- V2A Prefix covers most of Penticton. A general breakdown of the postal code distribution shows:
 - o V2A 0–3: Downtown core/North Penticton
 - o V2A 4–6: Central neighbourhoods
 - o V2A 7–9: Uplands, Wiltse, South towards Skaha Lake
- V0H 1–2: Primarily Naramata and Okanagan Falls

- V2S: Associated with Fraser Valley

Key Takeaways

- Most survey respondents are local to the City of Penticton.

Of those respondents who identified as living in the Penticton Area:

- 42% submitted postal codes connected to Downtown/North Penticton
- 32% submitted postal codes connected to Uplands, Wiltse and South Penticton
- 24% submitted postal codes connected to Central Neighbourhoods
- 2% did not contain the full postal code in their response

Question 11: What is your age group? (Radio Button Question)

Response Volume: Total responses: 127 (optional question), Skipped: 20

What We Heard

Age Distribution of Respondents:

- 65+: 34.6%
- Prefer not to say: 30.7%
- 55–64: 13.4%
- 45–54: 11.0%
- 35–44: 6.3%
- Under 18: 0.8%
- 18–24: 0.8%
- 25–34: 2.4%

Key Takeaways

- Respondents 65+ represent the largest group (34.6%), indicating interest from older adults.
- Adults 45–64 make up 24.4% of respondents combined, reinforcing that mid-life users are also quite interested in the potential of KVR Trail's future.
- Youth engagement (under 35) is very low (~ 3%), suggesting an opportunity to design outreach that appeals to younger users.
- A significant proportion (30.7%) chose not to disclose their age, which limits full demographic clarity.

Question 12: What is your connection to Penticton? (Select all that apply) (Checkbox Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

Distribution of Connections:

- I live here: 121 (96%)
- I work here: 39 (31%)
- I visit regularly: 14 (11%)
- I go to school here: 4 (3%)
- I own a business here: 4 (3%)
- Other: Minor mentions (e.g., seasonal residents or volunteers)

Key Takeaways

- Local residents dominate responses (96%), meaning feedback reflects strong experiential insight from those who live near.
- Work-related respondents (31%) and regular visitors (11%).
- Low representation from students and business owners (each 3%) indicates potential gaps in engagement from these demographics.

Question 13: What is your primary mode of transportation? (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

Primary Mode of Transportation:

- Personal vehicle: 85 (67.5%)
- Walking: 18 (14.3%)
- Cycling: 21 (16.7%)
- Transit: 1 (0.8%)
- Mobility device (scooter, wheelchair, etc.): 1 (0.8%)
- Other: 0

Key Takeaways

- Private vehicles were most popular (67.5%), suggesting that respondents rely on cars for daily mobility.
- Active modes (walking and cycling) account for ~31% combined, reflecting a strong interest in active living among respondents.
- Transit use and mobility device representation are minimal (each <1%).

Question 14: Do you identify as any of the following? (Optional – helps ensure inclusivity and identify gaps in outreach) (Checkbox Question)

Response Volume: Total responses: 45 (optional question), Skipped: 102

What We Heard

Distribution of Responses:

- Other (please specify): 15

- Prefer not to say: 12
- Indigenous: 6
- Person with a disability: 5
- LGBTQ2S+: 5
- Member of a racialized community: 2
- Newcomer to Canada: 2

Key Takeaways

- Representation from equity-deserving groups is present but limited, given the small sample size and high skip rate (over 69%).

Question 15: Do other members of your family use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- Yes: 116 (92.1%)
- No: 10 (7.9%)

Key Takeaways

- The majority of respondents (92%) indicated that other family members also use the KVR Trail, suggesting its strong role as a multi-generational recreational asset.
- Only 8% reported no family use.

Question 16: What are the age ranges of your family members that use the KVR Trail? (Checkbox Question)

Response Volume: Total responses: 115 (optional question), Skipped: 32

What We Heard

- 18–64 years: 87 responses
- 65+ years: 39 responses
- 5–9 years: 13 responses
- 10–13 years: 13 responses
- 14–17 years: 11 responses
- Under 5 years: 9 responses

(Note: Respondents could select multiple options.)

Key Takeaways

- Adults (18–64 years) make up the largest group (87 responses), confirming that the trail is most frequently used by adults.
- Older adults (65+) are well represented (39 responses).

- Children and youth combined (Under 18) account for 46 selections, indicating that while families with children do use the trail.
- These findings highlight the importance of multi-generational design features, such as safe areas for children, rest spots for older adults, and accessibility for strollers and mobility devices.

Question 17: How often do other members of your family use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 125 (optional question) Skipped: 22

What We Heard

- Very Frequently (multiple times per week): 30 respondents (24.0%)
- Frequently (once a week or more): 38 respondents (30.4%)
- Occasionally (once or twice a month): 34 respondents (27.2%)
- Rarely (a few times a year): 15 respondents (12.0%)
- Never: 2 respondents (1.6%)
- Not applicable: 6 respondents (4.8%)

Key Takeaways

- The majority of family members reported regular trail use: more than half (54.4%) of responses indicate frequent to very frequent use.
- Only 1.6% indicated their family never uses the trail, and 4.8% marked the question as not applicable, reinforcing the relevance of the KVR Trail as a shared family resource.
- These findings highlight broad family-level engagement, which reinforces the trail's role in supporting household recreation and active living.

Question 18: What time of day do you usually use the trail? (Checkbox Question)

Response Volume: Total responses: 123 (optional question), Skipped: 24

What We Heard

- Morning: 99 respondents (80.5%)
- Afternoon: 51 respondents (41.5%)
- Evening: 40 respondents (32.5%)

(Note: Percentages exceed 100% because respondents could select more than one option.)

Key Takeaways

- Morning dominates as the preferred time for trail use, with over 80% of respondents choosing it. This aligns with cooler temperatures.
- Afternoon use is moderate (41.5%), suggesting some flexibility for mid-day activity.
- Evening use is the least common (32.5%).

Question 19: How often do you use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- A few times a week: 54 respondents (42.9%)
- Weekly: 42 respondents (33.3%)
- Daily: 15 respondents (11.9%)
- Rarely (a few times a year): 14 respondents (11.1%)
- Never: 1 respondent (0.8%)

Key Takeaways

- Frequent use dominates: Over half of respondents (54.8%) use the trail daily or several times a week, highlighting its role as a regular activity hub.
- Weekly users represent a strong secondary group (33.3%), indicating consistent engagement beyond daily routines.
- Occasional users (11.1%) and non-users (0.8%) are minimal, suggesting most respondents have an established relationship with the trail.
- These patterns reinforce the KVR Trail's importance for everyday recreation and transportation.

Question 20: On a scale of 1 to 5, how safe do you feel using the trail? (1 = not safe at all, 5 = very safe) (Radio Button Question)

Response Volume: Total responses: 126 (optional question), Skipped: 21

What We Heard

- 1 – Not safe at all: 2 respondents (1.6%)
- 2 – Somewhat unsafe: 12 respondents (9.5%)
- 3 – Neutral/Unsure: 8 respondents (6.3%)
- 4 – Somewhat safe: 47 respondents (37.3%)
- 5 – Very safe: 57 respondents (45.2%)

Key Takeaways

- The majority of respondents (82.5%) feel somewhat safe or very safe, indicating strong overall confidence in trail safety.
- A smaller group (11.1%) expressed safety concerns (ratings 1 or 2).
- The data suggests that while the trail is generally perceived as safe, targeted improvements addressing identified risks could further strengthen confidence.

Question 21: What is your primary reason for using the trail? (Select one) (Radio Button Question)

Response Volume: Total responses: 127 (optional question), Skipped: 20

What We Heard

- Recreation (e.g., walking, cycling): 78 respondents (61.4%)
- Dog walking: 10 respondents (7.9%)
- Fitness/exercise: 33 respondents (26.0%)
- Commuting: 3 respondents (2.4%)
- Tourism/leisure: 2 respondents (1.6%)
- I don't use the trail: 1 respondent (0.8%)

Key Takeaways

- Recreation dominates as the primary reason (61.4%), reinforcing the KVR Trail's role as a key leisure and lifestyle amenity.
- Fitness/exercise is also significant (26.0%), indicating the trail's value for health and wellness beyond casual recreation.
- Dog walking accounts for 7.9%, showing the trail's role in pet-friendly activity and neighbourhood engagement.
- Commuting and tourism remain minimal (<5%), which may suggest that while the trail supports local movement and visitors, its main function is recreational rather than utilitarian.
- These insights highlight that in future design and planning, it could be beneficial to continue to prioritize comfort, safety, and amenities for recreation and exercise while considering strategies to improve commuting connectivity and visitor experience.

Question 22: How would you rate your ability to safely access the KVR Trail from where you live or work? (Radio Button Question)

Response Volume: Total responses: 126 (optional question) Skipped: 21

What We Heard

- Very easy: 62 respondents (49.2%)
- Somewhat easy: 46 respondents (36.5%)
- Neutral: 9 respondents (7.1%)
- Somewhat difficult: 8 respondents (6.3%)
- Very difficult: 0 respondents (0.0%)
- Not sure/don't know: 1 respondent (0.8%)

Key Takeaways

- Most respondents (85.7%) find access easy (either very or somewhat), suggesting that trailheads and connections generally serve the community well.
- A small group (6.3%) reported some difficulty accessing the trail.

- No respondents indicated that access was “very difficult,” reinforcing that barriers, where present, are limited but still worth addressing.

Question 23: Do you feel the KVR Trail is well connected to other walking/cycling routes or transit? (Radio Button Question)

Response Volume: Total responses: 124 (optional question), Skipped: 23

What We Heard

- Somewhat connected: 51 respondents (41.1%)
- Yes: 37 respondents (29.8%)
- No: 25 respondents (20.2%)
- Not sure: 11 respondents (8.9%)

Key Takeaways

- Partial Connectivity Perceived: The largest share (41.1%) feels the trail is only somewhat connected, suggesting gaps in linkages to other walking and cycling routes or transit.
- Positive Connection but Room for Improvement: While nearly 30% view connectivity as sufficient, the combined 70% (somewhat/no/not sure) indicates room for enhanced integration with Penticton’s active transportation network.
- Planning Implication: Improving wayfinding, ensuring seamless connections between KVR, local streets, and transit nodes, and prioritizing safe interfaces (e.g., Channel Parkway to Skaha link, downtown access) could significantly improve user experience.

Question 24: Which amenities would you most like to see improved or added along the trail? (Select all that apply) (Checkbox Question)

Response Volume: Total responses: 118 (optional question), Skipped: 29

What We Heard

- Washrooms: 64 responses
- Benches/Tables/Rest Areas: 57 responses
- Trees: 52 responses
- Water Fountains: 51 responses
- Garbage/Recycling/Dog Waste Stations: 47 responses
- Signage/Wayfinding/Information Kiosks: 39 responses
- Bike Racks/Bike Repair Stations: 29 Responses
- Public Art/Historical Signage: 24 responses
- Parklets/Gathering Areas: 23 responses
- Emergency Call Stations: 16 responses
- Lighting: 13 responses

- Recreation Infrastructure (e.g., pump tracks, fitness stations): 11 responses

Key Takeaways

- Top priorities include washrooms (64), benches/tables/rest areas (57), trees for shade (52), and water fountains (51), indicating a strong focus on basic comfort and hydration needs.
- Garbage/recycling/dog waste stations (47) and signage/wayfinding (39) remain important for cleanliness and navigation.
- Amenities such as bike racks/repair stations (29) and public art/historical signage (24) suggest interest in features that support cycling convenience and cultural interpretation.
- Lower-frequency selections like parklets/gathering areas (23), emergency call stations (16), lighting (13), and recreation infrastructure (11) indicate that while valued, these are secondary to essential amenities.

Question 25: How would you rate the overall maintenance of the trail? (Radio Button Question)

Response Volume: Total responses: 125 (optional question), Skipped: 22

What We Heard:

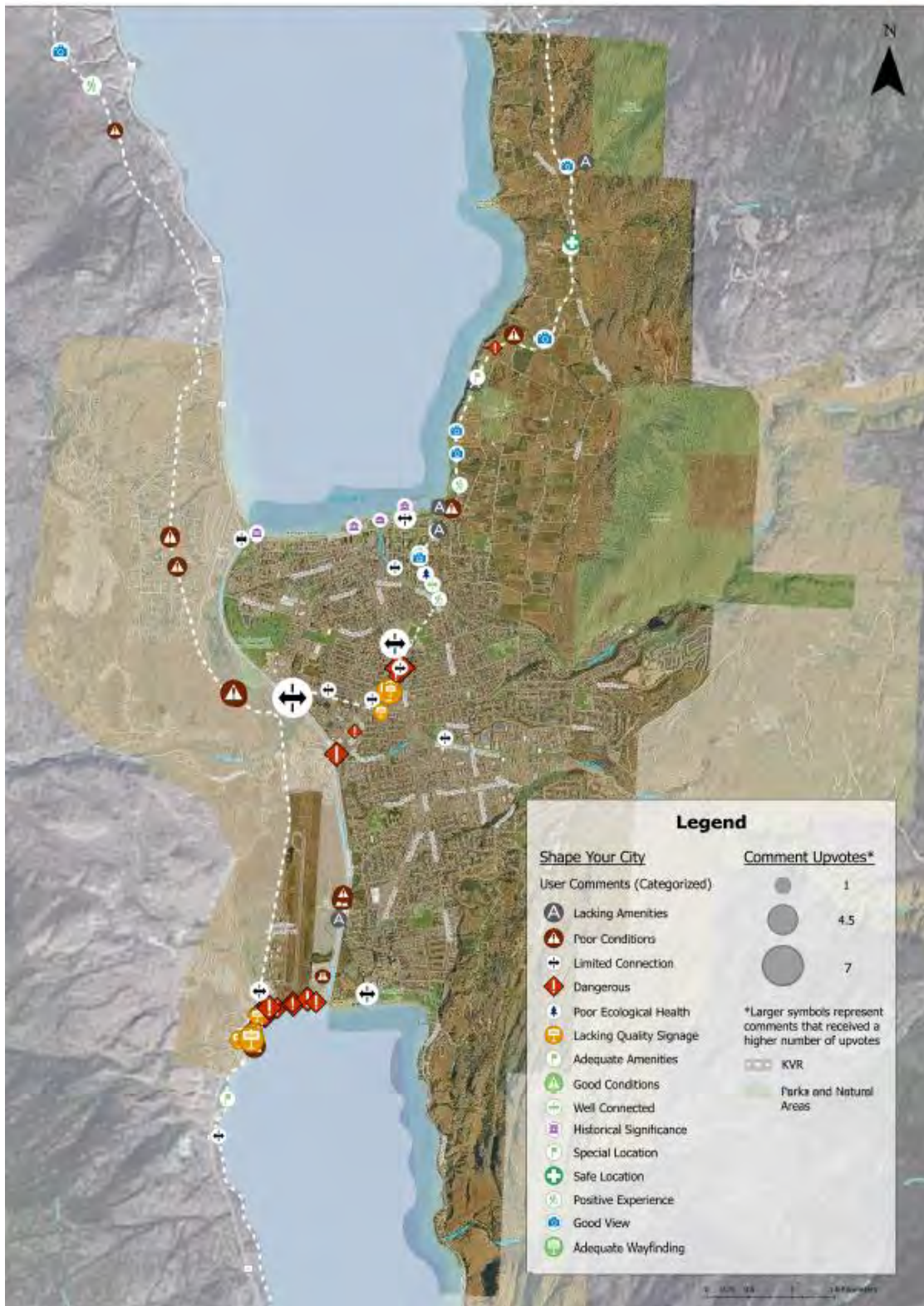
- Excellent: 22 (17.6%)
- Good: 73 (58.4%)
- Fair: 24 (19.2%)
- Poor: 4 (3.2%)
- Very Poor: 2 (1.6%)

Key Takeaways:

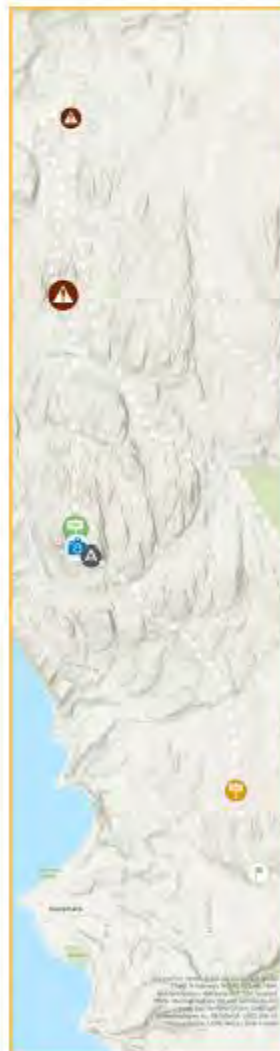
- A strong majority of respondents (76%) rated the trail maintenance as Excellent or Good, suggesting that the current maintenance practices are generally meeting expectations.
- About one-fifth of respondents (19.2%) rated it as Fair, which signals that there are noticeable gaps or inconsistencies in upkeep.
- A small portion (4.8%) rated maintenance as Poor or Very Poor, indicating specific problem areas or unmet needs that require attention.

Appendix C – Map-Based Engagement Tool

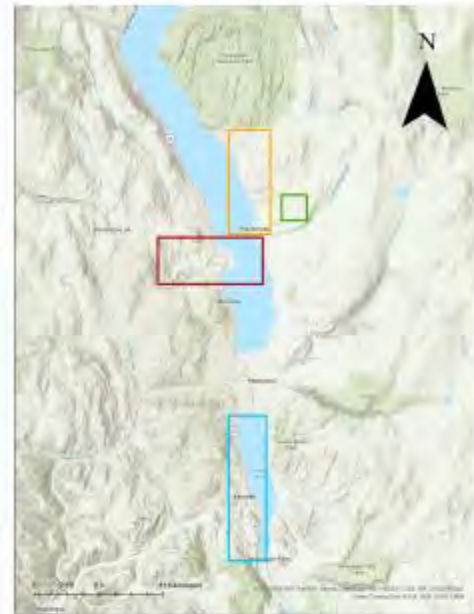
KVRTS - Phase 1 Engagement Responses



KVRTS - Phase 1 Engagement Responses



Reference Map



Legend

Shape Your City

User Comments (Categorized)

-  Lacking Amenities
-  Poor Conditions
-  Limited Connection
-  Dangerous
-  Poor Ecological Health
-  Lacking Quality Signage
-  Adequate Amenities
-  Good Conditions
-  Well Connected
-  Historical Significance
-  Special Location
-  Safe Location
-  Positive Experience
-  Good View
-  Adequate Wayfinding

Comment Upvotes*

-  1
-  4,5
-  7

*Larger symbols represent comments that received a higher number of upvotes

-  KVR
-  Parks and Natural Areas

Appendix D - Pop-Up Engagement Station Comments

Pump Track Station

1. "Need: More safety signage for all users – E-bikes Please slow down and share with" **
2. "Love this path! We need to preserve and respect! Beautiful mix of natural + rural, farm! All users..."

(with heart and handwritten note: "Charlie pup" inside)

Vancouver Place/Trailhead Station

1. "Bike etiquette - bathrooms"
2. "Pedestrian Bridge across Channel @ old Rail Bridge" **
3. "Improve - history inform – washrooms - bike station." **
4. "More commercial interface with trail & wineries"
5. "LINK BETWEEN VANCOUVER AV / HILL & KVR TRAIL."
6. "as an out-of-towner knowing good places to park/access trail and commercial stops along the way to enjoy (brunch, etc)"
7. "100s of bikers on trail in summer - need more options to disperse trail use"
8. "Shaded, activated spaces (like HAN RIVER) - people also use cemetery as amenity space"
9. "WASHROOMS garbage cans for dog poop"
10. "More Signage - where are washrooms? - user hierarchy" ** (with a triangle diagram: horses > bikes > walkers)
11. "GATES AT TRAIL EXIT! - SIGNS TO SLOW BIKES DOWN!"
12. "WASHROOMS!"
13. "Trail etiquette 'BELL OR YELL' define 'non-motorized' trail use"
14. "More shade set up further up"
15. "TRAIL ETIQUETTE SIGNS - NON-MOTORIZED VEHICLE SIGNS"
16. "unhoused deters trail use - things being done to help, but no one knows clean up has happened"
17. "go to the car show at the farmers market - Louis (3 yr)"
18. "Water Store or spot for bottle water filling or take up or water fountain"
19. "Improve section through centre. WC facilities - water stations"
20. "Trail etiquette for cyclists."
21. "distance markers - Welcome to Penticton sign - slow gates @ key junctions -
22. Drop off areas - rental bike speed."
23. "cyclist yield to pedestrians."
24. "Link to other paths & cycle networks."
25. "Better signage from the centre indicating trail"

26. "- poison ivy maintenance/removal - trail etiquette signage"
27. "- community effort to make socially safer trails & connect people to resources"
28. "- waterbottles with ebikes - could be a branded souvenir - more water stations along KVR"
29. "Speed signs 'suggested max speed'"

Downtown/Farmers Market Station

1. "Concern for rattlesnakes – need good signage + education"
2. "Historical signs"
3. "Put tracks + trains back – Tourism! – Commute!"
4. "Bikes too fast for dog walking – Share the path!"
5. ""Bump square" – App similar to a GPS for people who have audio/visually impaired – Access Now – online app, accessible map."
6. "Skaha road riding eastbound feels unsafe, there are cones – a separate bike lane should be put in"
7. "More benches all along"
8. "Improve access to Skaha side"
9. "Biking specific trails (separate pedestrians)"
10. "Bylaw issues with E-bikes/tourists speeding down the trail"
11. "Trail counter for the trail"
12. "Penticton creek trail is disconnected – KVR should be connected to parks, schools, gathering spaces."
13. "Need more standardization – gate/kiss post along the trail is not consistent."
14. "Skaha campground needs better lighting – make it more pedestrian friendly along the highway – currently don't feel safe to ride that area."
15. "Would like to see the bridge connection, will make it quicker to get to south side of KVR"
16. "Not a lot of people know pass Fairview – connect the channel pathway + activate the bridge that was part of the route."
17. "Bridge should be revitalized or use re: bridge in the golf course. However, it's overgrown + raises encampments"
18. "Channel Parkway needs to be improved + needs to be connected more seamlessly"
19. "Riddle Rd. visibility for cars and other cyclists – Restrooms along Poplar grove – Keep the restrooms at the cemetery"
20. "E-bikes/motorized vehicles VERY DANGEROUS! Should not be allowed or should have separate path"
21. "More washrooms – foot wash stations"
22. "Emergency phone stations"
23. "Maps + Wayfinding throughout. Must be easy to understand (landmarks) + time
24. estimates"

25. "Lots of E-bike rentals don't educate users about etiquette or safe cycling – bylaw enforcement?"
26. "Want better connectivity to KVR – Kaleden"
27. "Main St. crossing – walk beside bike across sidewalk, crosswalk to LRL – sidewalk to trail"
28. "Good shortcut to get to LRL"
29. "Expanded path over the bridge to avoid tight corners underneath"
30. "Better signage btwn Skaha + Channel"
31. "School cut-thru awkward. Not amenable"
32. "Better signage needed @ Vancouver Pl."
33. "Good access to Naramata Road"
34. "Signage near Vancouver Hill + Columbia"
35. "Fencing options along steep sections"
36. "Bike supplies – vending machine – dog supplies"
37. "#5 Urban interface – clearly where it's going – wayfinding is poor"
38. "#5 Wayfinding w/ points of interest – every 50m ahead!"
39. "#3 My American cousin Marie filmed here!"
40. "#7 Love going thru scenic vineyards."
41. "#7 Cemetery area"
42. "#7 – 5 minutes south of the tunnel has the best view."
43. "#6 Abandon rail – Little Tunnel – Favourite spots – Pump Tracks"
44. "#4 SPRING/FALL – cooler temperatures – better for kids – more shaded – more trees + shaded infrastructure"
45. "Airport park to watch planes land"
46. "Mobile while texting for cyclists"
47. "Lighting – bikes to have lights"
48. "WATER infrastructure at re: cemetery + Vancouver Ave trailhead"
49. "E-bike etiquette should be shared more often – signage + lighting"
50. "Section adjacent to the airport is a mess + super dangerous – needs to be more pedestrian friendly"
51. "Would like to see trail leading to re: esplanade enhanced so that it's safer + more accessible – signage from the top of KVR + bottom of esplanade"
52. "Better bike security around town – people can't afford to buy new bikes – (bike lockers)"
53. "Near the city limits on the north – should add water infrastructure"
54. "Connect KVR to re: channel – wayfinding along re: airport beach"
55. "Audio areas around re: deer – when dog walking – signage could be improved from Eckhardt to connect w/ the creek trail (Penticton) – Ellis creek – signage around Safeway"

56. "It's not just cycling a trail, it's also a walking trail – garbage cans, pass, history – water fill station – (don't) put too much dog walking since it gets hot along the trail – more trees"
57. "Residents around/between Kinney + Green Ave don't have human-based access to the KVR/LLL"
58. "Connection b/w Penticton Trail + regional – could you?"
59. "Would like more places for something to drink or eat"
60. "Bike lane on South Main has made accessibility an issue + question. Develop KVR instead not re: bike lanes"
61. "(Out of scope) Playground lacking – downtown – consider part of the esplanade MP"
62. "Better bike infrastructure along Skaha Lake Road"
63. "Suggest Marina + Landmark Bridge over Naramata Ave – Network of walking trails = consider analyzing this as part of connectivity list – Monaghan invasive species + lunch or trains – inventory of staircases + bridges throughout the city – ensure connectivity to those areas"



What We Heard

Phase 2 Engagement Summary

Kettle Valley Rail Trail Strategy Project

February 6, 2026

[1.0 Project Background](#)

[2.0 Engagement Overview](#)

[3.0 What We Heard](#)

[4.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

[Appendix B - Feedback Form Full Results](#)

[Appendix C – Council-hosted Open House Mapping Exercise](#)

[Appendix C – Community Group Workshop Mapping Exercise](#)

[Appendix D – Written Correspondence](#)

1.0 Project Background

The Kettle Valley Rail (KVR) Trail is one of Penticton's most valued community and regional assets, serving as a corridor for recreation, tourism, active transportation, and cultural connection. Within city limits, the trail weaves through neighbourhoods, vineyards, cultural sites, and waterfront areas, offering residents and visitors a unique way to experience the landscape.

Recognizing increasing use and emerging challenges, the City of Penticton initiated the KVR Trail Strategy to guide the long-term planning and management of the trail within municipal boundaries. Phase 1 of the project focused on analysis and engagement to better understand current conditions, user experiences, and community perspectives.

Phase 2 builds on this foundation by focusing on defining a shared community vision and establishing objectives to guide the trail's future. This phase shifts from understanding existing conditions toward setting direction for how the KVR Trail should function, feel, and evolve.

2.0 Engagement Overview

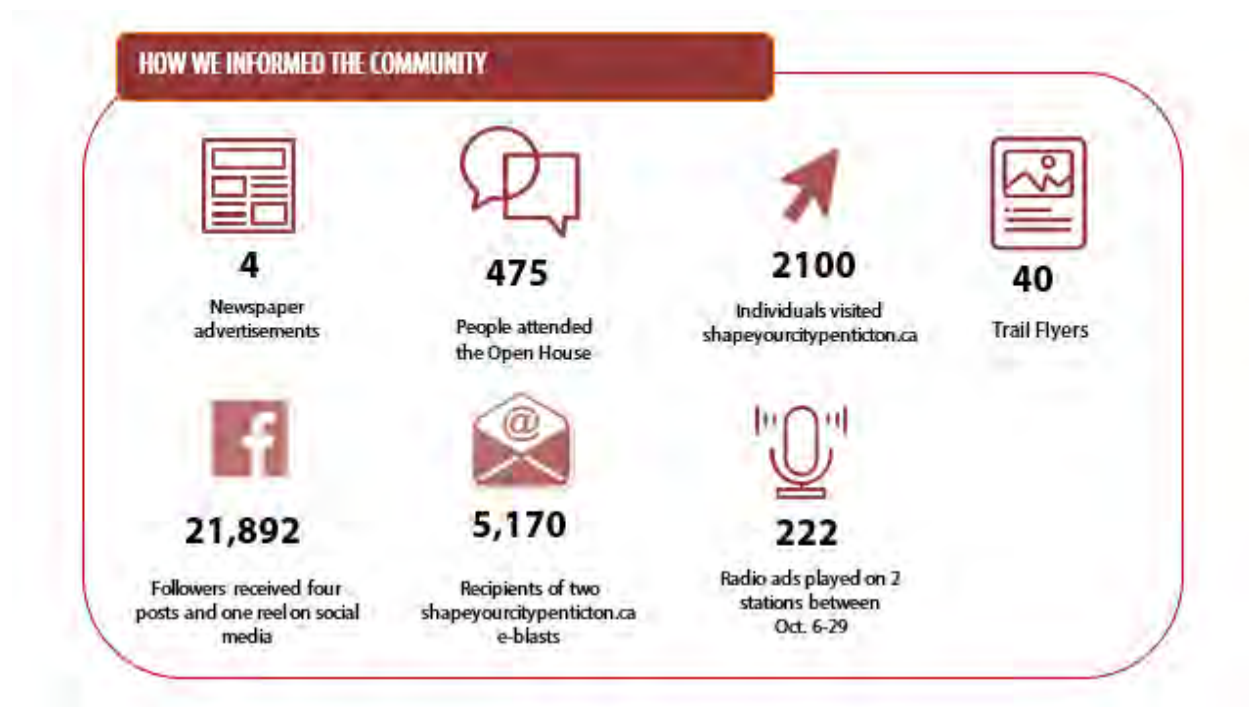
Phase 2 engagement was designed to gather community input to inform the development of a shared vision, objectives, and strategic directions for the KVR Trail through Penticton. Engagement activities built on insights from Phase 1 and focused on desired trail experiences, features, and amenities, as well as considerations related to accessibility, safety, connectivity, cultural expression, and environmental stewardship.

Phase 2 engagement primarily took place between October 14, 2025, and December 12, 2025, and included an online feedback form, a Council-hosted open house, and a targeted workshop for key community groups. Meetings were held with Okanagan College, Penticton Secondary School (Pen Hi), and the Penticton & Wine Country Chamber of Commerce.

Feedback collected during this phase informed the draft vision, objectives, and strategic directions presented in this report.

2.1 Participation by the Numbers

The Phase 2 engagement program was conducted between October 14, 2025, and December 12, 2025. The following diagram summarizes participation. A detailed timeline of engagement activities is provided in Appendix A.



- 252 feedback forms collected (online/in person)
- 41 sticky-note comments recorded on engagement boards
- 91 pins placed on the interactive map at council-hosted open house and community group engagement
- 2 engagement sessions (Council Open House and Community Group engagement)
- Follow-up meetings with community groups

2.2 Participation Methods

Ways We Engaged

Online

A Shape Your City project page was updated from October 14, 2025, to December 12, 2025, providing background on the KVR Trail Strategy and outlining the focus of Phase 2 engagement.

- Page visitors were invited to complete an online feedback form focused on responding to a proposed vision statement, ranking project objectives, and sharing ideas to enhance the future trail experience.
- The feedback form also gathered input on potential trail features and amenities across a range of themes, including accessibility, safety, connectivity, cultural expression, environmental stewardship, and overall trail character.

In-Person

A Council-hosted open house was held on October 29, 2025, from 4:00 PM to 7:00 PM.

- Participants were able to learn about the project's progress, review engagement boards, ask questions, and provide feedback on the draft vision statement, project objectives, and potential trail features and amenities.
- Interactive activities included vision word prompts, objective ranking, and discussion of opportunities related to accessibility, safety, connectivity, cultural expression, and overall trail experience.

Council-Hosted Open House Flyer:

- An event flyer was developed to promote the Council-hosted Open House for the KVR Trail Strategy. The flyer was distributed in person at multiple locations across the community, as shown in the Event Flyer Locations Map (Appendix A). Distribution locations were selected to align with key activity areas and neighbourhoods along the KVR Trail and surrounding corridors, with the intent of increasing awareness of the event among trail users and nearby residents.



Targeted Engagement

A community group workshop was held on October 22, 2025.

- The workshop provided participants with an opportunity to discuss the draft vision, project objectives, and future directions for the KVR Trail, and to share perspectives on long-term opportunities and considerations.

Meetings with Interest Groups and Written Correspondence

- Meetings were held with Okanagan College, Penticton Secondary School (Pen Hi), and the Penticton & Wine Country Chamber of Commerce.
- Additional written feedback was received from PACA, Freedom Bike Shop, individual public email submissions, and respondents from neighbouring and outside communities.

Phase 2 engagement demonstrated strong interest in the future direction of the KVR Trail, with participation from a range of community members and organizations providing perspectives to inform vision and objective setting.

3.0 What We Heard

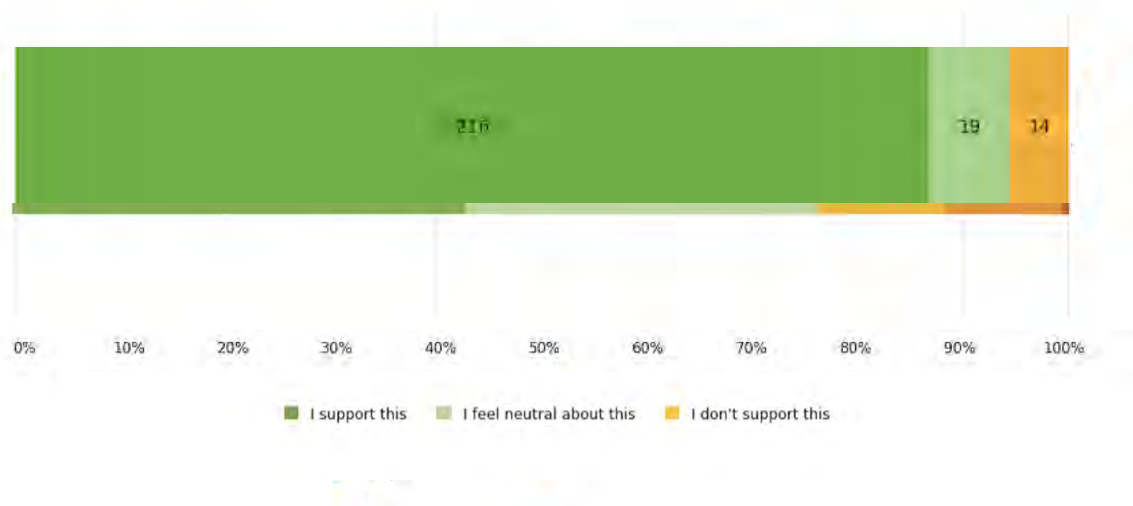
3.1 Feedback Form Results

One of the primary ways the City gathered formal feedback was by using online and print feedback forms. A total of 252 feedback forms were received during the engagement period.

The two following charts are included to provide a sense of the respondents participating in the feedback form. Please refer to Appendix B for the complete findings from the feedback form.

Question 1: Do you support the following shared vision statement?" The Kettle Valley Rail (KVR) Trail is more than a former railway corridor: it is a cultural backbone, axis, mobility corridor, and an emerging identity for the City of Penticton. KVR Trail advances Penticton's goals for livable neighbourhoods, active transportation, and place-based development. The corridor is a legacy project that blends movement, memory, and meaning into a unified experience for all."

Over 85% percent of respondents indicated they support this statement.

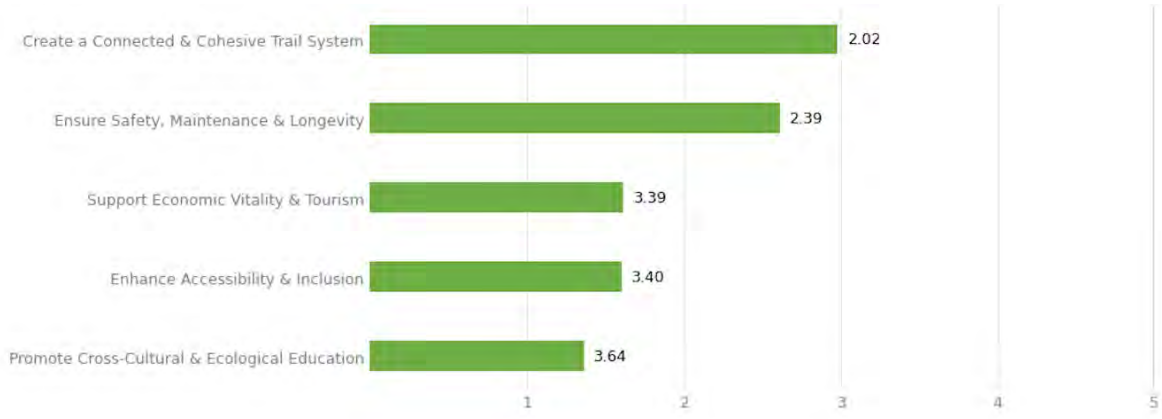


Question 2: Tell us how the KVR could better support your organization, business and everyday/commuter use.

Respondents identified prioritizing improved connections within Penticton and to surrounding communities, safety upgrades at crossings and highway interfaces, and the need for consistent maintenance, wayfinding, and surface improvements before introducing new features. Participants expressed interest in practical amenities such as washrooms, water stations, benches, and lighting, while maintaining the trail's natural character is key to supporting tourism, business activity, and regular use.

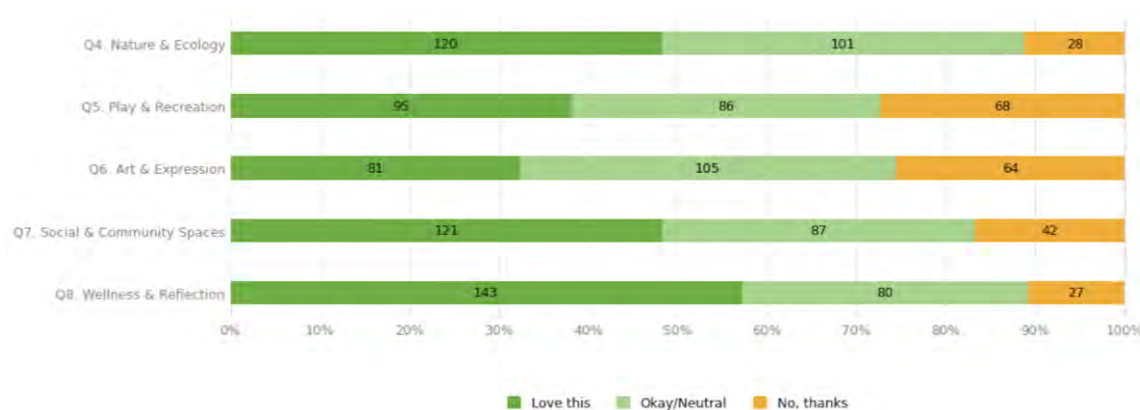
Question 3. Please rank the following objectives in order of importance to you. (1 being the most important and 5 being the least important).

Results indicate that establishing a connected and cohesive trail system and ensuring safety, maintenance, and long-term functionality were the highest priorities, while objectives related to economic vitality, accessibility, and cultural and ecological education were ranked slightly lower overall.



Question 4-8. Please indicate your level of support in the following 5 (five) potential features and amenities for the KVR Trail.

Responses to Questions 4–8 show varied levels of support for potential trail features. Wellness and reflection spaces and social and community amenities received the strongest overall support, while interest in play and recreation, art and expression, and nature-based features was more mixed, with higher proportions of neutral or opposing responses.



3.2 Council-hosted Open House

This section summarizes feedback received at the Council-hosted Open House.

Overall Impressions

Participants expressed strong support for the proposed vision of the KVR Trail as a connected, inclusive, and meaningful corridor within the city. Words contributed through the vision exercise frequently reflected values such as safe, inclusive, connected, green, peaceful, and inspiring, reinforcing themes identified during Phase 1 engagement.

Feedback generally aligned with the concept of the KVR Trail serving multiple roles, including active transportation, recreation, cultural expression, and community identity.

Priority Objectives

When asked to rank objectives, participants most frequently prioritized:

- Creating a connected and cohesive trail system
- Ensuring safety, maintenance, and long-term functionality
- Enhancing accessibility and inclusion

Objectives related to cultural and ecological education and economic vitality also received support, though they were typically ranked lower. This suggests participants view connectivity, safety, and access as foundational requirements before broader social, cultural, and economic benefits can be fully realized.

Safety, Comfort, and Everyday Use

Safety and comfort emerged as dominant themes during in-person conversations and written feedback. Key concerns included:

- Road crossings and trail interface points
- Conflicts between different user types
- Areas with limited visibility or amenities

E-bike use was a recurring topic, with participants raising concerns about higher travel speeds, limited rider experience, trail etiquette, and potential impacts on trail surfaces. Some participants also noted the increasing presence of e-scooters and expressed similar safety concerns.

Participants emphasized the importance of addressing these issues while maintaining the trail's scenic qualities and informal character.

Amenities and Trail Experience

Participants expressed the strongest support for amenities that enhance everyday comfort, social connection, and nature-based experiences. Seating hubs, shaded rest areas, pollinator gardens, and passive wellness spaces received consistently positive feedback.

More intensive recreational features generated mixed responses. While some participants supported these amenities, others emphasized the need for careful siting, appropriate scale, and compatibility with surrounding neighbourhoods and natural areas.

Mapping Exercise – Council-Hosted Open House

At the Council-Hosted Open House, participants were invited to mark up a large-format map to identify commonly used routes and destinations along the KVR Trail and connecting pathways. This map-based exercise provided a visual way to capture lived experience related to route choice, trip patterns, and key destinations. Input from the mapping exercise was compiled and digitized to identify patterns in route use and destination points. Mapped routes were classified by frequency based on the number of users identifying each segment (1 user, 2 users, 3 users, 4 users, and 5+ users). The resulting draft map highlights areas of concentrated use, key connections through the urban core, and spatial relationships between route frequency and destinations. The draft Council-Hosted Open House mapping output is included in Appendix C.

Route Frequency

(*Please note, this frequency data does not represent actual trail use levels. Instead, it reflects the relative popularity of routes.)

- The highest-frequency segments (5+ users) are concentrated along the KVR Trail within the urban core, indicating consistent multi-user activity along this corridor.

- High-medium frequency routes (3–4 users) extend north–south from the KVR Trail into adjacent neighbourhoods, demonstrating the role of connecting routes in accessing the trail.
- Lower-frequency routes (1–2 users) are primarily located at the urban periphery and along less direct connections, indicating localized or discretionary use.

User Destinations

- User destinations were most frequently identified at:
 - o Parks, and natural areas adjacent to the KVR Trail
 - o Downtown, waterfront destinations, including the Okanagan Beach area, SS Sicamous/Riverside and Marina Way Park
 - o Shaha Lake, particularly at access points connected to the southern portion of the KVR Trail and along the Skaha Lake Beach area.
 - o Urban access points within the downtown core
- Destination points are spatially clustered near high-medium frequency route segments, indicating a strong relationship between route use intensity and key trip endpoints.

3.3 Community Group Workshop

This section summarizes feedback from the community group workshop, which brought together representatives from community organizations, tourism, accessibility, and environmental sectors.

Overall Impressions

Participants articulated a shared vision of the KVR Trail as a safe, inclusive, and accessible corridor that supports a wide range of users and experiences. Frequently contributed words and phrases emphasized values such as inclusive, accessible, connected, green, peaceful, and scenic, reflecting a strong desire for the trail to function as both a community asset and a restorative natural space. Feedback highlighted the importance of accommodating diverse users, including walkers, cyclists, families, dog owners, and people of varying ages and abilities, while maintaining safety, comfort, and accessibility. Participants also expressed interest in the trail's role as a cultural and community connector, with opportunities for heritage recognition, ecological stewardship, and a lasting legacy for future generations. Overall, the visioning exercises reinforced the KVR Trail as a multifunctional corridor supporting recreation, active transportation, well-being, and community identity.

Connectivity and Safety Beyond the Urban Core

Community groups raised concerns about gaps in the KVR Trail network, particularly where users are required to travel along highways or major roads outside the city. These conditions were described as uncomfortable and unsafe, limiting the appeal of the trail for a broad range of users.

Several participants emphasized the need to reduce reliance on Naramata Road by creating safer alternative connections through or adjacent to the KVR Trail corridor.

Accessibility and Senior-Friendly Design

Accessibility emerged as a key focus, particularly among senior-serving organizations. Community groups identified areas where trail conditions are challenging for seniors, wheelchair users, and people with limited mobility, including:

- The southwest area between Safeway and Skaha Lake

- Destinations with steep grades or surface challenges, such as Munson Mountain
- The area surrounding the Robinson property and former school site, where many seniors live or access the trail

Participants emphasized the importance of prioritizing accessible design in high-use areas and ensuring destinations along the trail are inclusive.

Tourism, Wineries, and Regional Connections

Winery representatives and tourism community groups expressed strong interest in improving connections between the KVR Trail and wineries along the Naramata Bench. Ideas included:

- Side trails or offshoots connecting directly to winery properties
- Public access arrangements on privately owned land
- Consistent design and safety standards across main and side routes

Comparable destinations, such as the Napa Valley and Franschhoek wine trams, were referenced as models integrating transportation and tourism. Community groups also noted limitations in existing tour and trolley programs and suggested improved trail connectivity could reduce vehicle reliance on Naramata Road.

Wayfinding, Education, and Trail Management

Clear and consistent signage was repeatedly identified as a foundational need. Community groups emphasized:

- Improved wayfinding to trailheads, destinations, and connectors
- Clear communication about permitted uses and trail etiquette
- Reinforcing the KVR Trail's role as a non-motorized route

Concerns around e-bike speeds and user behaviour echoed feedback from other engagement activities, with education and clarity emphasized over enforcement.

Trail Conditions and Basic Infrastructure

Community groups frequently focused on trail condition and operations, noting that inconsistent surfaces, signage, and amenities limit the trail's overall usability. Many emphasized that addressing these basic needs is essential before pursuing more aspirational enhancements.

Some participants highlighted the value of smaller "capillary" routes to improve access without relying solely on major arterial roads and referenced public washroom facilities in other cities as examples of practical amenities supporting year-round use.

Environmental Considerations

Environmental organizations raised site-specific concerns, including invasive species management. While ecological restoration was supported in principle, it was generally viewed as secondary to safety, access, and trail functionality.

Mapping Exercise – Community Group Workshop

A similar map-based exercise was conducted during the Community Group Workshop, where participants representing a range of sectors identified commonly used routes and key locations along the KVR Trail and connecting pathways based on organizational knowledge and professional experience. Participants mapped routes and identified associated location types, including trip start points, end points, destinations, and loop routes. This exercise provided

additional insight into regional connectivity patterns and strategic destinations such as institutions, employment areas, and tourism-related locations.

Input from the mapping exercise was compiled and digitized to identify patterns in route use and the spatial distribution of mapped location types. Mapped routes were classified by frequency based on the number of participants identifying each segment (1 user, 2 users, and 3+ users). The resulting map highlights areas of concentrated use, key connections through the urban core and beyond, and spatial relationships between route frequency and identified destinations. The workshop mapping output complements public input by providing a broader, systems-level perspective on how the KVR Trail functions within the regional active transportation network. The Community Group Workshop mapping output is included in Appendix D.

Route Frequency

(*Please note, this frequency data does not represent actual trail use levels. Instead, it reflects the relative popularity of routes.)

- The highest frequency routes (3+ users) are concentrated along the KVR Trail through the urban core, indicating shared use patterns among multiple sector groups.
- Moderate-frequency routes (2 users) extend outward from the KVR Trail into surrounding neighbourhoods and connecting corridors, reflecting key access routes to and from the trail.
- Lower-frequency routes (1 user) are distributed more broadly across the network, representing group-specific or localized travel patterns.

Location Types

- Participants identified multiple location types associated with route use, including:
 - o Trip start locations, distributed throughout residential areas
 - o Trip end locations, frequently clustered near urban and waterfront areas
 - o Destination locations, commonly associated with parks, natural areas, and urban access points
 - o Loop routes, primarily occurring within the urban core and adjacent trail connections
- Location points are spatially clustered along moderate- and high-frequency route segments, indicating alignment between commonly used routes and identified trip functions.

3.4 Meetings with Interest Groups and Written Correspondence

As part of Phase 2 engagement, the City met with key institutions and received written correspondence from organizations and individuals. Together, these inputs reinforced and added detail to themes identified through public and community group engagement.

Safety and Access

Safety was consistently raised, particularly where the KVR Trail intersects with highways, major roads, and high-use areas near schools and campuses. Participants emphasized the need for safer crossings, clearer routes, and improved wayfinding.

Connectivity to Education, Employment, and Daily Travel

Educational institutions expressed strong support for integrating the KVR Trail into everyday travel patterns. Opportunities were identified to strengthen connections between the trail, campuses, housing, and surrounding neighbourhoods, supporting active transportation and daily use.

Operations, Maintenance, and Amenities

Across meetings and correspondence, participants emphasized the importance of consistent trail conditions, signage, lighting, bike parking, and washroom facilities at key nodes. These were viewed as essential to supporting safe, inclusive, and frequent use.

Culture, History, and Identity

Written correspondence showed strong support for incorporating Indigenous and local history through interpretation and storytelling. Participants identified opportunities to strengthen the KVR Trail's identity as a cultural and educational corridor, in addition to its transportation and recreational functions.

4.0 Conclusions

Phase 2 engagement confirmed strong overall support for the vision of the KVR Trail as a connected, inclusive, and meaningful corridor that serves active transportation, recreation, and community identity. Across engagement activities, participants consistently emphasized the importance of safety, accessibility, and connectivity as foundational priorities, particularly at road crossings, transition points, and areas where users currently rely on busy roadways.

Feedback highlighted the need to focus on core trail function before introducing more intensive amenities. Participants prioritized continuous and intuitive connections, senior-friendly and accessible design, clear wayfinding, and consistent trail conditions. Education and communication around permitted uses and trail etiquette particularly related to e-bikes and emerging mobility devices were viewed as essential to supporting safe and comfortable everyday use.

Overall, Phase 2 engagement reinforced themes identified in Phase 1 while providing additional detail on location-specific challenges and opportunities. The input gathered through this phase will support refinement of draft concepts and help guide future planning decisions that balance safety, access, environmental considerations, and the long-term role of the KVR Trail within the city and region.

Appendix A - Engagement Timeline

The following list summarizes the main methods that were used to raise awareness about the KVR Trail Strategy and the opportunities for residents to provide feedback through the community engagement period that took place between November 14 and December 12:

Date	Activity
October 14	News Release ShapeYourCity Phase 2 engagement opens
October 17	40 Trail Flyers posted along the KVR Trail informing users about the upcoming Council Open House
October 22	Community Group Workshop
October 29	Council-hosted Open House Engagement
November 14	News Release
December 12	ShapeYourCity Phase 2 engagement closes

Appendix B - Feedback Form Full Results

KVR Trail - Shape Your City Survey

Question 1: Do you support the following shared vision statement?" The Kettle Valley Rail (KVR) Trail is more than a former railway corridor: it is a cultural backbone, axis, mobility corridor, and an emerging identity for the City of Penticton. KVR Trail advances Penticton's goals for livable neighbourhoods, active transportation, and place-based development. The corridor is a legacy project that blends movement, memory, and meaning into a unified experience for all." (Radio Button Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

- Yes, I support this: 216 (86.7%)
- I feel neutral about this: 19 (7.6%)
- I don't support this: 14 (5.6%)

Key Takeaways

- The shared vision for the KVR Trail received strong support, with nearly nine in ten respondents indicating agreement.

Question 1a: If you said you feel neutral or don't support the proposed vision statement, please explain: (Single Line Question)

Response Volume: Total responses: 34 (optional question), Skipped: 217

What We Heard

1. Vision Language Feels Overly Aspirational or Unclear

- Many respondents felt the vision statement uses abstract or aspirational language that is difficult to understand, overly broad, or disconnected from tangible outcomes. Terms such as "cultural backbone," "axis," "legacy project," and "emerging identity" were frequently cited as unclear, exaggerated, or unnecessary.

Related sample comments:

- o "This is large-scale aspirational wording outlining way too many objectives."
- o "Your statement is vague, what am I agreeing with?"
- o "The statement is a broad based word salad and should be rewritten to easily describe a community treasure."

2. Concern About Overdevelopment and Loss of the Trail's Natural Character

- A strong theme focused on concern that the vision could justify excessive development, urbanization, or formalization of the trail, potentially undermining its existing natural, quiet, and informal character. Many respondents expressed a desire to keep the trail "as is."

Related sample comments:

- o "Some things are best left natural – that is the beauty of the KVR."
- o "It's a rustic dusty trail, keep it that way."

- o “Too much development will interfere with bike ride.”

3. Financial and Taxpayer Concerns

- Several respondents expressed concern that the vision statement could lead to unnecessary spending, prioritizing the KVR Trail over other municipal needs. There was skepticism that aspirational language could be used to justify costly infrastructure changes.

Related sample comments:

- o “This is not a priority for this city.”
- o “I worry city staff will take any positive feedback as an excuse to spend way too much money.”
- o “This vision will lead to more waste of tax dollars.”

4. Skepticism About the Trail’s Role as a City-Wide Connector or Identity

- Some respondents questioned whether the KVR Trail truly functions as a unifying corridor or defining identity for the entire city, noting geographic separation, surrounding land uses, or inequitable representation.

Related sample comments:

- o “I don’t feel that this connects the city in any way.”
- o “Most of the trail is through super wealthy neighbourhoods.”
- o “It’s one of the great things to do in Penticton, but not its identity.”

Key Takeaways

- Many felt the vision uses “wordy” or unclear terms (e.g., “cultural backbone,” “axis,” “legacy,” “emerging identity”) and asked for a simpler, more tangible statement.
- Respondents emphasized keeping the KVR natural, quiet, and low-impact, with concern that “improvements” could lead to unwanted urbanization or commercialization.
- Some questioned whether KVR investments should be prioritized over other City needs and expressed skepticism about potential tax impacts.
- A portion of respondents did not agree that the KVR functions as a city-wide connector or defines identity for all of Penticton, citing geography and who the corridor serves.

Question 2: Tell us how the KVR could better support your organization, business and everyday/commuter use. All comments, questions and ideas are welcome! (Essay Question)

Response Volume: Total responses: 153 (optional question), Skipped: 98

What We Heard

1. Improve Connectivity and Fill Network Gaps (Within Penticton and Regionally)

- A dominant theme was the need for continuous, safe connections—both through Penticton (closing missing links and improving transitions) and beyond City limits (connections to Summerland, OK Falls, and the broader rail trail network). Respondents frequently referenced specific pinch points and discontinuities where the trail “ends” or becomes difficult to follow.

Related sample comments:

- o "Find a way to connect the KVR better from Penticton to OK Falls and to Summerland."
- o "Connections east and west off of the KVR for a cohesive network to get from point A to point B."
- o "Work on the transitions... Stopping the trail at a road is poor planning."

2. Safety Upgrades at Crossings, Highway Interfaces, and Conflict Areas

- Many comments focused on safety risks at crossings, high-speed road interfaces (especially near Highway 97 / airport area), and the need for safer infrastructure such as underpasses, controlled crossings, barriers, and better trail-road transitions.

Related sample comments:

- o "The section... along the Airport edge, Highway 97 and crossing points are dangerous."
- o "Need a safe crossing of Main Street at Preston/Nelson Ave."
- o "Under passes where the trail crosses busy intersections."
- o "Make a safe Corridor... Very unsafe in front of Airport on Hwy 97."

3. Maintenance and Surface Quality as the First Priority

- A recurring message was that before adding new "features," the trail should be maintained consistently: grading, fixing loose sand and gravel hazards, addressing erosion and drainage issues, and ensuring the surface is safe and usable for a range of users (including commuters, mobility devices, and families).

Related sample comments:

- o "Before beautifying the amenities... priority should be given to the condition of the trail itself."
- o "Ensure surface is safe. No loose gravel... Fix ruts due to misuse or water damage."
- o "Magnificent trail. The entire trail needs to be maintained to the same level."

4. Balance Amenities and Economic Benefits While Keeping the Trail Natural and Non-Commercial

- Many respondents supported practical amenities (washrooms, water, benches, shade, waste bins) and noted the trail's value for tourism and business but stressed the importance of maintaining the KVR's natural character and avoiding over-commercialization (e.g., concessions, excessive installations). Several responses also highlighted the trail as an economic and tourism corridor when maintained and signed well.

Related sample comments:

- o "Please don't make it commercial. It's a trail first and foremost."
- o "Keep out of town areas as natural as possible... In town areas need more lighting."
- o "Businesses don't really belong along the trail... People use this trail to be in nature."

- o “A well maintained, clearly signed, and continuous KVR would allow us to build experiences around it.”

Key Takeaways

- Respondents identified improving trail connectivity within Penticton and to surrounding communities as the most important way to support everyday, commuter, and organizational use.
- Safety upgrades at crossings and highway interfaces were frequently requested, particularly where the trail intersects with busy roads.
- Many emphasized that consistent maintenance and surface improvements should be addressed before adding new amenities or features.
- Practical amenities such as washrooms, water stations, benches, and lighting were supported, provided the trail’s natural character is maintained.
- A continuous, legible, and well-maintained trail was seen as key to supporting tourism, business activity, and regular use.

Question 3: Please rank the following objectives in order of importance to you (1 being the most important and 5 being the least important). Please note each number can only be used once (no repeats). (Ranking Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

Options	Avg. Rank
Create a Connected & Cohesive Trail System: Establish a continuous trail connection, integrating the trail with key destinations like parks or schools or connecting with other trail networks.	2.02
Ensure Safety, Maintenance & Longevity: Address safety risks and infrastructure gaps, establish long-term maintenance plans, or increasing lighting, essential signage, infrastructure, etc. to improve feelings of safety/security.	2.39
Support Economic Vitality & Tourism: Enhance infrastructure and identity to support local businesses, increasing 4 season use, or investing in spaces to host local events/markets.	3.39
Enhance Accessibility & Inclusion: Upgrade the trail to meet/exceed accessibility standards, providing signage/amenities to support a diversity of users, or prioritizing equitable trail access for various neighbourhood demographics.	3.40
Promote Cross-Cultural & Ecological Education: Provide opportunities for Indigenous knowledge & self-representation, conserve sensitive ecosystems, scenic viewpoints, supporting education through interpretive signage, storytelling and community programs.	3.64

Key Takeaways

- Connectivity was ranked as the top priority, followed closely by safety, maintenance, and long-term trail function.
- Economic vitality, accessibility, and cultural and ecological education were ranked as secondary priorities.
- Results suggest participants view core trail function and safety as prerequisites to broader benefits.

Question 4: Nature and Ecology

Examples: mini orchard, pollinator gardens, community gardens (Radio Button Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

- Love this: 120 (48.2%)
- Okay/Neutral: 101 (40.6%)
- No, thanks: 28 (11.2%)

Key Takeaways

- Overall, responses show mixed but generally positive support, with nearly half of respondents expressing enthusiasm for ideas such as pollinator gardens and mini orchards, while a sizable portion remained neutral or opposed.

Question 5: Play and Recreation

Examples: game zones (bocce, chess, hopscotch, etc.), natural playground climbing/bouldering station, parkour/fitness areas, flow trail/linear pump track, skate dots/bike skill spots (Radio Button Question)

Response Volume: Total responses: 249 (optional question), Skipped: 2

What We Heard

- Love this: 95 (38.2%)
- Okay/Neutral: 86 (34.5%)
- No, thanks: 68 (27.3%)

Key Takeaways

- Interest in play and recreation features is more divided, with support spread across positive, neutral, and opposed responses, suggesting these ideas resonate with some users but not broadly across all respondents.

Question 6: Art and Expression

Examples: outdoor art galleries, art exhibitions/installations, graffiti wall (Radio Button Question)

Response Volume: Total responses: 250 (optional question), Skipped: 1

What We Heard

- Okay/Neutral: 105 (42.0%)
- Love this: 81 (32.4%)
- No, thanks: 64 (25.6%)

Key Takeaways

- Feedback on art and expression features was largely neutral, with interest present among some respondents but overall suggesting cautious or selective support rather than strong consensus.

Question 7: Social and Community Spaces

Examples: seating hubs, communal kitchen, picnic hub, food truck stations, shipping container refuel/pop up shops (Radio Button Question)

Response Volume: Total responses: 250 (optional question), Skipped: 1

What We Heard

- Love this: 121 (48.4%)
- Okay/Neutral: 87 (34.8%)
- No, thanks: 42 (16.8%)

Key Takeaways

- Responses indicate generally positive interest in social gathering and food-related amenities, with nearly half of respondents expressing support and relatively limited opposition.

Question 8: Wellness and Reflection

Examples: sanctuary spaces, music gardens, passive spaces (Radio Button Question)

Response Volume: Total responses: 250 (optional question), Skipped: 1

What We Heard

- Love this: 143 (57.2%)
- Okay/Neutral: 80 (32.0%)
- No, thanks: 27 (10.8%)

Key Takeaways

- Wellness and reflection features received strong overall support, with a clear majority of respondents expressing enthusiasm and relatively minimal opposition.

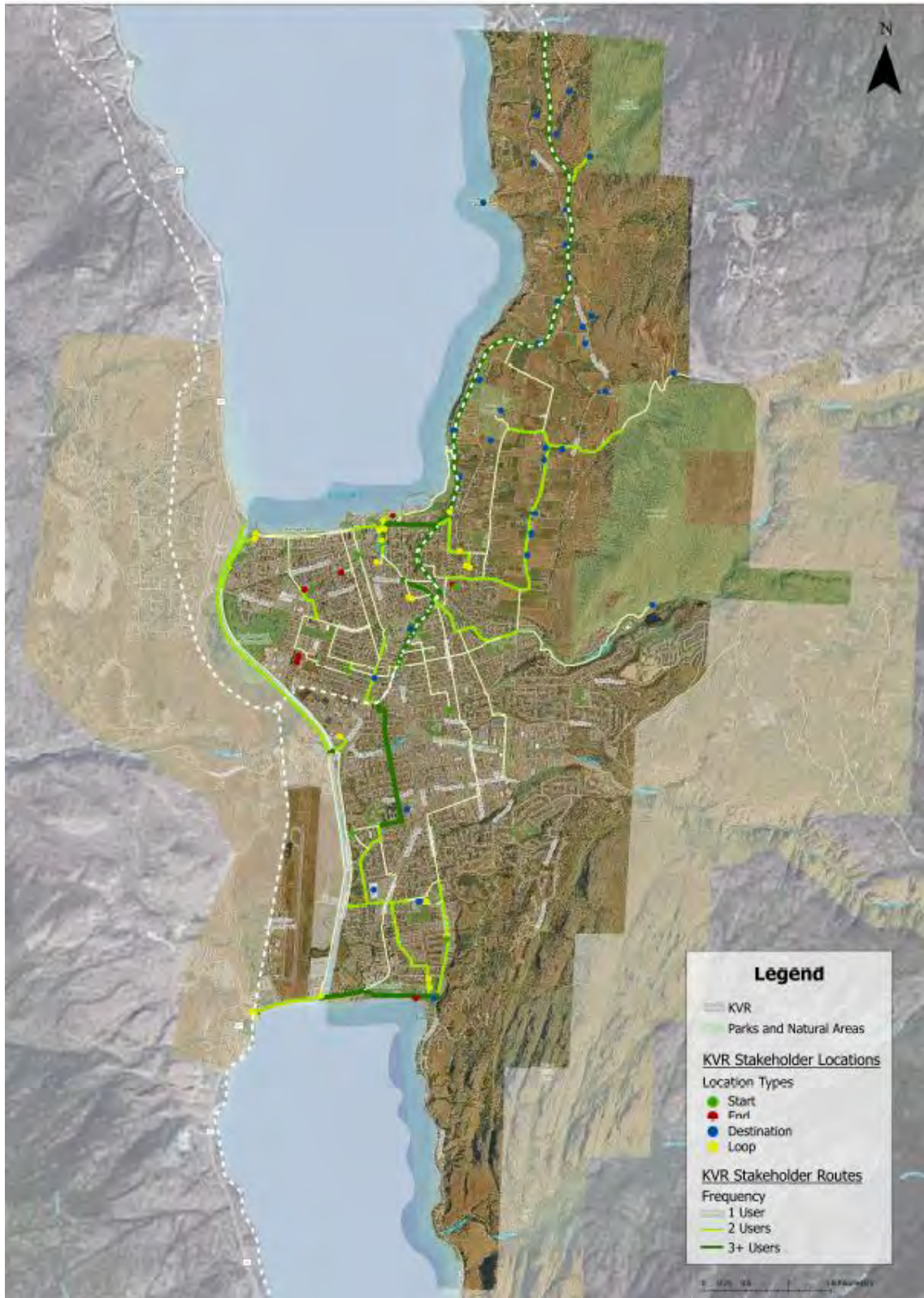
Appendix C – Council-hosted Open House Mapping Exercise

KVRTS - Phase 2 Open House Engagement



Appendix D – Community Group Workshop Mapping Exercise

KVRTS - Phase 2 Stakeholder Engagement





Phase 3 Engagement What We Heard Report

Kettle Valley Rail Trail Strategy Project

July 2026



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1.0 Project Background

The Kettle Valley Rail (KVR) Trail is one of Penticton's most valued community and regional assets, serving as a corridor for recreation, tourism, active transportation, and cultural connection. Within city limits, the trail weaves through neighbourhoods, vineyards, cultural sites, and waterfront areas, offering residents and visitors a unique way to experience the landscape.

Recognizing increasing use and emerging challenges, the City of Penticton initiated the KVR Trail Strategy to guide the long-term planning and management of the trail within municipal boundaries. Phase 1 of the project focused on analysis and engagement to better understand current conditions, user experiences, and community perspectives. The second phase focused on defining a shared community vision and establishing objectives to guide the trail's future.

Phase 3 introduces a draft concept plan that outlines proposed improvements across the KVR Trail corridor. To reflect the unique character and needs of different areas, the corridor is organized into six distinct Character Zones. Each zone has been designed to guide tailored improvements and amenities that respond to its specific landscape, setting, and community priorities.

Project Phases

- **Phase 1: Discover & Early Input** – gathered early input through an online mapping tool and online survey hosted on the City's Shape Your City (SYC), three pop-up engagement sessions, and targeted discussions with advisory and partner groups.
- **Phase 2: Technical Feedback & Design Ideas** – gathered feedback through an interest holder workshop, Council's Open House, an online survey and follow-up meetings with key interest holders.
- **Phase 3: Final Review & Validation** – presents the draft concept plan and invites feedback to ensure the final plan reflects the community's values, priorities, and vision.

2.0 Engagement Process

Phase 3 engagement took place between May 28 to June 28, 2026. This phase was designed to gather input from residents, trail users, and community groups on the draft concept plan to ensure it reflects the community's priorities and shared vision.

Engagement activities focused on presenting and gathering input on the six Character Zones and included an online survey, three pop-up events, and a virtual interest holder workshop. Individual meetings were held with the Regional District of Okanagan-Similkameen, Okanagan College, the Thompson Okanagan Tourism Association, and an agricultural landowner.

Feedback collected during this phase will be used to refine the final strategy.

2.1 Engagement Methods

Online Survey

An online survey was available on the Shape Your City project webpage and was open June 4 to June 28, 2026. The survey focused on gathering input on each of the six proposed Character Zones. A total of 154 responses were received.

Pop-up Events

Three in-person pop-up events were held on June 6, 2026 between 10 a.m. and 12 p.m. The locations included:

- Poplar Grove Trailhead (1194 Poplar Grove Road)
- KVR Trailhead at Vancouver Place (148 Vancouver Place)
- Downtown Farmers' Market (100 Block Main Street)

The events featured poster boards with project information and the concept plans for each Character Zone. Participants had the opportunity to review the information, ask questions and share input.



Figure 1. Pop-up event

Interest Holder Workshop

A virtual workshop was held on June 10, 2026 on Zoom and brought together representatives from local government, community, tourism, accessibility, and environmental sectors. The workshop featured a presentation to share project updates and the concept plan, followed by a facilitated discussion to gather input on each Character Zone.

Meetings with Interest Holders

Individual meetings were held with the Regional District of Okanagan-Similkameen (RDOS), Okanagan College, the Thompson Okanagan Tourism Association, Similkameen Indian Bands (SIB) and an agricultural landowner.

Participation and Engagement Outcomes

- **154** survey responses
- **182** conversations with trail users
- **135** sticky note comments recorded on engagement boards
- **3** pop-up engagement stations
- **1** virtual interest holder workshop
- **5** meetings with Project Partners and interest holders

2.2 Communication Methods

Project Webpage

A Shape Your City project page was updated on June 4, 2026, providing a project update, information about Phase 3 engagement, and the draft concept plan. The webpage received a total of 742 visits between June 6 and June 28, 2026.

News Release

A news release was published by the City to provide an update on the project and raise awareness of the public engagement opportunities.

Flyer

An event flyer was prepared to promote the three pop-up events. The flyer was distributed in person across the community. Distribution locations were selected to align with key activity areas and neighbourhoods along the KVR Trail and surrounding corridors, with the intent of increasing awareness of the event and project webpage among trail users and nearby residents.

Social Media Posts

Posts were published on the City of Penticton's Facebook and Instagram pages to promote the pop-up events and raise awareness of the project.



Figure 2. Flyer

3.0 What We Heard

3.1 Online Survey and Pop-Up Event Results

A total of 154 responses to the online survey were received during the Phase 3 engagement period. Participants were asked to review and provide input on each of the six proposed Character Zones.

This section presents the key findings from the survey and summarizes input received through both the online survey and pop-up events. The charts reflect survey responses only, while the comment summaries incorporate feedback from both engagement activities.

A full export of the survey results can be found in Appendix B.

Overall Impressions

Feedback on the proposed concept plans was generally positive, with most respondents either supporting or strongly supporting the vision for each trail area. Across all locations, participants consistently emphasized the importance of preserving the KVR's natural character and ensuring that any improvements complement the existing landscape rather than significantly altering it. Safety, connectivity, accessibility, and wayfinding emerged as key priorities, with strong support for improved trail connections, safer crossings, clearer signage, and enhanced navigation throughout the corridor. Respondents also highlighted the need for ongoing trail maintenance, including surface improvements, weed management, accessibility upgrades, and general upkeep of existing infrastructure.

Opinions were mixed regarding many of the proposed built features, including major gateways, play areas, pump tracks, and decorative elements. While some respondents viewed these features as opportunities to enhance the trail experience and create destinations, many questioned their necessity, cost, and compatibility with the trail's natural setting. Concerns about project costs were a recurring theme, with many participants preferring that available funding be directed toward essential improvements such as maintenance, safety, accessibility, and connectivity before investing in new amenities or placemaking features.

Participants expressed support for additional amenities that improve user comfort, including drinking water stations, washrooms, seating, shade, picnic areas, bike parking, and rest areas. There was also strong interest in incorporating cultural storytelling, Indigenous history, railway heritage, public art, and interpretive experiences where appropriate. Connectivity beyond Penticton was identified as a major opportunity, with respondents advocating for stronger links to the Channel Pathway, Summerland, Skaha Lake, Naramata, Penticton Indian Band lands, and the broader regional trail network. Parking availability at key trailheads, particularly around Vancouver Place, remains an ongoing concern, while trail users also expressed interest in continued public engagement to help refine and advance the strategy.

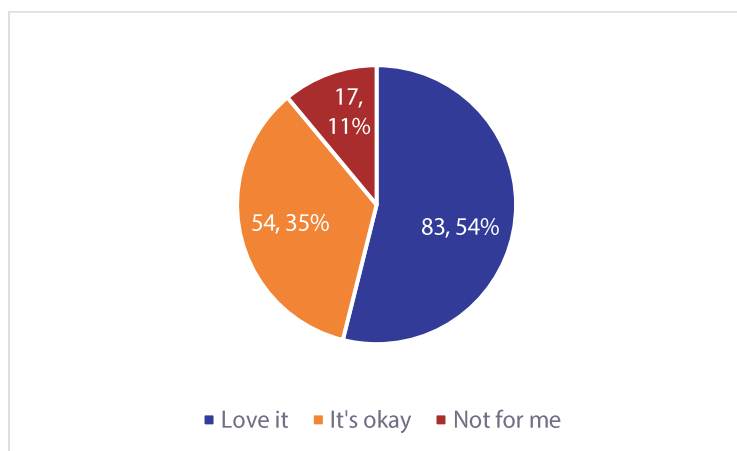
Overall, the feedback suggests broad support for investing in the KVR Trail network, provided that improvements remain sensitive to the corridor's natural character and prioritize practical needs such as safety, connectivity, accessibility, and maintenance. Respondents appear to favour a balanced approach that enhances the trail experience while protecting what they value most about the KVR—

its scenic, natural setting and its role as an important regional recreation and active transportation corridor.

The Vineyards

What do you think of the proposed concept plan for The Vineyards? [\(Survey\)](#)

Approximately half of respondents (54%) indicated that they love the proposed concept plan for The Vineyards. Roughly one-third (35%) indicated that it's okay, and 11% are unsupportive.



Note: Chart labels show the number of respondents, followed by the percentage of respondents.

Additional Comments [\(Survey + Pop-up\)](#)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

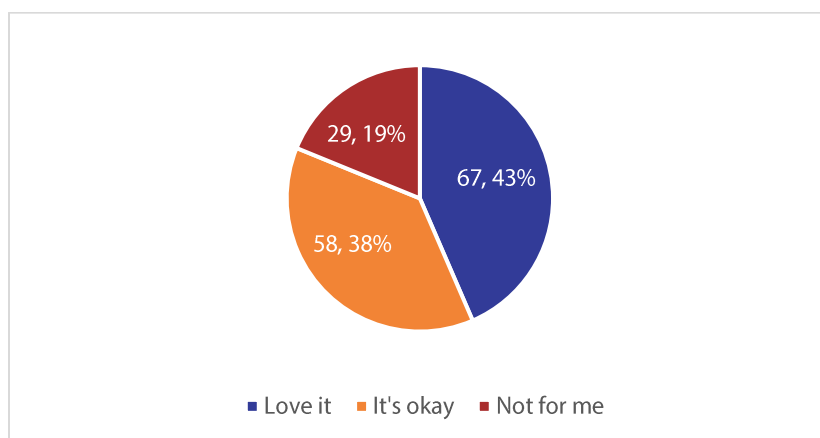
- **Preserve natural character:** Many respondents like the current state of the trail and believe that major improvements are unnecessary. Several expressed that it is important for upgrades to complement the area's existing character and natural surroundings. Many prefer a minimal approach to signage and built features. Concerns were raised about visual clutter, maintenance requirements, vandalism, and impact on the trail's natural setting.
- **Amenities and user comfort:** There is support for more shade, picnic areas, seating, washrooms, secure bike parking, drinking water stations, and waste bins.
- **Signage:** Respondents support improved wayfinding and informational signage, including route details, distance markers, maps, directions to key destinations, safety and trail etiquette reminders, and cultural information.
- **Maintenance:** Ensuring the trail surface is well-maintained is a priority. Some commented that the vandalism or theft of trail amenities is a concern and should be considered when implementing new seating or artwork. Additionally, maintaining landscaping and removing invasive plants and weeds is important.
- **Trail etiquette and safety:** Respondents expressed concerns about conflicts between different trail user groups, especially between cyclists and pedestrians. There are suggestions for signage to help enforce safe practices, monitoring and/or enforcement of e-bikes, or dedicated passing zones.

- **Trail surface:** Many identified trail condition as a priority, including surface upgrades, proper gravel, and reduced dust. Some respondents support accessibility improvements and harder trail surfaces to accommodate a wider range of users, while others prefer maintaining the existing gravel surface and avoiding paving.
- **Parking:** The lack of parking at the Vancouver Place trailhead is a concern for residents in the area.

The Vista

What do you think of the proposed concept plan for The Vista? [\(Survey\)](#)

Forty-three percent (43%) of respondents love the proposed concept plan for The Vista, while 38% indicated that it is okay. Nineteen percent (19%) are unsupportive.



Additional Comments [\(Survey + Pop-up\)](#)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

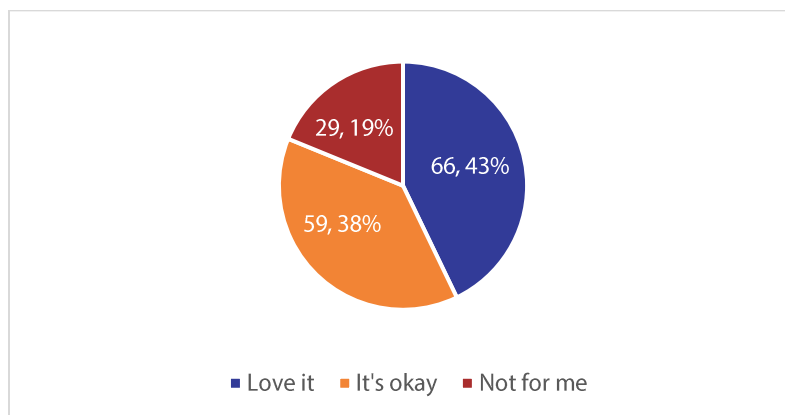
- **Preserve natural character:** There is strong support for preserving the area's natural character. Some respondents prefer leaving this section unchanged, while others support minor improvements that maintain its natural beauty, character, and views.
- **Major gateways:** Many respondents do not support the proposed major gateway structures. These are frequently described as unnecessary, out of character with the trail, visually intrusive, or a poor use of funds.
- **Costs:** There are concerns regarding the overall costs of the improvements. Many feel that the upgrades are unnecessary and would like to see the funds allocated towards ongoing maintenance, safety improvements, or other trails.
- **Amenities and user comfort:** Respondents support amenities such as drinking water stations, bike repair stations, seating, picnic areas, and more waste bins.
- **Play improvements:** Opinions on the proposed play improvements are mixed, with some respondents supportive and others commenting they do not suit the area and are not needed.
- **Safety:** Safety is a priority for respondents, particularly regarding cyclist speeds and e-bikes.

- **Signage:** Respondents suggested signage to encourage safer cycling speeds and trail etiquette, larger fonts to improve accessibility, and bulletin boards for sharing public information.
- **Maintenance:** Respondents believe trail surface maintenance should be prioritized. Some commented that the vandalism of trail amenities is a concern and should be considered when implementing new seating or artwork.
- **Parking:** There is support for more vehicle parking.

The Climb

What do you think of the proposed concept plan for The Climb? (Survey)

Forty-three percent (43%) of respondents indicated that they love the proposed concept plan for The Climb. Thirty-eight percent (38%) think that it is okay, and 19% are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

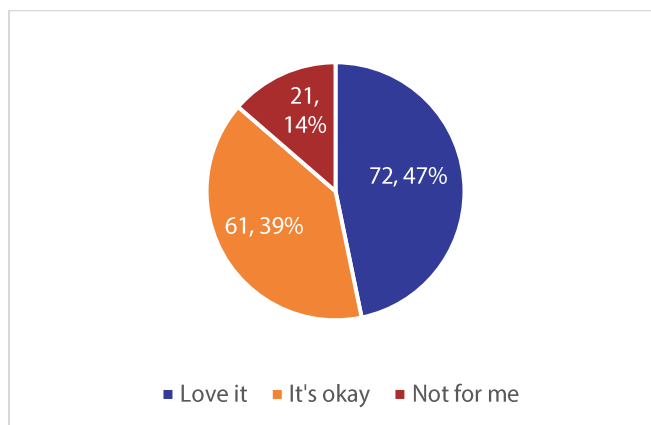
- **Play areas:** Many respondents expressed dissatisfaction with the proposed play improvements. Several noted that the KVR is primarily a walking and cycling trail rather than a playground destination and feel that play areas are better suited in other community locations.
- **Preserve natural character:** Respondents like the current state of the trail and believe changes are unnecessary. Some are supportive of minor improvements that will not drastically change the area, such as adding more seating and trail maintenance.
- **Road closure:** There are concerns about the road closures, citing impacts on neighbourhood access and nearby residents.
- **Amenities and user comfort:** Respondents support more water drinking stations, dog drinking fountains, shade, and washrooms.

- **Safety:** Safer road crossings and trail user safety are top priorities. Respondents expressed a need for better signage regarding trail etiquette, including cyclist speed, pedestrian awareness, and right-of-way expectations.
- **Costs:** There are concerns regarding the cost of the proposed improvements, with some describing the proposed elements as unnecessary or a poor use of funds.
- **Parking:** Respondents would like to see more vehicle parking at the Vancouver Place trailhead entrance. There are suggestions for additional parking at Cambie Place / Cambie Street.

The Playground

What do you think of the proposed concept plan for The Playground? (Survey)

Nearly half of respondents (47%) love the proposed concept plan for The Playground, while 39% indicated that it is okay. Fourteen percent (14%) are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

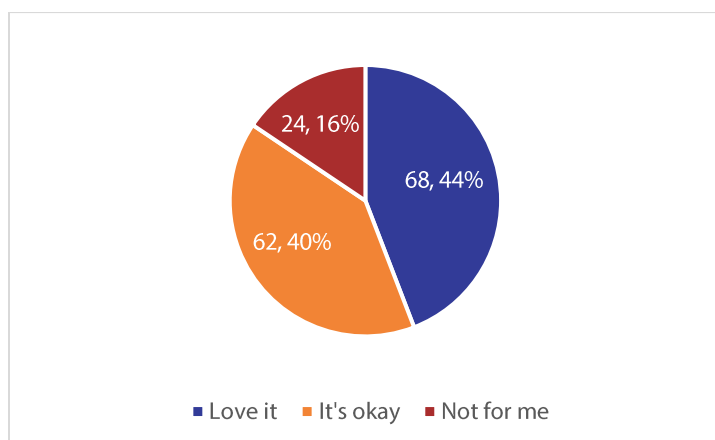
- **Costs:** Respondents are generally concerned about the costs of the improvements and how they will be funded. Some described the proposed features as unnecessary, overly costly, or a poor use of taxpayer funds.
- **Separated path:** There is a high level of support for the proposed path to separate cyclists and pedestrians. Respondents feel that separated pathways would improve safety, comfort, and overall user experience.
- **Preserve natural character:** Many respondents believe the section should be left as it is and do not support improvements, or only support minor or necessary improvements.
- **Play improvements:** Many are supportive of the proposed play features, while others feel that they do not suit the KVR. Some believe it would be more appropriate to invest in upgrading existing public school playgrounds.
- **Pump track:** There are mixed opinions on the pump track, with some supportive and others opposed. Some suggested a larger bike park rather than a pump track.

- **Crossing safety:** Improving crossing safety and accessibility is a priority, particularly the Main Street intersection crossing. There is a desire for clearer crossings, better signage, and safer route transitions in this area.
- **Gateway:** Many respondents do not support the proposed gateway concept, viewing it as unnecessary, overly expensive, or out of place.
- **Connectivity:** Respondents would like to see connectivity to other trails, between neighbourhoods, and to the city centre improved.
- **Parking:** Some identified a need for additional parking, bike unloading areas, and improved access to this section of the trail by vehicle.

The Station

What do you think of the proposed concept plan for The Station? (Survey)

Respondents have mixed opinions on the proposed concept plan for The Station, with 44% indicating that they “love it” and 40% indicating “its okay.” Sixteen percent (16%) are unsupportive.



Additional Comments (Survey + Pop-up)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

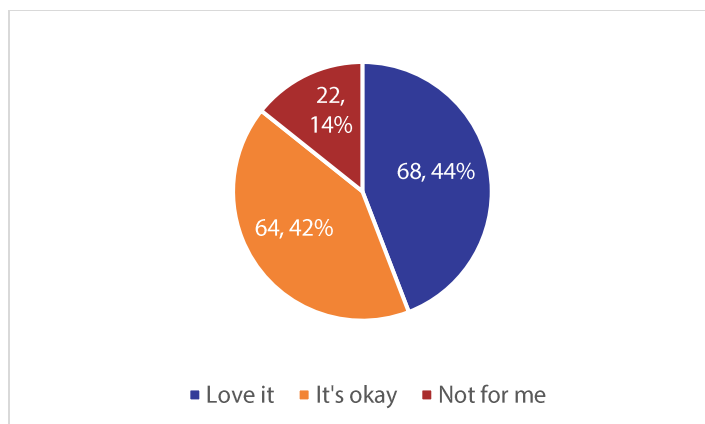
- **Preserve natural character:** Several respondents would like the area to remain as is and do not support the proposed improvements. Many prefer a simpler design approach with fewer signs, structures, and decorative elements.
- **Wayfinding:** There is strong support for improved wayfinding in the area as this section of the KVR is challenging to navigate and is not well known to residents.
- **Cultural storytelling:** There is support for incorporating cultural storytelling, Indigenous history, public art, and historical interpretation throughout the corridor. Some would also like to see more emphasis on railway history.
- **Shared pathway:** While some support shared streets and pedestrian-oriented spaces, there are concerns regarding cyclist safety and vehicle traffic.

- **Cost:** Many respondents questioned the need for significant investment in this area, describing some of the proposed improvements as unnecessary or a poor use of taxpayer funds. Several prefer a simpler approach focused on core improvements.
- **Connectivity:** There is support for upgrades that improve connections to the broader trail network and provide safer crossings.
- **Gateway and urban features:** Opinions on the gateway features are mixed. While many respondents view major gateways as unnecessary, costly, or out of character for the area, others support enhanced placemaking elements in this urban section of trail.
- **Vehicle traffic impacts:** Concerns were raised regarding additional bike lanes, road narrowing, or other changes that could impact vehicle access, parking, or traffic flow.
- **Safety:** Safer crossings, improved pedestrian and cyclist infrastructure, traffic calming, accessibility features, clearer path markings, and addressing concerns related to conflicts between different trail users were identified by respondents.

The Channel Link

What do you think of the proposed concept plan for The Channel Link? [\(Survey\)](#)

Respondents have mixed opinions on the proposed concept plan for The Channel Link. Forty-four percent (44%) indicated that they love it, while 42% believe it is okay. Fourteen percent (14%) are unsupportive.



Additional Comments [\(Survey + Pop-up\)](#)

Survey and pop-up event participants were prompted to share any comments regarding the proposed plan. The key themes from the comments received are summarized below.

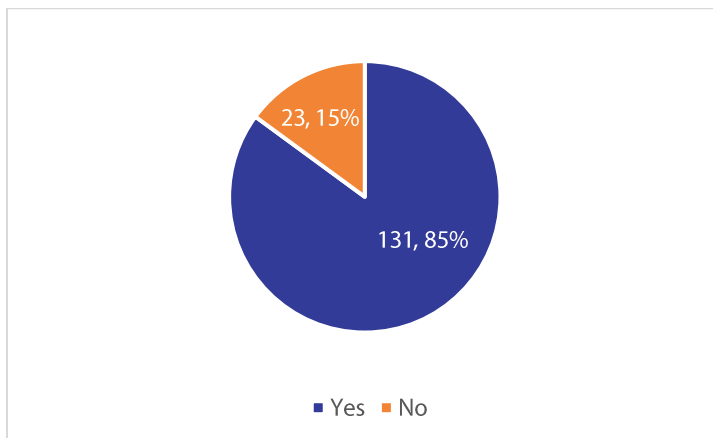
- **Channel Pathway connectivity:** There is strong desire to connect the KVR to the Channel Pathway, with suggestions to restore the old bridge to provide a safe connection for pedestrians and cyclists.
- **Gateway:** Several respondents do not support the major gateway, describing it as unnecessary, visually intrusive, or a poor use of tax money. A more natural, minimal design with less metal is desired.

- **Active transportation infrastructure and connectivity:** Many support safer cycling and walking infrastructure, including separated bike and pedestrian pathways, improved crossings, clearer routes, and better connections between other trail networks, communities, and destinations.
- **Wayfinding:** Directional signage in this area is important to support wayfinding as some noted that the area can be challenging to navigate.
- **Costs:** Respondents expressed concerns about project costs and taxpayer spending, with some preferring funding be directed towards core infrastructure maintenance and safety improvements rather than decorative elements.
- **Preserve natural character:** Respondents would like improvements that complement the natural setting of the trail. There is concern about excessive signage, visual clutter, and features that could detract from the area's existing character.
- **Maintenance:** Respondents would like to see investment in trail maintenance and upgrades, including surface upgrades, shade, drinking fountains, and seating.
- **Cultural storytelling:** There is support for incorporating Indigenous history, cultural storytelling, public art and partnerships with Penticton Indian Band into the trail experience.

Priorities and Objectives

Earlier feedback identified safety, connectivity, and accessibility as top priorities. Do you agree? (Survey)

Majority of respondents (85%) agree that safety, connectivity, and accessibility are the top priorities. Fifteen percent (15%) disagree.



What different objectives would you prioritize? (Survey)

The key themes from the survey comments are summarized below.

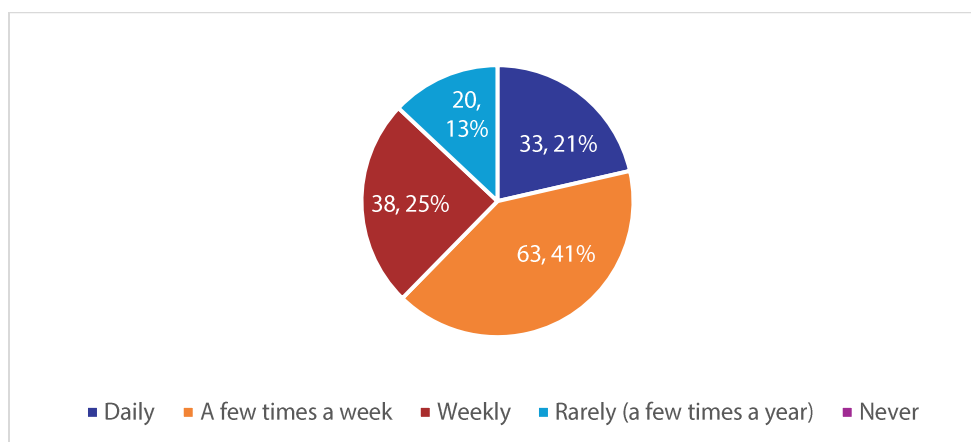
- **Preserve natural character:** There is strong support for protecting the KVR's natural character. Many prefer minimal intervention, limited infrastructure, and improvements that complement the existing landscape rather than alter it. Respondents would like to see the trail remain focused on nature and regional connectivity.

- **Connectivity:** Respondents emphasized the importance of improving connections beyond Penticton, including partnerships with Penticton Indian Band and neighbouring communities to create continuous trail connections to Summerland, Skaha Lake, and the Myra Canyon section of the KVR.
- **Cost:** Many questioned the need for significant investment, describing some proposed investments as unnecessary or a poor use of taxpayer funds. Comments note that the funding should be focused on essential upgrades and maintenance rather than new features.
- **Maintenance:** Respondents would like to see priority given to trail maintenance, including surface repairs, trail upgrades, accessibility improvements, and ongoing upkeep of existing infrastructure.
- **Parking and trail access:** Some identified a need for additional trailhead parking and improved access, particularly in busy areas such as Vancouver Place.

Trail Frequency and Use

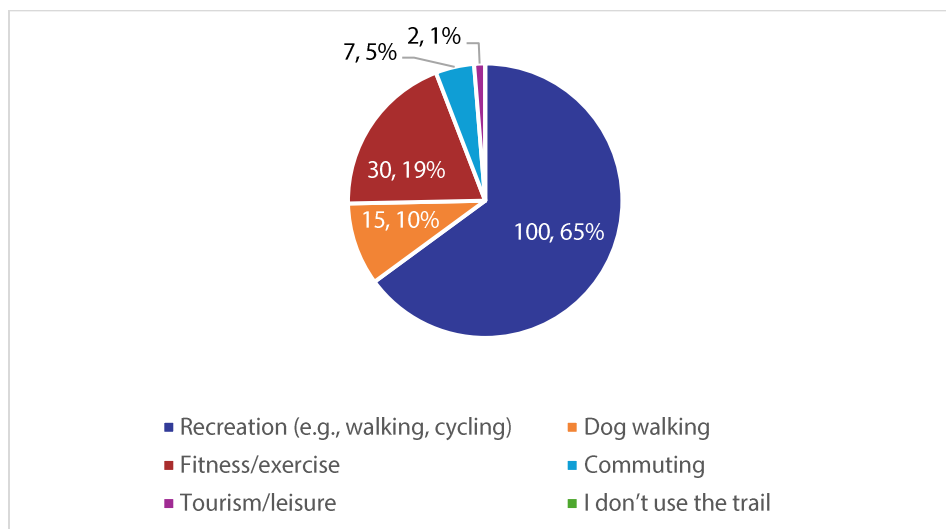
How often do you use the KVR Trail? (Survey)

Approximately 40% of respondents visit KVR Trail a few times a week. A quarter (25%) use it weekly, and 21% use it daily. Only thirteen percent (13%) report using it infrequently.



What is your primary reason for using the trail? (Survey)

Majority of respondents (65%) use the KVR Trail for recreation. Nineteen percent (19%) use it for fitness/exercise, and 10% walk their dog on the trail. Only 5% use it to commute.



General Feedback

Do you have any additional feedback about the KVR Trail Strategy you'd like the project team to consider? [\(Survey\)](#)

The key themes from the survey comments are summarized below.

- **Connectivity:** Connectivity is a top priority for many, particularly connections to the Channel Parkway, Skaha, Summerland, Naramata, and other regional trail networks. Many support partnerships with Penticton Indian Band and neighbouring communities to improve these connections.
- **Preserve natural character:** There is strong support for maintaining the KVR's natural character. Many respondents prefer minimal development and fewer built features. Some feel that the plan includes too many signs, gateways, play features, or other constructed elements.
- **Safety:** Safety is a priority, including safer highway and intersection crossings, speed management for e-bikes, off-leash dog enforcement, and emergency call stations.
- **Maintenance:** Respondents believe that trail maintenance, such as surface improvements, winter maintenance, and weed management, should be prioritized before investing in new infrastructure or design features.
- **Costs:** There are concerns regarding the costs of the proposed upgrades, with many deeming the improvements as non-essential. Many prefer that the funds be allocated towards maintenance, safety, and connectivity improvements.
- **Wayfinding:** Many support wayfinding improvements such as better signage and clearer route information.
- **Public, resident, and trail user engagement:** Some would like to see additional engagement as plans advance. There is an emphasis on ensuring trail-users are properly consulted and the impact on nearby residents is considered.
- **Parking:** Limited parking at trailheads, particularly around Vancouver Place, is a concern for nearby residents and trail users wanting to access the trails.

- **Amenities and user comfort:** Respondents support more drinking water stations, washrooms, seating, shade trees, bike lockers, and rest areas.
- **Cultural storytelling:** There is support for incorporating local history, railway heritage, and cultural storytelling into the trail experience.

3.2 Interest Holder Workshop

This section summarizes feedback from the virtual interest holder workshop, which brought together representatives from local government, community, tourism, accessibility, and environmental sectors.

Overall Impressions

Participants were generally enthusiastic about the proposed trail network improvements and expressed strong support for the overall plan, including the relocation of the pump track to Preston and continued investment in valued riding areas such as The Climb. Discussions focused on improving trail connectivity, safety, and accessibility through additional off-road connections, enhanced access to wineries, and better integration with surrounding destinations. Participants highlighted the need for improved wayfinding, signage, and mapping to help users navigate the network, particularly newer riders. Several site-specific concerns were raised regarding trail surface materials, trail quality in certain sections, parking pressures, cyclist safety near the Chapman Road gravel dump, and the potential impacts of increased trail use. Participants also emphasized the importance of protecting native plant species during implementation and sought clarification on funding opportunities, implementation approaches, and how future growth in trail usage will be accommodated.

Trail connectivity, access, and safety

- Desire for more connections that move people off roads and provide safe travel routes.
- Interest in improving access to wineries from the trail and working with private landowners to facilitate access.
- Concern about gravel dump on Chapman Road creating hazards for cyclists.
- Questions about how trail crossings may interact with upcoming events and activities.
- Concerns were raised regarding trail quality past the vineyards section and towards band lands.

Support for the plan and proposed improvements

- Strong positive feedback and excitement on the overall plan.
- Support for the addition of a pump track at Preston.
- Recognition that The Climb is a valuable riding area, particularly as an accessible alternative to more challenging destinations.
- Question regarding if the new strategy accounts for attracting more user traffic, and if there is consideration for how the trail or city will plan for this uptake.
- Opinions on the desired trail material within The Vineyards were mixed. Some wanted to keep it as is, others (some with mobility issues) wanted it paved, and others have concerns about the dust and would like a different material.

Wayfinding and user experience

- Requests for additional signage, wayfinding, and maps to improve navigation and user experience.
- Observation that there are limited directional signs or guidance on how to access the KVR.
- Suggestion for more consistent messaging for visitors and locals on wayfinding.
- Comment that navigating Wade and Government can be challenging for newer riders.
- Observation that there is an increase in e-bike use.

Parking

- Better public education on available parking options. Suggestion to direct users to park before The Climb to help relieve Vancouver Place congestion.
- Concern that the path integration on Hastings Avenue may take away existing parking spots.

Environmental considerations

- Interest in ensuring native plant species are protected and considered in implementation.

Funding and implementation

- Questions about potential funding sources and cost-sharing opportunities, including provincial, federal, or grant funding.

3.3 Meetings with Project Partners and Interest Holders

As part of Phase 3 engagement, the City met with representatives from various government, education, and tourism organizations. Together, these inputs reinforced and added detail to themes identified through public and community group engagement.

Overall Impressions

Participants expressed strong support for improving trail access, wayfinding, and the overall user experience, noting that enhanced signage, mapping, and navigation represent a high-value opportunity to make the trail network more welcoming and accessible. There was significant interest in strengthening connections between the KVR, wineries, bike lanes, and other key destinations to improve mobility for both residents and visitors. Participants emphasized the importance of ongoing trail maintenance, dust management, environmental stewardship, and opportunities to incorporate native species, interpretive features, and educational experiences into the network. Broader discussions highlighted the potential for coordinated branding, promotion, and regional marketing to position Penticton as a premier trail destination and tourism asset. Participants also underscored the importance of collaboration among community partners, local governments, Indigenous communities, educational institutions, landowners, and other interest holders to support implementation, funding, maintenance, and the development of a connected regional trail system.

Trail access, wayfinding, and user experience

- Support for improved wayfinding, signage, and navigation.
- Wayfinding was identified as a high-impact, low-effort improvement that could significantly enhance user experience.
- Desire for better connections between the KVR, wineries, bike lanes, and key destinations.
- Recognition that improving access and navigation would enhance both visitor and resident experiences.
- Ongoing maintenance and dust management were identified as important considerations for trail quality.
- Interest in incorporating native species, environmental education, and interpretive experiences into the trail network.
- There was a strong desire for the corridor to reflect syilx presence, snpink'tn identity, nsyilxcən language, cultural knowledge, and the ongoing relationship PIB members have with the area.

Coordinated branding and promotion

- Increased promotion and regional branding were seen as key opportunities to attract visitors and investment.
- Interest in directing visitors to key destinations through coordinated trail signage.
- Many viewed Penticton as well-positioned to leverage trails as a tourism asset.
- Opportunity for Penticton to be featured more in TOTA's marketing section.

Partnerships, collaboration and funding

- Collaboration with community partners is seen as essential for implementing trail improvements and creating a coordinated regional network.
- There was significant interest from various groups, for example RDOS and Okanagan College to initiate this work.
- Consideration towards the connection to Channel Pathway with regards to operational and capital support and partnership between the RDOS and SIB.
- It is important to involve local landowners in discussions regarding maintenance and upgrades of crossings, trestles, surfacing, drainage, and interactions with agricultural operations.
- Interest holders identified opportunities to pursue grants, fundraising, and other long-term funding sources to support KVRTS' trail infrastructure and maintenance initiatives.
- The KVR corridor is recognized as a significant regional tourism, recreation, and economic asset.
- There is a shared desire among the City, SIB, PIB, and RDOS to work collaboratively to ensure benefits are shared across partners.
- Participants encouraged stronger coordination with SIB's Economic Development team and alignment with ongoing corridor initiatives.

- Long-term partnerships were viewed as essential to planning, funding, implementation, and management.

Meaningful Indigenous involvement and co-development

- Participants emphasized that Indigenous collaboration should begin at the earliest stages of project development and continue throughout decision-making.
- While many proposed ideas were supported, concerns were raised about how the project was developed and presented.
- Participants noted that meaningful engagement requires adequate time, advance materials, resources, and opportunities to shape project priorities.

4.0 Conclusion

Phase 3 engagement confirmed continued support for the KVTRS and gathered valuable feedback on the proposed Character Zone concepts. Across engagement activities, participants highlighted the need to balance trail improvements with the KVR's natural character. Safety, connectivity, and ongoing maintenance were also emerging priorities.

Many participants support practical improvements such as seating, shade, washrooms, drinking water stations, clearer signage, and safer active transportation infrastructure. However, there were concerns about cost, overdevelopment, and features that may not align with the trail's existing character. Participants generally encouraged a focused approach that prioritizes core maintenance, safety, and connectivity before introducing more costly and excessive design elements.

Overall, Phase 3 engagement reinforced many of the priorities identified in earlier phases while offering more detailed feedback on the draft concept plans. The input gathered through this phase will help refine the plan and inform the final stages of the strategy.

Appendix A: Engagement Timelines

- May 27 - News Release
- May 28 – Presentation to SIB
- June 4 – 40 Trail Flyers posted along the KVR Trail informing users about the upcoming Pop-Ups
- June 6 - ShapeYourCity Phase 2 engagement opens
- June 6 – Pop-Up Event at three locations
- June 10 - Community Group Workshop
- June 15-19 – Individual Meetings with Interest Group and Project Partner
- June 28 - ShapeYourCity Phase 2 engagement closes

Appendix B: Full Survey Export

Question 1: What do you think of the proposed concept plan for The Vineyards? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Love it: 83 (53.9%)
- It's okay: 54 (32.1%)
- Not for me: 17 (11%)

Key Takeaways

- Respondents are in favour of the concept plan for The Vineyards, with over half respondents (54%) indicating strong support.

Question 2: Please tell us why (Single Line Question)

Response Volume: Total responses: 17, Skipped: 137

What We Heard

Those who indicated dissatisfaction ("Not for me") with the proposed concept plan for The Vineyards were prompted to explain why. Respondents who indicated "Love it" or "It's okay" did not provide any additional comments.

1. Improvements are Unnecessary

- Respondents frequently noted that improvements in this section of the KVR are unnecessary, with several comments stating "it's fine the way it is."

Related sample comments:

- "I use this area all the time, and live very close by. I don't see any need for improvement. Lots of folks using the area/KVR just the way it is"
- "leave it in it's natural state"
- "I like the simplicity of the KVR. Please keep it the same"

2. Lack of Support for Additional Amenities and Signage

- Some specified that additional signage, the upgraded intersection, custom paved crossing, and wheelchair accessible tables are not needed.
- Few cited that they support historical and directional signage, as well as signage to improve safety, while another comment stated there is already too much signage.

Related sample comments:

- "I understand the need for directional signage, and improving safety measures. I do not believe it needs a custom painted paved crossing. There are far better of things to spend money on."
- "No need to update the intersection, there are never and cars on those small roads. The only thing to add would be larger stop signs for the cyclist going fast"
- "Too many signs everywhere as it is."
- "I don't think wheel chair accessible tables are necessary on a gravel path. The access to the tables on gravel would be terrible. I like the kvr as it is. There is a lot to said about keeping things as natural as position"

3. Financial and Taxpayer Concerns

- Some feel that the improvements are a poor use of taxpayer funds and are concerned about the cost of implementation and maintenance.

Related sample comments:

- "Seems like poor value added for the amount of resources invested to build and then maintain. The current character is just fine"
- "Leave it be and stop wasting tax payers money.."
- "Nope. KVR is FINE. Leave it alone! Zero trust in you guys. Seeing what you've done to the streets, pure excess and over-engineering. Worse, we're in a recession. These frivolous extravagances signal that no one in government is 'adult' enough to say 'no'!"

Key Takeaways

- Respondents are happy with The Vineyards trail section in its current state and feel that major improvements are unnecessary.
- Some support additional signage to improve safety, wayfinding, and historical storytelling.
- There are concerns regarding the overall costs of the improvements and the long-term maintenance implications.

Question 3: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total responses: 80, Skipped: 74

What We Heard

1. Preserve Natural Character

- Many respondents like the current state of the trail and believe that major improvements are unnecessary.
- Concerns were raised about maintenance requirements, vandalism, and the impact on the trail's natural setting.

- Some highlighted the importance of not overdeveloping the area and ensuring improvements complement the natural character of the area.

Related sample comments:

- "Leave a good thing alone. No need to "improve" nature. All this stuff you're adding takes away from the experience. That stuff belongs in an urban park, not in nature."
- "If the budget is limited this section is good. Beyond maintenance, leave it and focus on sections that need work."
- "Too much opportunity for vandalism and ongoing maintenance. Stop increasing our taxes for these unnecessary projects."
- "Please not too many additions... the trail is about exercise and agriculture and natural viewsapes."

2. Support for Amenities to Enhance User Experience

- There is strong support for more shade, particularly in seated areas.
- Respondents support for more picnic areas, seating, washrooms, secure bike parking, drinking water stations, and waste bins.

Related sample comments:

- "Better bike lock up facilities. Also shading plantings near the rest areas would be good."
- "A shade awning and better toilet facility at the Poplar Grove rd parking lot would be nice."
- "Possibly add another toilet facility, sitting picnic table with a covered roof"

3. Support for More Signage

- Respondents support improved wayfinding signage, including route details, distance markers, maps, and directions to key destinations.
- There is strong support for more informational signage regarding trail user safety, specifically for e-bike speeds, right-of-way, and trail etiquette.
- Few expressed support for historical and interpretive signage.

Related sample comments:

- "Way finding signs are an interesting feature that really enhances the entire experience. History and locations help with directions and information."
- "The signage would be helpful. I encourage signage regarding bike safety - helmets, signals, dogs on leash as well as shared trail etiquette. I often see this signage on provincial trails and in the national parks"
- "Better signage at intersections and ROW for trail users; posting code of conduct for safe interactions between pedestrians and cyclists; (ie keeping dogs on leash)"

4. Trail Surface Maintenance

- Ensuring the trail surface is well-maintained is a priority.
- There are concerns regarding poor trail surface conditions, with respondents citing loose gravel, ruts, and dust issues.

- Respondents are divided on trail paving. Some expressed that paving would increase accessibility, while others are opposed to paving this section.

Related sample comments:

- "The surface of the trail is loose and rutted, not nearly as nice as the Lake Country part"
- "The surface between Poplar Grove and Vancouver Place Trailhead is the section where the crusher dust problem is the most acute. Above Poplar Grove the material is a bit different."
- "We love the trail the way it is, the benches existing give beautiful views. Please maintain the gravel."

5. Overall Support for Concept Plan

- There is support for the overall concept plan for The Vineyards and excitement for the proposed improvements.

Related sample comments:

- "There are some nice quality of life improvements. It's already so beautiful there it's hard to make it nicer."
- "These are all needed, wayfinding to the wineries has been requested for a long time. And knowing exactly where to access three blind mice, plus extra viewing areas. I love it all."
- "Looks good."

6. Enhanced Crossings

- Some respondents commented support for prioritizing safe, accessible crossings.
- Comments specifically noted that crosswalk buttons need to be visible and accessible for cyclists and that raised crosswalks should be considered.

Related sample comments:

- "Consider raised cross walks at road crossings instead of just paint."
- "Ensure smooth transition between surface types. Crosswalk across Naramata Rd...button needs to be visible and easier access from bike to get more people to use it"
- "It's important to make "transition zones" safer and more accessible e.g. getting on/off the bike, or crossing road points - narrow, people crowd them, dangerous for mixed use spaces."

Key Takeaways

- Respondents appreciate the natural state of the trail and want it to remain unchanged.
- There are concerns that the improvements will take away from the area's natural character.
- Respondents support amenities to increase user comfort on the trail, such as shaded rest and seating areas, additional picnic areas, washrooms, and drinking water stations.
- There is a desire for more wayfinding, safety, and trail etiquette signage.
- Many respondents emphasized the need to address poor trail surface conditions and ensure better trail maintenance.
- Respondents support measures to improve safety at road crossings and transition areas to better accommodate all trail users.

Question 4: What do you think of the proposed concept plan for The Vista? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Love it: 67 (43.5%)
- It's okay: 58 (37.7%)
- Not for me: 29 (18.8%)

Key Takeaways

- Respondents are generally in favour of the concept plan for The Vista, with 44% indicating that they "love it," and 38% stating that "it's okay."

Question 5: Please tell us why (Single Line Question)

Response Volume: Total responses: 29, Skipped: 125

1. Preserve Natural Character

- There is a strong desire to keep the trail in its current natural state and to avoid overdevelopment
- Many respondents emphasized that the trail's simplicity and natural character are what makes it appealing.
- There are concerns that new structures, signage, gateways, and play features would detract from the area's natural beauty.

Related Sample Comments:

- "Trail should remain natural"
- "... not needed. put resources into trails that NEED it."
- "I think this should be kept as natural as possible. We don't need to destroy the natural landscape that is already in place"

2. Opposition to Major Gateway and Large Structures

- There is opposition to the proposed gateway structures, with respondents citing that is visually intrusive and inconsistent with the character of the trail.
- Respondents generally did not support play areas in this section, suggesting that the focus should remain on nature and outdoor recreation.
- There are concerns that metal structures, signage, and amenities would commercialize the trail experience.

Related sample comments:

- "Major gateway sign is very out of place and does not fit in with the general area"

- “Don’t need a play area let nature be the play area. Too commercialized absolutely do not need that steel structure for the major gateway that’s ridiculous. The wood trail markers r nice.”
- “Big signs and structures take away the natural beauty of the area”
- “Why do we need play elements and a major gateway structures? Those shown here way out of scale for what could be done!”

3. Financial Concerns

- Many respondents viewed the proposed gateway structures and improvements as an unnecessary use of taxpayer money.
- Comments suggested that funding would be better directed toward trail maintenance, safety improvements, or other trail sections with greater needs.
- Some questioned whether the proposed improvements would provide sufficient value relative to their maintenance and construction costs.

Related sample comments:

- “Seems like poor value added for the amount of resources invested to build and then maintain”
- “Absolutely ridiculous use of taxpayer money.”

Key Takeaways

- Respondents emphasized the importance of preserving the trail’s natural character and avoiding overdevelopment.
- There are concerns regarding the major gateway structures and signage, with comments stating that it is “out of place” and does not complement the natural surroundings.
- Some expressed discontent with the cost implications of the proposed improvements, citing the upgrades as a poor use of taxpayer money.

Question 6: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total responses: 85, Skipped: 69

What We Heard

1. Preserve Natural Character and Limit Overdevelopment

- There is strong opposition to major gateway structures, large, signage, public art, and some play features, which many felt would detract from the trail’s natural character.
- Many respondents emphasized that the trail should remain simple and focused on scenic views, with some raising concerns regarding commercializing the trail experience.

Related sample comments:

- “I think this should be kept as natural as possible. We don’t need to destroy the natural landscape that is already in place”

- “Don’t like the commercializations and bringing non natural pieces that’s sad.”
- “This section is already beautiful as it is, I would be worried that adding features would distract from the natural beauty of the area. I would limit improvements to this section and allocate funds to other sections”
- “I don’t think playgrounds should be a part of the KVR. It’s a bike and walking path. And public art should be excluded. Waste of money. The view and the landscape is the art. Nature’s art.”

2. Support for Functional Amenities and User Comfort

- There is support for practical amenities, including bike repair stations, additional seating, drinking water stations, waste bins, washrooms, signage, and shade.
- Respondents generally supported practical wayfinding signage, maps, and educational information related to local history and ecology, and signage for trail etiquette.
- Respondents generally favoured minor improvements that enhance comfort and usability without altering the landscape or obstructing views.

Related sample comments:

- “More water stations/ garbage cans/ bike repair. A public washroom with flush toilets would be nice. Less signage and weird metal arches”
- “Absolutely ridiculously over the top. Don’t try and turn it into Disneyland. People come for the natural beauty, yes, give them the tools so they could enjoy it some seating a bike repair station signage to let them know where they are, this is overkill”
- “This needs way more seating and signage. The views are spectacular and need more seating to take it in. Along with water station. Benches and info booth about Alice would be good as well.”
- “I love the additional seating and maps, but I feel like the “major gateways” are a bit much”

3. Concerns About Cost, Value, and Maintenance

- Many respondents questioned the value of the major gateways and other large enhancements, describing them as unnecessary, excessive, or a poor use of taxpayer funds.
- Some suggested directing resources towards higher priority needs, such as trail maintenance, safety improvements, parking, or other KVR sections.

Related sample comments:

- “My worry is a lot of money spent on something that is naturally beautiful and ruins it. I am a daily rider and runner and the bike path has not benefited anybody. Let’s hope the city doesn’t make the same mistake twice”
- “Again, I’d like to know the cost before judging whether it’s worth it”
- “We’re in a recession. There is no money. The solution is to reduce taxes and spending, not increase both. Get real.”

4. Parking and Access Improvements

- Many respondents identified a lack of parking near trail access points, particularly around Vancouver Place.

- Suggestions included designated parking areas, secure bike parking, and a better connection to Esplanade.

Related sample comments:

- “There is zero parking for this area of the trail. The bare lot across Vancouver Ave has sat empty forever with zero plan to accommodate parking in this area. The only parking to unload bikes or strollers is on Vancouver Pl”
- “It would be nice to see designated parking areas along this route”
- “Parking for people to leave vehicles after transporting their bikes. Secure and monitored.”
- “Hoping for good access from Esplanade to Vancouver Ave KVR trailhead”

5. Trail Safety and Surface Maintenance

- Safety was a recurring concern, particularly regarding conflicts between cyclists and pedestrians.
- Respondents support trail etiquette signage, improved crossings, and measures to reduce conflicts in busy areas.
- Trail surface conditions were identified as a priority for improvement, including loose gravel, dust, and ruts.

Related sample comments:

- “The surface of the current trail is loose gravel with ruts. It’s not as nice as the Kalamalka part.”
- “... Crossings and button locations should be well thought out. Ruts and loose gravel are hazardous. Use proper cycle path gravel. No round pebbles or sand.”
- “This area is often heavily used by cyclists and pedestrians alike. Signage reminding cyclists to warn pedestrians well in advance would be very helpful. I have been surprised many times by a rapidly approaching cyclists only when they are nearly on me.”

6. Mixed Opinions on Play Areas and Accessibility Features

- Most respondents opposed play features, commenting that they were better suited to parks and neighbourhood spaces rather than the trail corridor.
- A small number of respondents supported play elements, picnic spaces, and family-oriented features.
- Accessibility features such as wheelchair accessible picnic tables received both support and questions about their necessity.

Related sample comments:

- “A playground in this location is misplaced. Place playgrounds where the children are and they can access it. Municipalities within BC do just that, i.e., playgrounds are placed on school grounds or next to the school.”
- “I am uncertain about play areas near the bike path as it may create safety concerns.”
- “Yes to play improvements! And im all for inclusivity, but are wheelchair accessible picnic benches required? Dont see many people in wheelchairs on the kvr”

- “Focus on walking centric activities through here. Picnic benches and play areas would be best.”
- “Wheelchair accessible tables and bike repair stations sound amazing!”

Key Takeaways

- The most common theme was to desire to preserve the KVR’s natural beauty and character.
- There is opposition to the major gateway structures and play features, with respondents citing that that they do not suit the corridor.
- Respondents generally supported functional amenities that enhance user experience without altering the landscape, including additional seating, shade, drinking water stations, bike repair stations, washrooms, wayfinding signage, and educational information.
- There were concerns that the major gateways and other large enhancements are excessive and some questioned whether they are a good use of taxpayer funds.
- Several suggested prioritizing improvements such as trail maintenance, safety improvements, parking, and other KVR segments instead.

Question 7: What do you think of the proposed concept plan for The Climb? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 66 (42.9%)
- It’s okay: 59 (38.8%)
- Not for me: 29 (18.8%)

Key Takeaways

- Respondents are supportive of the proposed concept plan for The Climb, with majority indicating that they “love it” or “it’s okay.”

Question 8: Please tell us why (Single Line Question)

Response Volume: Total Responses: 29, Skipped: 125

What We Heard

1. Preserve Natural Character
 - Strong sentiment that this section of the KVR is already successful and does not require significant changes.
 - There was a strong preference for maintaining the trail’s natural, rural character and avoiding features that would make it feel too urban.

- Many respondents described the trail as safe, easy to navigate, quiet, and enjoyable in its current form.

Related sample comments:

- "I think this portion is fine the way it is. These additional changes seem unnecessary"
- "Just more excess. Leave the KVR alone!"
- "This is supposed to be a nature path, it would look like a cluttered big city park. It should be a rural path in nature"

2. Opposition to Play Areas

- Many respondents opposed the proposed play areas, stating that they do not suit the trail corridor and better suited neighbourhoods parks or schools.
- Concerns were raised that play features could negatively impact scenic views, the natural character, wildlife, or nearby residents.

Related sample comments:

- "I think that putting a play ground at the corner of Cambie Place is a huge mistake. This area is used for much of the overflow parking to the kvr. It would be dangerous having a playground in this spot."
- "Why impact the viewsapes with "play improvements"? When we take kids on the trail they're already getting exercise and learning to enjoy nature. "
- "This area is huge for the deer and their young - we need to align more with nature - we do not need play areas"
- "A playground here is inappropriate and misplaced. Place playgrounds where the children are and they can access the playground. Additionally, the homes here pay huge taxes for their property and did not buy into having a playground in their front yards."

3. Concerns about Cost and Value

- Many respondents felt that the proposed improvements would provide limited benefit relative to the cost and maintenance requirements.
- Comments described the enhancements are unnecessary, excessive, or a waste of taxpayer money.

Related sample comments:

- "Seems like poor value added for the amount of resources invested to build and then maintain"
- "WASTE OF TAX PAYER MONEY"

4. Concerns Regarding Road Closures

- There was opposition to additional road closures, with concerns about impacts on neighbourhood access and nearby residents.

Related sample comments:

- “We don't need to be closing even more Roads. I bike through the city most days to and from work, and as an urban commuter the traffic calming and Bike Lanes are getting a bit much.”
- “Prefer no further road closures and feel this stretch of KVR is perfect as is.”

Key Takeaways

- Many respondents are satisfied with the current condition of the trail and do not believe significant improvements are necessary.
- There are concerns regarding putting play features along the trail, with many noting that the KVR is primarily a walking and cycling trail rather than a playground destination.
- Respondents feel that play areas are better suited in other community locations.
- Respondents are concerned about the cost implications of the improvements and questioned if they are a good use of taxpayer funds.
- Some raised concern about road closures.

Question 9: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total Responses: 77, Skipped: 77

What We Heard

1. Opposition to Play Areas and Concern about Placement

- Most respondents felt play areas are not appropriate along a cycling and walking corridor and would be better located in parks or other community spaces.
- Common concerns included safety, limited space, impacts on nearby residents, traffic conflicts, and whether play features would be well used.
- A smaller number of respondents supported play elements, but opinions were mixed.

Related sample comments:

- “Not sure why playground equipment is necessary within the trail network. Water stations (bathrooms?) are better uses for areas along a trail that is used mostly by bikes and hikers.”
- “Most of the upgrades make sense but a Play Park does not. Too small an area. Busy traffic. And it will attract homeless people. If its a must, out the play park in the big open treed area just south of where the KVR crosses Vancouver St.”
- “The play improvement @ Cambie node is poor placement. The area further south within the road closures would provide more room, views and is more easily accessed by both Uplands/Downtown residents. That location would become a city/tourist attraction!”

2. Preserve the Natural Character and Avoid Overdevelopment

- Respondents like the current state of the trail and believe significant changes are unnecessary.
- Many respondents feel this section of the KVR is already great and should remain simple, natural, and focused on the trail experience.

Related sample comments:

- "I like the idea of the water fountain, but aside from that I believe the trail is set up nicely with lots of rest stops. There are many playground throughout the city, please leave this trail as natural as possible."
- "Don't ruin a great area"
- "Its fine the way it is just needs some bathrooms"
- "I appreciate the ideas, but worry that gentrifying this quiet, meandering pathway will lose its charm. No play areas, more seating, low impact signage and trail maintenance is all that's needed."

3. Support for Practical Amenities and Wayfinding

- Many respondents supported more practical improvements such as more water drinking stations, dog drinking fountains, shade, washrooms, and wayfinding.
- Many comments favored low-impact improvements that support trail users without significantly altering the landscape.

Related sample comments:

- "Love the additional play areas, human and dog water station, and again wayfinding. If you are familiar with the KVR it's great but if not you could easily get lost"
- "Wayfinding is helpful and water stations are a good idea. Will there be public washrooms anywhere?"
- "Overkill! Again with the custom painted crosswalk playgrounds it's not what the KVR is used for. It's brilliant putting drinking fountains with dog bowls and directional signage but why does it have to be paved? Why does it have to become Disneyland?"
- "Keep it simple. Provide pamphlets at various locations (city hall, recreation centre, Farmer's Market, etc.) and online maps and cultural information."

4. Safety Improvements are a Priority

- There was strong support for safer road crossings, traffic calming measures, and improved navigation where the trail intersects with roads.
- Respondents frequently raised concerns about conflicts between cyclists, pedestrians, and dogs, and supported trail etiquette signage, speed reminders,, and clearer right-of-way information.
- Crowded areas, trail transitions, and neighbourhood connections were identified as locations where safety improvements are needed.

Related sample comments:

- "Road crossing safety and navigation is the parts most in need in this section. An additional water station would be good as well near vancouver place."
- "Safer road crossings would be great! There's definitely a few that could be a lot better. Again, I like the additional maps and seating along the trail"

- “Looks great, again I think safety is important here. Transitions and crowded areas with multiple types of users can lead to conflicts. Please can you also do more about enforcing dog on-leash rules? This leads to SO much risky interactions and conflicts.”
- “Post cyclists speed limits and signage reminding them to ring bells well in advance of approaching pedestrians, especially pedestrians walking leashed dogs. The paved trail renders cyclists almost silent until upon pedestrians.”

5. Concerns About Cost and Maintenance

- Respondents expressed concerns regarding the cost of the proposed improvements, with some describing the proposed elements as unnecessary or a poor use of funds.
- Concerns were raised about vandalism and ongoing maintenance costs.
- Several respondents suggested prioritizing trail maintenance, parking improvements, and regional trail connections over new infrastructure.

Related sample comments:

- “Seems like poor value added for the amount of resources invested to build and then maintain”
- “Fountains, bike repair stations etc around town have all been vandalized. Stop wasting my money.”
- “Once again... perhaps too much being spent on one area. Work with the RDOS , PIB and get working on the KVR going from Wrights Beach to Banbury. ”

6. Concerns About Parking and Road Access

- Respondents identified parking as a significant issue, particularly near Vancouver Place and Cambie Place / Cambie Street.
- There were concerns about the road closures, citing impacts on neighbourhood access and nearby residents.

Related sample comments:

- “It would be really nice to see an assigned parking areas along ESPECIALLY for the entrance on Vancouver Pl. there’s nothing in here regarding that. I’m myself go there and have friends who live on the street and it’s always been a huge issue.”
- “...I would say the most important thing needed for this section of the KVR, particularly where it connects to the next section at Vancouver Place is parking. Major issue.”
- “Careful closing off more roads, it's already difficult to get into these neighborhoods...”

Key Takeaways

- Respondents generally support practical improvements but oppose significant, costly upgrades.
- Maintaining the KVR's natural character is a priority, and there are concerns that excessive infrastructure could detract from its charm and natural appeal.
- Respondents emphasized the need for safer crossings, improved wayfinding, clearer trail etiquette signage related to cyclist speeds, and dog control.

- Cost, maintenance, and long-term value remain concerns, citing concerns about maintenance and whether funding would be better directed towards other priority improvements.
- Parking and neighbourhood access are key issues, with respondents expressing concern about potential road closures and a lack of parking at trailheads.

Question 10: What do you think of the proposed concept plan for The Playground? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 72 (46.8%)
- It's okay: 61 (39.6%)
- Not for me: 21 (13.6%)

Key Takeaways

- Nearly half of respondents strongly support the proposed concept plan for The Playground, and approximately 40% indicated that "it's okay."

Question 11: Please tell us why. (Single Line Question)

Response Volume: Total Responses: 21, Skipped: 133

What We Heard

1. Concerns About Costs and Area of Investment

- Respondents emphasized that this section of the KVR is the least utilized and doesn't warrant costly upgrades.
- Some described the improvements as "unnecessary," "excessive," and "poor value."
- There were suggestions to invest in higher priority areas, such as improvements to regional connectivity, other sections of the KVR, and play structures in neighbourhoods and schools.

Related sample comments:

- "Way too excessive and costly. Wrights Beach to Banbury is also part of the KVR. NOTHING has ever been done with excuse it's PIB land. Work together and do something/anything on this stretch. No more excuses please."
- "same not needed. Put resources into trails that NEED work"
- "This is the least utilized segment of the KVR trail but it will cost the most to make the proposed changes"
- "The extra costs seem unnecessary. Clear trail connections and associated signage and safer intersection crossing is in my opinion, far more important"
- "Not a heavily used path. Would love to see the money on play equipment be put towards enhancing the play structures at skaha and kvr elementary."

2. Opposition to the Pump Track

- Some questioned that value of the pump track, stating that a larger bike park area would be better suited.

Related sample comments:

- "Who does the pump track serve? Who's going to picnic at the back of buildings? Who does this space serve? Not a good use of taxpayer money."
- "I don't see the value in a very small pump track. What I would see value in is a larger bike park area in a place like Campbell Mountain. A very good example of an urban bike park is in Quesnel, where the recent School Mtb Provincials were held."

Key Takeaways

- Respondents emphasized that improvements should be prioritized in other more utilized sections of the KVR, as The Playground section is not heavily used.
- Some questioned that value of the pump track, stating that a larger bike park area would be better suited.

Question 12: Do you have any comments regarding the proposed plan for this zone?

Response Volume: Total Responses: 81, Skipped: 73

What We Heard

1. Support for Separated Pathways and Safer Crossings

- Respondents strongly supported separated cycling and pedestrian pathways.
- Several comments stated that improved crossing safety was a priority, particularly the Main Street intersection crossing where there is a need for improved directional signage and markings.
- There was a desire for clearer crossings, better signage, and safer route transitions in this area.

Related sample comments:

- "Appreciate the work to separate users; the intersection at Main is the most problematic intersection on the entire route. If you can only do one thing, this is it."
- "I love the separated user pathways idea. Would make it a lot safer and relaxed using the trail. And I love the additional greenery"
- "Crossing Main St is a challenge - signage showing the location of where the Trail entrances are on the east side of Main and the north side of Preston. Not always obvious when you are new to the trail."
- "The KVR crossing at Main/Nelson/Preston is awkward and not clearly marked as to where the trail is. This area needs improvement."

2. Mixed Opinions on Play Areas and Pump Track

- Feedback was divided on the proposed play areas and pump track.

- Many are supportive of the proposed play features, while others feel that they do not suit the KVR.
- Some commented that it would be more appropriate to invest in upgrading existing public school playgrounds.

Related sample comments:

- "Unclear how close playground would be to the trail but if too close unsafe interactions may occur. Specific kid areas need to be away from the trail where bikers are speeding through?"
- "No need to provide play areas as elementary school nearby has playground. Biking is the activity. No need for play zones, duplicate poor use of funds."
- "This is the only place a playground should be, you've got some good designs here"
- "Doubt we need another pump track in town. Pick something else"

3. Support for Enhanced Connectivity and Access

- Respondents would like to see connectivity to other trails, between neighbourhoods, and to the city centre improved.
- Parking and unloading areas near trail access points were also identified as needs.

Related sample comments:

- "I would love to see safer and more logical connections through the traffic areas. The play area will utilize a neglected piece of land and will hopefully entice more kids to enjoy playing on their bikes. Maybe more will ride to school!"
- "1 missing link would be to connect the Manitoba MUP to the KVR. Love the idea of pump track & another park, with lots of green infrastructure. The main issue with this area is the Main street crossing. it's currently confusing and the narrow SW is unsafe."
- "nearby parking, unloading of bicycles for those who wish to embark on the KVR from city center, making the city center accessible for services of food etc"
- "Safe bike lock up would be good. Like connections to library and school."

Key Takeaways

- There was strong support for separating cyclists and pedestrians and improving crossing safety.
- Respondents have varied opinions on the play features and pump track, with some expressing excitement and stating that this section of the KVR is appropriate for these features. Others questioned the need for play infrastructure, expressing concerns about cost, noise, and safety.
- Respondents highlighted the need for stronger connections between the KVR, schools, the library, downtown destinations, and other trails.
- There was support for improved parking and trail access points.

Question 13: What do you think of the proposed concept plans for The Station? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 68 (44.2%)
- It's okay: 62 (40.3%)
- Not for me: 24 (15.6%)

Key Takeaways

- Respondents are generally supportive of the proposed concept plans for The Station, with approximately 85% indicating "love it" or "it's okay."

Question 14: Please tell us why. (Single Line Question)

Response Volume: Total Responses: 24, Skipped: 130

What We Heard

1. Desire to Leave the Area Unchanged

- Many respondents felt that this section of the KVR does not require significant investment or upgrades and should remain largely as it is.
- Comments frequently described the proposed improvements as unnecessary or a poor use of resources.
- Several respondents suggested prioritizing other trail segments that require great attention.

Related sample comments:

- "Not a very desired or utilized section, so definitely don't see the need for any significant investment nor any further crosswalks modifications when it's not used."
- "Unless it's a bike safety area of concern seems like a waste of money."
- "Nope. Just more over-engineering and excess. Stop it."
- "Put resources into trails that need work done"

2. Concerns About Road Narrowing, Bike Lanes and Traffic Impacts

- Many respondents opposed additional bike lanes and roadway narrowing, expressing concerns about increasing traffic congestion and reducing vehicle access.

Related sample comments:

- "The bike lane throughout the city is not used. It creates traffic issues - I'm not sure these new concepts which will be expensive will be utilized or are worth the cost"
- "Looks like more reduced roadways and traffic jamming. Leave the trail as is."
- "Need wider streets, not narrower"

Key Takeaways

- Respondents questioned whether significant improvements to this area are needed and suggested that spending should be prioritized in other areas.
- There were concerns about impacts to traffic flow and vehicle congestion, with some commenting opposition to additional bike lanes and road narrowing.

Question 15: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total Responses: 61, Skipped: 93

What We Heard

1. Support for Improved Wayfinding and Connectivity

- Respondents expressed strong support for improved wayfinding in the area, describing this section of the KVR as challenging to navigate and not well known to residents.
- There was strong support for making the trail more visible, intuitive, and better connected to surrounding destinations.

Related sample comments:

- "I know you are trying. This section sorta gets lost as it wingle wangles (sorta like Dipsy Doodles! LOL) through squeezed paths and back alleys. Anything you do to mark it and make it more visible is good. "
- "The current KVR crossing at Calgary is confusing and poorly marked, then once you are by Cossar/Duncan the KVR seems to disappear completely. This area needs better signage"
- "This is an excellent upgrade to the KVR, especially the creation of shared pathways, better wayfinding, and connections to other trails (like the lake to lake). The KVR trail gets hard to navigate in this section, so wayfinding is a must"
- "Tried to follow the existing trail its not easy because it crosses streets and parking lots"

2. Support for Cultural and Historical Storytelling

- There was support for incorporating cultural storytelling, Indigenous history, public art, and historical interpretation throughout the corridor.
- Several comments noted that cultural and storytelling elements are most appropriate in this section of the KVR.

Related sample comments:

- "Cultural story telling looks great! We definitely need more. I also love the historic pieces. I typically love shared street ways but would like to know more and specific location"
- "We should acknowledge that the railroad played a role in residential schools. This was a place where families were separated rather than connected. Still overall I likeere separated rather than connected. Still overall I like the proposals."

- “Looks nice. Love to see the cultural storytelling feature and should be as much of this as possible in all areas.”

3. Concerns About Cost and Overdesign

- Some questioned the need for major gateway structures and large investments in this area.
- Comments described the proposed improvements as excessive or not a good use of taxpayer funds.
- Several respondents preferred simpler, more targeted improvements such better signage or amenities like shaded seating areas and bike lockers.

Related sample comments:

- “This seems like a lot of investment and not sure it’s needed.”
- “Too much going on and huge cost.”
- “Again, major gateways seem excessive and wasteful of funds.”
- “Garbage receptacles very necessary but need to be regularly maintained to avoid wildlife attraction. Major and minor gateways a waste of tax payer money.”

4. Shared Street Safety and Traffic Concerns

- Concerns were raised regarding the proposed shared street concept, with some questioning the safety of cyclists next to vehicle traffic.
- Safer crossings and improved pedestrian and cyclist infrastructure were identified by respondents.
- Some respondents expressed concerns about road narrowing, traffic congestion, parking loss, and impacts on local residents and drivers.

Related sample comments:

- “Looks like more reduced roadways and traffic jamming. Leave the trail as is.”
- “This section really needs the upgrades and signage improvements and connectivity; however, shared streets aren't great. Too many bad drivers in Penticton!! Try and find a way to just widen the sidewalk ?”
- “The priority should be not to worsen the traffic situation for those who live on and use Hastings Ave ”

Key Takeaways

- There was strong support for improving wayfinding and connectivity, with many stating that this section of the KVR is difficult to follow and poorly connected.
- Many respondents viewed this section as an appropriate location for Indigenous cultural storytelling, railway history, and public art.
- Respondents supported safer crossings, better cyclist and pedestrian infrastructure, and improved traffic controls.
- Many respondents questioned the scale and cost of the proposed improvements, particularly major gateways.

- There was a preference for focusing investment on practical improvements such as wayfinding, connectivity, seating, bike parking, and safety upgrades.
- While some respondents supported more pedestrian and cycling oriented streets, others expressed concerns about road narrowing, increased traffic congestion, parking impacts, and cyclist safety when sharing space with vehicles.

Question 16: What do you think of the proposed concept plan for The Channel Link? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Love it: 68 (44.2%)
- It's okay: 64 (41.6%)
- Not for me: 22 (14.3%)

Key Takeaways

- Respondents are generally supportive of the proposed concept plan for The Channel Link, with only ~14% indicating that it is "not for me."

Question 17: Please tell us why. (Single Line Question)

Response Volume: Total Responses: 22, Skipped: 0

What We Heard

1. Opposition to Over Development
 - Many respondents feel that this section does not require significant investment and should remain in its current state.
 - There was opposition to major gateway structures, extensive signage, and other built elements that were described as unnecessary.

Response sample comments:

- "This seems like a waste of tax payers money"
- "Don't like design of major gateway. And feel story telling investment is a bit much"
- "Too much metal / too many structures"

2. Preference for Other Investments

- Comments emphasized that improving trail connections and key crossings is more importance than investing in beautification elements.

Response sample comments:

- "Pretty much useless unless it connects to the Skaha Lake section of the KVR trail."

- “Restoring the overpass is waaaayyy more valuable than adding some cheezyy signage and furniture.”
- “Yes have a channel link that will take cyclists off the Okanagan Lake walkway. But please not so much visual clutter on the proposed link”

Key Takeaways

- Many respondents feel that this section does not require significant investment and should remain in its current state.
- Comments emphasized that improving trail connections and key crossings is more importance than investing in beautification elements.

Question 18: Do you have any comments regarding the proposed plan for this zone? (Single Line Question)

Response Volume: Total Responses: 71, Skipped: 83

What We Heard

1. Support for Channel Connection and Bridge Crossing

- Providing a direct connection to the Channel Pathway was frequently identified as a top priority, with many expressing desire for a bridge over the channel.

Response sample comments:

- “It’s unclear whether a crossing over both the Highway and Channel is being proposed. A full crossing would certainly make sense here, and should be the number one priority of this project.”
- “It would be great to have a pedestrian crossing over the channel”
- “Drinking fountain is a great idea, and connection to OC is a must. Crazy idea: do BOTH Channel connections. This is the most important part of the whole project. Rebuilding the old bridge would be the best thing Penticton could do for active transport.”

2. Opposition to the Gateway Design

- Many respondents do not support the major gateway, describing it as unnecessary, visually intrusive, or a poor use of tax money.
- Respondents generally preferred simpler designs, more natural elements, and practical improvements over large built features.
- Several comments suggested that investment would be better spent on connectivity, trail maintenance, or safety improvements.

Response sample comments:

- “Major gateways seem excessive and wasteful of funds. Is there a channel crossing planned as well?”

- “there should be less metal structures and more natural elements / curious how you are handling deer habitat”
- “Again, I don't think the gateways are necessary. Seems like money that could be spent elsewhere. The signage is great but I think the purely decorative parts are unnecessary.”
- “A major gateway arch design is crass, more thoughtful design required. Reinstating a bridge across the channel would be great.”

3. Support for Improved Safety, Connectivity and Wayfinding

- There was support for safer cycling and walking infrastructure, including separated bike and pedestrian pathways, clearer routes, and better connections between other trail networks, communities, and destinations.

Response sample comments:

- “Current path is very confusing for bicycles and for cars separate them completely by landscaping so the signage can be simplified. Most opposition to bike lanes is because of complicated signage for vehicle traffic. Keep the bikes off the roadway.”
- “Linking this part of town with the Channel is good. Maps showing quiet street routes into downtown would be helpful as well”
- “Looks a bit complicated to navigate so make sure to focus on good signage through this section. Having a dedicated link to the channel is greatly needed. A water fountain with dog bowl near here would be great for channel walkers as well.”
- “I mean, it's not actually a channel.connection. the hiway is very unsafe to ride as is the desire python the east side of the channel. city should advocate for funding for pib to econ benefit/fix and upkeep kvr now closed between kaleden and summerland”

4. Support for Trail Maintenance

- Several comments noted concerns regarding the degrading trail surface and expressed a desire for it to be repaved and properly maintained.

Response sample comments:

- “The channel really needs a designated bike path that is hard packed or paved. Currently it is in poor condition and not easily rideable.”
- “The river channel trail needs to be repaved. It is getting dangerous with all the roots and broken areas. ”
- “Hopefully the trail will be upgraded, fixed and maintained”

5. Support for Cultural Storytelling and Indigenous Partnerships

- Some expressed support for incorporating Indigenous cultural information, PIB history, local heritage, and cultural storytelling opportunities along this section of the corridor.
- Several comments emphasized the importance of partnering with PIB and creating stronger cultural and physical connections to surrounding Indigenous lands and trail systems

Response sample comments:

- "I would hope that there's some good historical installations that should PIB history in the area."
- "I do like the indigenous and cultural heritage additions"
- "Great idea to reconnect trail to channel parkway trail and towards PIB, West Bench and Summerland sections. Consider helping with a cultural based museum and campground with PIB."

Key Takeaways

- Respondents strongly supported establishing a direct link to the Channel Pathway, with many advocating for a bridge across the channel and viewing this as the most important improvement for this area.
- Respondents supported improved wayfinding, separated cycling and pedestrian routes, and better connectivity.
- Many noted that current routes are confusing or unsafe, particularly around Highway 97 and adjacent roadways.
- Many respondents viewed the gateway structure as unnecessary, visually intrusive, and a poor use of taxpayer funds.
- Respondents emphasized the need for ongoing trail improvements and maintenance.
- Several respondents supported incorporating Indigenous cultural information, PIB history, local heritage, and interpretive features into this section of the corridor.

Question 19: Earlier feedback identified safety, connectivity, and accessibility as top priorities. Do you agree? (Radio Button Question)

Response Volume: Total Responses: 154, Skipped: 0

What We Heard

- Yes: 131 (85.1%)
- No: 23 (14.9%)

Key Takeaways

- Respondents are overall supportive of the top priorities for the KVR being safety, connectivity, and accessibility.

Question 20: What different objectives would you prioritize? (Single Line Question)

Response Volume: Total Responses: 23, Skipped: 131

What We Heard

1. Preserve Natural Character

- There is strong support for protecting the KVR's natural character. Many prefer minimal intervention, limited infrastructure, and improvements that complement the existing landscape rather than alter it. Respondents would like to see the trail remain focused on nature and regional connectivity.

Related sample comments:

- "Protect it, keep it natural."
- "Working to keep the KVR in its natural state."
- "The natural beauty and views of some areas will simply require less investment into items such as culture posts and play structures etc. instead the KVR plan should focus on complementing these areas with simply upgrades (wayfinding / crosswalks etc)"

2. Improve Connectivity

- Respondents emphasized the importance of improving connections beyond Penticton, including partnerships with Penticton Indian Band and neighbouring communities to create continuous trail connections to Summerland, Skaha Lake, and the Myra Canyon section of the KVR.

Related sample comments:

- "Connectivity (particularly to the Skaha Lake section of the KVR), accessibility (but not required for the entire length). Don't turn it into a children's or pet's playground. There are lots of facilities for that already."
- "YES! negotiate with Penticton Indian band and do trail improvements from Penticton to Summerland. It would be a highly used trail if it were not in the terrible condition it is right now. We have improved trail Kaleden to Ok falls, lets again, negotiate w"
- "To make the KVR a true inter regional trail by partnerships with adjoining communities and native bands by making a real trail to connect to the Myra Canyon section, then cre"

3. Cost Concerns

- Many questioned the need for significant investment, describing some proposed investments as unnecessary or a poor use of taxpayer funds. Comments note that the funding should be focused on essential upgrades and maintenance rather than new features.

Related sample comments:

- "Parking lots for tax payers to go to the jobs that are paying for these ridiculous bike lanes upgrades"
- "NONE, ITS PERFECTLY FINE AS IT IS. STOP WASTING OUR TAX MONEY"

4. Better Trail Maintenance

- Respondents would like to see priority given to trail maintenance, including surface repairs, trail upgrades, accessibility improvements, and ongoing upkeep of existing infrastructure.

Related sample comments:

- “None. Basic maintenance is enough. The KVR is hyper accessible. It takes minutes at most to access from anywhere. Get real!”
- “Improve the surface on the trail and make it more natural. No signs all over. Gateways????? Who is getting rich on those?”

5. Parking and Trail Access

- Some identified a need for additional trailhead parking and improved access, particularly in busy areas such as Vancouver Place.

Related sample comments:

- “Trailhead Parking! If the goal is to have more people using the path where will they park? Currently it’s on a residential street which is completely full on a weekend. There needs to be forward planning BEFORE it gets busier - this is not accessibility”
- “Parking on Cambie where there is more space! Vancouver Place is not wide enough and visibility is poor. When cars are parked on both sides it becomes single lane and with cyclists in the mix not following road rules someone is going to get hurt.”

Key Takeaways

- Respondents who suggested different priorities generally favour limited improvements that preserve the KVR’s natural character.
- Connectivity is reinforced as an important priority to link the KVR to regional trail systems and connect to Summerland, Skaha Lake, Myra Canyon, and other neighbouring communities.
- Some respondents are concerned about the cost and necessity of some proposed investments, and believe that funding does not need to be allocated to this project.
- Some respondents feel the maintenance of existing trails should be prioritized over new improvements, such as surface repairs and upkeep of existing infrastructure.
- Parking and trail access is challenging in busy locations, especially around Vancouver Place.

Question 21: Do you have any additional feedback about the KVR Trail Strategy you’d like the project team to consider?

Response Volume: Total Responses: 98, Skipped: 56

What We Heard

1. Improve Connectivity

- Connectivity is a top priority for many, particularly connections to the Channel Parkway, Skaha, Summerland, Naramata, and other regional trail networks. Many support partnerships with Penticton Indian Band and neighbouring communities to improve these connections.

Related sample comments:

- "Improving the integration of the KVR into existing bike lanes in Penticton is vital since there are relatively few spurs off of the lake to lake route and this would serve to better connect the channel and lake to lake routes."
- "The trail needs to be part of a greater trail system taking you out of the city. This committee needs to spearhead the trail repair and maintenance from Midway to Hope starting with leaving the city limits."
- "Connectivity is a major factor. Connecting the KVR to the channel pathway would massively improve the overall experience on the trails around Penticton. The more bike and pedestrian friendly routes around Penticton, the better"
- "I envision the KVR, like the bike lane and the MUP connectors, as being the arteries of a network where businesses and residences desire to be built along these routes and become part of the path attractions themselves."

2. Preserve Natural Character

- There is strong support for maintaining the KVR's natural character. Many respondents prefer minimal development and fewer built features. Some feel that the plan includes too many signs, gateways, play features, or other constructed elements.

Related sample comments:

- "I run on the KVR almost daily. I love how natural it is. I don't want to see it paved or separated into a 2 way path. I find this work unnecessary."
- "focus less on manmade structures and align with nature-more trees, gardens- work with nature - safer crossing/ zones for deer and people"
- "The KVR is a beautiful trail where we can all share with nature- and aside from some of the suggested improvements, many will take that natural beauty away and turn it more into an amusement/ tourist area"

3. Prioritize Safety

- Safety is a priority, including safer highway and intersection crossings, speed management for e-bikes, off-leash dog enforcement, and emergency call stations.

Related sample comments:

- "Safety is my greatest concern; especially the speed of e-bikes, with risk of serious injuries to both cyclists and pedestrians ."
- "PLEASE do something about off-leash dogs, like an unannounced round of ticketing; it is so unsafe with multi-users on the trail and especially with the idea of more playgrounds for kids. Keep safety a top priority for solo trail users, women etc."
- "Unfortunately, the KVR trail is more dangerous, primarily because of e-bikes/vehicles. Perhaps some safety reminders and monitoring as the speed is often excessive with new/unskilled cyclists. The trails are also getting busier."
- "Traffic calming measures at Vancouver place entrance. Cars come down that blind corner going way faster than 50. Pulling in and out of this street is dangerous and the crosswalk is not adequate in getting people to slow down. "

- “Signage for bike riders to respect the rules of road on the trails and a requirement for all bike to have bells to warn walkers that they are coming up behind them, sometimes very fast.”

4. Better Trail Maintenance

- Respondents believe that trail maintenance, such as surface improvements, winter maintenance, and weed management, should be prioritized before investing in new infrastructure or design features.

Related sample comments:

- “You need to maintain what you already have in the vineyards rural setting. Weeds are a problem for the farmers, KVR parking lot is an eyesore, poorly maintained, lack of trees and shade, weed and pocket gophers infested. Deal with this first!”
- “Aspects of illustrations in the current concepts look like they're "trying too hard" and many of them will require regular maintenance. Too many "human touches" on what should be seen as our natural and agricultural viewsapes.”
- “City needs plan to monitor and enforce these investments - broken water stations / broken benches. / loitering / sleeping on benches - has this been factored into overall costs?”

5. Concerns About Costs

- There are concerns regarding the costs of the proposed upgrades, with many deeming the improvements as non-essential. Many prefer that the funds be allocated towards maintenance, safety, and connectivity improvements.

Related sample comments:

- “I don’t think this level of investment is needed. I suggest significant feedback be gathered before making this investment. Residents should have a stronger voice over those who visit solely. None of this is needed. We can't afford it and I'm tired of funding these expensive vanity projects. Stick to basic infrastructure and maintenance, not turning the city and nature into a theme park and over-engineered mess!”
- “The money should be spent proportionately along the KVR with the most used sections using the most funds”
- “None of this is needed. We can't afford it and I'm tired of funding these expensive vanity projects. Stick to basic infrastructure and maintenance, not turning the city and nature into a theme park and over-engineered mess!”

6. Better Wayfinding

- Many support wayfinding improvements such as better signage and clearer route information.

Related sample comments:

- “Better wayfinding as I am always asked "how long a bike ride from here to Adra, or Chute Lake...”
- “Wayfinding is very important, I think there needs to be caution when adding green space about taking away too much road space. There is already way too much narrowing in the city”

- “As a resident and a cyclist, my top priorities are increasing safety at intersections, improving wayfinding signage, and establishing connections to BOTH the Penticton and SIB channel pathways. These improvements would encourage bike commuting too!”

7. Public, Resident, and Trail User Engagement

- Some would like to see additional engagement as plans advance. There is an emphasis on ensuring trail-users are properly consulted and the impact on nearby residents is considered.

Related sample comments:

- “Once the city has a more specific plan, I hope there will be additional surveys and public meetings especially with local residence.”
- “Please ask an avid trail user with recommendations regarding surface, crossings, crossing buttons, sloped access through curbs at sidewalks. Somehow, these occasionally are neglected.”
- “Overall the provided information lacks any real details. This appears to be another staged public engagement with city staff ultimately doing what they want. Exactly what's happened with the ongoing Bike Lane expansions and never ending traffic calming.”

8. Limited Parking

- Limited parking at trailheads, particularly around Vancouver Place, is a concern for nearby residents and trail users wanting to access the trails.

Related sample comments:

- “Parking at the Vancouver Hill KVR entrance remains an issue with very limited parking availability.”
- “I think the most impactful change would be parking and access around the Vancouver Ave and Vancouver Place connection point. It is a major safety issue.”
- “In the interest of more car free roads in penticton Vancouver place could be utilized as a true corridor and not a traffic nightmare. Parking could be designated to a parking lot on Cambie where fields are available. “

9. Desire for Amenities and User Comfort

- Respondents support more drinking water stations, washrooms, seating, shade trees, bike lockers, and rest areas.

Related sample comments:

- “Water, time signposts, and emergency call buttons would be appreciated. For health risks on the trail, but also creepy men or people”
- “The trail is well used and liked already. Improvements should include; water stations, bathroom facilities (out houses?), way finding and seating. Large structures unnecessary.”

- “A bit random but check out the Han River walking and biking paths in Seoul. Very heavily used, lots of amenities, playgrounds, beautiful landscaping, would be great to have something similar (of course in a smaller scale) here”

10. Support for Cultural Storytelling

- There is support for incorporating local history, railway heritage, and cultural storytelling into the trail experience.

Related sample comments:

- “I don't think you can have too many explanatory signboards around, to explain the history of the KVR, and its link to the ships that used to serve the lake. For example, one to explain the remaining stumps of the CPR wharf would be good.”
- “It's the KVR.... So please make sure the 'railway' aspect is always at the forefront of design elements “
- “Looks great, thank you :) I love that there are areas for children to play. Just want to encourage the KVR connection to the S.S. Naramata (another City asset) as its not always super intuitive for visitors, the connection between the railway and the tug.”

Key Takeaways

- Connectivity and linkage to regional trail systems is reiterated as a top priority for respondents, aligned with responses to previous questions.
- Safety is a major concern for many respondents, especially related to challenges between different trail users such as e-bikes, dogs and pedestrians.
- Ongoing communication and engagement is desired as plans for the KVR advance, especially with different user groups and nearby residents.
- The cost of improvements is a concern for some respondents, including views that funding would be better allocated towards maintaining the existing infrastructure.

Question 22: How often do you use the KVR Trail? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Daily: 33 (21.4%)
- A few times a week: 63 (40.9%)
- Weekly: 38 (24.7%)
- Rarely (a few times a year): 20 (13.0%)
- Never: 0 (0.0%)

Key Takeaways

- Most of the respondents frequently use the KVR Trail, with 63% indicating that they use it “a few times a week”, and 21.4% stating that they utilize the trail “daily”.

Question 23: What is your primary reason for using the trail? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- Recreation (e.g., walking, cycling): 100 (64.9%)
- Dog walking: 15 (9.7%)
- Fitness/exercise: 30 (19.5%)
- Commuting: 7 (4.5%)
- Tourism/leisure: 2 (1.3%)
- I don’t use the trail: 0 (0.0%)

Key Takeaways

- More than half of the respondents actively use the trail for various purposes, with 64.9% indicating that they use it for “recreation” purposes and 30% using it for “fitness/exercise”.

Question 24: What is your connection to Penticton? Select all that apply. (Checkbox Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- I live here: 139 (90.3%)
- I work here: 50 (32.5%)
- I go to school here: 2 (1.3%)
- I visit regularly: 10 (6.5%)
- I own a business here: 11 (7.1%)
- Other (please specify): 7 (4.5%)

Key Takeaways

- Almost all the respondents call Penticton home, with 90.3% indicating that they “live here”.

Question 25: What is your age group? (Radio Button Question)

Response Volume: Total responses: 154, Skipped: 0

What We Heard

- 18-24: 3 (1.9%)
- 25-34: 18 (11.7%)

- 35-44: 28 (18.2%)
- 45-54: 27 (17.5%)
- 55-64: 27 (17.5%)
- 65+: 43 (27.9%)
- Prefer not to say: 8 (5.2%)
- Under 18: 0 (0.0%)

Key Takeaways

- Respondents aged 65 and older represented the largest age group, accounting for 27.9% of survey participants.
- Combined, respondents aged 45–64 accounted for 35% of survey participants, representing a significant share of survey responses.

Question 26: What is your postal code? We are asking this to better understand where you live relative to the trail. (Checkbox Question)

Response Volume: Total responses: 154, Skipped/Declined: 6

What We Heard

Distribution of Respondents:

- Penticton (V2A): 70%
- Nearby Rural/Small Communities (V0H): 27.9%
- N/A: <1%

Neighbourhood Notes:

- V2A Prefix covers most of Penticton. A general breakdown of the postal code distribution shows:
 - V2A 0–3: Downtown core/North Penticton
 - V2A 4–6: Central neighbourhoods
 - V2A 7–9: Uplands, Wiltse, South towards Skaha Lake
- V0H 1–2: Primarily Naramata and Okanagan Falls

Key Takeaways

- Most survey respondents are local to the City of Penticton.

Of those respondents who identified as living in the Penticton Area:

- 20.9% submitted postal codes connected to Downtown/North Penticton
- 22.3% submitted postal codes connected to Central Neighbourhoods
- 27.2% submitted postal codes connected to Uplands, Wiltse and South Penticton

- 27.9% submitted postal codes connected to primarily Naramata and Okanagan Falls
- 2% did not contain the full postal code in their response

Question 27: Do you identify as any of the following?

Response Volume: Total responses: 154, Skipped/Declined: 0

What We Heard

- Indigenous: 2 (1.3%)
- LGBTQS+: 12 (7.8%)
- Person with a disability: 10 (6.5%)
- None of the above: 113 (73.4%)
- Prefer not to say: 20 (13.0%)
- Newcomer to Canada: 0 (0.0%)

Key Takeaways

- A significant portion of the respondents do not identify as Indigenous, LGBTQS+ or as a person with a disability.
- A few respondents indicated that they identify as a person with a disability, highlighting the importance of including accessibility features into the design of the trail.

Appendix B: Pop-up Event Boards

KVR Trail Strategy

PROJECT BACKGROUND

The City of Penticton is developing a Kettle Valley Rail (KVR) Trail Strategy to shape the future of the KVR Trail through Penticton. The Strategy will guide how the trail is improved, celebrated, and better connected to support recreation, transportation, tourism, and community wellbeing.

WHAT WILL THE STRATEGY ACHIEVE?

- Identify key improvements for trail infrastructure and accessibility
- Highlight opportunities for how the trail connects across neighbourhoods, parks, community spaces, nature, and culture
- Explore ideas for wayfinding, amenities, and safety
- Consider opportunities for community events, storytelling, and heritage
- Provide an action plan for future investment and stewardship

WHAT IS THE PROCESS?

Phase 1: Context & Background Review

Phase 2: Assessment & Analysis

Phase 3: Strategic Planning

Phase 4: KVR Trail Strategy Report



- ✓ The City has completed two rounds of engagement to understand the existing conditions and to define a shared vision to guide the KVR Trail's future.
- ✓ Over the past several months, we've reviewed the community input and used it to develop a **draft concept plan**.
- ✓ Now, we're seeking **your feedback to help ensure the plan reflects what matters most to the community**. Your input will be used to refine the plan and inform what should be prioritized moving forward.

DRAFT CONCEPT PLAN

The concept plan focuses on maintaining a connected and consistent feel throughout the KVR Trail, while reflecting the unique character of the different areas it passes through by dividing the corridor into six distinct **Character Zones**.

The concept plan includes:

- Wayfinding enhancements
- Intersection safety improvements
- Upgraded and improved pathways
- Opportunities to introduce new amenities
- Public realm improvements
- Access improvements at gateways and access points

CHARACTER ZONES



1 THE VINEYARDS

The Vineyard is a quiet, rural stretch where the trail weaves through Penticton's vineyard landscapes. Improvements will be small scale improvements, focusing on enhancing safety at rural crossings and providing rest and gathering points at key destinations and enhancing surface quality. Wayfinding signage will help guide users to nearby connections, while preserving the character of the trail.

Concept Plan



LEGEND

- Kettle Valley Rail Trail
- Connections To/From KVR
- Key View Point & Rest Area
- Major Gateway
- Street Crossing Improvement
- Public Realm Improvements
- Green & Nature Improvements
- Historic Site

Existing Character of The Vineyards



Proposed Design Improvements



Trail Cross Section

RURAL PATHWAYS



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!

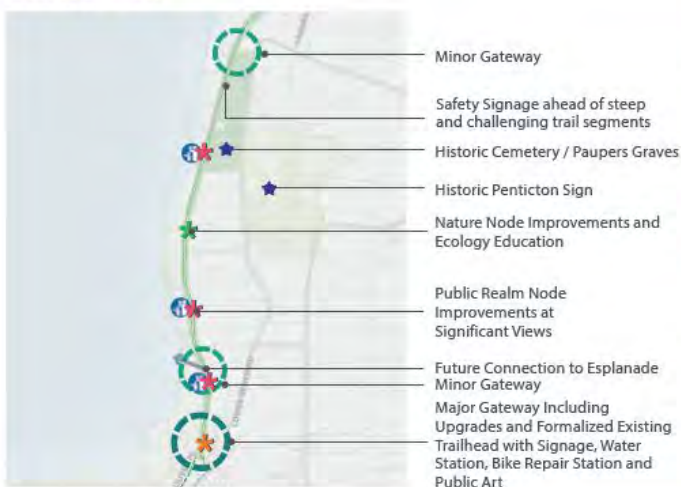


2

THE VISTA

The Vista is defined by sweeping views and scenic moments, this area celebrates the KVR's natural beauty. Enhancements will focus on comfortable seating and trail furnishings at viewpoints, creating places to pause and take in the landscape. Wayfinding signage will help orient users and highlight key connections along the route.

Concept Plan



LEGEND

- Kettle Valley Rail Trail
- - - KVR Trail Pedestrian Route
- - - KVR Trail Cycling Route
- ↔ Connections To/From KVR
- Key View Point & Rest Area
- Major Gateway
- Minor Gateway
- ★ Public Realm Improvements
- ★ Play Improvements
- ★ Historic Site

Trail Cross Section

RURAL PATHWAYS



Existing Character of The Vista



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

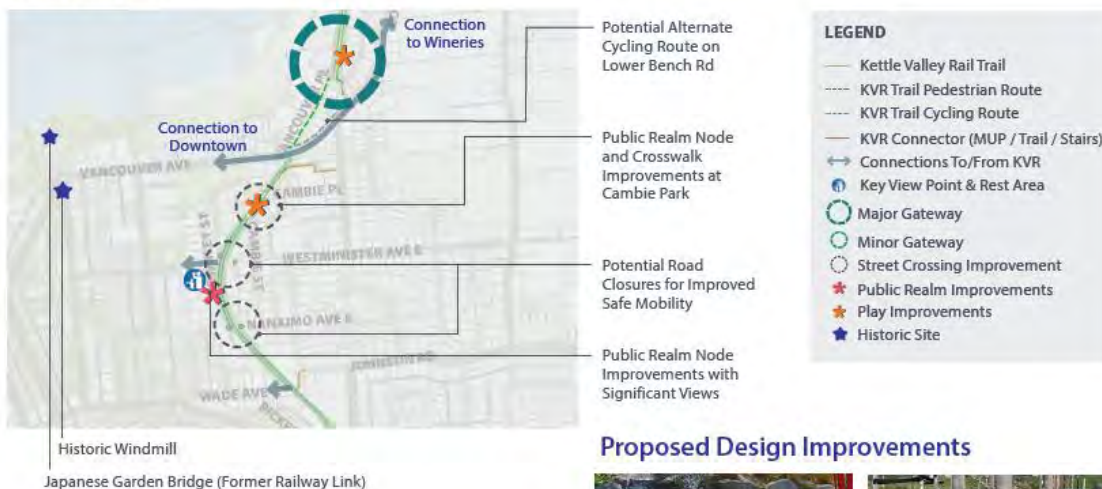
Add sticky notes with comments!



3 THE CLIMB

The Climb is a more active and challenging segment of the trail, where elevation and neighbourhood connections shape the experience. Improvements will include targeted trail upgrades, safer crossings, and clear prioritization of trail users at access points. Additional rest areas along steeper sections and furnishing at viewpoints will support a more comfortable journey, complemented by wayfinding signage.

Concept Plan



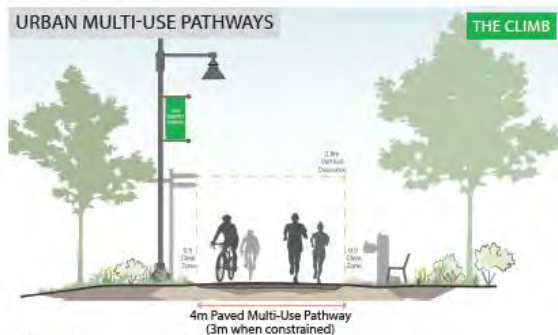
Proposed Design Improvements



Existing Character of The Climb



Trail Cross Section



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

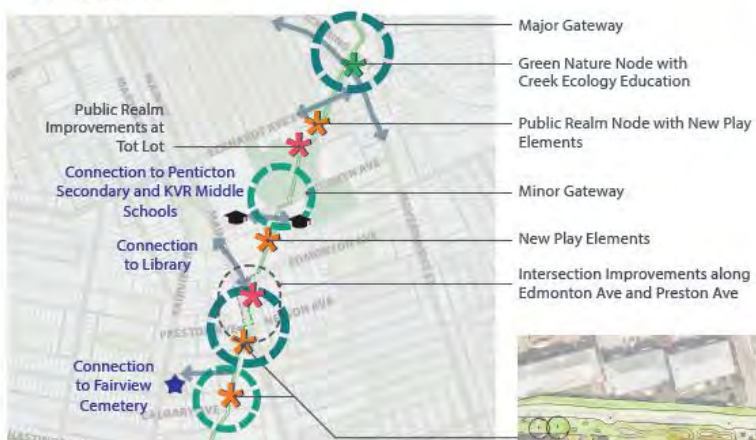
Add sticky notes with comments!



4 THE PLAYGROUND

The Playground will serve as a key KVR Trail destination, supporting recreation, community gathering, and active transportation in a highly visible and accessible location, in the heart of the community. Improvements will create a vibrant trail hub with spaces for play, rest, and social connection for all users. New play features, seating and gathering areas, and wayfinding will reinforce KVR identity and connect visitors to nearby destinations.

Concept Plan



LEGEND

- Kettle Valley Rail Trail
- KVR Trail Pedestrian Route
- KVR Trail Cycling Route
- KVR Connector (MUP / Trail / Stairs)
- ↔ Connections To/From KVR
- Major Gateway
- Minor Gateway
- Street Crossing Improvement
- ★ Public Realm Improvements
- ★ Green & Nature Improvements
- ★ Play Improvements
- ★ Historic Sites
- ★ School



The Preston Park concept improves pedestrian and cyclist movement through separated facilities while introducing new opportunities for play and recreation. Proposed features include a pump track, nature play elements, seating areas, and open spaces for gathering and relaxation.

Trail Cross Sections

URBAN MODE-SEPARATED PATHWAYS



URBAN MODE-SEPARATED PATHWAYS



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

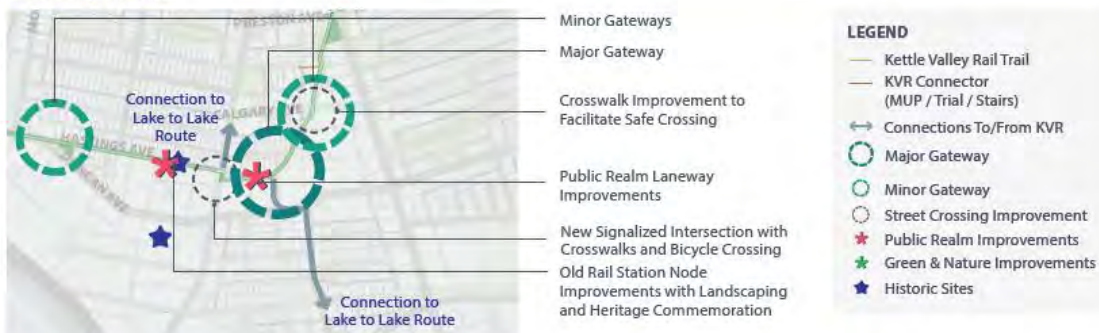
Add sticky notes with comments!



5 THE STATION

Rooted in Penticton's railway history, this area highlights the Old Rail Station as a key landmark. Improvements will focus on celebrating heritage features and enhancing the surrounding public realm with green infrastructure, interpretive signage, and shared street upgrades. Wayfinding signage will create a strong sense of arrival and connect users to routes such as the lake-to-lake bike network.

Concept Plan



Trail Cross Sections



Existing Trail Wayfinding and Connections



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

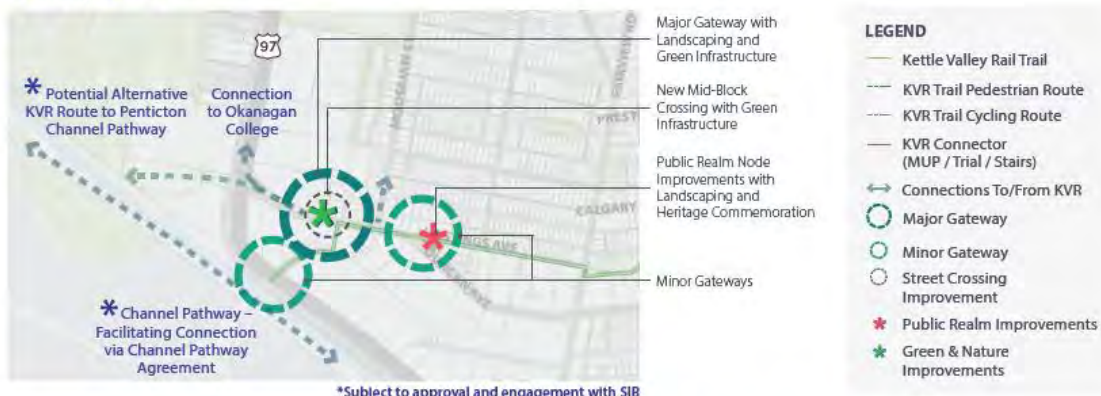
Add sticky notes with comments!



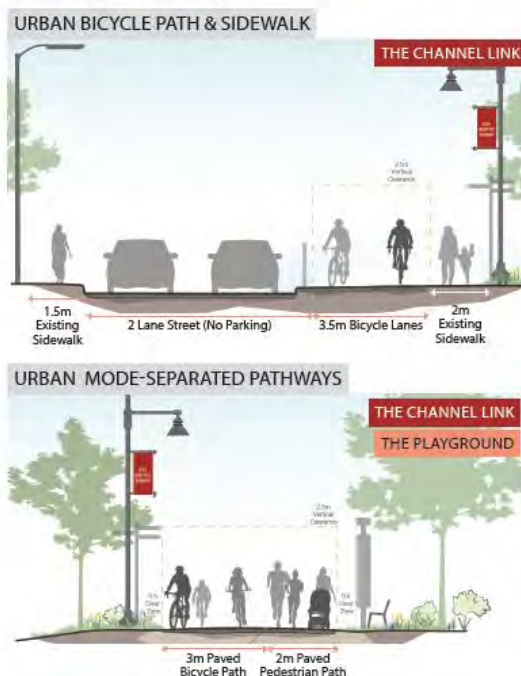
6 THE CHANNEL LINK

The Channel Link area will prioritize safe and accessible connections to the Penticton Channel, lake-to-lake routes, and the city's cycling network. Wayfinding, public realm improvements, and interpretive features will strengthen the KVR's identity while celebrating the area's railway heritage, and educational and cultural connections.

Concept Plan



Trail Cross Sections



Proposed Design Improvements



What do you think?

Add a sticky dot below!

LOVE IT

IT'S GOOD

NOT FOR ME

Add sticky notes with comments!



Appendix C: Pop-up Event Comments

The Vineyards

- lack of parking at the trailhead and places for people to safely unload their bikes. This is only going to get worse as the KVR gets more popular
- Signage and wayfinding is important
- please adhere to environmentally sensitive issues here! Natural undisturbed areas for bees, wildlife balance natural growth here
- would like the vineyards trail to be paved to improve accessibility
- local residents near trailhead have parking concerns (vancouver place trailhead)
- washrooms
- need more trail use safety and etiquette signage as many more e-vehicles are on the trail (example yield to ped)
- love the informative signage
- more frequent waste bins and doggy stations
- viewpoints, seating and educational signage are all great ideas
- need to address parking concerns and the lack of parking at the trailhead
- would like to see the trail paved from top to bottom
- at some viewpoints the landscaping/foliage is overgrown so view is obstructed
- slowdown signs to help enforce consistent speeds - bigger font for accessibility
- like the ecology/nature interpretive signage
- please address the dust problem. Use vegetable oil to keep the dust down.
- signs for trail etiquette ("bells on bikes", "speed limits")
- would like to see gradual steps going up the vineyards. Wasn't this in the plans before?
- no more big houses and retaining walls along the KVR
- speed control
- education
- signage indicating single lane
- bench dedications, picnic tables
- electric bbq, city cleaned
- km markers - 6.5 km
- water station
- kids play area
- app
- indigenous art
- safety for pedestrians
- e-bikes - monitor at peak times
- jut outs
- unfriendly to anyone not on a bike
- different lights at poplar grove
- e-bike monitoring

- groups dashing across
- weed control - puncture vine, poison ivy - blowing into vineyard
- how will city pay for widening
- horse trail, dogs
- need more signage for horses
- signage about pedestrians
- need to maintain the poplar grove parking lot - weeds, more shade, trees
- need to control speed on Naramata Rd at poplar grove parking lot
- love the KVR trail in the vineyards. Please don't change much!
- invasive weeds need to go!
- more parking
- don't commercialize
- gravel trail
- less awkward connection at airport crossing
- don't want to change the vineyard section of the trail
- a playground by the pumptrack for little children would be nice. Simple, fence protected.
- fire risk from people smoking
- garbage is a problem overflow at poplar grove parking lot
- no paving
- please improve weed control along the kvr
- only put rules in place that you can actually enforce (ie bells on bikes and safety)
- signage for horseriders, bikes, e-bikes, walkers, right of way
- plant non-invasive trees for shade near benches and tables
- remove ??? Rack at ??? Rail. Safety, loitering, noise, public intoxication
- dust problem between poplar grove and vancouver place. Material beyond poplar grove does not create dust problems.
- lack of shade at poplar grove
- bylaw availability in this area
- two hills - degraded safety issue - include in the 1-2 year plan
- poplar grove intersection - poor compliance of drivers and AT
- better maintenance - ??? With lower maintenance costs

The Vista

- no access from the penticton marina to the KVR! The cost engineers can not make it to prevent erosion!
- additional washrooms
- kvr should be paved so people can use inline skates, and kids their scooters
- please don't waste money on big gateway structures, put money into maintenance and more trails
- please do not trim or groom the natural flora - the sage, brush, grass is wild and beautiful
- the large gateway structure is a waste - focus on the natural vista as is

- keeping most natural parts instead of pavement
- public outreach for events - bulletin boards - texts with information
- pull-out for conversation areas. Especially with dogs to keep them off trails
- low the bike repair station
- self-guided walking tours
- communicate other parking options
- more breweries
- wayfinding signs in bigger font for those with visual challenges
- any improvements need asset management plan. May pay for new amenity but up keep costs need consideration
- "slowdown" signs in much bigger font and in more places (people go too fast all along kvr)

The Climb

- vancouver trail needs parking for visitors
- park at vancouver place and vancouver ave lower bench rd
- parking at cambie place and cambie st
- why route cyclists away from vancouver place? Seems to work ok as its currently routed
- spend the money to do this well! All of it
- end up doing it
- keeping most natural path instead of pavement
- more wayfinding signage - people tend to get lost
- cute dog bowl
- I love the dog bowl
- less money for "pretty" and more for connecting trails
- yes more water fountains (and year round if possible)
- speed is an issue
- invasive species plan? Russian olive, tree heaven, cheat grass

The Playground

- trail meets main - key area to invest and take La Casa frontage
- keeping most natural path instead of pavement
- it's a good idea. I love it
- "green infrastructure"? Plan gardens - yes!
- grade trails, parks, and parking so that rain drains into planted areas
- consider public private parking designated area
- keep most natural path instead of pavement

The Station

- urban roadside paths please! Get bikes and pedestrians off the street! "shared streets"
- e-bikes on sidewalks and kvr = going to fast
- wayfinding
- accessibility
- keep things a little wild please
- bee gardens
- signage is important
- leave everything as is
- linkage to kvr -> wayfinding (people get lost)
- black stones across trail (asphalt unsafe)

The Channel Link

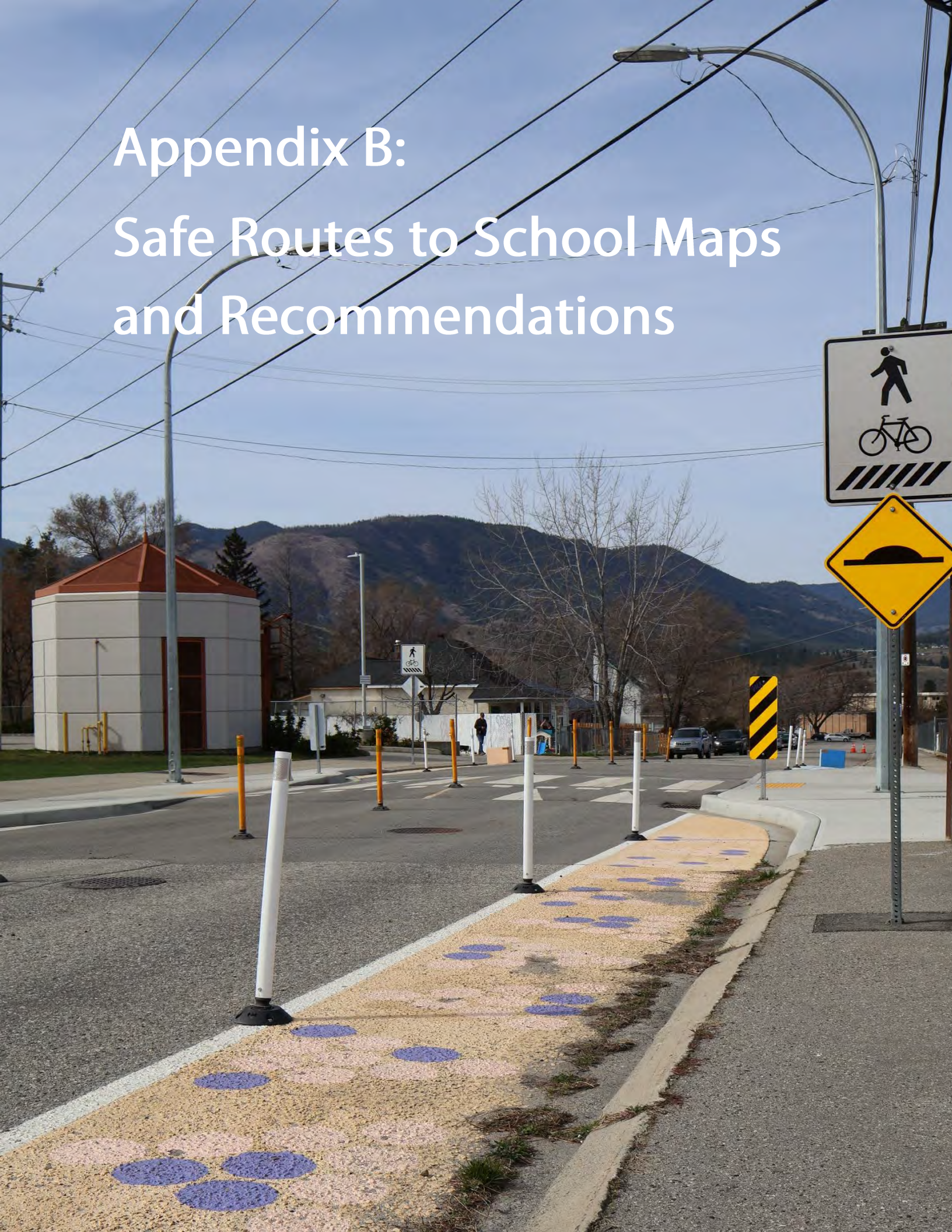
- keeping most natural path instead of pavement
- doesn't look like it connects to channel? Might as well finish it..
- connecting college to enowka centre as bonus. Run trail in front of gardenwicks
- cultural signage - work with PIB
- safety - homelessness under fairview bridge
- improving all of the trail - beyond city limits
- consistent ??? Identifying kvr
- trail going westward degrading

General Comments

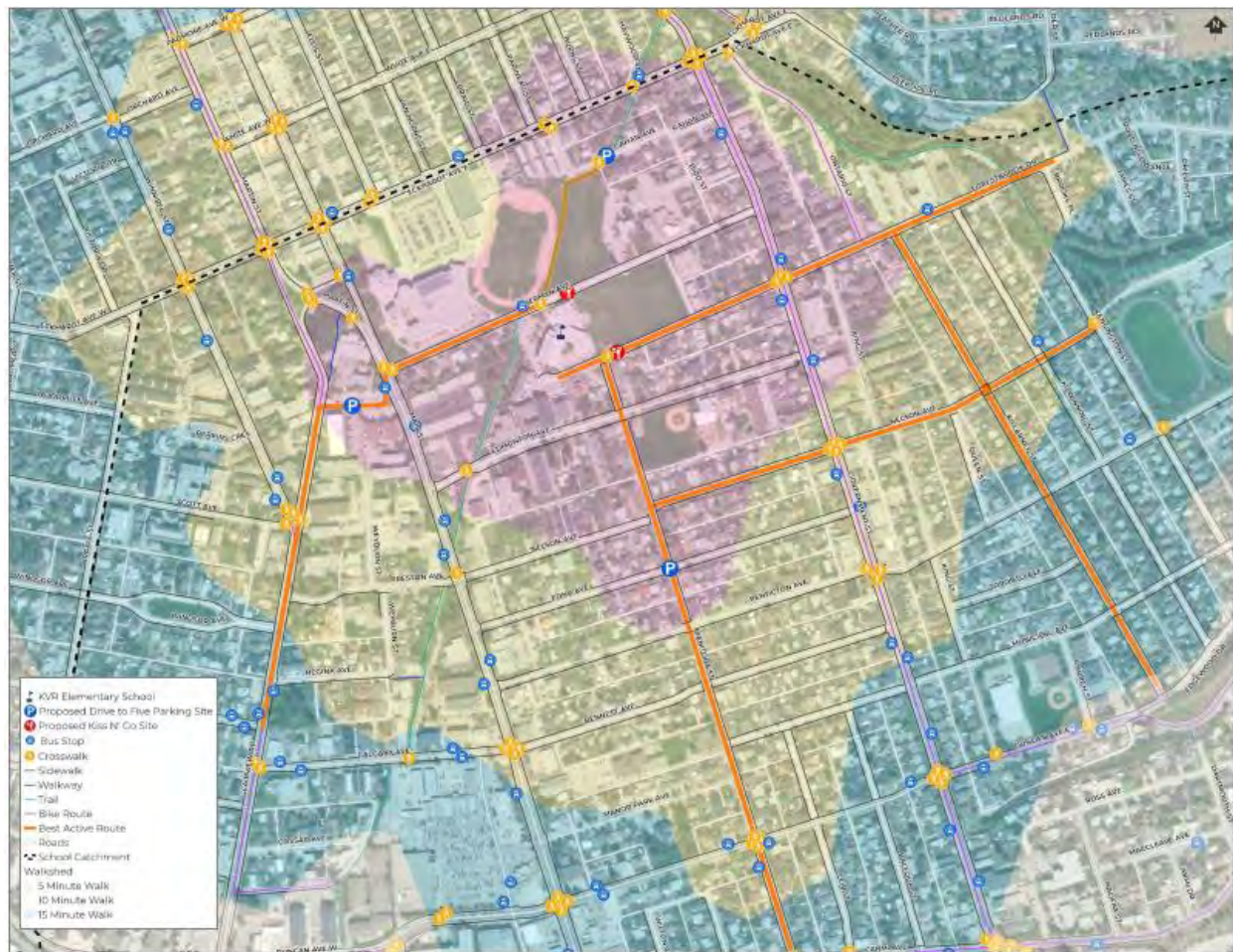
- signage for bike safety
- speed limits
- passing on the right
- courtesy
- would like to see connectivity between KVR and PIB -> continued trail
- keeping more natural path instead of pavement
- need better enforcement of e-bike and e-scooter regulations/etiquette
- safety concerns and conflicts between pedestrians and bikes/scooters
- bike racks at abandoned rail - people not happy with them. There are not enough spaces for bkes.
- not in favour of paving trail
- focus on improvements to other trails first - kvr is already quite good. Trails to summerland and princeton need improvement
- would like to see tourism encouraged through fun/engaging activities (ex. sticker passports, etc.)
- would like to continue to chute lake
- I would like to see the kvr connect fully to the creekside reservoir path

Appendix B:

Safe Routes to School Maps and Recommendations



KVR Elementary – Existing Conditions and ‘Best Routes’



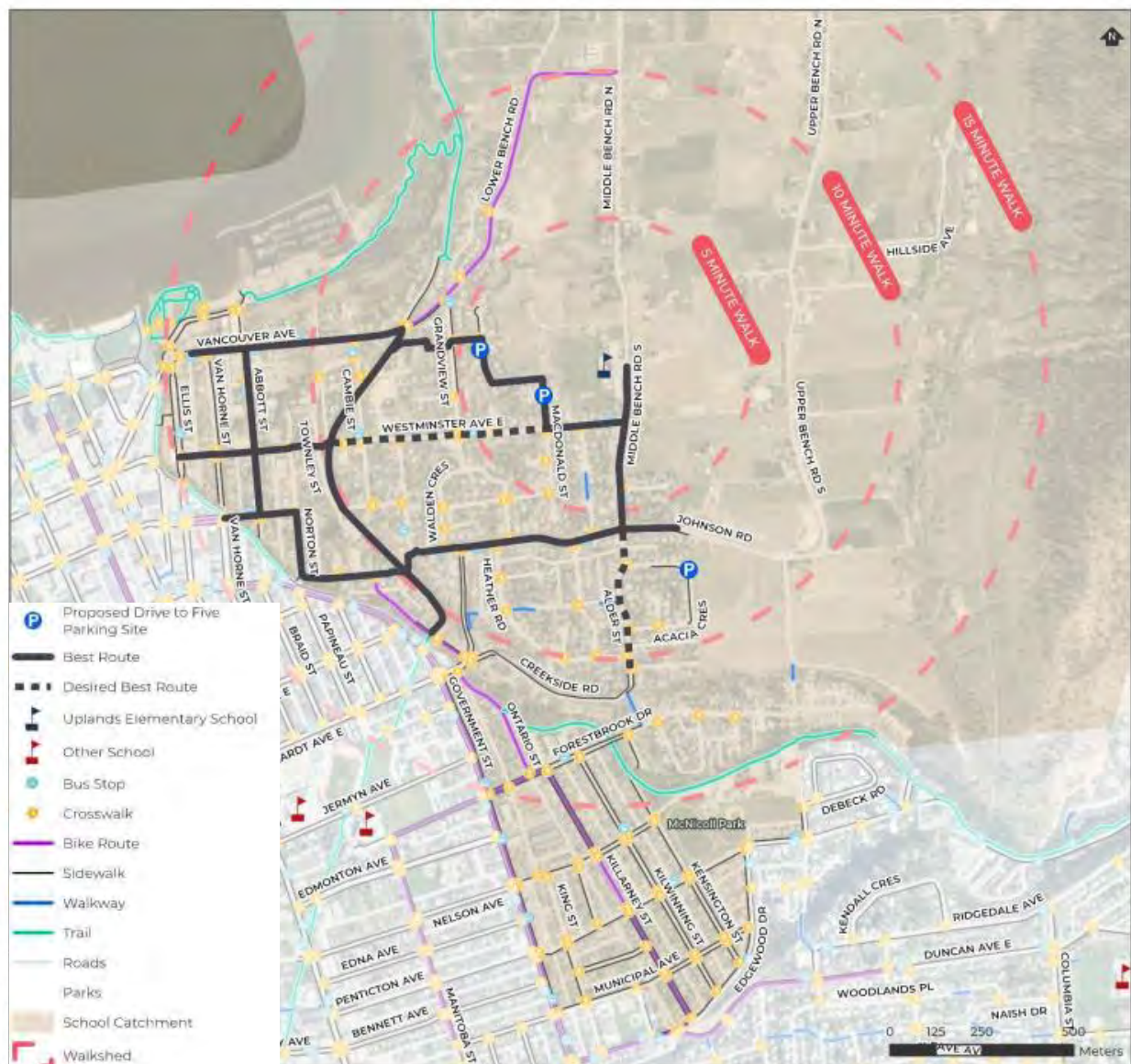
KVR Elementary – Engineering Action Items

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
1	Manitoba Street	Congestion and road safety concerns.	Multi-use path and road improvements to reduce vehicle use and speeds along corridor and support active transportation.	High	City of Penticton	\$\$\$
Manitoba Street has been identified as a high-priority and the City will be implementing improvements in 2026.						
2	Implement Drive to Five+ locations	PUDO near school is congested and causes road safety concerns.	- Formalize Drive to Five+ Locations to encourage PUDO away from school frontage and supported by Walking School Bus program. - Drive to Five+ Locations: - Penticton Public Library - Gahan Avenue - Manitoba Avenue (area)	High	City of Penticton and PAC	\$
3	Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to KVR Elementary and implement traffic calming, which could include stop signs at all intersections, leading pedestrian interval at major intersections, turn restrictions and speed reductions.	High	City of Penticton	\$ - \$\$
4	Main Street	Speeding	Consider additional traffic calming measures within the designated school zone. Examples include adding dynamic speed signs ahead of the Jermyn Avenue pedestrian crossing.	High	City of Penticton	\$\$
5	Main Street / Jermyn Avenue	Crosswalk safety / motorist compliance	Increase visibility of crosswalk through paint markings (e.g. coloured), additional signage.	High	City of Penticton	\$
6	KVR Elementary	Lack of sufficient bike and scooter storage at the school	Explore opportunities to increase storage capacity for bikes and scooters.	High	School Administration	\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
7	Municipal Avenue / Manitoba Street (at Holy Cross School access)	Busy access road with no controls	Add stop sign on the laneway approach.	High	City of Penticton	\$
8	Preston Avenue (Main Street to Weyburn Street)	Sidewalk gap	Fill sidewalk gap on Preston Avenue between Main Street and Weyburn Street.	High	City of Penticton	\$\$
9	Intersections along Manitoba Street in school proximity	Sightline issues at intersections due to parked cars	Install parking restriction signage along curb at intersections; bollards can be considered in locations with compliance issues.	Medium	City of Penticton	\$
10	Penticton Avenue	Sidewalk gap	Provide sidewalk on north side of Penticton Avenue between Main Street and Government Street. This item is also identified in the Penticton TMP.	Medium	City of Penticton	\$\$\$
11	Bennett Avenue	Speeding	Explore feasibility to reduce vehicle speeds along the corridor. Solutions could include speed humps, curb extensions, and raised crosswalks.	Medium	City of Penticton	\$\$
12	Duncan Avenue E / Manitoba Street	Motorist compliance	Consider updating intersection to a full signal with leading pedestrian intervals.	Medium	City of Penticton	\$\$\$
13	Duncan Avenue (Main Street to Government Street)	Sidewalk gaps and speeds along corridor	Explore speed reduction along corridor. Through direction in the TMP, implement sidewalk upgrades on Duncan Avenue to fill gaps and separated bike facilities.	Medium	City of Penticton	\$\$
14	Duncan Avenue at Edgewood Drive	Awkward intersection with dangerous crossing conditions	Duncan Avenue is scheduled for reconstruction and is planned to include new sidewalk on Duncan Avenue from Main Street to Manitoba Street, filling in other sidewalk gaps along Duncan Avenue, protected bike lanes, and other safety improvements. Improvement to the Duncan Avenue and Edgewood Drive intersection are included in this scope.	Medium	City of Penticton	\$\$\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
15	Martin Street	Crosswalk opportunity	Explore opportunity to implement a mid-block pedestrian crossing on Martin Street near the Penticton Public Library.	Medium	City of Penticton	\$\$
16	Manor Park Avenue	Sidewalk gap	Construct sidewalk on Manor Park Avenue between Main Street and Manitoba Street.	Low	City of Penticton	\$\$-\$\$\$
17	Kettle Valley Rail Trail	Safety improvements	Review all road crossings between Duncan Avenue W and KVR Elementary and add / upgrade crossings where needed. Additionally, consider improvements to make the path feel safe, such as lighting, wayfinding signage.	Low	City of Penticton	\$\$\$

Uplands Elementary – Existing Conditions and ‘Best Routes’



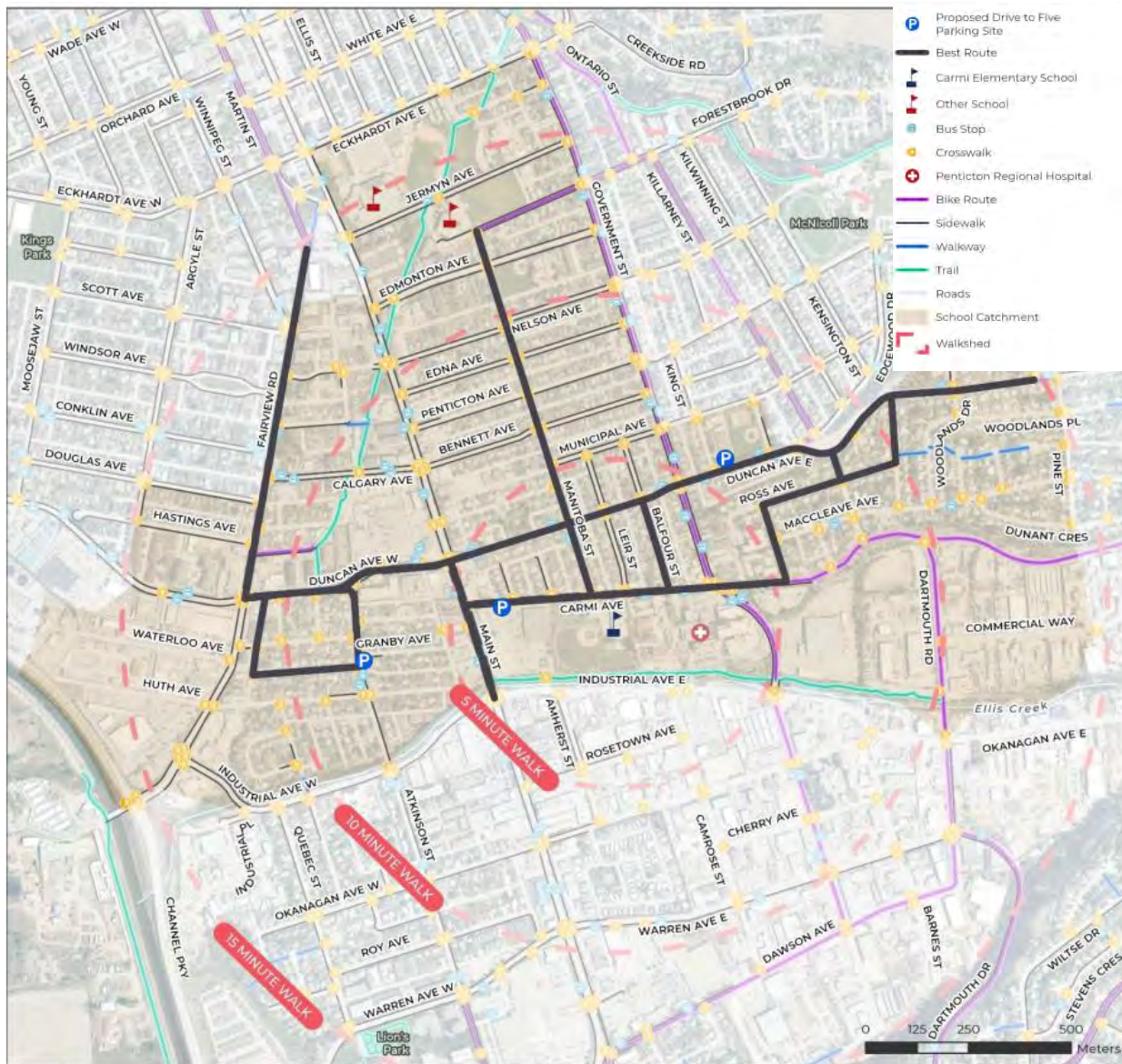
Uplands Elementary – Engineering Action Items

Location	Issue	Recommendation	Responsibility	Cost (\$, \$\$, \$\$\$)
Drive to Five+ Locations: - Uplands Place - MacDonald Street - Acacia Crescent	Congestion near school frontage during pick-up and drop-off	Implement Drive to Five+ locations to support improved pick-up, drop-off at school and encourage walking.	City of Penticton	\$
Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to Uplands Elementary and implement traffic calming, which could include stop signs at all intersections, curb extensions, leading pedestrian interval at major intersections, turn restrictions and speed reductions.	City of Penticton	\$ - \$\$
School Parking Lot	Changes to school parking lot due to new childcare facility and existing concerns related to student safety travelling parking lot.	Conduct a review of the school parking lot once planning childcare facility is advanced to identify paint, signage and infrastructure improvements. Explore opportunities to restrict school parking lot usage for caregivers with students Grades 3 and below.	School District	\$
Middle Bench Road / School Parking Lot frontage	Poor sightlines for vehicles pulling out of parking lot when vehicles are parked along Middle Bench Road	Restrict parking immediately adjacent to exit of parking lot through paint and signage.	City of Penticton	\$
Middle Bench Road	Vehicles u-turning on Middle Bench Road and creating safety concerns.	Install centre median flex posts on Middle Bench Road to prevent U-turning	City of Penticton	\$
Middle Bench Road, Johnson Road, nearby residential neighbourhoods (including Redlands)	School zone speed limits end too soon and nearby local neighbourhood streets cannot practically support 50 km/h traffic operating speeds.	Review opportunity to reduce speed limit permanently to 30km/hr along major corridors in proximity to school (Middle Bench Road and Johnson Road) and on local residential streets west of Uplands Elementary and within Redlands neighbourhood.	City of Penticton	\$

Location	Issue	Recommendation	Responsibility	Cost (\$, \$\$, \$\$\$)
Johnson Street	Concerns for pedestrian safety along corridor due to vehicle speeds and lack of separation from modes.	Explore the feasibility to install a sidewalk on the north side that is buffered to protect pedestrians from vehicle traffic.	City of Penticton	\$\$\$
Uplands Place	Pathway from the back of the school connecting to Uplands Place and MacDonald Street requires improvements and regular maintenance	Formalize pathway to improve safety – including a review of feasibility to install stairs/ramp, lighting and railings.	School District	\$\$\$
Westminster Avenue E (Grandview St to Middle Bench)	Concerns of vehicle speeds and visibility due to steep hill approaching intersection.	Conduct review of corridor to explore traffic calming measures. Explore installing at traffic circle/button at Westminster Avenue from Grandview Street to Middle Bench Road. to slow traffic.	City of Penticton	\$\$
Westminster Avenue E	Sidewalk gaps along corridor.	Explore feasibility of filling in sidewalk gaps on Westminster Avenue from Townley Street to MacDonald Street.	City of Penticton	\$\$
Alder Street	Lack of sidewalk connecting the staircase at Creekside Road to Middle Bench Road.	Explore installing a sidewalk on Alder Street from Redlands Road to Johnson Road.	City of Penticton	\$\$
Uplands Avenue at Grandview Street	Lack of wayfinding and crosswalk at intersection	Support facilitation to Kettle Valley trail by installing a pedestrian crosswalk and wayfinding signage.	City of Penticton	\$ - \$\$
Lower Bench Road at Grandview Street	Concern of safety of crossing	Install a pedestrian crosswalk on Lower Bench Road to improve pedestrian safety.	City of Penticton	\$

Westminster Avenue has been identified as a high-priority that the City will develop a conceptual improvement plan for.

Carmi Elementary – Existing Conditions and 'Best Routes'



Carmi Elementary – Engineering Action Items

Location	Issue	Recommendation	Responsibility	Cost (\$,\$\$, \$\$\$)
Implement Drive to Five+ locations	PUDO near school is congested and causes road safety concerns.	- Formalize Drive to Five+ Locations to encourage PUDO away from school frontage and supported by Walking School Bus program. - Drive to Five+ Locations: - WholeSale Club Parking Lot (moved up closer to Carmi Ave) - McLaren Arena - Granby Park (long-term implementation)	City of Penticton and PAC	\$
Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to Carmi Elementary and implement traffic calming, which could include stop signs at all intersections, leading pedestrian interval at major intersections, turn restrictions and speed reductions	City of Penticton	\$ - \$\$
Leir Ave	Caregivers illegally using residential-only street parking for PUDO	Explore a pilot 15-minute parking for all non-residents to allow legal PUDO	City of Penticton	\$
School bus parking zone	School bus zone is underutilized and does not require the full amount of space.	Review a consolidation of the school bus zone with the existing City bus stop at the school frontage.	City of Penticton & BC Transit	\$
School Parking Lot	Lack of safe pedestrian facilities to travel from Carmi Avenue to back of school	Remove parallel parking in school parking lot and install barriers to create a walking lane.	School District	\$
School Parking Lot	Safety of vehicles pulling in and out of parking lot	Review access restrictions of right-in, right-out only for parking lot access through signage and/or delineators.	School District	\$
Carmi Elementary	Bike theft on-site	Install new bike racks that have better security features in high visibility locations (City of Penticton is offering inverted-U bike racks for free with application)	School District and City of Penticton	\$

Location	Issue	Recommendation	Responsibility	Cost (\$,\$\$, \$\$\$)
Carmi Elementary	Lack of diverse active transportation parking	Explore options to provide indoor scooter and skateboard parking	School District and School Administration	\$
Cross-walks at school frontage	Safety concern of students using the crosswalks in front of school	Explore the feasibility of installing RRFBs and/or raising crosswalks in front of Carmi Elementary	City of Penticton	\$\$
Carmi Avenue (past school frontage)	Employees in the area parking along Carmi all day	Install 2-hour parking signage along all of Carmi Avenue	City of Penticton	\$
Carmi Avenue and Manitoba Street	Challenge to enforce speeds in school zones.	Implement permanent 30km/hr speed zone along Carmi Avenue (Main to Government) and Manitoba Street (Bennett Ave to Carmi Avenue) with consideration for the broader neighborhood as well, reinforced with appropriate traffic calming measures	City of Penticton	\$-\$\$
Carmi Avenue at Manitoba Street	Safety concerns at intersection	- Explore feasibility to raise intersection in consultation with Penticton Regional Hospital Emergency Services to ensure new traffic calming is not problematic. - Work with School Administration to consider implementing through a tactical urbanism activation with students	City of Penticton, School Administration and PAC	\$\$
Manitoba Street	Congestion and road safety concerns.	Explore feasibility to reduce vehicle use and speeds along corridor and support active transportation facilities, including bikeways and improved sidewalk facilities.	City of Penticton	\$\$
Carmi Avenue at Main Street	Pedestrian safety at intersection and using slip lanes	Improve crossing upgrades at intersection and shorten the pedestrian crossing distance, by removing the island restricting left turns off Main Street (right-in, right-out).	City of Penticton	\$\$

Manitoba Street has been identified as a high-priority that the City will develop a conceptual improvement plan for.

Location	Issue	Recommendation	Responsibility	Cost (\$,\$\$, \$\$\$)
Main Street at Carmi Ave	Pedestrian safety concerns	Improve pedestrian safety experience by exploring mechanisms to divert or slow vehicles through curb extensions or traffic diversions.	City of Penticton	\$ - \$\$
Duncan Avenue (Main Street to Manitoba Street)	Sidewalk gaps and speeds along corridor	Explore speed reduction along corridor. Through direction in the TMP, implement sidewalk upgrades on Duncan Avenue to fill gaps and separated bike facilities.	City of Penticton	\$\$
Duncan Avenue at Edgewood Drive	Awkward intersection with dangerous crossing conditions	- Explore a short-term solution to improve safety and add a pedestrian crosswalk at the intersection with rapid implementation treatments. - In the long-term, Duncan Avenue is scheduled for reconstruction and the City will work to incorporate safety into the permanent design.	City of Penticton	\$\$
Granby Avenue & Granby Place	Lack of easy connections to school from west side of Main Street.	Explore opportunities to implement a crossing on Main Street between Duncan Avenue and Industrial Avenue to facilitate students traveling west of Main Street.	City of Penticton	\$\$\$
Ross Avenue	Sidewalk gaps for students east of Carmi Elementary	Explore feasibility of supporting pedestrian facilities on Ross Avenue from Halifax Avenue to Montreal Street	City of Penticton	\$\$
Industrial Avenue (Main Street to Atkinson Street)	Concerns with safety along corridor	Explore the feasibility to add lighting to the pathway.	City of Penticton	\$\$ - \$\$\$

Appendix C: Landscape Standards



City of Penticton Landscape Standards:

Electrical Lighting Standards:

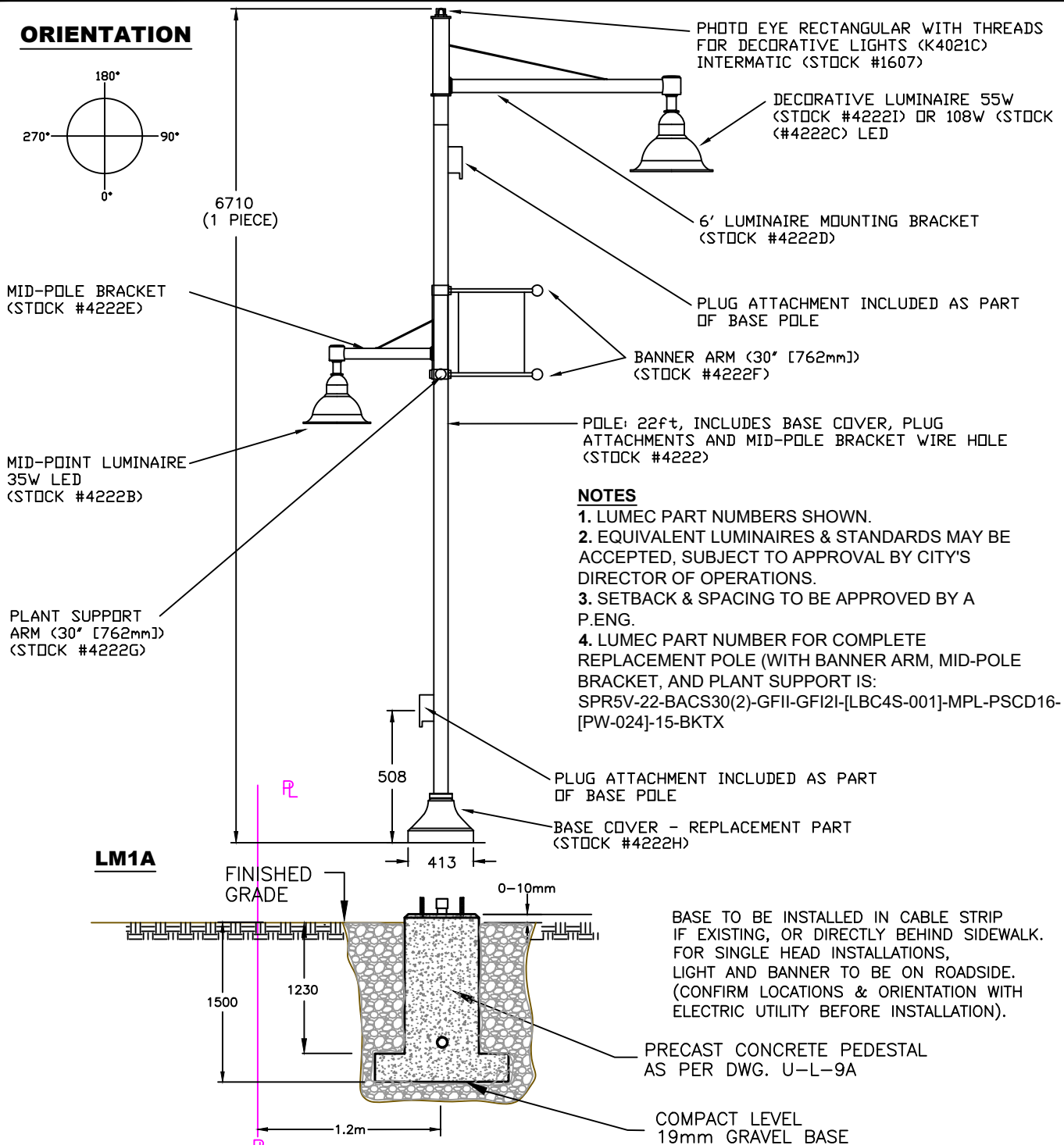
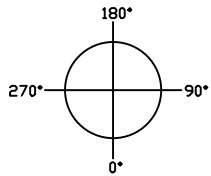
- STREETLIGHT POLE & DISTRIBUTION BASE TYPE 'C' AND TYPE 'E'
- POST-TOP TYPE STREETLIGHT WITH DISTRIBUTION BASE
- DECORATIVE STREETLIGHT SPECIFICATIONS & INSTALLATION DETAIL
- DECORATIVE PATHWAY STREETLIGHT SPECIFICATIONS & INSTALLATION DETAIL

Landscape & Furnishing Standards:

- S-R18a TREE PLANTING DETAIL BOULEVARD SOFTSCAPE
- S-R18b TREE PLANTING DETAIL HARDSCAPE BOULEVARD
- GARBAGE ENCLOSURE CANOPY
- STANDARD BLACK INVERTED U BIKE RACK

ENGINEER'S STAMP	DRAWN BY: N.C.R.	 ELECTRIC UTILITY DISTRIBUTION STANDARDS		
	CHK'D. BY:	STREETLIGHT POLE & DISTRIBUTION BASE TYPE 'C' AND TYPE 'E'		
	APP'D. BY:			
	SCALE: N.T.S.	DATE: ^{REVISED} DEC. 2022	SEC. U-L	DWG.# 4

ORIENTATION



NOTES

1. LUMEC PART NUMBERS SHOWN.
2. EQUIVALENT LUMINAIRES & STANDARDS MAY BE ACCEPTED, SUBJECT TO APPROVAL BY CITY'S DIRECTOR OF OPERATIONS.
3. SETBACK & SPACING TO BE APPROVED BY A P.ENG.
4. LUMEC PART NUMBER FOR COMPLETE REPLACEMENT POLE (WITH BANNER ARM, MID-POLE BRACKET, AND PLANT SUPPORT IS: SPR5V-22-BACS30(2)-GFII-GFI2I-[LBC4S-001]-MPL-PSCD16-[PW-024]-15-BKTX

LUMEC CATALOGUE NUMBERS FOR DECORATIVE LIGHT (EXCLUDING CONCRETE BASE)

Base Pole (NO BANNER ARM OR PLANT SUPPORT): SPR5V-22-GFII-GFI2I-[LBC4S-001]-MPL-[PW-024]-15-BKTX

Top Luminaire: DMS50-55W32LED4K-G3-LE2F-UNV-DMG-SMB-HS-BKTX OR DMS50-108W48LED4K-G3-LE2F-UNV-DMG-SMB-HS-BKTX

Mid-Pole Luminaire Fixture: DOS-35W32LED4K-LE2F-UNV-BKTX

Top Luminaire Mounting Bracket: PC6-1A-R5-RCD7-BKTX

Mid-Pole Luminaire Mounting Bracket: PC-F-180-DEG-BKTX

Banner Arms (QUANTITY 1 UNIT = 2 ARMS): REPL-158834-180-SPR5V-BA-BKTX

Plant Support: REPL-158834-180-SPR5V-PS-BKTX

DRAWN BY: N.C.R

CHK'D. BY:

APP'D. BY:

SCALE: N.T.S.



ELECTRIC UTILITY
DISTRIBUTION STANDARDS

**DECORATIVE STREETLIGHT
SPECIFICATIONS & INSTALLATION
DETAIL
(55W or 108W)**

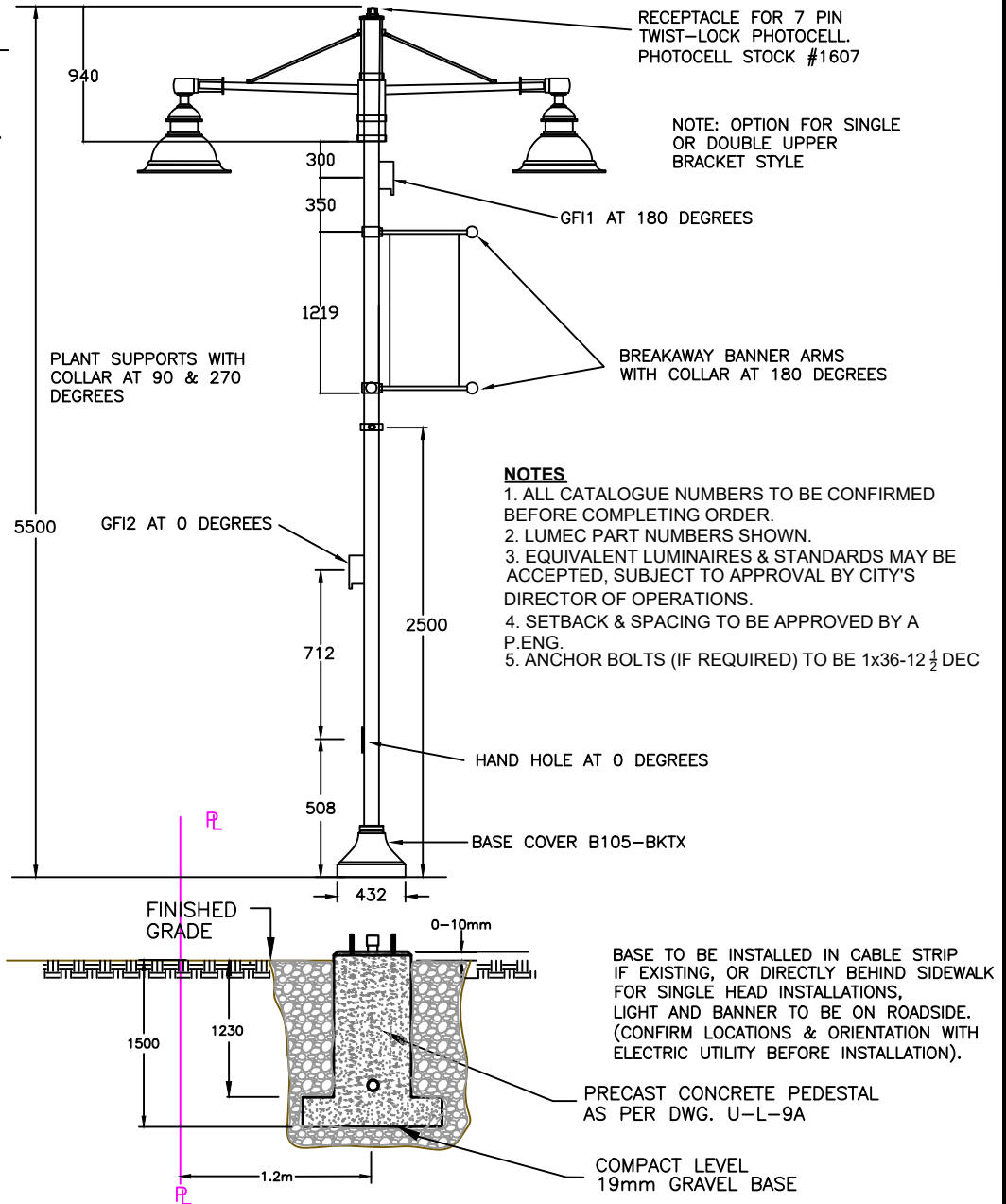
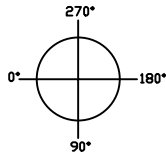
ENGINEER'S STAMP

DATE: FEB. 2022

SEC. U-L

DWG.# 11

ORIENTATION



NOTES

1. ALL CATALOGUE NUMBERS TO BE CONFIRMED BEFORE COMPLETING ORDER.
2. LUMEC PART NUMBERS SHOWN.
3. EQUIVALENT LUMINAIRES & STANDARDS MAY BE ACCEPTED, SUBJECT TO APPROVAL BY CITY'S DIRECTOR OF OPERATIONS.
4. SETBACK & SPACING TO BE APPROVED BY A P.ENG.
5. ANCHOR BOLTS (IF REQUIRED) TO BE 1x36-12 1/2 DEC

LUMEC CATALOGUE NUMBERS FOR DECORATIVE LIGHT (EXCLUDING CONCRETE BASE)

Base Pole: SPR5V-18-B105-[BA-425]-GF11-GF12-PSCD16-[PW024]-BKTX

Luminaire: DMS50-55W32LED3K-G3-LE2F-UNV-DMG-SMB-RCD7-BKTX

Single Luminaire Mounting Bracket: PC4-1A-R5-180DEG-BKTX

Double Luminaire Mounting Bracket: PC4-2-R5-180DEG-BKTX

30" Banner Arms (QUANTITY 1 UNIT = 2 ARMS): REPL-158834-180-SPR5V-BA-BKTX (CoP Stock #4222F)

16" Plant Support: REPL-158834-180-SPR5V-PS-BKTX (CoP Stock #4222G)

ENGINEER'S STAMP	DRAWN BY: N.C.R.		ELECTRIC UTILITY DISTRIBUTION STANDARDS		
	CHK'D. BY:		DECORATIVE PATHWAY STREETLIGHT SPECIFICATIONS & INSTALLATION DETAIL (SINGLE OR DOUBLE LUMINAIRE OPTIONS (55W))		
	APP'D. BY:				
	SCALE: N.T.S.	DATE: APR. 2026	SEC. U-L	DWG.#	12

This tree planting detail should be used when no hard surfacing will be placed within a continuous boulevard planting strip having a minimum width of 1.5m. The Parks Supervisor may require an alternate tree planting detail be used.

ORIENT TO MAXIMIZE CLEARANCE
FOR VEHICLE & PEDESTRIAN ACCESS.
ENSURE TREE IS VERTICAL &
CENTERED IN THE BOULEVARD.

19mm WIDE GREEN ARBORTIE™, OR EQUIVALENT, TO SECURE TREE TO STAKES. MATERIAL TO BE TIED IN SUCH A MANNER AS TO PREVENT GIRDLING AND SHALL NOT BE OVERLY TAUGHT, ALLOWING FOR SOME GENTLE MOVEMENT OF THE TRUCK.

PLANTING DETAIL SHALL BE USED FOR ALL TREE PLANTING. HARD SURFACING WILL BE PLACED CONTINUOUS BOULEVARD PLANTING WITH A MINIMUM WIDTH OF 1.5m. SUPERVISOR MAY REQUIRE AN ALTERNATE TREE PLANTING DETAIL TO BE USED.

PRUNE LEADER, ONLY PRUNE BRANCHES

MAXIMIZE CLEARANCE FOR VEHICLE & PEDESTRIAN ACCESS. TREE IS VERTICAL & TRUNK IS IN THE BOULEVARD.

PRESSURE TREATED 50mm x 100mm WOOD STAKES, 1.8m IN LENGTH, CHISEL POINTED WITH LARGE KNOTS. STAKES DRIVEN INTO THE GROUND TO A SUFFICIENT DEPTH, SO THAT THEY CAN HOLD THE TREE IN PLACE. STAKE LOCATIONS SHALL NOT INTERFERE WITH BRANCHES.

USE GREEN ARBORTIE™, OR EQUIVALENT, TO SECURE TREE TO TRUNK. MATERIAL TO BE TIED IN A MANNER AS TO PREVENT DAMAGE AND SHALL NOT BE OVERLY TIGHT, ALLOWING FOR SOME MOVEMENT OF THE TRUNK.

INSTALLATION 'TREE RING' - REFER TO IRRIGATION DETAILS & SPECIFICATIONS.

PROTECTIVE CAGE STAKED AROUND TREE. 1.5m TALL, 50mmx100mm HOT DIPPED GALVANIZED (HDG) WELDED WIRE MESH, 14 GAUGE.

ENSURE ROOT FLARE IS EXPOSED BY REVEALING THE TOP OF THE FIRST STRUCTURAL ROOT. BASE OF ROOT FLARE TO BE 25-50mm ABOVE FINISHED GRADE.

100mm TALL x 200mm WIDE SOIL BERM AROUND ROOT BALL TO FACILITATE WATER INFILTRATION AROUND NEW ROOT SYSTEM.

75mm DEPTH OF BARK MULCH TAPERED TO BASE OF TRUNK AND KEPT 100mm AWAY FROM BASE OF TRUNK.

FINISHED GRADE

CONTINUOUS SOIL TRENCH OF 900mm DEPTH TYPE 2P GROWING MEDIUM AS PER CANADIAN LANDSCAPE STANDARD. LIGHTLY COMPACTED IN 300mm LIFTS TO PREVENT SETTLING. TWO THIRDS OF THE SOIL DEPTH TO BE WATERED AND ALLOWED TO SETTLE BEFORE FULLY BACKFILLING THE PLANTING HOLE.

SCARIFY SIDES AND BOTTOM OF TREE PIT FOR ROOT/ WATER PENETRATION TO A DEPTH OF 100mm

UNDISTURBED SUBGRADE

TRUNK OF TREE

PROTECTIVE CAGE

ARBORTIE™

STAKE (TYP.)

SOD

STAKE ORIENTATION TO PREVAILING WIND

MULCH

SOD CUT TO MATCH EXTENTS OF MULCH

1.0m

(N.T.S.)

(N.T.S.)



S-R18a TREE PLANTING DETAIL - BOULEVARD SOFTSCAPE

Scale: CUSTOM
Plot Date: 2024-12-11
Drawn By: TY

PLANNING

PENTICTON SOIL VOLUME REQUIREMENTS

- LARGE TREES: 30m³ PER TREE (25m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)
- MEDIUM TREES: 20m³ PER TREE (18m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)
- SMALL TREES: 15m³ PER TREE (12m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)

REGARDING THE ABOVE, PLEASE NOTE THE FOLLOWING:

- USE OF SOIL CELLS AND/OR STRUCTURAL SOIL, CONTINUOUS TRENCHES, BRIDGING TO ADJACENT SOIL VOLUME ON BOULEVARD OR PRIVATE PROPERTY OR OTHER METHODS FOR REACHING MINIMUM SOIL VOLUMES WILL BE CONSIDERED DURING PLAN REVIEW.
- IF USING STRUCTURAL SOIL, 20% OF THE VOLUME SHOULD CONSIST OF SOIL.
- MINIMUM SOIL VOLUMES MAY BE VARIED BY THE CITY ENGINEER IN CONSULTATION WITH THE PARKS SUPERVISOR.
- NUTRIENT AND PHYSICAL PROPERTY TEST RESULTS OF SOIL TO BE PROVIDED TO CITY FOR MATERIAL APPROVAL PRIOR TO PLANTING.
- ANY EXISTING SOIL WITHIN TREE PIT SHALL BE LOOSENEED & TURNED PRIOR TO PLANTING.

MINIMUM CLEARANCES (NOTE THAT THEY MAY BE VARIED BY THE PARKS SUPERVISOR):

LAMP STANDARD=2.5m CATCH BASINS/VALVES=1.2m STOP SIGNS=6.0m
HYDRO POLES=2.5m DRIVEWAY & CROSSINGS=1.8m UNDERGROUND UTILITY=1.5m

INSTALLATION

PREPARATION OF TREE:

- FOR BALLED & BURLAPPED TREES, ALL STRING, ROPE, BURLAP & OTHER RESTRICTING ELEMENTS SHALL BE CUT & REMOVED. FOR WIRE BASKET TREES, THE BASKET SHALL TOO BE REMOVED.
- ANY EXCESS SOIL & MULCH FROM THE NURSERY THAT MAY BE COVERING THE ROOT CROWN OF THE TREE SHALL BE CAREFULLY REMOVED TO EXPOSE THE ROOT CROWN.
- ANY STAKES OR SUPPORTS THAT COME WITH THE TREE FROM THE NURSERY SHALL BE REMOVED.
- EXTREME CARE MUST BE USED TO ENSURE THE TREE IS NOT DAMAGED.
- FOR POTTED TREES, LOOSEN THE ROOTBALL AND PRUNE ANY CIRCLING ROOTS THAT HAVE FORMED AT THE EDGE OF THE CONTAINER.

PROTECTIVE CAGE:

- CAGE MATERIAL SHALL BE OF A SUFFICIENT LENGTH SO THAT ONE (1) COMPLETE PIECE WRAPS ENTIRELY AROUND THE WOODEN TREE STAKES WITH 150mm (6in.) OVERLAP.
- IT IS TO BE SECURED TO ITSELF BY BENDING THE END WIRES BACK THROUGH THE WIRE WESH TO 'CLOSE' THE PROTECTIVE CAGE.
- CAGES & SUPPORTIVE STAKES ARE TO REMAIN UNTIL THE TREE IS LARGE ENOUGH TO WITHSTAND ABRASION & DAMAGE FROM DEER.

PLEASE NOTE:

- LOCATE AND FLAG ALL BURIED UTILITIES IN TREE PLANTING SITE PRIOR TO DIGGING TREE PITS.
- ALL TREE PITS SHOULD BE DUG BY HAND NEAR EXISTING UTILITIES.
- ENSURE APPROVAL OF TREE LOCATIONS BY CITY STAFF HAS BEEN GRANTED PRIOR TO IRRIGATION INSTALLATION.

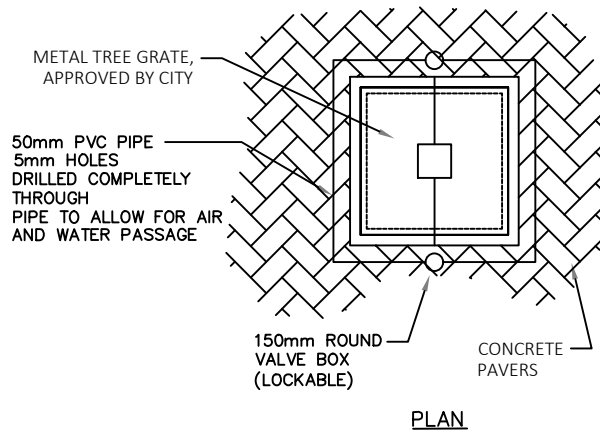


TREE PLANTING DETAIL -
BOULEVARD SOFTSCAPE

Scale: CUSTOM
Plot Date: 2024-12-11
Drawn By: TY

DESIGN CRITERIA:

This tree planting detail should be used where hard surfacing will be placed within a continuous boulevard planting strip and minimum soil volumes can be met with the use of structural soil. The Parks Supervisor may require an alternate tree planting detail be used.



INSTALLATION INSTRUCTIONS:

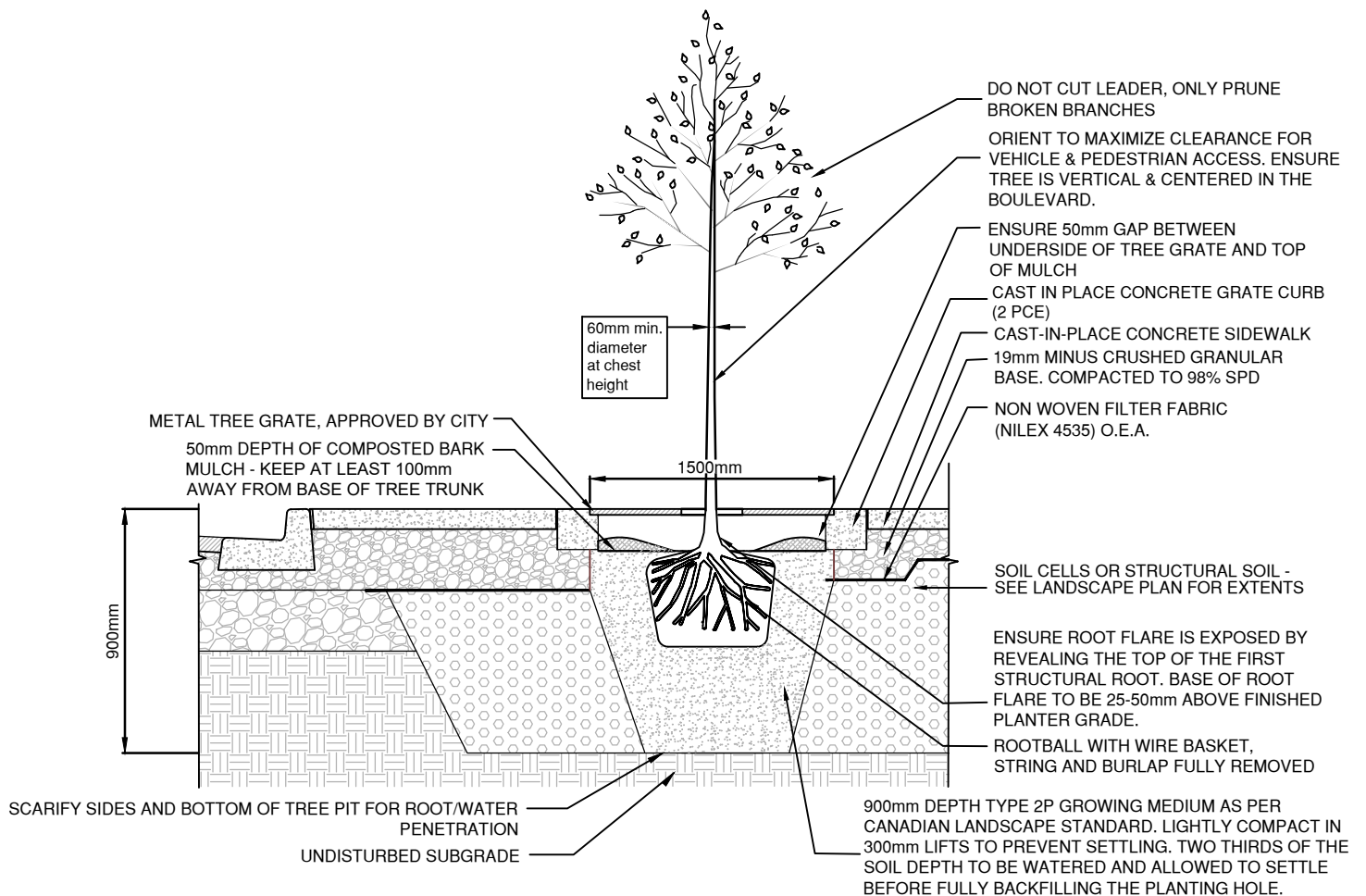
COORDINATE REQUIRED INSPECTIONS WITH CITY PRIOR TO STARTING WORK

EXCAVATE STRUCTURAL SOIL PIT
COMPACT SUBGRADE TO 95% STANDARD PROCTOR DENSITY
INSTALL IRRIGATION PIPE SYSTEM
INSTALL STRUCTURAL SOIL AND COMPACT TO 95% STANDARD PROCTOR DENSITY

STRUCTURAL SOIL RATIO:

4cu m stone (50mm clear sieve designation)
1cu m topsoil
2kg Stabilizer (Sport Turf Inc.)

INSTALL FILTER CLOTH
INSTALL 19mm MINUS AND COMPACT TO 95% STANDARD PROCTOR DENSITY
INSTALL PRECAST TREE CURB
INSTALL ASPHALT
INSTALL TREE C/W GROWING MEDIUM AND BARK MULCH
INSTALL TREE GRATE



PLANNING

PENTICTON SOIL VOLUME REQUIREMENTS

- LARGE TREES: 30m³ PER TREE (25m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)
- MEDIUM TREES: 20m³ PER TREE (18m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)
- SMALL TREES: 15m³ PER TREE (12m³ PER TREE WHERE MULTIPLE TREES SHARE VOLUME)

REGARDING THE ABOVE, PLEASE NOTE THE FOLLOWING:

- USE OF SOIL CELLS AND/OR STRUCTURAL SOIL, CONTINUOUS TRENCHES, BRIDGING TO ADJACENT SOIL VOLUME ON BOULEVARD OR PRIVATE PROPERTY OR OTHER METHODS FOR REACHING MINIMUM SOIL VOLUMES WILL BE CONSIDERED DURING PLAN REVIEW.
- IF USING STRUCTURAL SOIL, 20% OF THE VOLUME SHOULD CONSIST OF SOIL.
- MINIMUM SOIL VOLUMES MAY BE VARIED BY THE CITY ENGINEER IN CONSULTATION WITH THE PARKS SUPERVISOR.
- NUTRIENT AND PHYSICAL PROPERTY TEST RESULTS OF SOIL TO BE PROVIDED TO CITY FOR MATERIAL APPROVAL PRIOR TO PLANTING.
- ANY EXISTING SOIL WITHIN TREE PIT SHALL BE LOOSENEED & TURNED PRIOR TO PLANTING.

MINIMUM CLEARANCES (NOTE THAT THEY MAY BE VARIED BY THE PARKS SUPERVISOR):

LAMP STANDARD=2.5m CATCH BASINS/VALVES=1.2m STOP SIGNS=6.0m
HYDRO POLES=2.5m DRIVEWAY & CROSSINGS=1.8m UNDERGROUND UTILITY=1.5m

INSTALLATION

PREPARATION OF TREE:

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- ANY EXCESS SOIL & MULCH FROM THE NURSERY THAT MAY BE COVERING THE ROOT CROWN OF THE TREE SHALL BE CAREFULLY REMOVED TO EXPOSE THE ROOT CROWN.
- ANY STAKES OR SUPPORTS THAT COME WITH THE TREE FROM THE NURSERY SHALL BE REMOVED.
- EXTREME CARE MUST BE USED TO ENSURE THE TREE IS NOT DAMAGED.
- FOR POTTED TREES, LOOSEN THE ROOTBALL AND PRUNE ANY CIRCLING ROOTS THAT HAVE FORMED AT THE EDGE OF THE CONTAINER.

PROTECTIVE CAGE:

- CAGE MATERIAL SHALL BE OF A SUFFICIENT LENGTH SO THAT ONE (1) COMPLETE PIECE WRAPS ENTIRELY AROUND THE WOODEN TREE STAKES WITH 150mm (6in.) OVERLAP.
- IT IS TO BE SECURED TO ITSELF BY BENDING THE END WIRES BACK THROUGH THE WIRE WESH TO 'CLOSE' THE PROTECTIVE CAGE.
- CAGES & SUPPORTIVE STAKES ARE TO REMAIN UNTIL THE TREE IS LARGE ENOUGH TO WITHSTAND ABRASION & DAMAGE FROM DEER.

PLEASE NOTE:

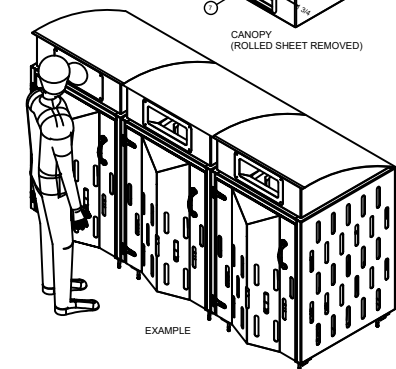
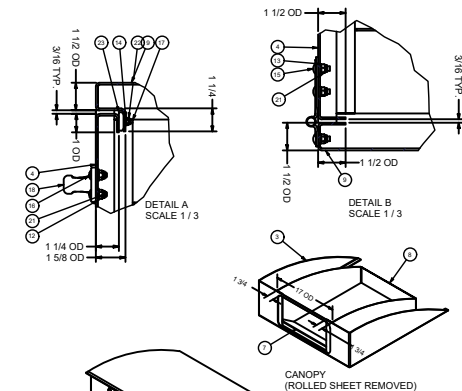
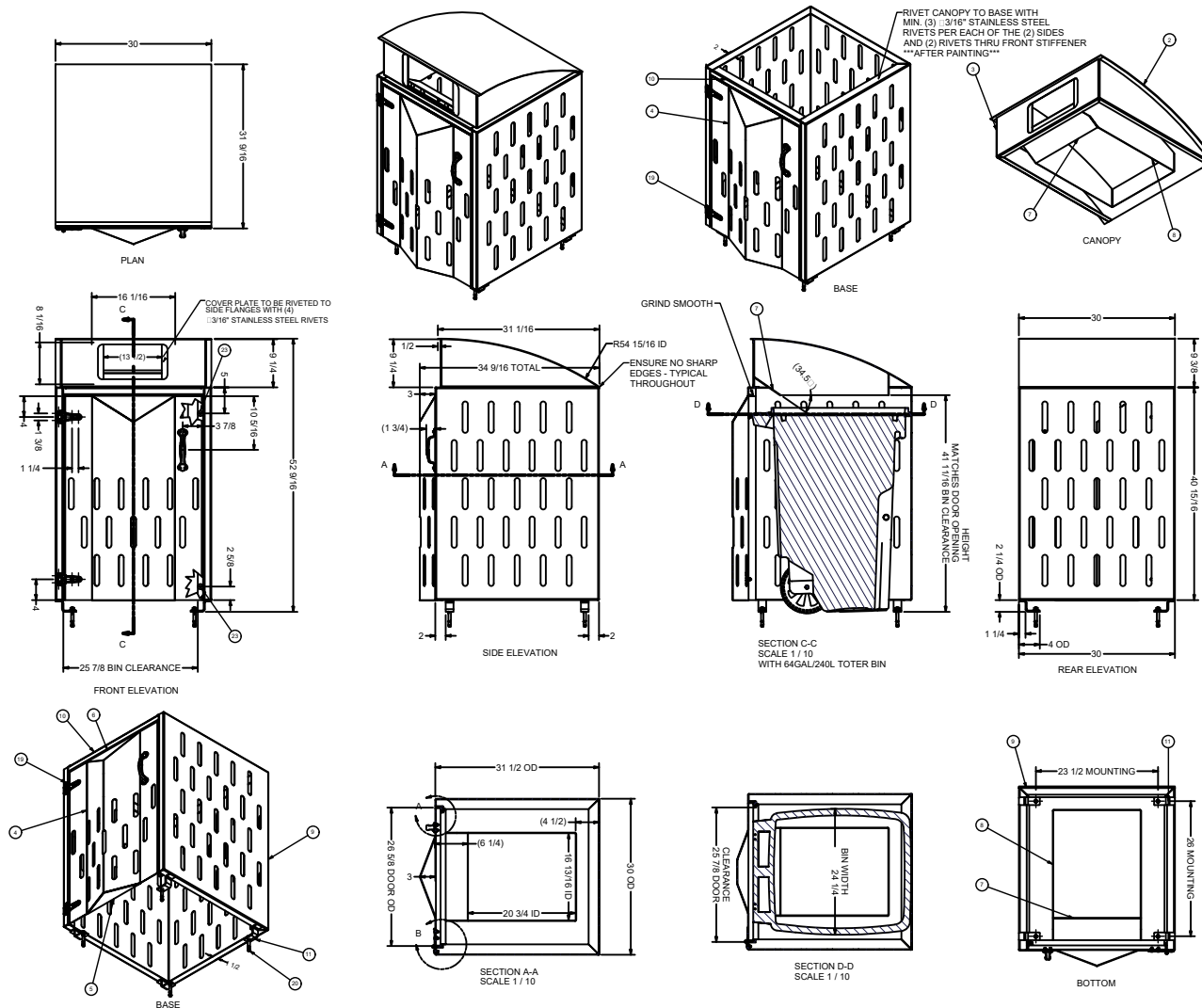
- LOCATE AND FLAG ALL BURIED UTILITIES IN TREE PLANTING SITE PRIOR TO DIGGING TREE PITS.
- ALL TREE PITS SHOULD BE DUG BY HAND NEAR EXISTING UTILITIES.
- ENSURE APPROVAL OF TREE LOCATIONS BY CITY STAFF HAS BEEN GRANTED PRIOR TO IRRIGATION INSTALLATION.



S-R18b TREE PLANTING DETAIL -
SUPPLEMENTAL NOTES

Scale: CUSTOM
Plot Date: 2024-12-11
Drawn By: TY

PARTS LIST						
ITEM	QTY	PART #	DESCRIPTION	MATERIAL	LENGTH	WIDTH MASS (lb)
1	1		CHINA CANY			
2	1		CANOPY ROLLED	Steel, Mild, 10ga	34 7/8	60 1.00
3	1		CANOPY WALLS	Steel, Mild, 12ga	0.1176	88.48 77.18
4	1		DOOR MOUNT	Steel, Mild, 12ga	16.14	20.19 16.18
5	1		DOOR (TRIANGLE BOTTOM)	Steel, Mild, 12ga	2.716	5.13 1.70
6	1		DOOR (TRIANGLE TOP)	Steel, Mild, 12ga	2.716	5.13 1.70
7	1		DOOR GUIDE SLIDE	Steel, Mild, 12ga	4.1436	8.30 4.44
8	1		DOOR GUIDE SLIDE	Steel, Mild, 12ga	4.1436	8.30 4.44
9	1		DOOR GUIDE SLIDE	Steel, Mild, 12ga	4.1436	8.30 4.44
10	1		DOOR GUIDE SLIDE	Steel, Mild, 12ga	4.1436	8.30 4.44
11	1		DOOR GUIDE SLIDE	Steel, Mild, 12ga	4.1436	8.30 4.44
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19	1		DOOR GUIDE SLIDE	Steel, Mild, 12ga	4.1436	8.30 4.44
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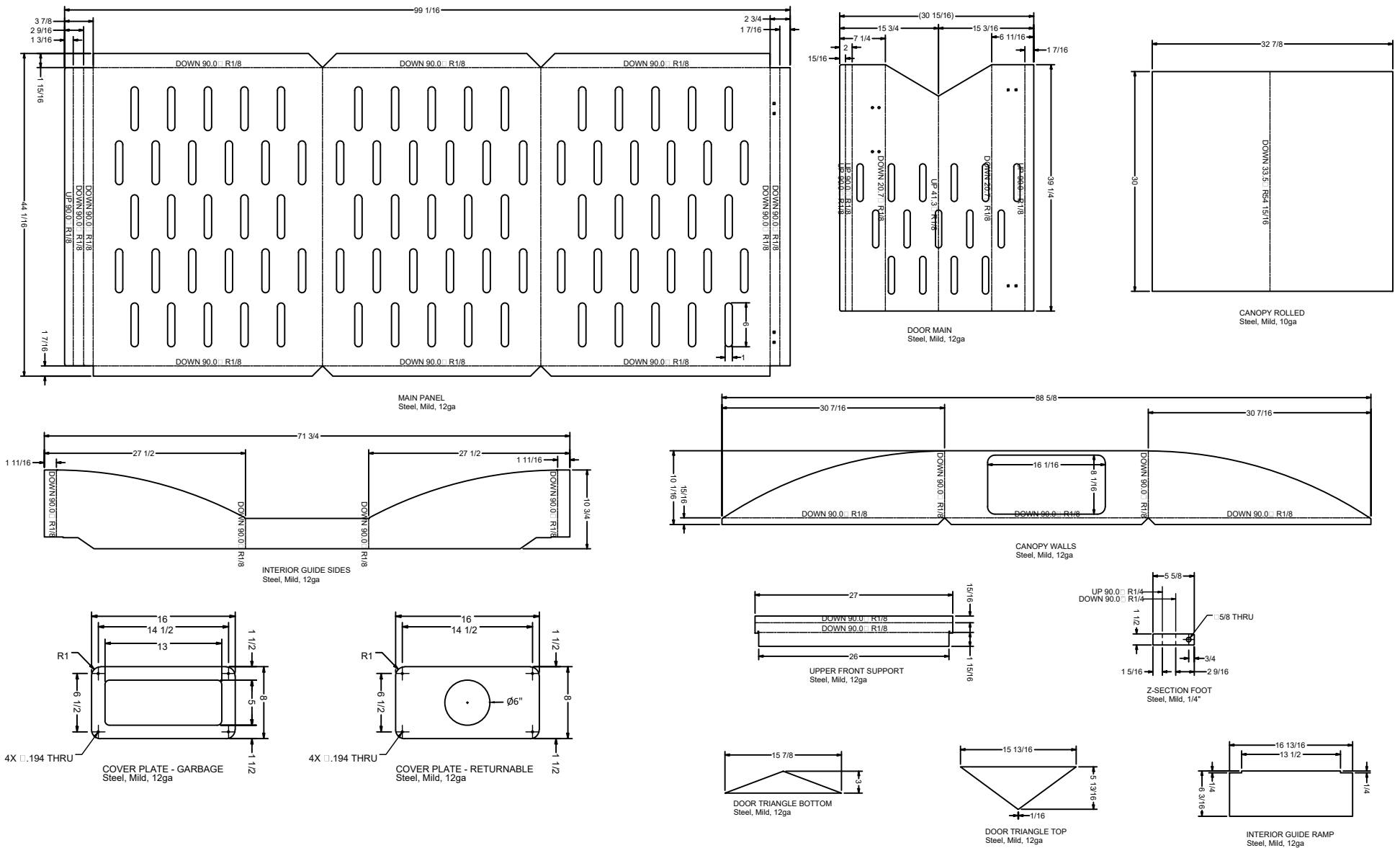


NOTES:
1. WELDING SYMBOLS NOT SHOWN
2. ALL STEEL WELDING AS PER CSA W59
3. USE E70 ELECTRODE FOR ALL STEEL WELDING
4. BUILD AND POWDERCOAT THE CANOPY SEPARATE AND ATTACH TO THE BASE USING (8) 6/32\"/>



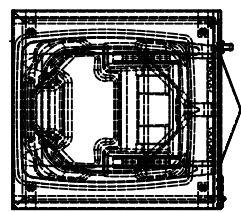
GARBAGE ENCLOSURE CANOPY

Scale: NTS
Plot Date: 2022/08/09
Drawn By: YC

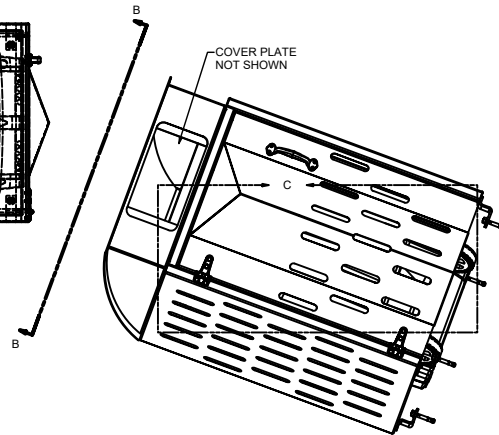


GARBAGE ENCLOSURE CANOPY

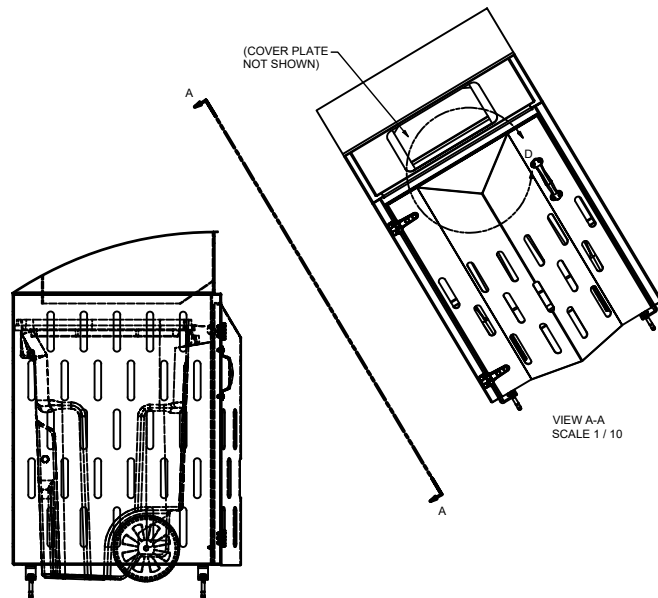
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Plot Date: 2022/08/09
Drawn By: YC



PLAN

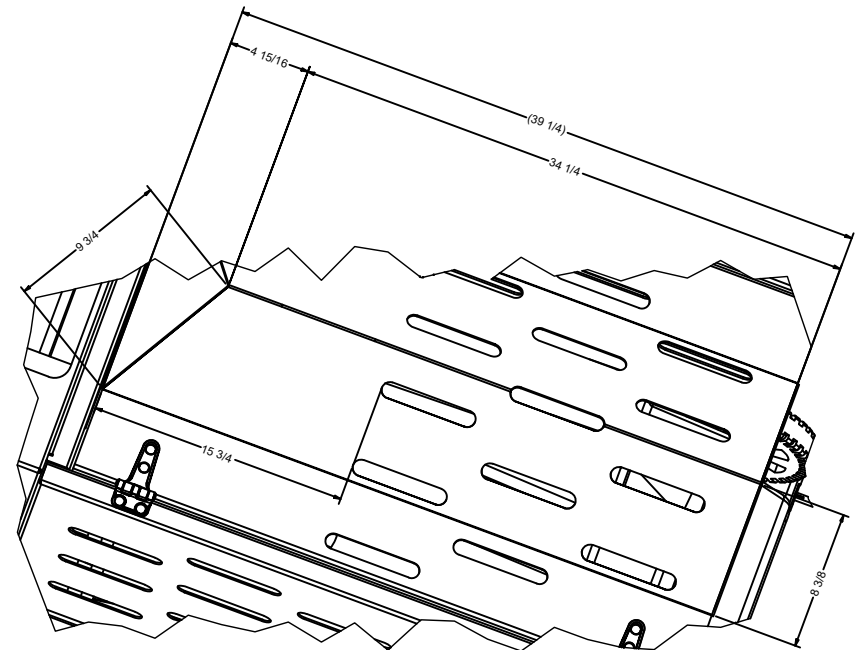


VIEW B-B
SCALE 1 / 10

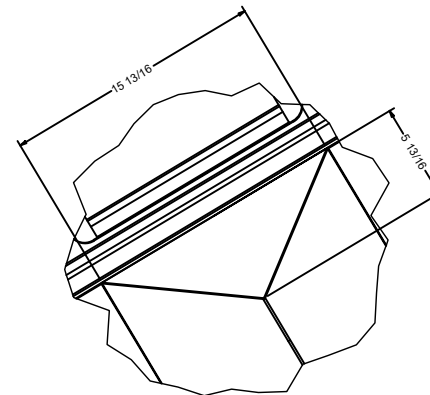


SIDE ELEVATION

VIEW A-A
SCALE 1 / 10



DETAIL C
SCALE 1 / 4



DETAIL D
SCALE 1 / 4

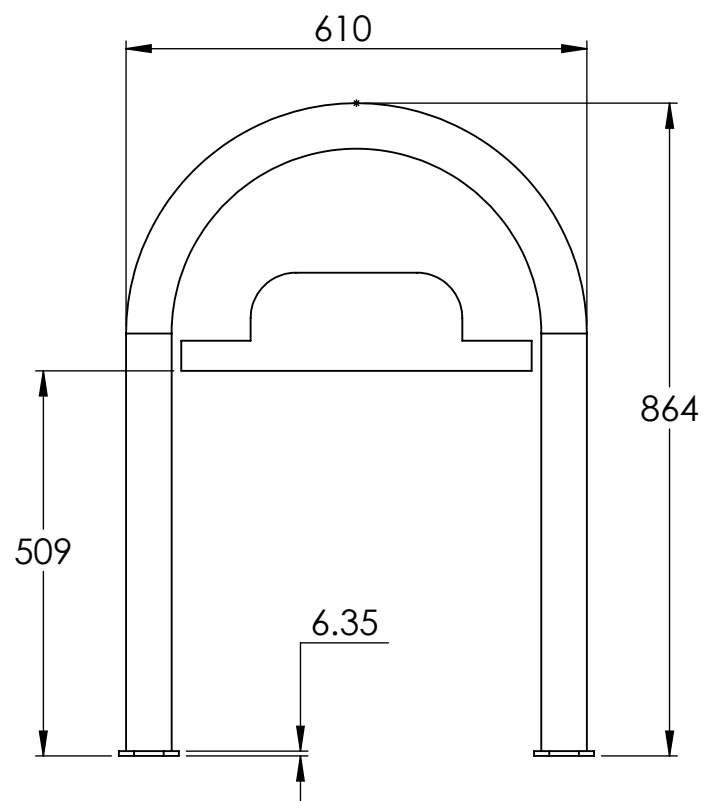


GARBAGE ENCLOSURE CANOPY

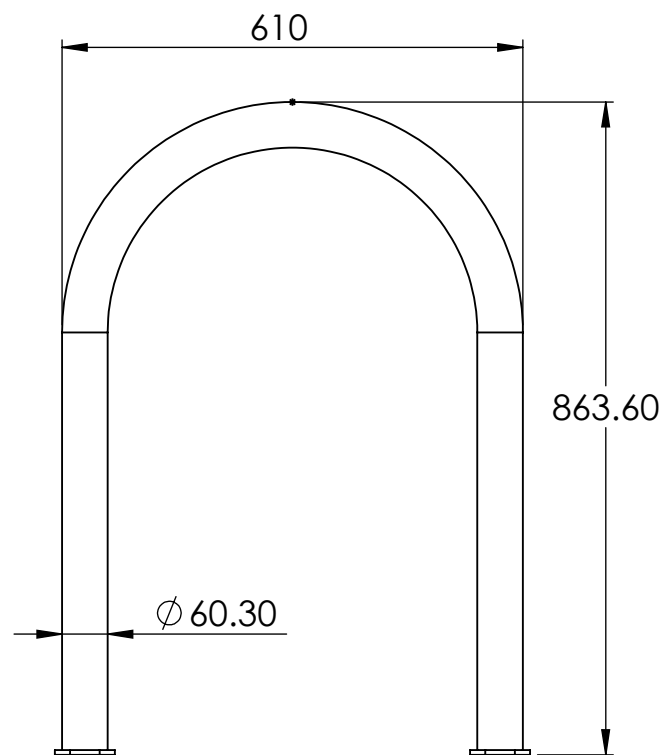
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Plot Date: 2022/08/09

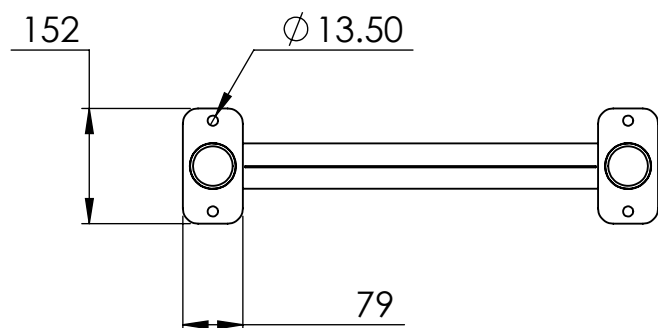
Drawn By: YC



NAME



NO NAME



ACOT. IN mm



Memo to Committee

penticton.ca

Date: August 26, 2026
To: Parks and Recreation Advisory Committee
From: Ysabel Contreras, Parks Capital Projects Supervisor
Address: 2458 McGregor Drive ; 1050 Penticton Avenue

Subject: **McGregor Park and McNicoll Park - Recommended Concepts**

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated August 26, 2026 titled "McGregor Park and McNicoll Park – Recommended Concepts".

And THAT the Parks and Recreation Advisory Committee support the Proposed Concept for McGregor Park and recommend that Council direct staff to share the recommended concept with the neighbourhood and proceed with detailed design for construction.

And THAT the Parks and Recreation Advisory Committee support Concept 2 as the preferred layout concept for McNicoll Park and recommend that Council direct staff to share the recommended concept with the community and proceed with detailed design for construction.

Background

As part of the 2026–2030 Financial Plan, Council approved two projects for the 2026 capital workplan: the McGregor Park Upgrade and the McNicoll Park Irrigation Renewal. Both parks are due for renewal to address aging infrastructure and support current and future recreation needs. McGregor Park is a small neighbourhood park with aging infrastructure, while McNicoll Park requires replacement of an irrigation system that is nearing 40 years old and has exceeded its expected service life. Each project includes planning and design in 2026, followed by construction in 2027.

To inform future improvements, staff implemented a two-phase engagement process for both parks. In spring 2026, staff completed Phase 1 public engagement to understand how the park is currently used, identify valued amenities, and determine what opportunities should be considered as part of future improvements. Feedback obtained through surveys, a pop-up engagement event, and meetings with user groups informed the development of concept plans that were subsequently presented to the public for review.

Phase 2 was undertaken between August 4 and August 16, 2026, which consisted of public review of the proposed concept plans through an online survey and user group meetings. The purpose of this phase was to evaluate community support for the proposed concepts and identify a preferred direction for the future implementation. The results of both phases were used to refine the concepts and establish a recommended plan

for each park. The engagement results and recommended directions for McGregor Park and McNicoll Park are summarized below.

McGregor Park

McGregor Park is a small neighbourhood park located in southwest Penticton, established in the 1980's and considered as one of oldest parks in the city. The park primarily serves nearby residents and currently contains limited infrastructure, including an aging swing set, fencing, irrigation infrastructure, mature trees, and open lawn space. The park is approximately 0.10 hectares (0.24 acres) in size and functions primarily as a local gathering and informal recreation space. The Parks and Recreation Master Plan (PRMP)

outlines a 20-year replacement cycle for playgrounds and recommends the city work directly with neighbouring residents to identify future vision for the park, including whether the park should remain in its current location.



Figure 1 – McGregor Park Project Boundary

Engagement Summary

Phase 1 – What We Heard

The first phase of engagement confirmed that McGregor Park is valued as a neighbourhood green space that supports informal recreation, family use, and outdoor enjoyment close to home. Feedback was collected through 32 survey responses and 25 participants at the community pop-up engagement event.

Key themes included:

- A strong desire to retain the park's open green space, mature trees, and neighbourhood character.
- Expressed strong support for maintaining McGregor Park as a neighbourhood park, with 85% of respondents indicating that having a small neighbourhood park in the area was either important or very important.
- Support for modest improvements that enhance recreation opportunities without significantly changing the park.
- Interest in additional play features, seating, picnic tables, garbage and dog waste stations.
- Respondents most commonly identified the future role of McGregor Park as a small neighbourhood play space and local gathering area for nearby residents and families.

Collectively, these findings suggested that residents preferred a balanced approach that enhances recreational opportunities while preserving the park's existing character and open space. These priorities formed the basis for the proposed concept plan.

Phase 2 – Concept Plan Review

A total of 17 responses were received during the concept review period. The results demonstrated strong support for the proposed concept, with 88% of respondents indicating they were satisfied or very satisfied with the design. Overall support was also high, with 77% supporting the concept as presented and a further 18% supporting the concept with minor refinements.

Respondents most frequently identified the retention of existing trees, open lawn space, picnic tables and benches, and waste and dog bag stations as the most valued elements of the proposed concept. Respondents also indicated that the concept successfully balances play opportunities with open green space, with 94% feeling it achieves an appropriate balance. Feedback further demonstrated support for improvements that enhance the park for children and families while maintaining the neighbourhood character of McGregor Park. Most respondents indicated they would use the park more frequently if the concept is implemented. Additionally, minor refinements suggested through the engagement included additional recycling facilities, lighting, recreation opportunities for older adults, and interpretive signage recognizing the park's history.

Recommended Plan

Feedback confirmed support for retaining mature trees, preserving open lawn space, and enhancing recreation opportunities for children and families. The concept received strong community support, with close to 95% of respondents indicating support for the proposed concept either as presented or with minor changes. The recommended direction is to proceed with the concept as shown, while considering minor refinements identified through the engagement process during detailed design.



Figure 2 – McGregor Park Proposed Concept

McNicoll Park

The City is undertaking an irrigation renewal project at McNicoll Park to replace infrastructure that is nearing 40 years old and has exceeded its expected service life. As part of the irrigation planning process, staff has the opportunity to review the park layout and explore potential improvements that could enhance functionality, recreation opportunities, and user experience before the new irrigation system is designed and installed.

Engagement Summary

Phase 1 – Data Gathering, What We Heard



Figure 3 – McNicoll Park Project Boundary

The first phase of engagement confirmed that McNicoll Park functions as an important community recreation space supporting casual recreation, organized sports, school activities, and neighbourhood use. Feedback was collected through 147 survey responses, an on-site engagement event, and meetings with user groups including Penticton Harlequins Rugby, South Okanagan Football Association (SOFA), and Penticton Track and Field. Several themes consistently emerged across engagement activities:

- Strong community support exists for retaining and improving the existing track, with 59% of respondents opposed to converting it to additional turf space. Walking, running, exercise, and track and field activities represented the most common activity and reasons for its continued importance.
- McNicoll Park is a multi-use recreation destination that supports both organized sports and informal community use, with rugby representing the most identified organized sport, followed by track and field activities.
- The most frequently requested upgrades includes additional trees for shade, water refill stations, seating/spectator amenities, washroom/changeroom facilities, field lighting, scoreboards, additional recreation opportunities and upgraded field conditions.
- Most respondents reported no major accessibility barriers to use, although opportunities were noted to improve surfacing, access points, routes, lighting, and supporting facilities.

Question 2. What activities do you typically participate in at this site?

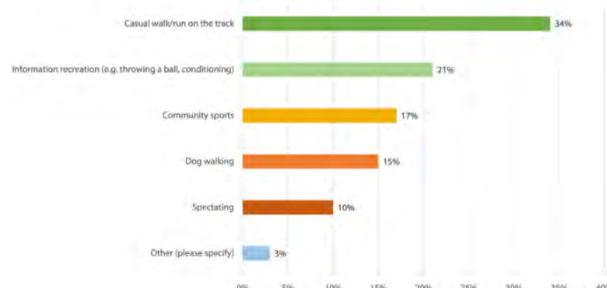


Figure 4 – Primary Activities Participated in at the Site by Respondents (%)

Collectively, the Phase 1 findings demonstrated strong support for retaining the track while improving user comfort amenities. These findings guided the development of two concept options that were presented to the public during Phase 2 engagement.

Phase 2 – Concept Plan Development & Feedback



Figure 5 & 6 – McNicoll Concepts 1 & 2

Findings from the initial engagement process directly informed the development of both concept plans. While respondents generally supported retaining the track, engagement also identified a desire for additional amenities and improved park functionality. To balance these competing interests, City staff developed two Concepts that illustrates retention of the running track, reducing it from six lanes to four lanes and included additional space for various park improvements.

Both Concept 1 and Concept 2 include:

- Track retention and resurfacing
- Additional shade trees
- Water refill stations
- New spectator seating
- Waste and dog bag stations
- Bike parking
- Park entrance features
- Space for future washroom/changeroom facilities

The two concepts differ primarily in track configuration, spectator seating locations, and the inclusion of additional sideline infrastructure and recreation opportunities. To understand community preferences, both concepts were presented for public review and a total of 168 responses were received, with the results indicating strong support for improvements to McNicoll Park and a slight preference for Concept 2.

- Concept 2 was the most preferred option, but only by a very small margin over Concept 1.
 - 40% supported Concept 1, primarily due to the preferred location of washroom/changeroom facilities, water access, and additional trees.
 - 41% supported Concept 2, primarily due to the retention of a standard 400 m track, improved bleacher placement, and additional recreation opportunities.
 - Only 15% of respondents supported maintaining the park in its current configuration.
- 81% of respondents preferred Concept 1 or 2 over maintaining the existing layout.
- Respondents generally supported reducing the track from six lanes to four lanes, with 52% indicating support and only 12% opposed. Feedback suggested that four lanes would adequately accommodate current recreational use while creating space for additional park amenities

In addition to identifying a preferred concept, several recurring themes emerged during the concept review process:

- Feedback received from organized user groups (Rugby, SOFA, Track & Field Group) generally favoured Concept 2, particularly the placement of the bleachers outside the play area and retention of the interior track lanes. Given the nature of contact and tackle sports, keeping the bleachers outside of play areas is preferred for safety and functionality. Additionally, maintaining the interior lanes shown in Concept 2 allows to maintain the integrity of the 400m mark which serves an essential benchmark conditioning, fitness testing, pacing and accuracy.
- Continued support for retaining a running track at McNicoll Park.
- Strong support for new amenities including water refill stations, additional trees, spectator seating, sideline recreation, and track resurfacing.
- Mixed feedback regarding the preferred location of the future washroom and changeroom facilities, and ongoing interest in future enhancements such as lighting, scoreboards, and additional storage.
- Cost, responsible use of municipal funds, and ongoing maintenance also emerged as considerations when respondents were asked what else the City should consider before selecting a concept

Recommended Plan

While support levels between Concept 1 and Concept 2 were relatively similar, Concept 2 emerged as the preferred option overall and provides the strongest overall balance between community feedback, user group requirements, recreation opportunities, track functionality, and long-term park flexibility. The recommended concept:

- Retains a running track and existing field to support walking, running, recreation, and sports training.
- Improves spectator amenities and overall park functionality.
- Introduces outdoor fitness or activity infrastructure for informal recreation.
- Includes track resurfacing, trees for shade, additional amenities, and enhanced entrance.
- Supports future washroom/changeroom facility opportunities.
- Maintains the site's role as a multi-use recreation destination serving both organized sports and neighbourhood users.



Figure 7 – McNicoll Park Proposed Concept

Staff acknowledges that participants also indicated field lighting, washrooms/changerooms, scoreboards, and additional storage as future priorities for McNicoll Park. These amenities are not included in the recommended concept but may be considered as future additions to the park. Additionally, while staff recommend Concept 2 as the preferred direction, the final location of amenities and site improvements will be refined during detailed design to ensure they are appropriately located based on site conditions, functionality, and operational considerations.

Financial Implication

The McGregor Park and McNicoll Park upgrade projects are both included in the 2026–2030 Financial Plan. For McGregor Park, \$80,000 is allocated in 2026 for planning and design, with \$695,000 budgeted for construction in 2027. This pricing is based on recent historical costs from comparable park upgrades and reflects the potential inclusion of new playground features, new paved areas for accessibility, lighting, benches, picnic tables, and additional landscaping. For McNicoll Park, \$100,000 is allocated in 2026 for planning and design, and \$617,500 is budgeted in 2027 to renew the entire irrigation system.

Once supported by Council Advisory Committee and Council, staff will prepare recommended and detailed plans that incorporate community feedback and fit within the available construction budget. If community feedback identifies additional needs that exceed current allocations, the project may require a phased approach into future years or a revised funding strategy.

Analysis

The engagement results demonstrate that both McGregor Park and McNicoll Park are valued community recreation spaces and that residents generally support investments that improve park amenities.

For McGregor Park, engagement identified strong support for retaining the park's open green space and mature trees while introducing modest improvements that enhance recreation opportunities for children and families. The proposed concept received broad support from respondents and generally required only minor refinements.

For McNicoll Park, engagement confirmed the importance of retaining a running track while improving supporting amenities such as shade, spectator seating, waterfill station and future facilities. While support for the two concept options was relatively balanced, respondents generally favoured Concept 2 track and bleacher arrangement and introducing improvements that enhance park functionality and expand recreation opportunities.

Overall, the engagement findings suggest that residents support a balanced approach to park improvements that maintains the character and primary functions of each park while addressing identified infrastructure needs for current and future users. The recommended concepts for both parks reflect the priorities identified throughout the engagement process and provide the basis for detailed design and implementation.

Alternate recommendations

THAT the Parks and Recreation Advisory Committee provide alternative directions on the proposed concepts.

Attachments

Attachment A – McGregor Park Concept Plan

Attachment B – McGregor Park – What We Heard Engagement Reports

Attachment C – McNicoll Park Concepts

Attachment D – McGregor Park – What We Heard Engagement Reports

Respectfully submitted,

Ysabel Contreras,
Parks Capital Projects Supervisor

Concurrence

General Manager
of Infrastructure

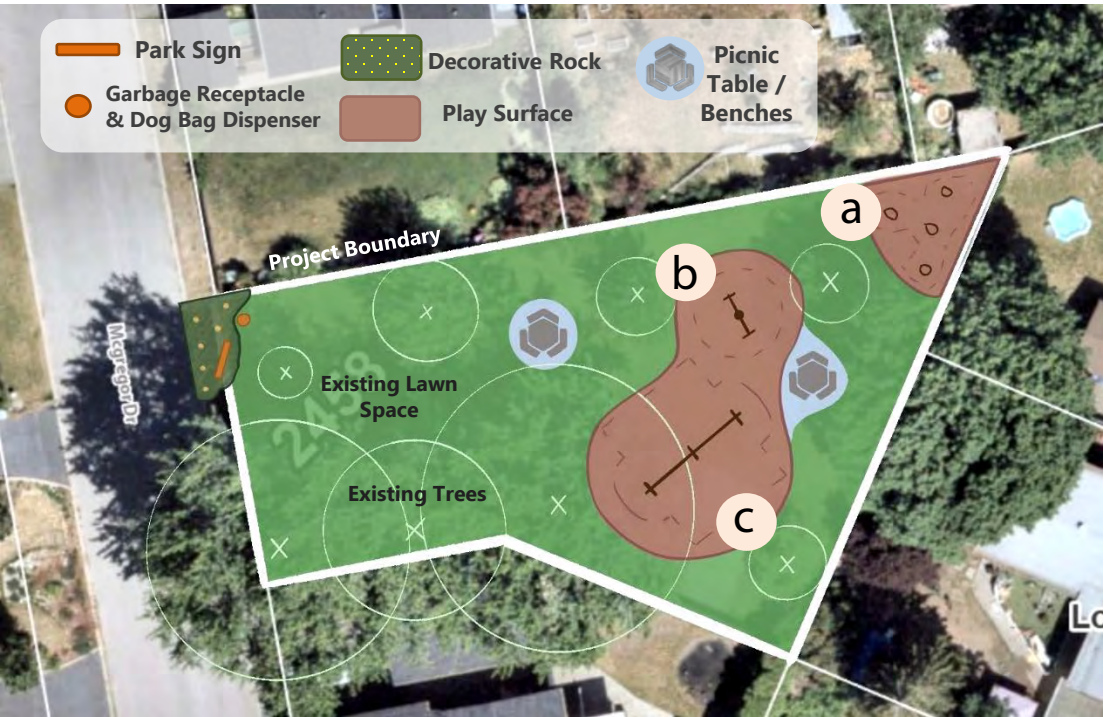
RD



McGregor Park – Proposed Concept

Residents expressed that they value McGregor Park as a quiet green space and would like to see modest improvements that enhance play opportunities while preserving the park's open and natural character.

In response, the proposed concept features accessible swings, a rotating seesaw, stepping pods, picnic tables/benches, and garbage receptacles. The proposed concept offers a balanced design that provides new opportunities for play, relaxation, and neighbourhood gathering while preserving much of the existing lawn and mature trees that residents value most.





What We Heard Engagement Summary McGregor Park

May 19, 2026

[1.0 Project Background](#)

[2.0 Engagement Overview](#)

[3.0 What We Heard](#)

[4.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

1.0 Project Background

McGregor Park is a small neighbourhood park located in the southwest portion of Penticton. Under the City of Penticton's Parks and Recreation Master Plan (PRMP), the park is classified as a Neighbourhood Park intended to serve nearby residents as a local recreation and gathering space. Neighbourhood parks are generally designed to support informal recreation activities and may include play equipment, pathways, open green space, and seating amenities.

McGregor Park is approximately 0.10 hectares (0.24 acres) in size and currently remains underdeveloped, featuring limited infrastructure, including an aging swing set, fencing, and an irrigation system that has exceeded its serviceable life. The park is surrounded by residential properties and primarily serves the immediate neighbourhood.

The Parks and Recreation Master Plan identifies McGregor Park as one of several neighbourhood parks requiring future planning and engagement to better understand community priorities, neighbourhood needs, and the long-term vision for the space. Early planning for the site also considers its proximity to nearby parks, schools, and recreation amenities to ensure future improvements complement rather than duplicate surrounding facilities.

Current park use appears to be informal and limited, primarily consisting of nearby families and young children using the site on an occasional basis. At the same time, the southwest area of Penticton is currently underserved in park space compared to other areas of the city, highlighting the importance of understanding how McGregor Park may better support neighbourhood recreation and community access in the future.

The purpose of this engagement process was to gather input from nearby residents and community members to better understand how McGregor Park is currently used, what park features and amenities are most valued, and what opportunities should be considered as part of future park planning and improvements.

2.0 Engagement Overview

The McGregor Park engagement process was designed to gather feedback from nearby residents and community members regarding the future of the park and opportunities for potential park improvements.

The engagement process focused on understanding:

- How McGregor Park is currently used;
- Community priorities for future park improvements;
- Desired park amenities and recreation opportunities;
- Perspectives regarding the park's role within the neighbourhood; and
- Long-term vision and opportunities for the site.

Engagement activities included online engagement opportunities through the Shape Your City Penticton platform, including an online survey. Input collected through the engagement process will help inform future planning and design considerations for McGregor Park.

2.1 Participation Methods

Online Engagement

A Shape Your City Penticton project page was available to provide background information regarding McGregor Park, project objectives, engagement materials, and opportunities for public participation.

An online feedback form was used to gather input regarding:

- Current park use and visitation patterns;
- Desired park amenities and recreation features;
- Community priorities for future park improvements;
- Perceptions regarding the role and function of the park; and
- Long-term vision and opportunities for the site.

Responses collected through the engagement process were reviewed and analyzed to identify key themes, community priorities, and considerations for future planning and design improvements at McGregor Park.

A total of 32 feedback forms were received during the engagement period.

Pop-Up Engagement Event

An in-person pop-up engagement session was held at McGregor Park to gather feedback directly from nearby residents, families, park users, and community members. Participants were invited to review project information materials, speak with project staff, and provide comments and suggestions regarding the future of the park.

Interactive engagement boards were used during the event to encourage discussion and collect feedback related to:

- How community members currently use McGregor Park;
- The role McGregor Park should play in the neighbourhood in the future; and
- Desired park improvements, amenities, and recreation opportunities.

Participants provided feedback through informal conversations and sticky-note responses on the engagement boards. Input collected during the pop-up engagement event will help inform future planning and design considerations for McGregor Park.

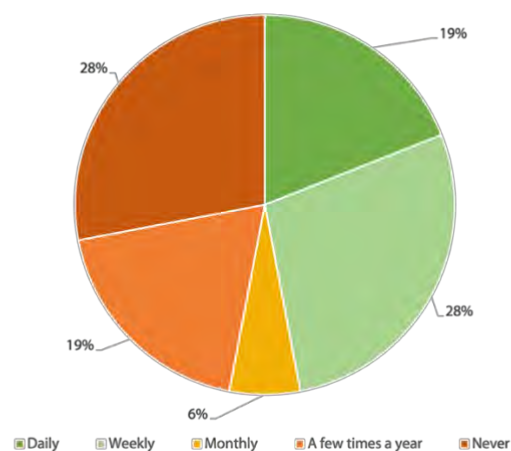
3.0 What We Heard

3.1 Feedback Form Results

One of the primary ways the City gathered formal feedback was by using online and print feedback forms. A total of 32 feedback forms were received during the engagement period, including those received at the Pop-Up Engagement Event.

Please note that, due to the relatively small number of survey responses received, the findings presented in this section may not fully reflect the perspectives of the broader community as a whole. The results should be considered indicative of the views and experiences shared by participants who chose to engage in the process.

Question 1. How often do you visit or use McGregor Park?

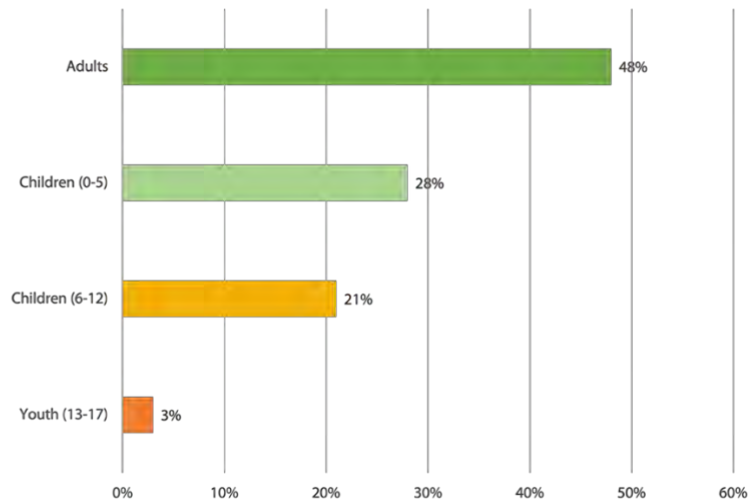


Base: 32 Respondents

Key Takeaways

- Responses indicate that McGregor Park is used regularly by many nearby residents, with most participants visiting either weekly or a few times per year.
- A smaller proportion of respondents indicated they visit the park daily or monthly.
- Nearly one-third of respondents indicated they never use the park, suggesting awareness, accessibility, or amenity-related factors may influence visitation patterns.

Question 2. Who in your household uses McGregor Park?

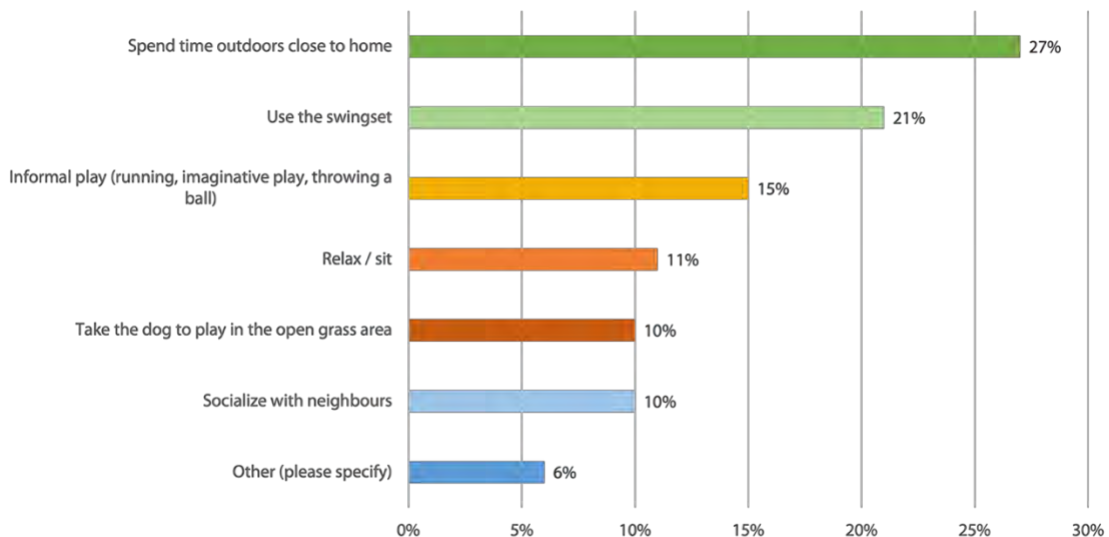


Base: 23 Respondents

Key Takeaways

- Adults represented the largest user group identified by respondents.
- Children under 12 also represented a significant proportion of park users, highlighting the park's role as a neighbourhood family space.
- Limited use by youth aged 13–17 may reflect the park's current amenities and small-scale nature.

Question 3. What do you or your household typically do in McGregor Park?



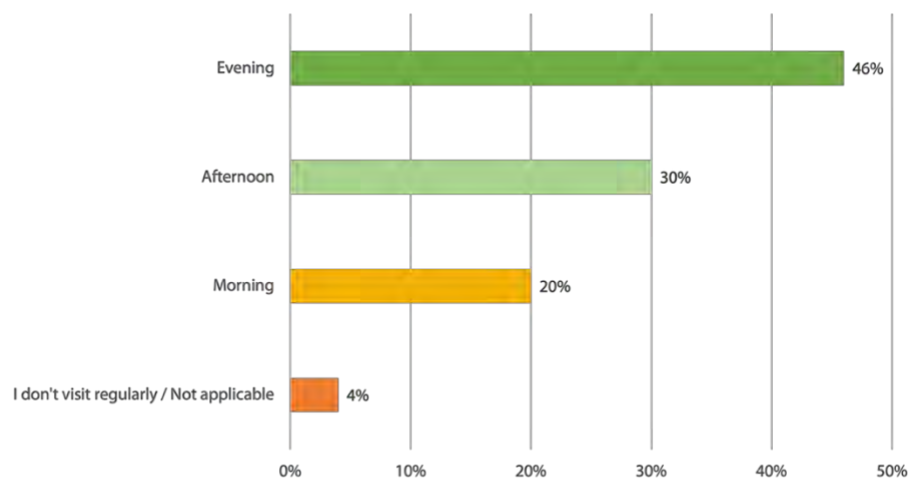
Base: 23 Respondents

Key Takeaways

- Spending time outdoors close to home was the most commonly identified activity among respondents.

- Informal recreation activities, including the use of the swing set, casual play, relaxing, and socializing, were commonly identified uses of the park.
- Responses also highlighted the use of the park for dog-related activities and informal neighbourhood gathering.

Question 4. What time(s) of day do you usually visit McGregor Park?



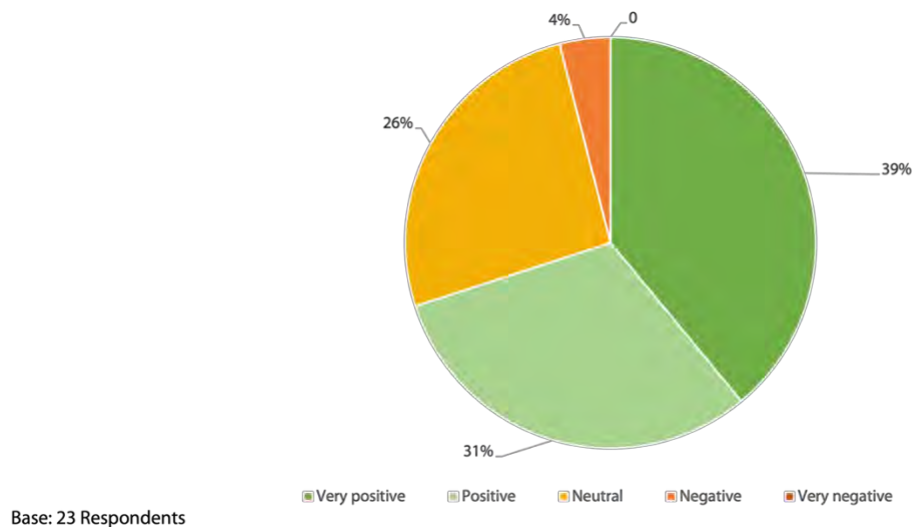
Base: 23 Respondents

Key Takeaways

- Evening was identified as the most common time for park visitation among respondents.
- Afternoon and morning use were also reported, suggesting the park supports recreation and outdoor use throughout the day.

- A few respondents indicated that they do not regularly visit the park.

Question 5. How would you describe your experience using this park?

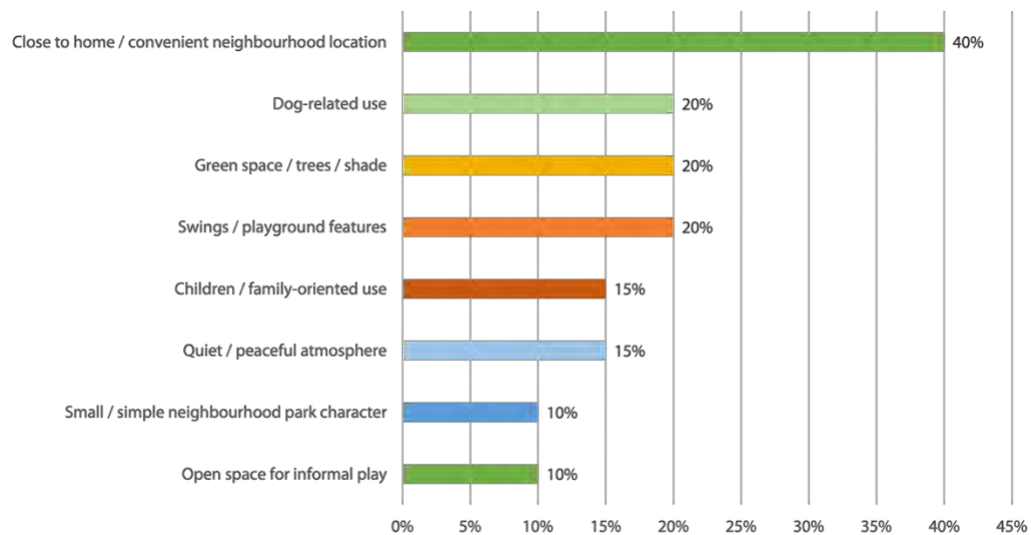


Key Takeaways

- Most respondents described their experience using McGregor Park as either positive or very positive.
- A smaller proportion of participants identified neutral or negative experiences.
- Overall responses suggest that community perceptions of the park are generally favourable despite the park's limited amenities and aging infrastructure.

Question 6. What aspects of McGregor Park currently work well for your household?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 6.*



Base: 20 Respondents

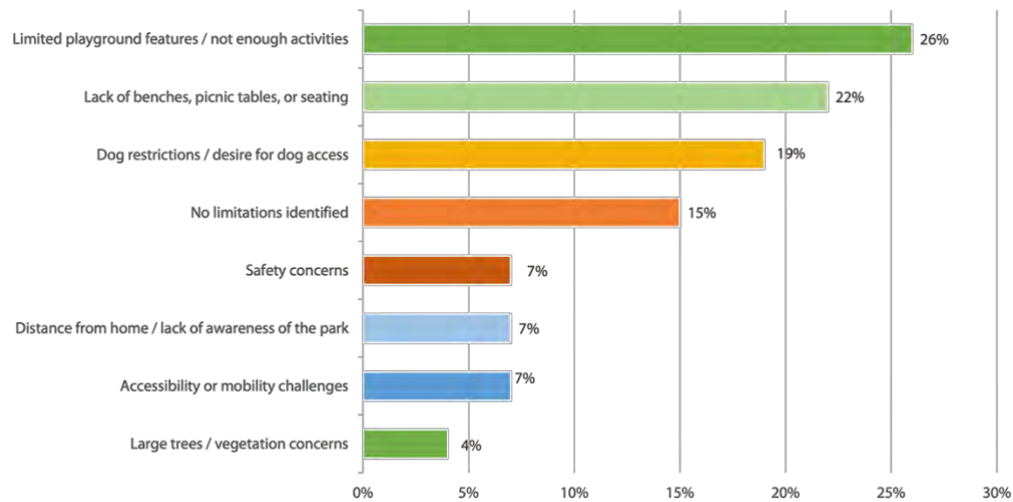
**Responses may reference more than one theme; totals exceed the number of respondents.*

Key Takeaways

- The most commonly identified theme related to McGregor Park's convenient location and proximity to nearby homes highlights the importance of neighbourhood access to outdoor space and recreation opportunities close to home.
- Respondents also frequently referenced the park's open green space, mature trees, quiet atmosphere, and opportunities for informal recreation, relaxation, and dog-related use.
- Several comments identified the park's small-scale neighbourhood character, swing set, and family-oriented environment as positive aspects that support casual everyday use.

Question 7. What aspects of the park limit your use or reduce your enjoyment?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 7.*



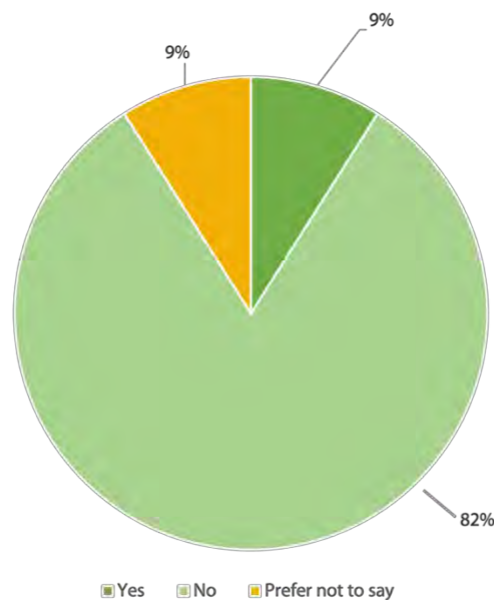
Base: 27 Respondents

**Responses may reference more than one theme; totals exceed the number of respondents.*

Key Takeaways

- The most commonly identified concern is related to limited playground features and a lack of activities or amenities within the park, particularly for children and families.
- Respondents also identified a lack of seating, picnic tables, and gathering amenities as factors limiting comfort and longer visits to the park.
- Additional themes included dog-related concerns, accessibility considerations, vegetation or tree maintenance issues, and general safety concerns related to park usability and maintenance.

Question 8. Have you or someone in your household experienced any barriers to accessing the park due to mobility or accessibility challenges (e.g., using a wheelchair, walker, stroller, or other mobility aid)?



Base: 32 Respondents

Key Takeaways

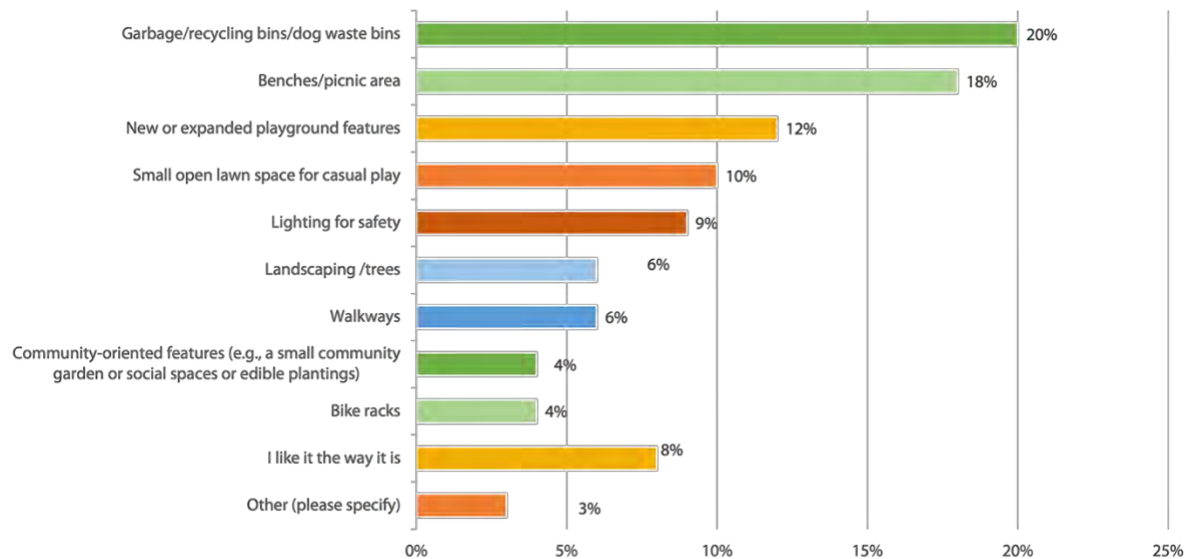
- Most respondents indicated that they had not experienced accessibility or mobility-related barriers when accessing the park.
- A smaller proportion of respondents identified accessibility challenges or preferred not to answer the question.
- Responses suggest that while accessibility concerns may not affect all users, accessibility improvements remain an important consideration for future park planning.

Question 9. Please describe any specific accessibility challenges or suggestions you have for improving access to the site.

Key Takeaways

- Only three respondents identified specific mobility or accessibility-related challenges associated with accessing McGregor Park.
- Comments referenced difficulties navigating the park using walkers, wheelchairs, canes, and strollers, particularly related to site access and circulation within the park.

Question 10. The park currently has an open space and a swing set. Which types of improvements would be most valuable to your household?

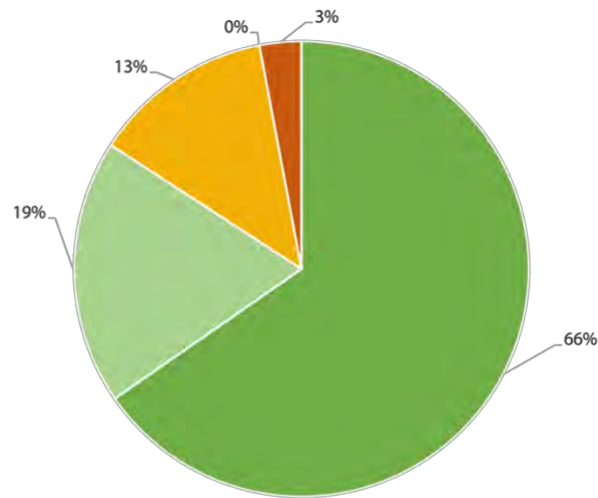


Base: 32 Respondents

Key Takeaways

- Garbage, recycling, and dog waste bins were identified as the most commonly desired improvement among respondents.
- Additional seating and picnic areas, upgraded playground features, and expanded informal recreation space were also commonly identified priorities.
- Respondents also expressed interest in lighting, landscaping improvements, walkways, and community-oriented amenities that would support neighbourhood use of the park.

Question 11. How important is it that this neighbourhood has a small park like McGregor Park?



Base: 32 Respondents

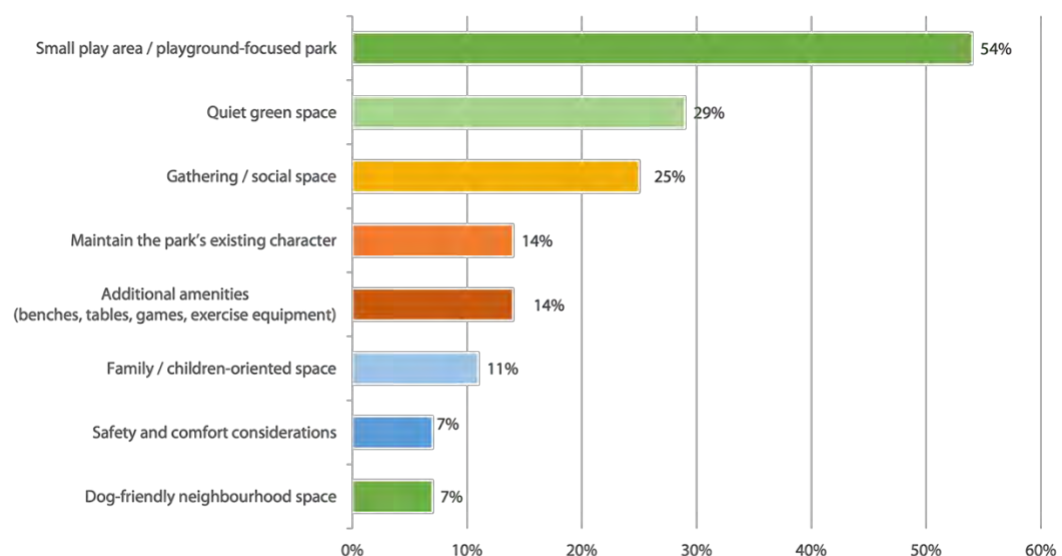
Very important Important Neutral Unimportant Not at all important

Key Takeaways

- Most respondents identified having a small neighbourhood park like McGregor Park as either very important or important.
- Only a small proportion of respondents identified the park as unimportant.
- Responses suggest strong community value is placed on maintaining neighbourhood access to local outdoor recreation and green space.

Question 12. What role should McGregor Park play in your neighbourhood in the future? (e.g., a small play area, a quiet green space, a gathering spot, etc.)

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 12.*



Base: 28 Respondents

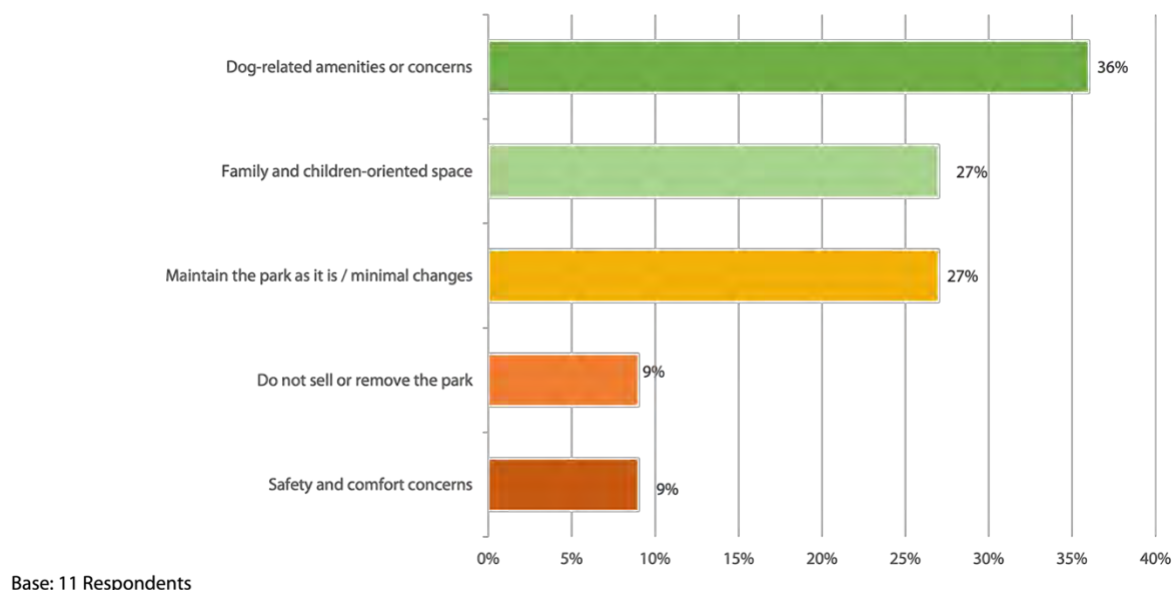
**Responses may reference more than one theme; totals exceed the number of respondents.*

Key Takeaways

- The most commonly identified future role for McGregor Park was as a small play area or playground-focused neighbourhood park, with respondents referencing children's play opportunities, informal recreation, and family-oriented park use.
- Respondents also frequently identified the importance of maintaining the park as a quiet green space and informal gathering area for nearby residents.
- Additional themes included preserving the park's existing neighbourhood character, adding seating and gathering amenities, and supporting informal community recreation opportunities.

Question 13. Is there anything else you want to suggest as we plan upgrades for this park?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 13.*

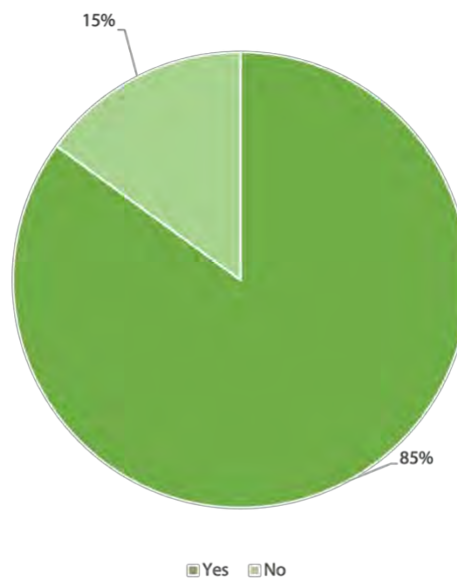


**Responses may reference more than one theme; totals exceed the number of respondents.*

Key Takeaways

- Dog-related amenities and considerations represented the most commonly identified theme, with respondents referencing dog walking, open lawn space, waste bins, and interest in maintaining dog-friendly use of the park.
- Several participants emphasized the importance of maintaining the park's existing neighbourhood character while introducing only modest improvements that support everyday community use.
- Additional comments highlighted interest in family-oriented amenities, safety and comfort improvements, and preserving McGregor Park as a valued neighbourhood green space.

Question 14. Are you a neighbouring resident?



Base: 32 Respondents

Key Takeaways

- Most respondents identified themselves as neighbouring residents.

- Responses indicate that feedback was primarily received from individuals living close to McGregor Park and most directly connected to the site.
- Limited responses were received from participants located outside the immediate neighbourhood area.

Question 15. What is your postal code?

Postal code responses indicate that the majority of participants were from Penticton, while a smaller number of responses were received from surrounding regional communities.

3.2 Pop-Up Engagement Event

An on-site pop-up engagement session was held at McGregor Park, where 25 residents, families, and park users participated by sharing their feedback on the future of the park. Participants were invited to provide input through interactive engagement boards and informal conversations with project staff.

Feedback collected during the pop-up engagement event reinforced several themes identified through the online survey. Participants frequently described McGregor Park as a valued neighbourhood green space used for informal recreation, dog walking, casual play, and outdoor enjoyment close to home. Several comments emphasized the importance of maintaining the park as a quiet, accessible neighbourhood space while preserving its open, green character.

Participants also identified interest in future improvements that would support family and community use of the park. Common suggestions included additional seating and picnic areas, upgraded playground features, landscaping improvements, improved accessibility, lighting, and amenities that would support everyday neighbourhood recreation. Some participants also emphasized the importance of maintaining green space and ensuring the park continues to function as a local gathering and recreation area for nearby residents.

Overall, feedback collected during the pop-up engagement event highlighted the importance of McGregor Park as a small neighbourhood-focused recreation space and demonstrated interest in modest park improvements that enhance comfort, accessibility, and informal recreation opportunities while maintaining the park's existing character.

4.0 Conclusions

The McGregor Park engagement process provided residents and community members with opportunities to share feedback regarding current park use, community priorities, and future improvement opportunities for the site.

Overall, feedback highlighted the importance of McGregor Park as a valued neighbourhood green space that supports informal recreation, outdoor enjoyment, and community use close to home. Participants identified interest in maintaining the park's quiet and accessible neighbourhood character while introducing modest improvements that enhance comfort, accessibility, and recreation opportunities.

Common themes identified throughout the engagement process included interest in upgraded playground features, additional seating and picnic areas, improved landscaping, lighting, accessibility enhancements, and amenities that support everyday neighbourhood use. Feedback also emphasized the importance of preserving open green space and ensuring the park continues to serve nearby residents and families.

Input collected through the engagement process will help inform future planning and design considerations for McGregor Park.

Appendix A - Engagement Timeline

The following table summarizes the primary engagement activities completed as part of the McGregor Park Phase 1 engagement process.

Date	Activity
April 10	Project launched on ShapeYourCity
April 10	McGregor Park Survey opens
April 26	Pop-Up Engagement Event at McGregor Park

April 30 McGregor Park Survey closes



What We Heard
Engagement Summary
McGregor Park
Phase 2

August 18, 2026

[1.0 Project Background](#)

[2.0 Engagement Overview](#)

[3.0 What We Heard](#)

[4.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

1.0 Project Background

McGregor Park is a small neighbourhood park located in the southwest area of Penticton. The City of Penticton is planning improvements to the park as part of its broader efforts to maintain and enhance neighbourhood parks and recreation spaces.

During Phase 1 of engagement, the City gathered feedback from residents and park users to better understand how McGregor Park is currently used, what people value about the park, and what improvements should be considered. Feedback indicated that residents value McGregor Park as a quiet neighbourhood green space and generally favour modest improvements that enhance play opportunities while preserving the park's open and natural character.

Based on the feedback received during Phase 1, the City developed a proposed concept for McGregor Park. The concept was presented during Phase 2 engagement to gather feedback on the proposed concept and identify potential amenities or refinements for consideration before the concept is finalized.

2.0 Engagement Overview

Phase 2 engagement focused on gathering feedback from residents and park users on the proposed concept for McGregor Park. Residents and park users were invited to review the concept and complete an online survey to share their feedback.

The survey sought feedback on overall satisfaction with the proposed concept, preferred features, accessibility, the balance between play features and open green space, family-friendly design, preservation of the park's neighbourhood character, anticipated future use, and overall support for the concept. Respondents were also provided opportunities to identify missing elements, suggest additional accessibility improvements, and identify minor changes they would like the City to consider.

Feedback gathered through Phase 2 will help the City refine the proposed concept and inform the future design and implementation of improvements at McGregor Park.

2.1 Participation Methods

Online Engagement

Information about Phase 2 engagement was provided through the City's Shape Your City Penticton engagement platform. The project page provided background information, the proposed concept and an opportunity for residents and park users to provide feedback through the McGregor Park survey.

The survey was available until August 16, 2026.

A total of 17 survey responses were received during the engagement period.

Neighbourhood Postcards

To raise awareness of the Phase 2 engagement opportunity among nearby residents, 300 unaddressed postcards were hand-delivered by project staff to properties in the surrounding neighbourhood. The postcards provided information about the project and encouraged residents to participate in the engagement.

3.0 What We Heard

Phase 2 engagement provided an opportunity for residents and park users to review the proposed concept for McGregor Park and provide feedback on the proposed improvements. The following section summarizes the concept presented during engagement and the feedback received through the McGregor Park survey.

3.1 Proposed Concept

Based on feedback received during Phase 1, the City developed a proposed concept for McGregor Park that introduces new play and supporting amenities while preserving much of the existing lawn space and mature trees.

The proposed concept includes accessible swings, a rotating seesaw, stepping pods, picnic tables/benches, a garbage receptacle and dog bag dispenser, and decorative rock features. The concept is intended to provide additional opportunities for play, relaxation and neighbourhood gathering while maintaining the park's open and natural character.

Proposed Concept – McGregor Park:



McGregor Park – Proposed Concept

Residents expressed that they value McGregor Park as a quiet green space and would like to see modest improvements that enhance play opportunities while preserving the park's open and natural character.

In response, the proposed concept features accessible swings, a rotating seesaw, stepping pods, picnic tables/benches, and garbage receptacles. The proposed concept offers a balanced design that provides new opportunities for play, relaxation, and neighbourhood gathering while preserving much of the existing lawn and mature trees that residents value most.

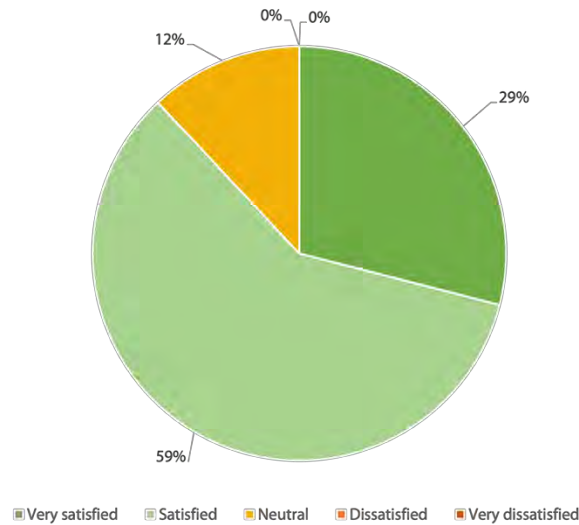


3.2 Online Survey Results

The following section summarizes the findings from the McGregor Park Phase 2 survey. Respondents were asked to provide feedback on their overall satisfaction with the proposed concept, preferred features, accessibility, the balance between play features and open green space, family-friendly design, preservation of neighbourhood character, anticipated future use, and overall support for the concept.

A total of 17 responses were received through the McGregor Park Phase 2 survey during the engagement period.

Question 1. How satisfied are you with the proposed concept for McGregor Park?

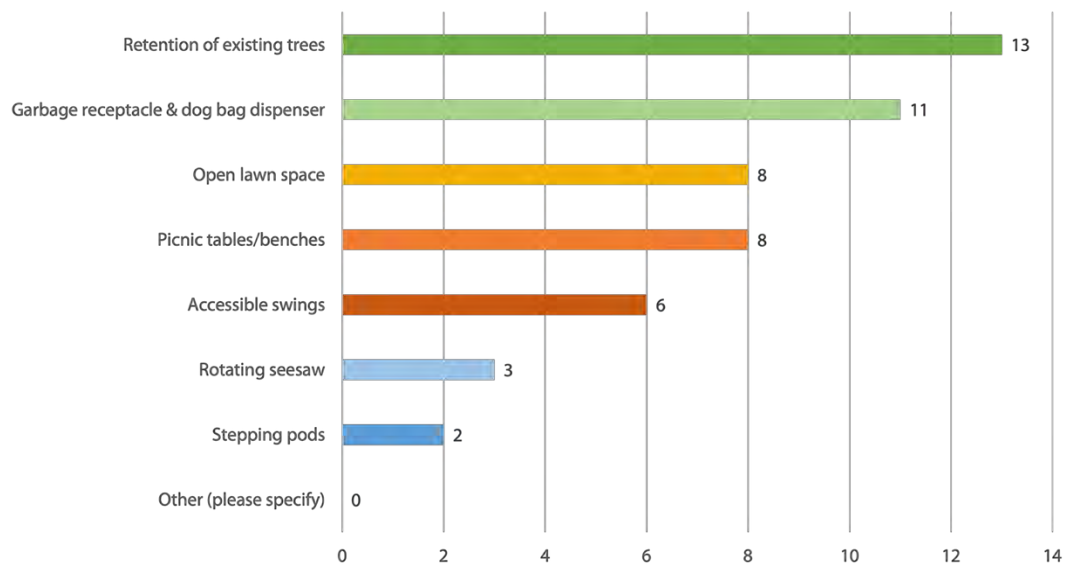


Base: 17 Respondents

Key Takeaways

- Most respondents (88%) were satisfied or very satisfied with the proposed concept, while 12% were neutral.
- No respondents indicated they were dissatisfied with the proposed concept.

Question 2. Which elements of the proposed concept do you like most?



Base: 17 Respondents

**Respondents could select up to three options.*

Key Takeaways

- Retention of existing trees was the most frequently selected element of the proposed concept, followed by the garbage receptacle and dog bag dispenser.
- Open lawn space and picnic tables/benches were also among the more frequently selected features.

Question 3. Please tell us if there are any additional accessibility features or improvements you would like us to consider.

Summary of Feedback

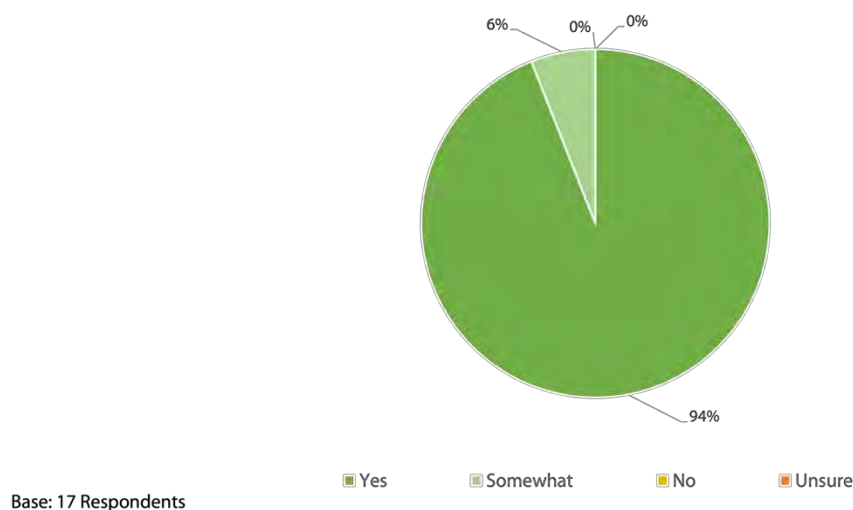
No specific accessibility-related improvements were identified through the responses. A small number of respondents provided other suggestions, including additional lighting in and around the park and consideration of low-maintenance play equipment. Other respondents indicated they had no additional suggestions or expressed general support for the proposed concept.

Question 4. Is there anything you feel is missing from the proposed concept?

Summary of Feedback

Ten respondents provided suggestions or comments about the proposed concept. Suggestions varied and included additional waste and recycling facilities, exercise equipment for older adults, play features suitable for toddlers, park signage and recognition of the park's name and history. Other comments emphasized retaining all existing trees and raised considerations related to park hours and appropriate use of the space. One respondent indicated that nothing was missing, while another expressed general support for the proposed concept.

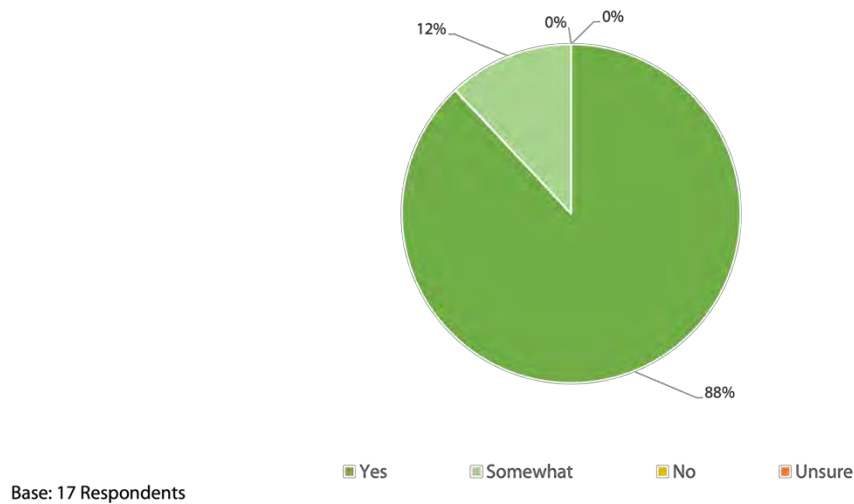
Question 5. Do you feel the proposed concept provides an appropriate balance between play features and open green space?



Key Takeaway

- Nearly all respondents (94%) felt the proposed concept provides an appropriate balance between play features and open green space, while 6% indicated it does so somewhat.

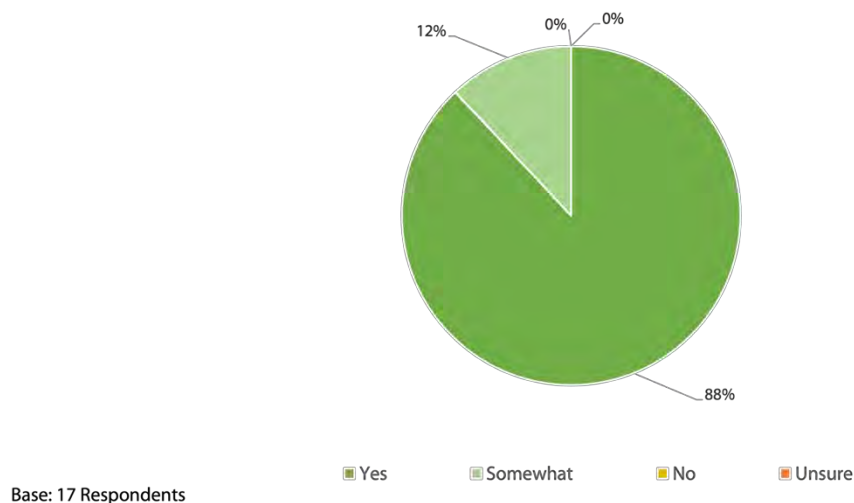
Question 6. Do you feel the proposed concept improves the park for children and families in the neighbourhood?



Key Takeaway

- Most respondents (88%) felt the proposed concept would improve the park for children and families in the neighbourhood, while 12% indicated it would do so somewhat.

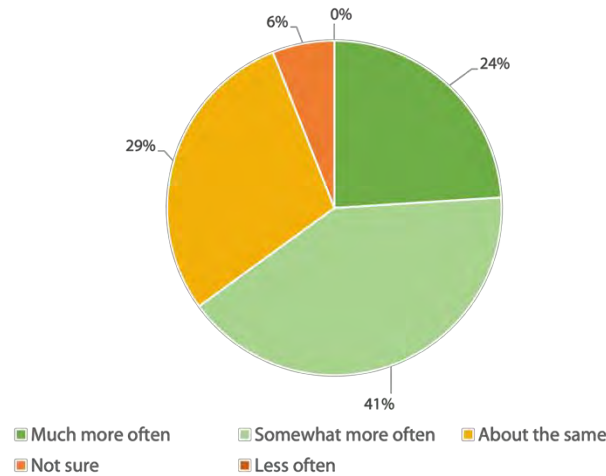
Question 7. The concept retains much of the existing lawn and mature trees. Do you feel this proposed concept maintains neighbourhood character of McGregor Park?



Key Takeaway

- Most respondents (88%) felt the proposed concept maintains the neighbourhood character of McGregor Park, while 12% indicated it does so somewhat.

Question 8. If the proposed concept is implemented, how often will you use the park?

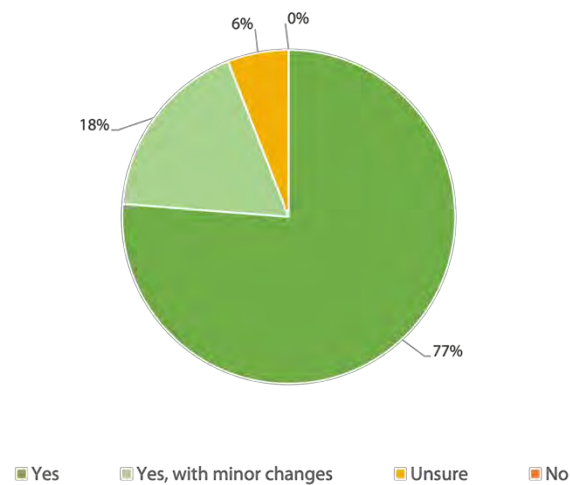


Base: 17 Respondents

Key Takeaways

- Nearly two-thirds of respondents (65%) indicated they would use McGregor Park more often if the proposed concept is implemented, including 24% who would use it much more often and 41% somewhat more often.
- A further 29% indicated their use of the park would remain about the same, while no respondents anticipated using the park less often.

Question 9. Do you support the proposed concept as presented?



Base: 17 Respondents

Key Takeaways

- Overall support for the proposed concept was high, with 77% supporting it as presented and a further 18% supporting it with minor changes.
- No respondents indicated that they did not support the proposed concept.

4.0 Conclusions

Phase 2 engagement provided the City with feedback from 17 respondents on the proposed concept for McGregor Park. Overall, respondents expressed a high level of satisfaction and support for the concept, with 88% indicating they were satisfied or very satisfied. In addition, 77% supported the concept as presented, and a further 18% supported it with minor changes.

Feedback from Phase 2 respondents indicates that the proposed concept generally reflects several of the priorities identified during Phase 1 engagement. Nearly all respondents (94%) felt the concept provides an appropriate balance between play features and open green space, while 88% felt it would improve the park for children and families and maintain McGregor Park's neighbourhood character. Retention of existing trees was also the most frequently selected preferred element of the proposed concept.

Feedback from Phase 2 will be considered alongside the findings from Phase 1 and technical and operational requirements as the City refines the proposed concept and advances planning for future improvements at McGregor Park.

Appendix A - Engagement Timeline

The following table summarizes the primary engagement activities completed as part of the McGregor Park Phase 2 engagement process.

Date	Activity
August 4	Project launched on ShapeYourCity
August 4	McGregor Park Phase 2 Survey opens
August 5	300 unaddressed postcards hand-delivered to properties in the surrounding neighbourhood
August 16	McGregor Park Phase 2 Survey closes



McNicoll Park – Concept 1

McNicoll park irrigation renewal project provides the opportunity to improve the park layout before finalizing the new irrigation design and installation.

Feedback from the community highlighted the importance of maintaining McNicoll Park as a multi-use recreation space that serves both organized sports and everyday community recreation. **Concept 1** retains the track by reducing **the two inside lanes and converting the track from six lanes to four lanes**, creating additional space for new spectator bleachers and expanded field play, while preserving opportunities for walking, running, and recreation. The concept also includes track resurfacing, additional trees for shade, a water refill station, waste/dog bag receptacle, and a new entry sign to improve the park's entrance.

*In addition to the features shown in this concept, user group feedback identified field lighting, washrooms/changerooms, scoreboards, and additional storage as future priorities for McNicoll Park. These amenities are not included in this concept but may be considered as future additions to the park. Other requests, such as portable picnic tables, additional waste receptacles, and field line modifications during sports events, can continue to be addressed through ongoing coordination with the Parks Operations team.



 Existing Garbage Receptacle

 Existing Storage Structure

 Existing Trees

 Bleachers

 Long-Term Plan for Washroom / Changeroom*

 New Tree

 Water Re-Fill Station

 Bike Rack

 Garbage Receptacle

 Dog Bag Dispenser

 Entry Sign with Retaining Wall & Planting Bed

 New compacted gravel surface



McNicoll Park – Concept 2

Concept 2 retains the track by removing **the two outside lanes and converting the track from six lanes to four lanes**, creating additional space for bleachers, allowing spectators to better view both track and field activities while preserving opportunities for walking, running, and recreation. The concept includes track resurfacing, new additional trees for shade, a water refill station, a new entry sign and additional sideline infrastructure to support broader community use of the park.

*In addition to the features shown in this concept, user group feedback identified field lighting, washrooms/changerooms, scoreboards, and additional storage as future priorities for McNicoll Park. These amenities are not included in this concept but may be considered as future additions to the park. Other requests, such as portable picnic tables, additional waste receptacles, and field line modifications during sports events, can continue to be addressed through ongoing coordination with the Parks Operations team.



Existing Waste Receptacle



Existing Storage Structure



Existing Trees



Bleachers



Long-Term Plan for Washroom / Changeroom*



New Tree



Water Re-Fill Station



Bike Rack



Waste Receptacle



Dog Bag Dispenser



Entry Sign with Retaining Wall & Planting Bed



Sideline Infrastructure (ex. Fitness Station/Chess Table / Activity Station)



McNicoll Park – Recommended Plan

The **Recommended Plan** proposes retaining the track by removing **the two outer lanes and converting it from six lanes to four lanes**. This approach creates additional space for bleachers and allows spectators to better view both track and field activities while continuing to support walking, running, and recreation use. The concept includes track resurfacing, additional trees for shade, a water refill station, a new entry sign, and additional sideline infrastructure to support broader community use of the park.

The locations of the proposed amenities shown are conceptual and may be adjusted during detailed design and construction to accommodate site conditions, available funding, utility requirements, accessibility, and operational needs.

**In addition to the features shown in this concept, user group feedback identified field lighting, washrooms/changerooms, scoreboards, and additional storage as future priorities for McNicoll Park. These amenities are not included in the upgrade but may be considered as future additions to the park. Other requests, such as portable picnic tables, additional waste receptacles, and field line modifications during sports events, can continue to be addressed through ongoing coordination with the Parks Operations team.*



 Existing Waste Receptacle

 Existing Storage Structure

 Existing Trees

 Bleachers

 Long-Term Plan for Washroom / Changeroom*

 New Tree

 Water Re-Fill Station

 Bike Rack

 Waste Receptacle

 Dog Bag Dispenser

 Entry Sign with Retaining Wall & Planting Bed

 Sideline Infrastructure (ex. Fitness Station / Chess Table / Activity Station)



What We Heard Engagement Summary McNicoll Park

May 19, 2026

[1.0 Project Background](#)

[2.0 Engagement Overview](#)

[3.0 What We Heard](#)

[4.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

1.0 Project Background

McNicoll Park is an important neighbourhood and city-wide recreation destination located in the eastern portion of Penticton. The park supports a range of organized sports and informal recreation activities and is home to several existing amenities, including a football/rugby field, cinder track, baseball diamond, playground, pathways, bleachers, irrigation infrastructure, and supporting storage facilities. The site also forms part of a broader recreation area adjacent to L'ecole Entre-Lacs School and the Penticton Creek Pathway.

The project area focuses on the western portion of McNicoll Park, including the sports field, running track, and other supporting amenities. Mature trees throughout the site contribute to the park's character and usability.

The City of Penticton is undertaking this project as part of ongoing park and recreation infrastructure improvements. A key driver of the project is the replacement of the park's aging irrigation system, which is approaching 40 years old and has exceeded its expected service life. The current system presents operational and maintenance challenges and no longer aligns with long-term park management goals identified through the Parks and Recreation Master Plan (PRMP) and the 2010 Irrigation Master Plan.

The irrigation replacement project also presents an opportunity to reassess the current park layout and explore future improvements that better support community recreation needs. This includes evaluating whether the existing approximately 2,975 m² cinder track should remain, be reconfigured, or potentially be converted into additional turf space to support expanded field capacity and multi-sport programming.

McNicoll Park is currently used by several organized sports groups, including the Penticton Rugby Football Association Harlequins, South Okanagan Football Association (SOFA), school users, and neighbouring residents. Existing annual bookings total approximately 384 hours per year, with rugby representing the majority of organized use.

Findings from the City's Sports and Recreation Needs Assessment (SRNA) also identified McNicoll Park Oval as an important community sports field with additional capacity for future bookings. The SRNA further noted that the park's cinder track and open field serve as a complementary recreational facility within Penticton's broader parks and recreation network.

The purpose of this Phase 1 engagement process was to gather input from residents, user groups, neighbours, and community user groups to better understand how McNicoll Park is used today, what aspects are most valued, and what opportunities should be considered as part of future park improvements.

2.0 Engagement Overview

Phase 1 engagement for McNicoll Park was designed to gather feedback from residents, sports organizations, nearby neighbours, and park users regarding the future of the park and opportunities associated with planned infrastructure upgrades.

The engagement process focused on understanding:

- How McNicoll Park is currently used;

- Which park features and amenities are most valued;
- Community priorities for future improvements;
- Concerns related to park functionality, safety, accessibility, and neighbourhood compatibility; and
- Perspectives regarding the future of the cinder track and sports field configuration.

Engagement activities included online engagement opportunities through the Shape Your City Penticton platform via a survey, conversations with user groups, and in-person discussions with park users.

Input collected through the engagement process will help inform future planning and design considerations for McNicoll Park.

2.1 Participation Methods

Online Engagement

A Shape Your City Penticton project page was available from April 10 to April 30, 2026, providing background information regarding the McNicoll Park Irrigation Renewal project, project objectives, engagement materials, and opportunities for public participation.

An online feedback form was used to gather input regarding:

- Current park use and visitation patterns;
- Organized sports and recreation activities;
- Use and importance of the cinder track;
- Community priorities for future park improvements;
- Accessibility considerations; and
- Perspectives regarding future field and track configurations.

A total of 147 feedback forms were received during the engagement period.

Pop-Up Engagement Event

An in-person pop-up engagement session was held at McNicoll Park on April 18, 2026.

Community members, park users, families, and organized sports participants were invited to speak directly with project staff, review project information boards, identify park assets they currently use, and provide comments and suggestions regarding future park improvements.

Participants provided feedback through informal discussions, sticky-note comments, and interactive engagement boards focused on park amenities, recreation needs, and potential enhancement opportunities.

User Group Engagement

Targeted engagement meetings were conducted with three primary organized user groups that regularly use McNicoll Park:

- Penticton Rugby Harlequins
- South Okanagan Football Association (SOFA)

- Penticton Track and Field

Discussions focused on current site use, operational requirements, facility limitations, amenity needs, scheduling considerations, accessibility, and long-term recreation priorities associated with McNicoll Park.

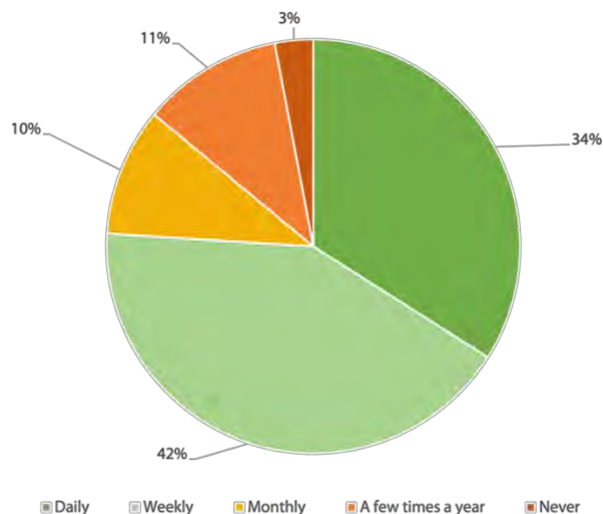
3.0 What We Heard

3.1 Feedback Form Results

One of the primary ways the City gathered formal feedback was by using online and print feedback forms. A total of 147 feedback forms were received during the engagement period.

The two following charts are included to provide a sense of the respondents participating in the feedback form. Please refer to Appendix B for the complete findings from the feedback form.

Question 1. How often do you visit or use McNicoll Park?

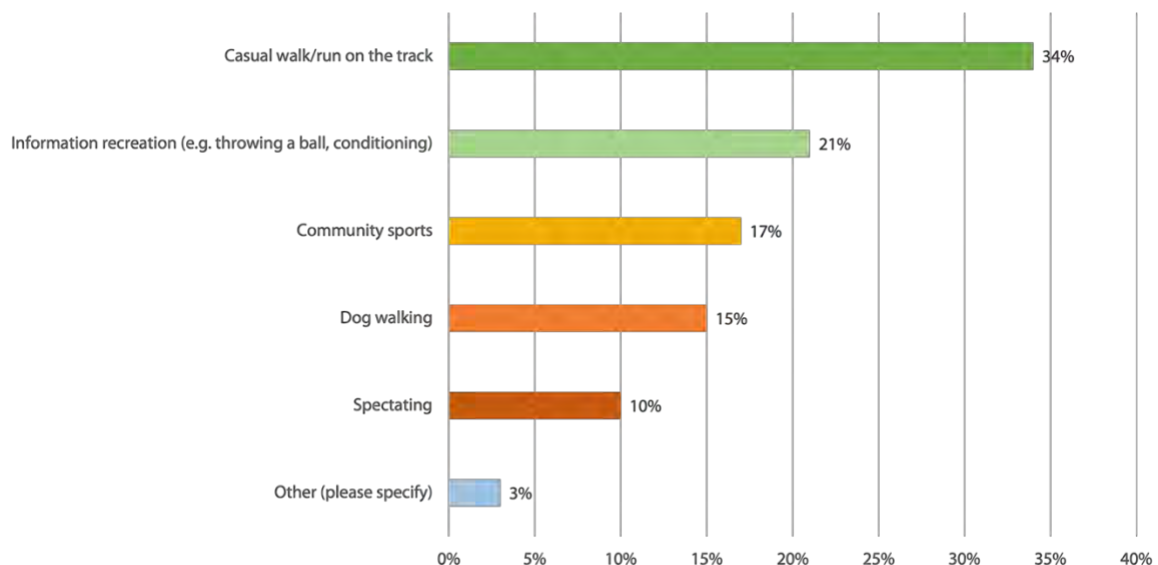


Base: 147 Respondents

Key Takeaways

- Most respondents indicated they use McNicoll Park on a regular basis, with weekly and regular visitation representing the majority of responses.
- The findings suggest the park functions as an important everyday recreation space for nearby residents and organized sports users.
- Only a small percentage of respondents indicated they rarely or never use the park.

Question 2. What activities do you typically participate in at this site?

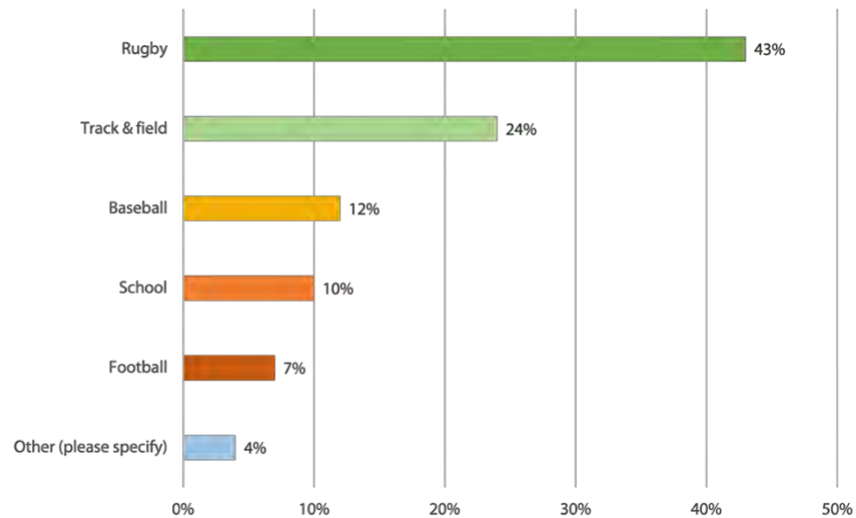


Base: 143 Respondents

Key Takeaways

- Casual walking and running on the track represented the most common activity identified by respondents.
- Organized sports and informal recreation activities also represented significant uses of the site.
- Responses demonstrate that McNicoll Park supports both structured sports programming and everyday community recreation.

Question 3. You indicated you participate in sports. Please select which sports below.

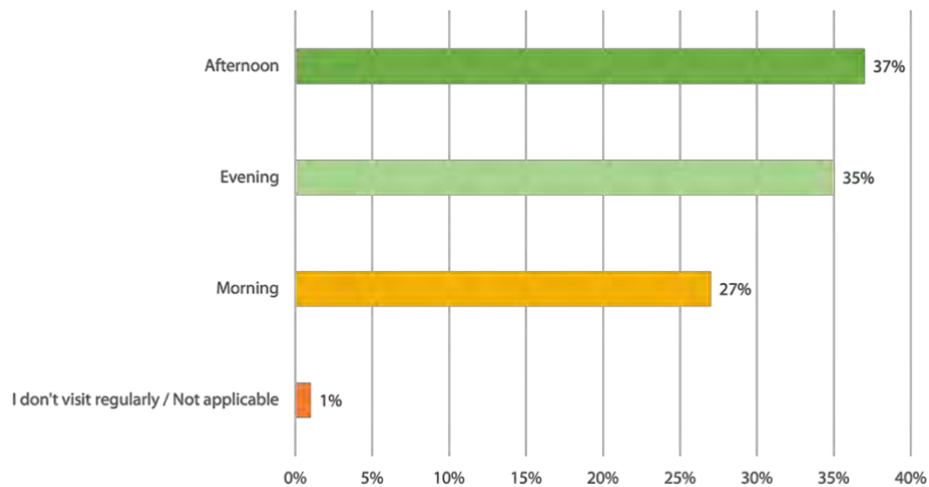


Base: 52 Respondents

Key Takeaways

- Rugby represented the most commonly identified organized sport activity at McNicoll Park.
- Track and field activities also represented a significant portion of responses, reinforcing the importance of the cinder track and open recreation space.
- Responses demonstrate that the park supports a diverse range of organized sports users, including football, baseball, and school-related activities.

Question 4. What time(s) of day do you usually visit McNicoll Park?

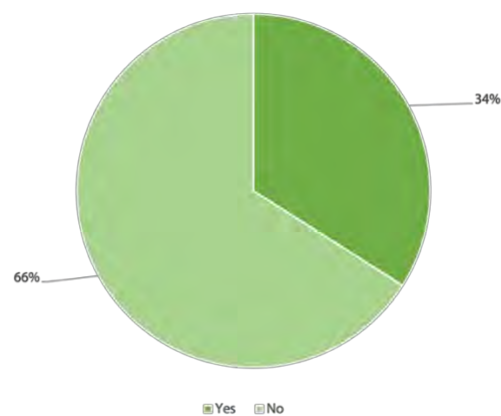


Base: 143 Respondents

Key Takeaways

- Afternoon and evening represented the most common times of day for park use.
- The findings suggest the park experiences regular use throughout the day, particularly during after-school and after-work hours.
- Morning use also represented a notable portion of responses, reflecting the park's role as an everyday recreation destination.

Question 5. Do you belong to a sport or community organization which uses McNicoll Park?



Base: 143 Respondents

Key Takeaways

- Nearly three-quarters of respondents indicated they do not belong to a sport or community organization that uses McNicoll Park.
- The findings suggest the park is heavily used by informal recreation users and nearby residents in addition to organized sports groups.
- Responses reinforce the park's role as both a community recreation space and an organized sports facility.

Question 6. Please specify your group.

Respondents who identified as members of sport or community organizations represented a range of groups that regularly use McNicoll Park, including rugby organizations, the South

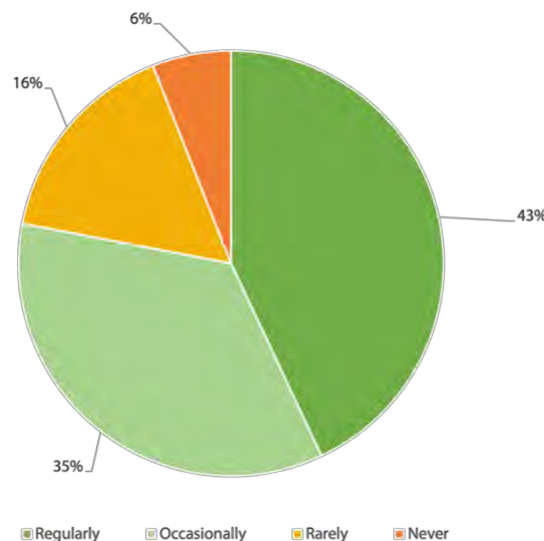
Okanagan Football Association (SOFA), track and field users, baseball organizations such as SOMBA, school groups, and community-based recreation programs. Rugby organizations appeared most frequently in responses, reinforcing the park's importance as a key sports field facility within Penticton.

Question 7. What amenities or equipment does your organization typically use or bring when visiting the site?

Organizations identified the sports field and cinder track as the primary amenities used on site. Track and field users noted regular use of the track for training, conditioning, and running activities, often bringing equipment such as hurdles and other running implements. Rugby and football groups emphasized the importance of field space for practices and games, along with storage facilities such as on-site C-cans used to store balls, pads, cones, and other sports equipment.

Several organizations noted that they currently bring much of their own equipment and temporary amenities to the site, including water, tents for shade, lighting equipment, mats, cameras, personal gear, and portable training equipment. Multiple respondents also identified a need for additional supporting infrastructure at the park, particularly washrooms, change rooms, drinking water access, lighting, and improved storage and spectator amenities.

Question 8. How often do you use the cinder track?



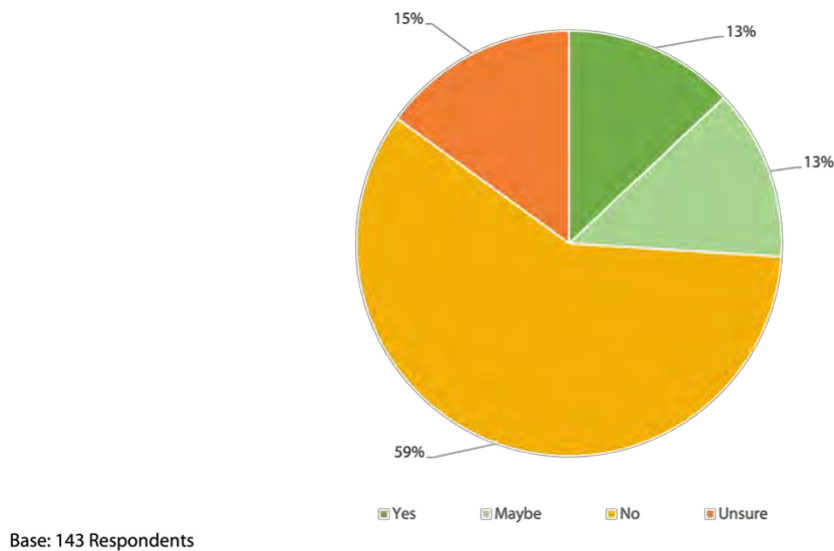
Base: 143 Respondents

Key Takeaways

- Responses indicate that the cinder track is used regularly by a significant portion of participants.
- The findings suggest the track functions as both a recreation amenity and a training/conditioning space.

- Regular use by walkers, runners, families, and organized sports users demonstrates the track's broad community function.

Question 9. Would converting the cinder track to additional turf space support your needs?

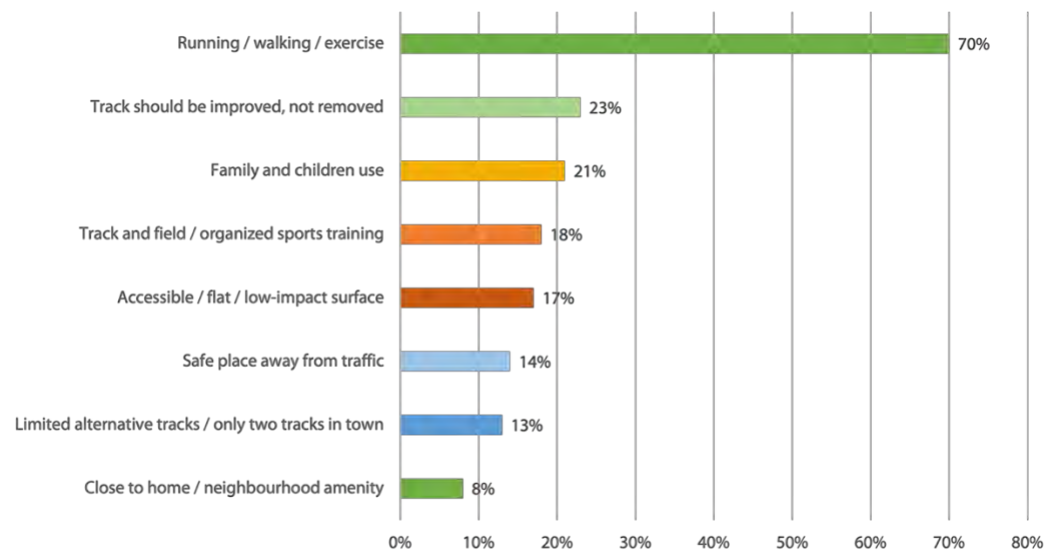


Key Takeaways

- A majority of respondents (59%) indicated they do not support converting the existing cinder track into additional turf space.
- Responses suggest strong community value is placed on retaining the track as an important recreation amenity for walking, running, exercise, and informal community use.
- While a smaller portion of respondents supported or were open to additional turf space, the findings demonstrate that preserving the track remains an important consideration for many park users.

Question 10. Why is preserving the track as is important to you?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 10.*



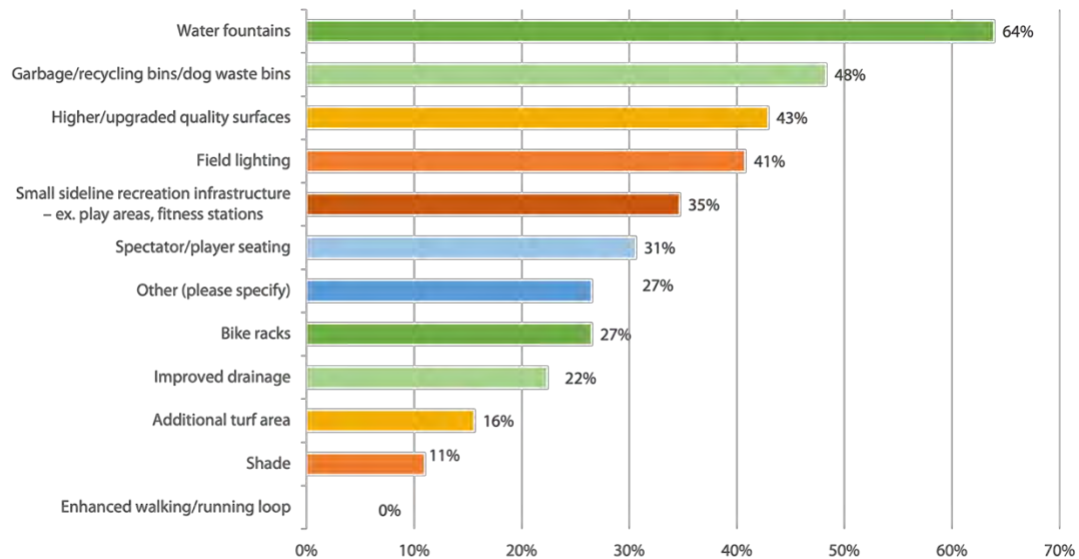
Base: 84 Respondents

**Responses may reference more than one theme; totals exceed the number of respondents.*

Key Takeaways

- Walking, running, and everyday exercise represented the most common reasons respondents supported preserving the existing track.
- Many participants identified the track as an important, accessible and family-friendly recreation space within the community.
- Several respondents supported improving or resurfacing the track while maintaining its current recreational function.

Question 11. What improvements would help McNicoll Park better support current or future recreation needs?



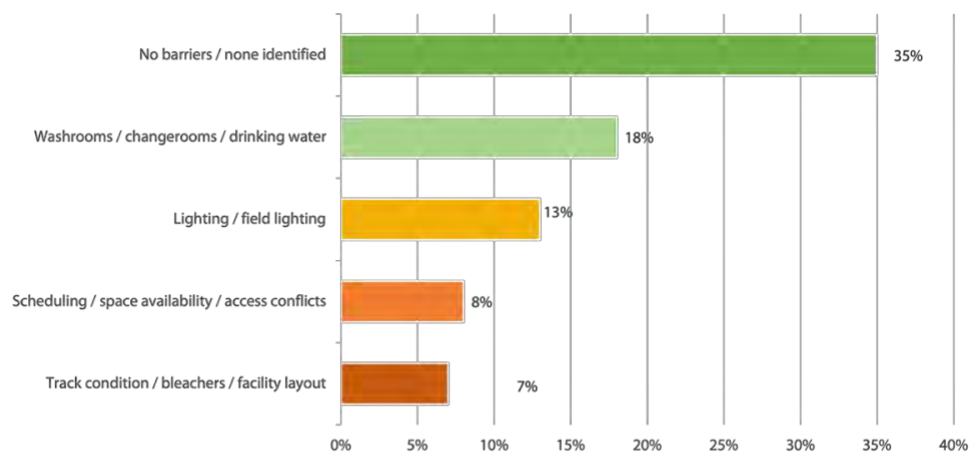
Base: 147 Respondents

Key Takeaways

- Supporting amenities such as water fountains, lighting, seating, and upgraded field conditions emerged as the highest priorities for future improvements.
- Responses reflected a strong interest in upgrades that would support both organized sports programming and informal recreation use.
- Participants also emphasized the importance of comfort amenities, shade, recreation infrastructure, and long-term park usability.

Question 12. Are there any barriers that prevent you or your group from using this site more often?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 12.*



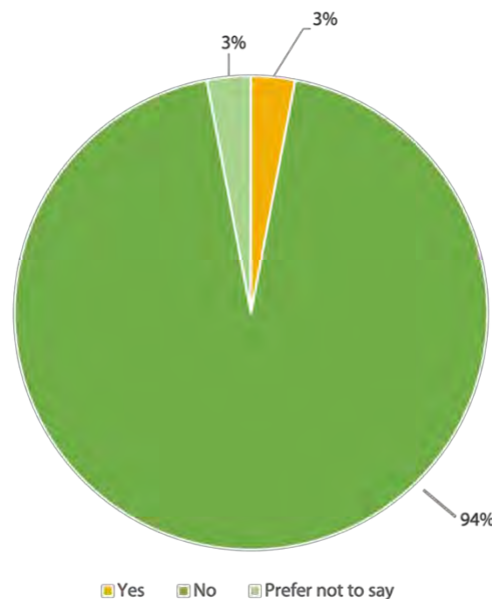
Base: 71 Respondents

*Responses may reference more than one theme; totals exceed the number of respondents.

Key Takeaways

- While many respondents indicated there are currently no major barriers to use, several recurring infrastructure concerns were identified.
- Washrooms, changerooms, lighting, and supporting amenities were the most commonly identified barriers.
- Some respondents also identified scheduling conflicts, facility limitations, and track conditions as factors limiting more frequent use.

Question 13. Have you or someone in your household experienced any barriers to accessing the park due to mobility or accessibility challenges (e.g., using a wheelchair, walker, stroller, or other mobility aid)?



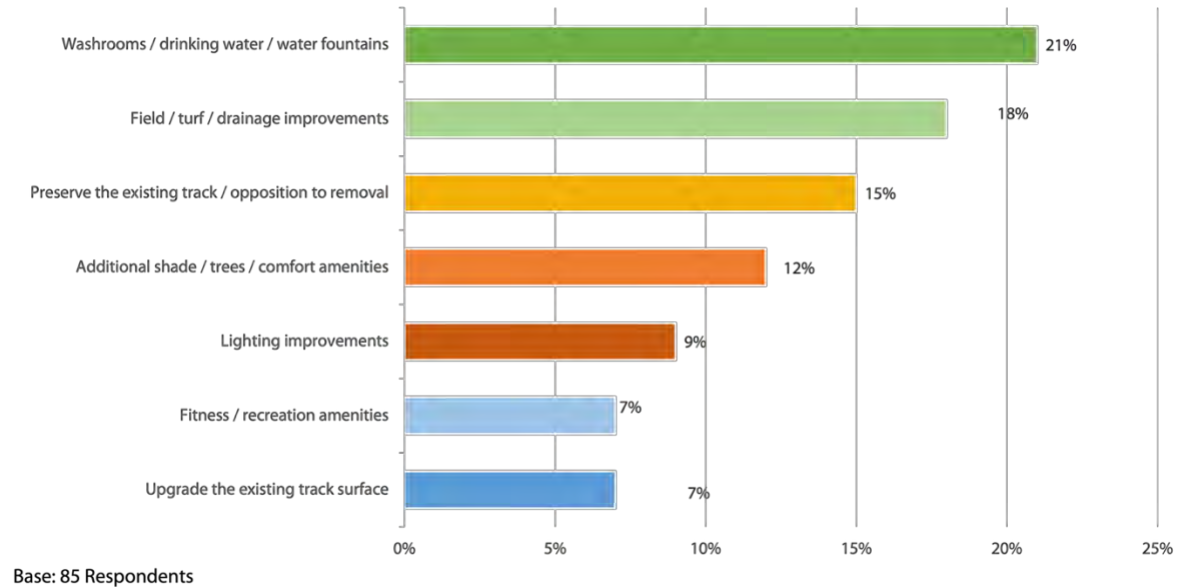
Base: 147 Respondents

Question 14. Please describe any specific accessibility challenges or suggestions you have for improving access to the site.

Only five responses were received regarding accessibility challenges and opportunities. Respondents identified concerns related to uneven surfaces, lack of accessible routes, and difficulties navigating between parking areas, the playground, turf, and spectator spaces. Suggestions focused on improving accessible pathways, reducing grade changes, and upgrading gates and site circulation to better support wheelchair users, strollers, walkers, and spectators with mobility challenges.

Question 15. Is there anything else you want to suggest as we plan upgrades for this park?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 15.*



*Responses may reference more than one theme; totals exceed the number of respondents.

Key Themes from Verbatim Responses

Washrooms, Drinking Water & Water Fountains

The most frequently identified theme related to the need for improved supporting amenities, particularly washrooms, drinking water access, and water fountains. Many respondents emphasized that these amenities are essential to supporting both organized sports users and everyday park visitors. Comments highlighted the importance of improving comfort, convenience, and usability for families, spectators, and recreation groups using the park for extended periods of time.

Field, Turf & Drainage Improvements

A significant number of respondents emphasized the importance of improving field quality, turf conditions, and drainage throughout the site. Comments frequently referenced uneven or poor field conditions and the need for upgrades that would improve usability, durability, and overall functionality for sports programming and community recreation activities.

Preserve the Existing Track / Opposition to Removal

Many respondents expressed strong support for preserving the existing cinder track and maintaining it as part of the park. Comments emphasized the track's importance for walking, running, casual recreation, and community use, particularly for residents seeking a safe and accessible exercise space outside of organized sports activities.

Additional Shade, Trees & Comfort Amenities

Several responses highlighted the importance of additional shade, tree planting, and comfort-oriented amenities throughout the park. Respondents noted that shaded areas, seating, and cooling opportunities would improve comfort for spectators, families, and users during warmer months while also enhancing the overall park experience.

Lighting Improvements

A number of respondents identified improved lighting as an important priority for future upgrades. Comments referenced the need for better visibility and usability during evening hours, particularly for organized sports, shoulder-season use, and general perceptions of safety within the park.

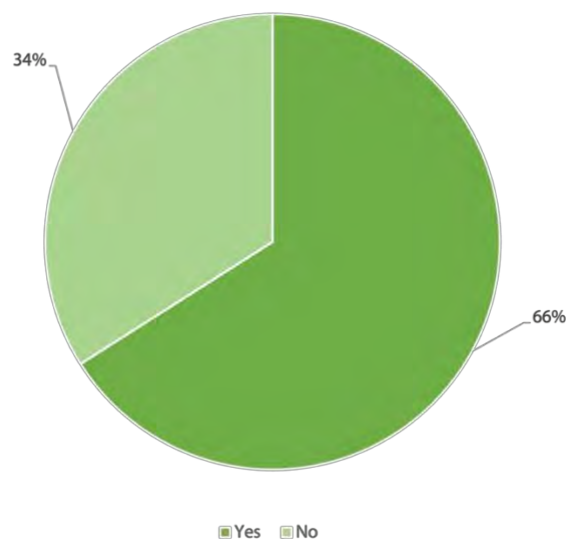
Upgrade the Existing Track Surface

Some respondents supported preserving the track while also upgrading or modernizing the surface itself. Several comments referenced interest in a rubberized or improved running surface that would better support track and field activities, recreational running, and accessibility while maintaining the function of the existing track amenity.

Fitness & Recreation Amenities

A smaller number of respondents suggested adding additional recreation and fitness-oriented amenities to support broader community use of the park. Suggestions included outdoor fitness equipment, play areas, walking loops, and other informal recreation opportunities that would complement existing sports field uses and encourage multi-generational park activity.

Question 16. Are you a neighbouring resident?



Base: 147 Respondents

Question 17. What is your postal code?

Postal code responses indicate that the majority of participants were from Penticton, while a smaller number of responses were received from surrounding regional communities.

3.2 Pop-Up Engagement Event

An on-site pop-up engagement session was held at McNicoll Park on April 18, 2026, to gather feedback directly from park users, nearby residents, families, and organized sports users. Participants were invited to identify which park assets they currently use and provide suggestions for future upgrades and minor enhancements. Site observations and conversations were also documented throughout the engagement session.

Feedback collected during the session reinforced many of the priorities identified through the online survey and feedback forms. The most commonly identified improvement was the addition of a publicly accessible washroom facility. Participants emphasized that washrooms would benefit track users, sports field users, trail users, families, and spectators. Several comments also referenced the need for change rooms and improved equitable access to existing facilities.

Track-related comments were also common. Participants expressed support for preserving and upgrading the existing track, including requests for resurfacing or a rubberized track surface. Other concerns included glass and debris on the track, dust from vehicle use, safety issues related to grade differences between the field and the track, and unauthorized vehicle access to the track area.

Participants also identified opportunities to improve general park amenities and comfort features. Suggestions included additional garbage receptacles, improved lighting, benches and picnic tables, fitness stations, shade and tree retention, dog waste bag refills, and recreational amenities such as ping pong tables, bocce, chess tables, and a future spray park.

Several comments highlighted the importance of the park as a neighbourhood gathering and recreation space for families and children. Parents described regular daily use of the park for biking, soccer, playdates, picnicking, and learning to ride bicycles. Participants also noted that residents from surrounding neighbourhoods frequently use the site.

During the engagement session, participants most frequently identified using both the track and field amenities, followed by track-only and field-only uses. Site observations recorded a wide range of users at the park during the engagement period, including adults, youth, children, seniors, dog walkers, joggers, cyclists, and informal recreation users.

3.3 User Group Engagement

Targeted user group engagement meetings were conducted with three primary organized user groups that regularly use McNicoll Park: the **Penticton Rugby Harlequins**, the **South Okanagan Football Association (SOFA)**, and **Penticton Track and Field**. Discussions were guided by a consistent set of questions focused on group operations, site usage, existing challenges, amenity needs, and long-term priorities for the park.

Overall, discussions reinforced the importance of McNicoll Park as a highly valued multi-use recreation facility supporting organized sports, community recreation, and youth programming across Penticton and the broader South Okanagan region. User groups

consistently emphasized that the site functions as a critical recreation space with growing demand and limited alternative facilities available elsewhere in the city.

Washrooms, Water & Supporting Amenities

The most consistent theme across all user group meetings was the need for additional supporting amenities, particularly washrooms, changerooms, drinking water access, and storage space. Rugby and football representatives noted that existing portable washrooms are heavily relied upon during practices and tournaments and are insufficient during larger events. Track and field representatives also emphasized the importance of washrooms and water access for athletes and families.

Additional amenity requests included picnic tables, spectator seating, shade, storage facilities, lighting, scoreboards, and improved gathering spaces for participants and spectators.

Field Quality & Recreation Functionality

Sports organizations generally viewed the existing field quality positively, particularly the rugby club, which identified the turf as one of the best playing surfaces in their league. However, several operational concerns were identified, including narrow sidelines, long grass creating safety concerns, edge conditions near the track, and localized drainage issues.

Football representatives emphasized the importance of maintaining properly dimensioned field lines and improving field support infrastructure to accommodate growing participation. Several groups also identified increasing demand and future growth pressures as important long-term planning considerations.

Track Use & Facility Limitations

Track and field representatives identified significant limitations associated with the current cinder track and overall facility configuration. While the site supports training and conditioning activities, the existing track does not meet BC Athletics standards and cannot accommodate sanctioned track meets or throwing and jumping events. Uneven surfacing and limited infrastructure were identified as barriers to expanded programming and growth.

At the same time, user groups noted that McNicoll Park continues to play an important supporting role within Penticton's broader recreation network, particularly during periods when Pen-Hi facilities are unavailable. Some respondents expressed support for upgrading or modernizing the track surface to better support training and recreational use.

Multi-Use Recreation & Shared Use

User groups consistently described McNicoll Park as a successful multi-use recreation space that supports overlapping uses throughout the day and across seasons. Rugby, football, track users, families, dog walkers, and informal recreation users all regularly use the site simultaneously. User groups generally described positive working relationships with one another and with the City.

Several groups emphasized the importance of preserving this flexibility and maintaining a balance between organized sports, informal recreation, and neighbourhood park use as future improvements are considered.

Long-Term Planning Considerations

User groups also identified several longer-term opportunities and considerations for future planning. These included field lighting, expanded storage, additional spectator amenities, upgraded track surfacing, improved accessibility, and potential future turf improvements. Track and field representatives also noted ongoing regional discussions regarding future track upgrades at Pen-Hi and broader recreation planning related to future major sporting events.

4.0 Conclusions

Overall, feedback received through the Phase 1 engagement process demonstrates that McNicoll Park is a highly valued neighbourhood and community recreation space supporting a wide range of organized sports, informal recreation, family activities, and everyday park use. Participants consistently emphasized the importance of the park as a flexible multi-use facility that accommodates both structured sports programming and casual recreational activities throughout the year.

Across all engagement methods, respondents identified strong support for maintaining and enhancing the park's role as an accessible recreation destination. The most frequently identified priorities included improved washrooms and drinking water access, lighting, upgraded field and turf conditions, additional shade and seating, and supporting amenities such as storage and spectator infrastructure.

Feedback also demonstrated significant community interest in preserving the existing cinder track or upgrading the track surface rather than removing it entirely. Many respondents emphasized the importance of the track for walking, running, recreation, training, and community accessibility, particularly given the limited availability of similar recreation facilities elsewhere in Penticton.

Input from organized sports user groups reinforced the importance of McNicoll Park within Penticton's broader recreation network and highlighted growing demand for field space, supporting infrastructure, and long-term facility improvements. At the same time, many participants emphasized the importance of balancing organized sports needs with neighbourhood character, informal recreation opportunities, and inclusive community access.

The feedback collected through this engagement process will help inform future planning, design, and decision-making related to the McNicoll Park Irrigation Renewal project and associated park improvements.

Appendix A - Engagement Timeline

The following table summarizes the primary engagement activities completed as part of the McNicoll Park Phase 1 engagement process.

Date	Activity
April 10	Project launched on ShapeYourCity
April 10	McNicoll Park Survey opens
April 17	User group meeting – Penticton Rugby Harlequins
April 18	Pop-Up Engagement Event at McNicoll Park

April 29	User group meeting – South Okanagan Football Association (SOFA)
April 30	McNicoll Park Survey closes
May 8	User group meeting – Penticton Track and Field



What We Heard
Engagement Summary
McNicoll Park
Phase 2

August 18, 2026

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1.0 Project Background

McNicoll Park is an important neighbourhood and city-wide recreation destination located in the eastern area of Penticton. The park supports a range of organized sports and informal recreation activities and includes a sports field, cinder running track, pathways, mature trees, bleachers, storage, and other supporting amenities.

The City of Penticton is planning to replace the park's aging irrigation system, which is approximately 40 years old and has exceeded its expected service life. The irrigation renewal provides an opportunity to review the existing park layout and consider improvements that could better support current and future recreation needs before the new irrigation system is designed and installed.

The project is being undertaken through a phased engagement process. Phase 1 focused on understanding how McNicoll Park is currently used, which features and amenities are most valued, and what improvements should be considered as part of future planning.

Feedback received during Phase 1 demonstrated strong community support for maintaining a running track for walking, running, exercise, and recreation; improving field functionality, safety, and usability; and adding amenities such as shade trees, seating, spectator areas, drinking water access, and other features that support both organized sports and everyday recreation.

Based on this feedback, the City developed a series of concept options for the western portion of McNicoll Park. Phase 2 engagement invited the community to review these options and provide feedback to help identify a preferred direction for the site.

2.0 Engagement Overview

Phase 2 engagement for McNicoll Park focused on gathering community feedback on the concept options developed following the first round of engagement.

Two new concept layouts were presented alongside an option to maintain the existing layout. Both new concepts proposed reducing the existing six-lane track to four lanes to accommodate park improvements and additional amenities, while taking different approaches to the configuration of the track and surrounding recreation space.

Participants were invited to review each option and provide feedback on:

- Their level of support for each concept;
- What they liked most and any concerns associated with each concept;
- Their preferred option for the future of McNicoll Park;
- Their level of support for reducing the track from six lanes to four lanes;
- Additional amenities that should be considered as part of long-term planning; and
- Any additional considerations that should inform selection and refinement of a concept.

Feedback collected during Phase 2 will be considered alongside Phase 1 findings and technical and operational considerations. Following the engagement process, the City will review the feedback and refine the preferred concept. The refined concept will then be incorporated into the detailed design as part of the irrigation system renewal project.

2.1 Participation Methods

Online Engagement

Phase 2 engagement was hosted through the Shape Your City Penticton project page. Participants were provided with information about the findings from the first phase of engagement and the resulting concept options for McNicoll Park.

The McNicoll Park Concept Options Survey invited participants to review the proposed concepts and provide feedback on their level of support, preferred features, concerns, and overall preferred approach for the park. The survey also gathered feedback regarding the proposed reduction of the track from six lanes to four lanes, future park amenities, and additional considerations for the City before selecting and refining a concept.

The survey was available until August 16, 2026.

A total of 168 surveys were received during the engagement period.

Neighbourhood Postcards

To raise awareness of the Phase 2 engagement opportunity, approximately 200 unaddressed postcards were hand-delivered by project staff to properties in the surrounding neighbourhood. The postcards directed recipients to the Shape Your City Penticton project page, where they could review the concept options and complete the online survey.

User Group Engagement

Targeted discussions were conducted with three primary organized user groups that regularly use McNicoll Park:

- Penticton Rugby Harlequins
- South Okanagan Football Association (SOFA)
- Penticton Track and Field

Discussions focused on preferred concepts and features, programming requirements, facility limitations, amenity needs, accessibility, and long-term planning associated with McNicoll Park.

3.0 What We Heard

3.1 Concept Options

Based on feedback received during Phase 1, the City developed two new concept options for the western portion of McNicoll Park. Both concepts retain a running track while proposing a reduction from six lanes to four lanes to accommodate additional park improvements.

Concept 1 retains a four-lane track by removing two inside lanes and includes bleachers, track resurfacing, additional trees for shade, a water refill station, a garbage receptacle and dog bag dispenser, an improved entrance, and a location identified for a potential future washroom/changeroom facility.

Concept 1 – Proposed Layout:



Concept 2 retains a four-lane track by removing two outside lanes and includes bleachers, track resurfacing, additional trees for shade, a water refill station, a garbage receptacle and dog bag dispenser, an improved entrance, sideline recreation infrastructure, and a location identified for a potential future washroom/changeroom facility.

Concept 2 – Proposed Layout:

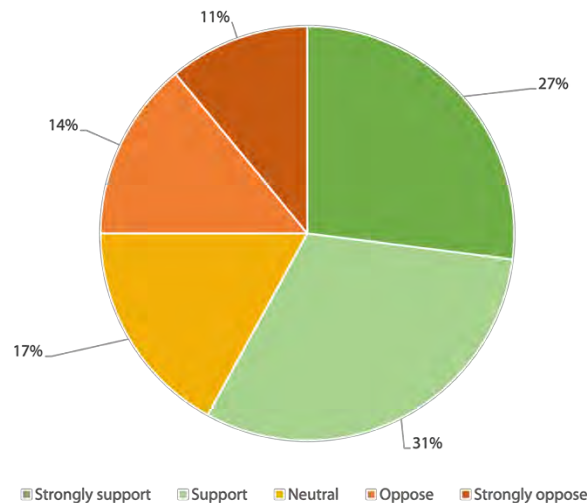


A third option to **Maintain the Existing Layout** was also presented in the survey. This option would retain the existing track and bleacher configuration. While preserving the current layout, opportunities to improve field functionality, safety, and accommodate additional recreation uses would be more limited.

3.2 Online Survey Results

The following section summarizes the findings from the McNicoll Park Concept Options Survey, including respondents' levels of support for the proposed options, preferred approach, feedback on the proposed track reduction, and other considerations for the future of the park. A total of 168 responses were received through the McNicoll Park Concept Options Survey during the engagement period.

Question 1. What is your level of support for Concept 1?



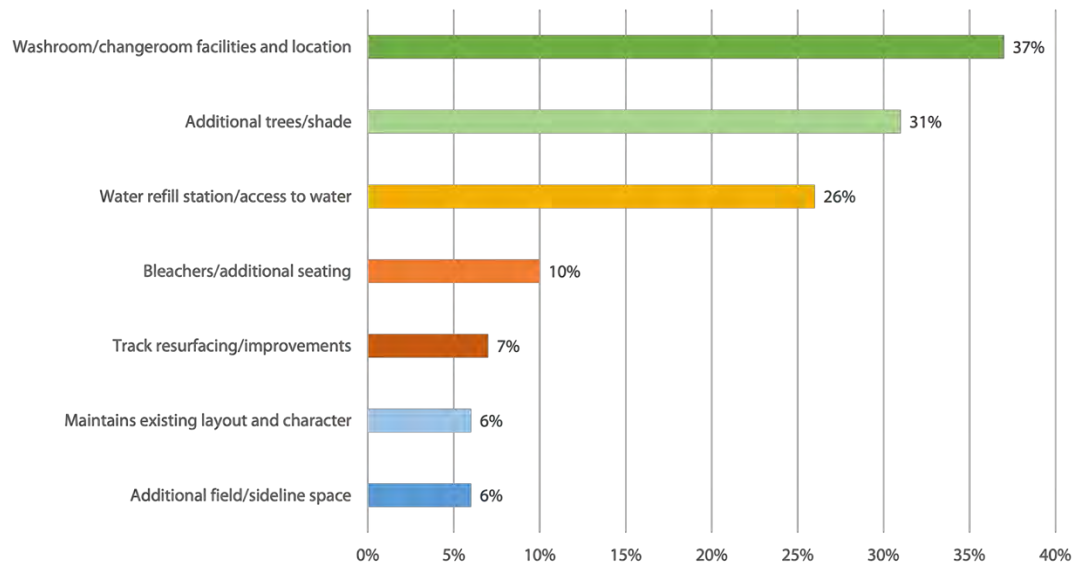
Base: 168 Respondents

Key Takeaways

- More than half of respondents (58%) supported or strongly supported Concept 1, compared with 25% who opposed or strongly opposed it.
- A further 17% of respondents were neutral toward Concept 1.

Question 2. What do you like most about Concept 1?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 2.*



Base: 126 Respondents

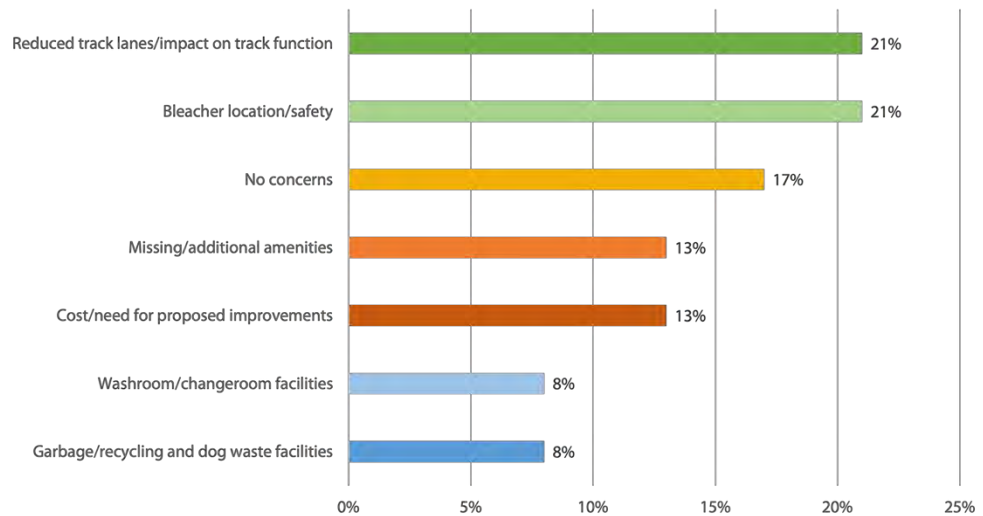
**Responses may reference more than one theme; therefore, percentages may total more than 100%.*

Key Takeaways

- The washroom/changeroom facilities and their proposed location (37%) were the most frequently identified positive feature of Concept 1.
- Additional trees/shade (31%) and the water refill station/access to water (26%) were also frequently identified as positive features.
- Other recurring positive comments related to bleachers/additional seating (10%), track resurfacing/improvements (7%), additional field/sideline space (6%), and maintaining the existing layout and character (6%).

Question 3. What concerns do you have about Concept 1?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 3.*



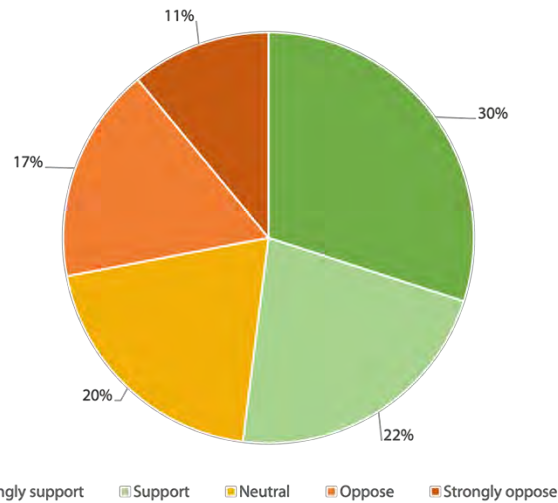
Base: 120 Respondents

**Responses may reference more than one theme; therefore, percentages may total more than 100%.*

Key Takeaways

- Reduced track lanes/impacts on track function and bleacher location/safety (21% each) were the most frequently identified concerns with Concept 1.
- Seventeen per cent of respondents indicated they had no concerns, providing an important counterpoint to the specific concerns raised.
- Other recurring concerns related to missing/additional amenities and the cost or need for proposed improvements (13% each), as well as washroom/changeroom facilities and garbage/recycling and dog waste facilities (8% each).

Question 4. What is your level of support for Concept 2?



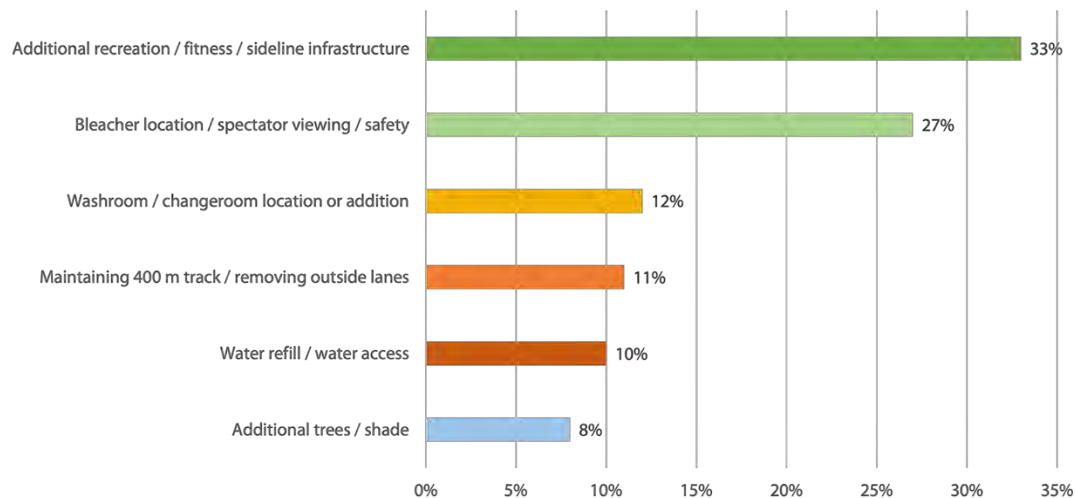
Base: 168 Respondents

Key Takeaways

- Just over half of respondents (52%) supported or strongly supported Concept 2, compared with 28% who opposed or strongly opposed it.
- One in five respondents (20%) were neutral toward Concept 2.

Question 5. What do you like most about Concept 2?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 5.*



Base: 117 Respondents

*Responses may reference more than one theme; therefore, percentages may total more than 100%.

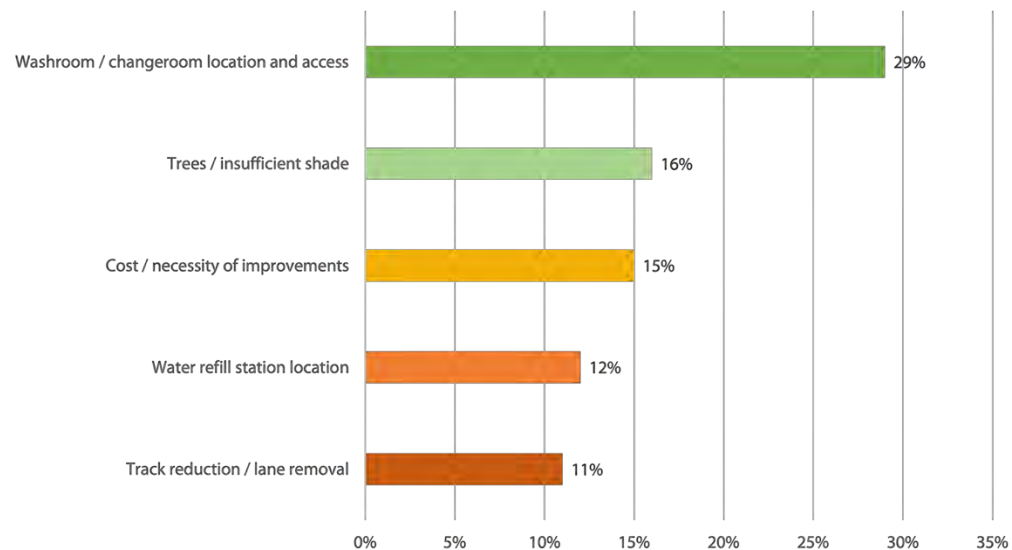
Key Takeaways

August 18, 2026

- Additional recreation, fitness and sideline infrastructure (33%) was the most frequently identified positive aspect of Concept 2.
- Bleacher location and spectator viewing/safety (27%) was another prominent theme, with respondents particularly valuing the placement of seating outside the track.
- Respondents also positively identified the washroom/changeroom facilities, water access, preservation of the 400-metre track distance, and additional trees and shade.

Question 6. What concerns do you have about Concept 2?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 6.*



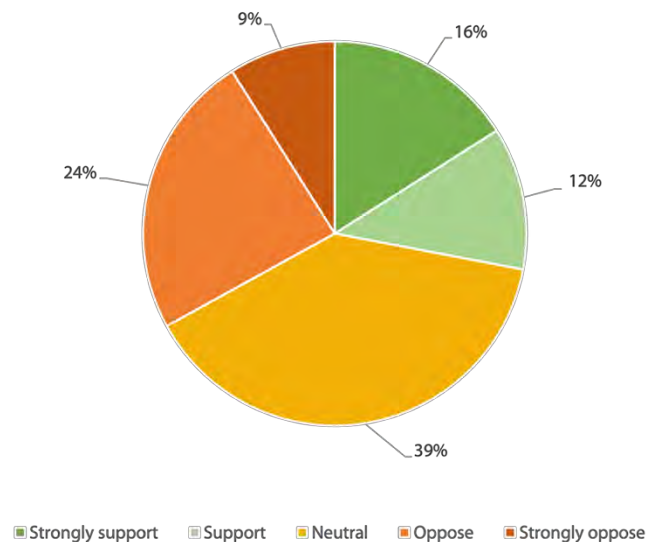
Base: 119 Respondents

**Responses may reference more than one theme; therefore, percentages may total more than 100%.*

Key Takeaways

- The location and accessibility of the proposed washroom/changeroom facilities (29%) was the most frequently identified concern with Concept 2.
- Insufficient trees and shade (16%) and questions regarding the cost, necessity or demand for proposed improvements (15%) were the next most common concerns.
- Respondents also raised concerns regarding track lane reduction and water refill station location, demonstrating that the configuration and placement of individual features were important considerations in evaluating Concept 2.

Question 7. What is your level of support for maintaining the existing layout?



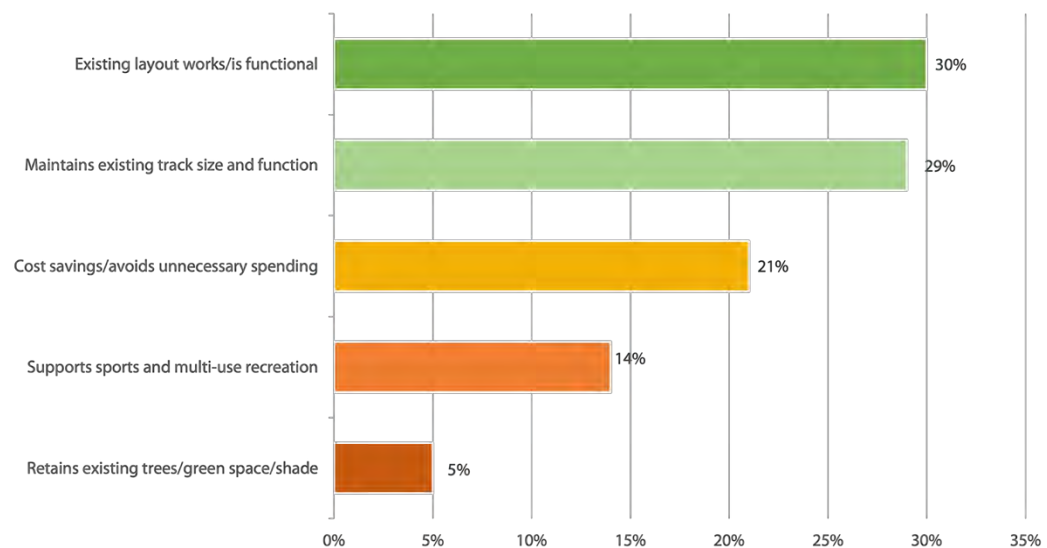
Base: 168 Respondents

Key Takeaways

- Respondents were less supportive of maintaining the existing layout, with 28% indicating support or strong support compared with 33% indicating opposition or strong opposition.
- The largest proportion of respondents (39%) were neutral about maintaining the existing layout.

Question 8. What do you like most about maintaining the existing layout?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 8.*



Base: 91 Respondents

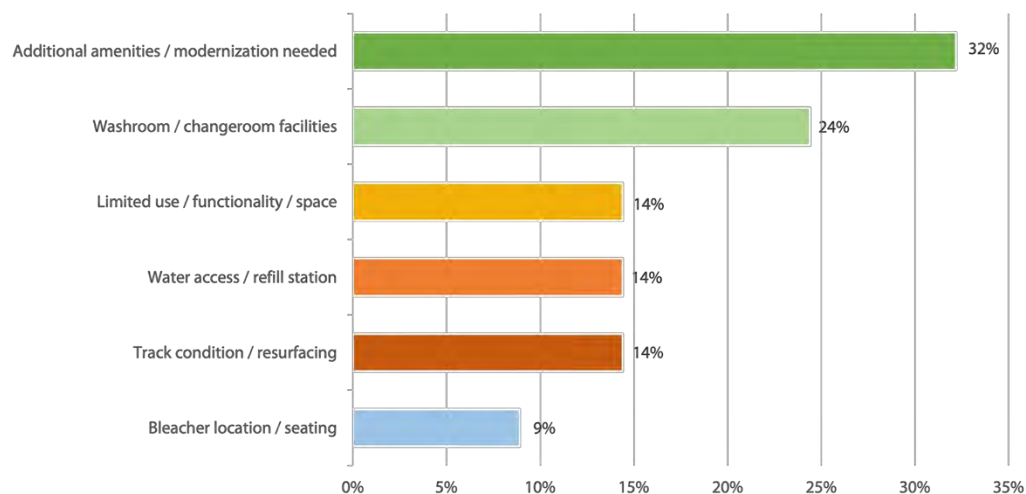
**Responses may reference more than one theme; therefore, percentages may total more than 100%.*

Key Takeaways

- The most frequently identified benefits of maintaining the existing layout were that the current layout works/is functional (30%) and that it maintains the existing track's size and function (29%).
- Cost savings or avoiding unnecessary spending (21%) was another prominent reason respondents liked maintaining the existing layout.
- Respondents also valued the layout's ability to support sports and multi-use recreation (14%), while a smaller proportion specifically highlighted retaining existing trees, green space and shade (5%).

Question 9. What concerns do you have about maintaining the existing layout?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 9.*



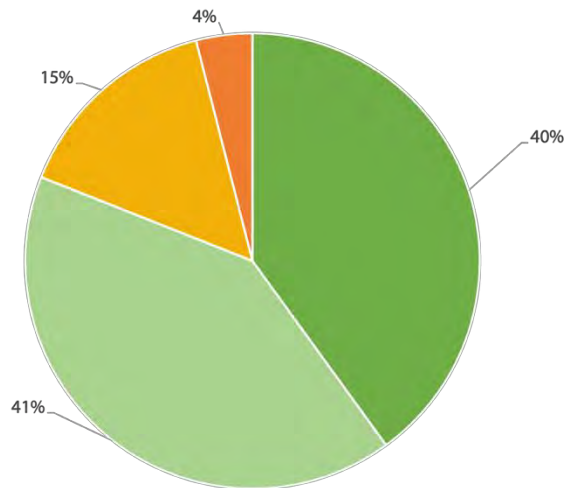
Base: 97 Respondents

**Responses may reference more than one theme; therefore, percentages may total more than 100%.*

Key Takeaways

- The most common concern was that maintaining the existing layout would limit opportunities for additional amenities and modernization (32%).
- The lack of permanent washroom/changeroom facilities (24%) was another prominent concern.
- Respondents also identified concerns related to track condition, drinking water access, site functionality and spectator seating, indicating opportunities for targeted improvements even if the existing layout were retained.

Question 10. After reviewing the proposed options, which approach do you prefer for the future of McNicoll Park?



Base: 168 Respondents

■ Concept 1 ■ Concept 2 ■ Maintain Existing Layout ■ None of the above

Key Takeaways

- Preferences were almost evenly divided between Concept 1 (40%) and Concept 2 (41%), with neither emerging as a clear preferred concept.
- Together, 81% of respondents preferred one of the two new concepts, compared with 15% who preferred maintaining the existing layout.
- A small proportion of respondents (4%) selected None of the Above.

Question 11-14. Reasons for Preferred Option

After reviewing the proposed options, respondents were asked to identify their preferred approach for the future of McNicoll Park by selecting Concept 1, Concept 2, Maintain Existing Layout, or None of the Above. Respondents who selected one of the three proposed approaches were then asked to explain why it was their preferred option. Those who selected None of the Above were asked to explain why none of the options met their preferences.

The following summarizes the main themes identified in these open-ended responses. As these follow-up questions were optional, the findings reflect the perspectives of respondents who chose to provide additional comments.

Concept 1

Respondents who preferred Concept 1 most commonly highlighted the proposed location of the washroom/changeroom facilities, particularly their proximity to the parking area, sports fields and Penticton Creek pathway. Drinking water access and the location of the water refill station were also frequently identified as benefits. Other recurring reasons included additional trees and shade, improved field space and functionality, and enhanced spectator amenities. Overall, comments suggest that supporters of Concept 1 valued the practical placement of supporting facilities and improvements that would benefit both organized sports and general park users.

Concept 2

Respondents who preferred Concept 2 most commonly valued the additional recreation and fitness opportunities and the potential for the park to support a broader range of activities. Preserving the standard 400-metre track distance by removing the outside lanes was also an important factor, particularly for respondents interested in running and track activities. Several respondents preferred the placement of the bleachers outside the track, noting benefits related to spectator viewing, athlete safety and reducing the need to cross the track. Overall, supporters tended to view Concept 2 as providing greater recreation opportunities while maintaining important existing park functions.

Maintain Existing Layout

Respondents who preferred maintaining the existing layout most commonly felt that the park currently functions well and that significant changes were unnecessary. Cost was a prominent consideration, with several respondents favouring a more limited approach that maintains or upgrades existing infrastructure rather than substantially redesigning the site. Some specifically valued retaining all six track lanes, while others supported targeted improvements such as washrooms, shade, irrigation or other amenities without changing the overall layout. Several comments also expressed a preference for directing municipal funding toward other infrastructure priorities.

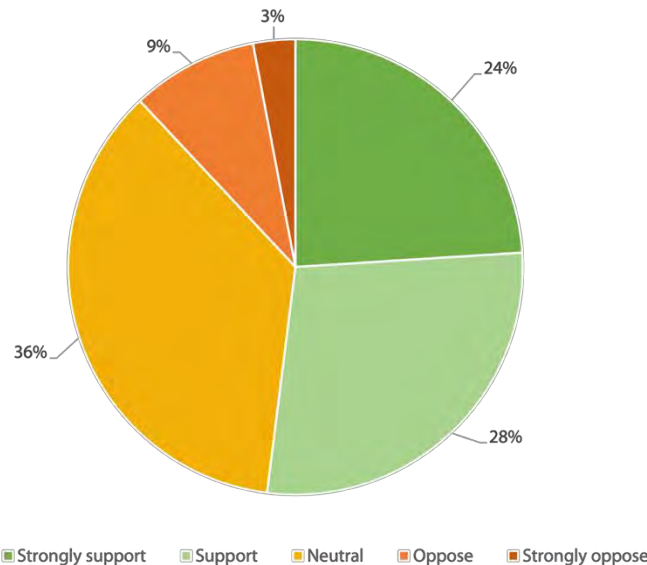
None of the Above

Among the small number of respondents who selected None of the Above, there was no single dominant reason for their preference. Suggestions included incorporating elements from both concepts, reconsidering bleacher placement and providing additional baseball facilities. Other comments questioned the need for the proposed changes or raised broader concerns regarding the planning and engagement process.

Key Takeaways

- Respondents who preferred Concept 1 tended to prioritize the practical location of supporting amenities, particularly the washroom/changeroom facilities and water refill station, along with trees, shade and field improvements.
- Respondents who preferred Concept 2 more frequently emphasized broader recreation opportunities, retention of a standard 400-metre track and the placement of bleachers outside the track.
- Respondents who preferred maintaining the existing layout were primarily motivated by maintaining what already works and limiting costs or unnecessary changes, although some still supported targeted park improvements.

Question 15. What is your level of support for reducing the track from 6 lanes to 4 lanes?



Key Takeaways

- Just over half of respondents (52%) supported or strongly supported reducing the track from six lanes to four lanes, while 12% opposed or strongly opposed the change.
- More than one-third of respondents (36%) were neutral toward the proposed reduction.
- Written comments indicate that support for a four-lane track was influenced by how the change would affect the track's configuration and the additional park improvements it could accommodate.

Question 16. Please explain your response.

Respondents were asked to indicate their level of support for reducing the existing six-lane track to four lanes. As an optional follow-up question, respondents were invited to explain the reasons for their level of support. A total of 84 respondents provided additional comments.

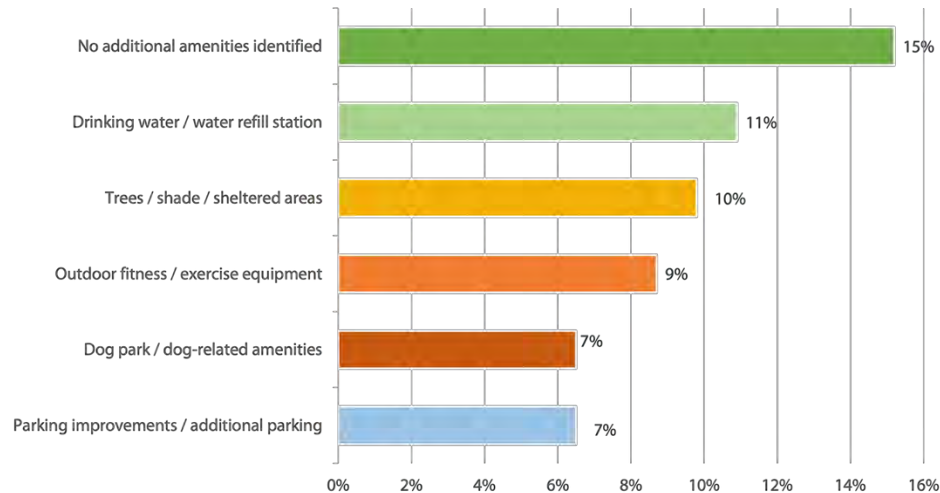
Respondents who supported reducing the track most commonly felt that four lanes would be sufficient for current levels of recreational use. Many noted that they rarely observe the track being crowded or used for competitive track events and felt that reducing its width would have minimal impact on walkers and runners. Supporters also emphasized that reducing the track could create additional space for field activities, spectator areas, trees, seating and other park amenities while retaining a functional track.

Respondents who opposed reducing the track emphasized the importance of preserving its existing capacity and maintaining opportunities for running, training and potential future track and field activities. Some noted that McNicoll Park provides an important alternative to the Pen-Hi track and expressed concern that reducing the number of lanes could limit future competitive use or create conflicts when walkers and runners use the track at the same time.

Several respondents expressed conditional or neutral perspectives. Some indicated they would support a four-lane track if the change was necessary to accommodate other park improvements, while others emphasized that the outside lanes should be removed so the inside lane retains the standard 400-metre distance. A smaller number indicated that the number of lanes did not significantly affect how they personally use the park.

Question 17. Through engagement, user groups identified field lighting, washroom/changeroom facilities, scoreboards, and additional storage as important future enhancements. Are there any other amenities the City should consider as part of long-term planning for McNicoll Park?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 17.*



Base: 97 Respondents

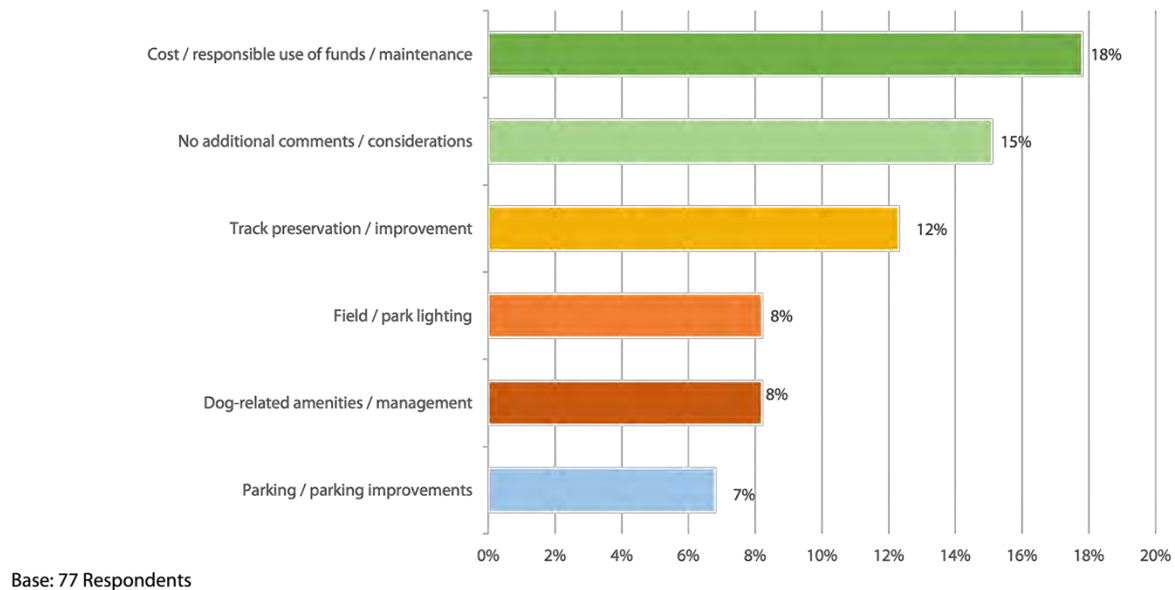
**Responses may reference more than one theme; therefore, percentages may total more than 100%.*

Key Takeaways

- The most common response was that no additional amenities were needed beyond those already identified (15%), suggesting that the previously identified future enhancements address the needs of some respondents.
- Among those suggesting additional amenities, drinking water/water refill stations (11%), trees, shade and sheltered areas (10%), and outdoor fitness/exercise equipment (9%) were most frequently identified.
- Parking improvements and dog-related amenities (7% each) were also identified as considerations for long-term planning.

Question 18. Is there anything else you would like the City to consider before selecting a concept for McNicoll Park?

The following chart summarizes key themes identified through analysis of respondent verbatim comments to Question 18.*

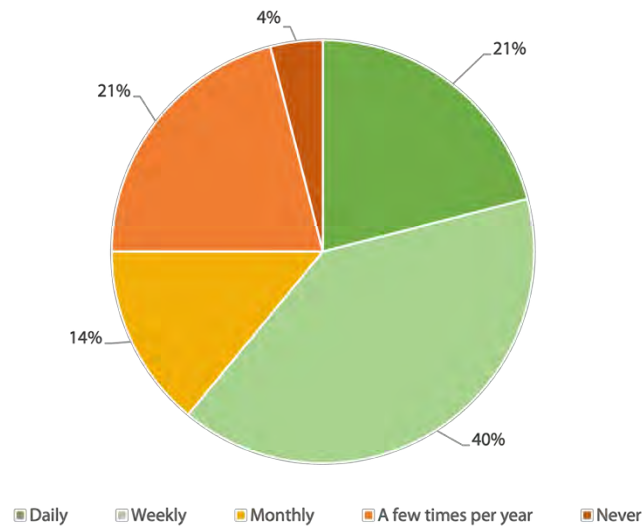


*Responses may reference more than one theme; therefore, percentages may total more than 100%.

Key Takeaways

- Cost, responsible use of municipal funds and ongoing maintenance (18%) were the most frequently identified considerations. Comments emphasized prioritizing essential improvements, considering long-term maintenance costs and making efficient use of existing infrastructure.
- Track preservation and improvement (12%) remained an important consideration, with respondents commenting on retaining the track's functionality, avoiding reductions to its size and improving or resurfacing the existing track.
- Fifteen per cent of respondents indicated they had no additional comments or considerations, while other recurring suggestions related to parking, dog-related amenities and management, and field or park lighting.

Question 19. How often do you visit or use McNicoll Park?

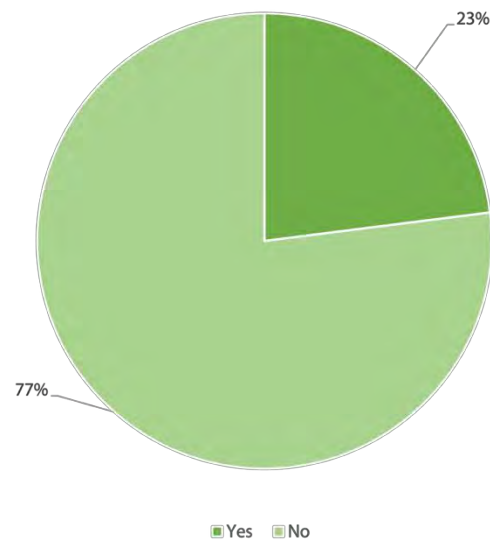


Base: 168 Respondents

Key Takeaway

- More than three-quarters of respondents (77%) indicated they did not belong to a sport or community organization that uses McNicoll Park, while 23% indicated they did.

Question 20. Do you belong to a sport or community organization which uses McNicoll Park?



Base: 168 Respondents

Question 21. Please specify your group.

Respondents who indicated they belong to a sport or community organization that uses McNicoll Park were asked to identify their group. Among respondents who identified their organization, responses were primarily from members of the Pentticon Harlequins Rugby Club and Pentticon Track and Field Club. Other organizations and user groups represented included football, baseball, triathlon, running, soccer and local school communities.

3.3 User Group Engagement

Concept Feedback & Facility Improvements

Targeted discussions with the Penticton Rugby Harlequins, the South Okanagan Football Association (SOFA), and Penticton Track and Field participants generally identified Concept 2 as the preferred option. While each group expressed support for the overall direction of the concept, they emphasized the importance of maintaining the park's ability to accommodate existing sports programming and recreation activities. Track and field users highlighted the need to retain the interior 400-metre running loop, while rugby and football representatives emphasized that McNicoll Park is one of the few facilities available to support organized rugby and football programs in the community.

Washrooms, Water & Supporting Amenities

All groups supported the addition of new supporting amenities, including washrooms, changerooms, drinking water access, and improved spectator facilities. Participants expressed support for locating washrooms and changerooms near existing parking to maximize accessibility and reduce impacts on surrounding neighbourhoods. Football representatives recommended locating the water filling station near the existing sea can and planning utility connections to support a potential future washroom and changeroom facility. Track and field users also emphasized the importance of shaded spectator areas and identified a public washroom as a valuable addition to the site.

Track, Field & Recreation Functionality

Track and field representatives emphasized that retaining the interior 400-metre lane is a key priority, noting that the 400m mark serves as an essential benchmark conditioning, fitness testing, pacing and accuracy, including the use of the grass interior due to its softer surface. Rugby and football participants also highlighted the importance of providing adequate sideline space around the field to maintain safe run-off zones for contact sports. Several groups supported positioning bleachers outside the track to improve safety and spectator viewing opportunities for both field and track activities.

Multi-Use Recreation & Site Considerations

Participants described McNicoll Park as an important multi-use recreation space that supports organized sports, school activities, informal recreation, and seasonal community use. Representatives noted that the southeast portion of the park is used for winter tobogganing, while other users identified the occasional use of the track and field by Entre Lac as well as the frequent use of the surrounding fields by dog owners. Participants also noted occasional issues with broken glass, vandalism, and other minor antisocial activities in the park, although these concerns were generally described as infrequent.

Long-Term Planning Considerations

Participants suggested lining up the servicing in advance where future washroom, changeroom, and storage facilities may be required (NE corner of the field). Overall, engagement participants emphasized the importance of maintaining the facility's flexibility and ensuring that future

improvements continue to support the diverse recreational, athletic, and community functions currently accommodated at McNicoll Park.

4.0 Conclusions

Phase 2 engagement provided the City with further insight into community preferences for the future of McNicoll Park and the features respondents consider most important as the concept is refined.

Overall, respondents demonstrated greater preference for one of the two new concepts than for maintaining the existing layout, with 81% selecting either Concept 1 or Concept 2 as their preferred approach. Preferences between the two concepts were almost evenly divided, however, with 40% preferring Concept 1 and 41% preferring Concept 2. This indicates a preference among respondents for one of the two new concepts over maintaining the existing layout.

Feedback highlighted different strengths and concerns associated with each concept. Respondents valued features such as washroom/changeroom facilities, drinking water access, additional trees and shade, recreation and fitness opportunities, improved spectator amenities, and maintaining important track and field functions. The location and configuration of these features were also important considerations, particularly the placement of washroom/changeroom facilities and bleachers and the configuration of the running track.

Just over half of respondents supported or strongly supported reducing the track from six lanes to four lanes. Written feedback indicated that some respondents viewed four lanes as sufficient for current recreational use and supported using the additional space for other park improvements. Others emphasized the importance of preserving the track's capacity and future use, while some indicated that any reduction should retain the standard 400-metre distance.

The findings also demonstrate the importance of considering long-term value and functionality as improvements are planned. Respondents identified drinking water, shade, outdoor fitness opportunities, parking and dog-related amenities as additional considerations, while others felt no further amenities were required beyond those already identified through engagement. Cost, responsible use of municipal funds and ongoing maintenance also emerged as considerations when respondents were asked what else the City should consider before selecting a concept.

Targeted engagement with key user groups generally reinforced the findings from the broader community survey. Representatives from rugby, football, and track and field organizations expressed a preference for Concept 2 and emphasized the importance of retaining core sport functions within the park. Common priorities included maintaining the 400-metre running track, preserving the field's ability to support existing rugby and football programming, and providing additional amenities such as washrooms, changerooms, drinking water access, shade, spectator seating and ensuring adequate safety considerations through appropriate field clearances and amenity placement.

Feedback from Phase 2 will be considered alongside the findings from Phase 1 and technical and operational requirements as the City determines a preferred direction for McNicoll Park. The findings will help inform which elements from the proposed concepts should be retained or refined, while addressing identified concerns as the preferred concept is incorporated into detailed design for the irrigation system renewal project.

Appendix A - Engagement Timeline

The following table summarizes the primary engagement activities completed as part of the McNicoll Park Phase 2 engagement process.

Date	Activity
August 4	Project launched on ShapeYourCity
August 4	McNicoll Park Phase 2 Survey opens
August 5	Project News Release
August 5	~200 unaddressed postcards hand-delivered to properties in the surrounding neighbourhood
August 16	McNicoll Park Phase 2 Survey closes

Appendix B – Concept Images

The following images show the concept options presented to the community during Phase 2 engagement.



McNicoll Park – Concept 1

McNicoll park irrigation renewal project provides the opportunity to improve the park layout before finalizing the new irrigation design and installation.

Feedback from the community highlighted the importance of maintaining McNicoll Park as a multi-use recreation space that serves both organized sports and everyday community recreation. **Concept 1** retains the track by reducing the two inside lanes and converting the track from six lanes to four lanes, creating additional space for new spectator bleachers and expanded field play, while preserving opportunities for walking, running, and recreation. The concept also includes track resurfacing, additional trees for shade, a water refill station, waste/dog bag receptacle, and a new entry sign to improve the park's entrance.

*In addition to the features shown in this concept, user group feedback identified field lighting, washrooms/changerooms, scoreboards, and additional storage as future priorities for McNicoll Park. These amenities are not included in this concept but may be considered as future additions to the park. Other requests, such as portable picnic tables, additional waste receptacles, and field line modifications during sports events, can continue to be addressed through ongoing coordination with the Parks Operations team.



McNicoll Park – Concept 2

Concept 2 retains the track by removing the two outside lanes and converting the track from six lanes to four lanes, creating additional space for bleachers, allowing spectators to better view both track and field activities while preserving opportunities for walking, running, and recreation. The concept includes track resurfacing, new additional trees for shade, a water refill station, a new entry sign and additional sideline infrastructure to support broader community use of the park.

*In addition to the features shown in this concept, user group feedback identified field lighting, washrooms/changerooms, scoreboards, and additional storage as future priorities for McNicoll Park. These amenities are not included in this concept but may be considered as future additions to the park. Other requests, such as portable picnic tables, additional waste receptacles, and field line modifications during sports events, can continue to be addressed through ongoing coordination with the Parks Operations team.



Memo to Committee

Date: August 26, 2026
To: Parks and Recreation Advisor Committee
From: Scott Boyko, Public Works Manager

File No: 6240-01

Subject: Ball Diamond Review – Final Findings and Recommendations

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report titled "Ball Diamond Review – Final Findings and Recommendations"

AND THAT Committee recommend that Council endorse the following next steps identified through the Ball Diamond Review:

1. Continue optimizing the existing ball diamond system through targeted operational improvements, scheduling efficiencies, and field reconfiguration opportunities where feasible;
2. Prioritize assessment and implementation of infrastructure improvements identified through the field assessments, including lighting, safety enhancements, accessibility upgrades, drainage improvements, and upgrades to support amenities;
3. Continue collaboration with School District 67 to improve access to and long-term planning for shared-use facilities and update partnership arrangements where appropriate;
4. Evaluate opportunities to address capacity pressures within key youth baseball age divisions and develop strategies to mitigate potential impacts associated with the future loss of the Bambino Diamond and KVR backstop;
5. Integrate ball diamond planning into broader sports field and land use planning initiatives to ensure no net loss of recreational opportunity;
6. Assess regional demand, existing tournament-hosting capacity, and facility availability across the South Okanagan to better understand Penticton's role within the regional sports network; and
7. Explore the long-term feasibility of additional ball diamond capacity, including a potential multi-diamond hub facility, should future analysis confirm a demonstrated local and regional need.

Executive Summary

The City of Penticton completed a comprehensive review of its ball diamond system to better understand current utilization, identify infrastructure gaps, and establish priorities for future investment. The review was initiated to support long-term recreation planning and to inform current community planning initiatives, including the North Gateway Area Plan and Penticton Trade and Convention Centre area discussions.

The review included an assessment of inventory, utilization data, participation trends, community engagement, facility conditions, and emerging industry practices. Findings indicate that the City's challenge is not simply the total number of ball diamonds available, but rather the configuration, distribution, and suitability of existing diamonds for current demand.

Key findings include:

- Baseball participation and field demand continue to increase, particularly in the 11U through 15U age groups.
- Several baseball diamonds are operating at or near practical capacity during peak spring periods, while other facilities remain underutilized.
- Lions Park is the only softball diamond experiencing significant capacity pressures, largely due to being the only lit softball facility.
- Ball diamonds provide value beyond organized sport, functioning as neighbourhood recreation spaces and informal gathering areas.
- Potential loss of the Bambino Diamond and one KVR backstop could result in a net reduction of inventory during a period of growing demand.
- User groups consistently identified lighting, field condition improvements, and a future multi-diamond hub facility as priorities.

The review recommends a phased approach focused on maximizing the effectiveness of existing assets, improving flexibility within the current system, strengthening partnerships with School District 67, and evaluating opportunities for future ball diamond development. Recommended next steps include implementing priority infrastructure improvements identified through the field assessments, exploring opportunities to increase capacity within high-demand youth baseball divisions, improving field flexibility through reconfiguration and operational enhancements, and planning for the potential future loss of existing ball diamond infrastructure.

The review also identifies the need to better understand Penticton's role within the broader South Okanagan ball diamond network. Future analysis should assess regional demand, existing tournament-hosting capacity, and facilities available in neighbouring communities to determine whether a regional gap exists and whether future investments should focus primarily on local service delivery, regional tournament hosting, or a combination of both. This work will help inform long-term planning, including evaluation of additional ball diamond capacity and the potential feasibility of a future multi-diamond hub facility, while ensuring the City's ball diamond system remains sustainable, responsive to community needs, and capable of supporting future growth.

Background

The City of Penticton initiated the Ball Diamond Review in 2026 to develop a comprehensive understanding of how the community's ball diamond system is currently functioning and how it can best meet future recreation needs. The review was limited to assets in the City of Penticton, and did not contemplate how regional assets also contribute to the overall need. The review was undertaken in consideration of current community planning initiatives, including the North Gateway Area Plan and discussions regarding the

Penticton Trade and Convention Centre area, both of which have the potential to affect existing recreation assets and future land use opportunities.

In April 2026, the Parks and Recreation Advisory Committee received an overview of the project and its objectives. At that time, staff identified the need to evaluate ball diamond utilization, inventory, service levels, and future demand to ensure the City maintains a resilient and sustainable recreation system. The review was guided by the principle of ensuring no net loss of recreational opportunity while exploring how existing facilities can be optimized to support current and future users.

The assessment examined the City's entire ball diamond network, including municipal and School District facilities used by the community. Analysis considered baseball, softball, slo-pitch diamonds, batting cages, and practice backstops. Information was gathered through facility inventories, three years of booking and utilization data, participation statistics, mobility and visitation analysis, stakeholder interviews, and industry best practice research. Seven organized user groups participated in the engagement process, representing youth baseball, fastpitch softball, adult slo-pitch, and senior slo-pitch organizations.

The Ball Diamond Review builds upon findings from the City's Sport and Recreation Needs Assessment, which identified sports fields and ball diamonds as recreation infrastructure requiring continued investment and long-term planning. The review provides a more detailed assessment of existing conditions and establishes a framework for future decision-making regarding infrastructure upgrades, service delivery, and capacity planning.

Financial implication

There are no immediate financial implications associated with receiving this report. The recommendations contained within the review include both operational and capital projects that would require future Council consideration through annual budget processes and capital planning exercises.

Potential future investments identified through the review include:

- Field condition assessments.
- Additional sports field lighting.
- Safety improvements such as fencing and netting.
- Flexible field conversion infrastructure.
- School district partnership improvements.
- Potential development of additional youth baseball capacity.
- Long-term evaluation of a multi-diamond hub facility.

Future projects would be subject to detailed business cases, feasibility assessments, and Council approval prior to implementation.

Analysis

The review found that Penticton's ball diamond system generally provides a good geographic distribution of facilities and a sufficient overall inventory of diamonds; however, demand is not evenly distributed across the network. Rather than a simple shortage of facilities, the City faces challenges related to the configuration, suitability, and allocation of diamonds for specific user groups. Several baseball diamonds

that serve youth age divisions are operating at or near practical capacity during peak periods, while other facilities experience significantly lower levels of use.

Baseball continues to be the area experiencing the greatest pressure. Average utilization across the baseball system was approximately 74 percent between 2023 and 2025, with certain diamonds exceeding recommended annual booking thresholds. McLaren Park, which primarily serves 11U baseball, is operating above recommended capacity, while McNicoll Park is approaching capacity. Demand is heavily concentrated during spring evenings, creating scheduling challenges and limiting flexibility for rainouts, tournaments, and future growth. Participation data also indicates continued growth in youth baseball, particularly within the 11U to 15U age groups, suggesting that these pressures are likely to continue.

The softball and slo-pitch system presents a different picture. Overall utilization averages approximately 46 percent of available capacity; however, Lions Park operates at nearly 90 percent of capacity and experiences higher demand because it is currently the only lit softball facility in the system. While other softball diamonds have available capacity, user groups noted that lighting limitations and field suitability reduce the practical availability of these facilities during peak evening hours.

The review also found that ball diamonds provide significant community value beyond organized sport. To better understand how residents use these spaces, the study included mobility analysis, which uses anonymized location data collected from mobile devices to identify visitation patterns, duration of visits, and travel origins. This information provides insight into how parks and recreation facilities are used outside of formally scheduled activities and helps quantify broader community benefit. The analysis indicated that the majority of visits to ball diamonds originate from nearby neighbourhoods and that many visits occur outside of the organized sport season. More than half of all recorded visits lasted less than thirty minutes, demonstrating that these spaces function not only as organized sport venues but also as neighbourhood parks, informal recreation areas, walking destinations, and community gathering places. This reinforces the importance of considering both structured and unstructured recreation benefits when planning future improvements and evaluating the overall value of the ball diamond system.

Engagement with user groups revealed strong consistency in feedback across organizations. Common themes included concerns regarding limited capacity, inconsistent field conditions on some School District sites, insufficient lighting, safety issues related to fencing and field design, and a lack of tournament-support infrastructure. User groups also identified opportunities to improve existing facilities through targeted investments, including lighting upgrades, safety improvements, maintenance enhancements, and flexible field configurations that would allow diamonds to accommodate multiple age groups and playing formats.

Consistent with the engagement approach established at the outset of the project, participating user groups were advised that the findings and recommendations would be shared with them prior to finalization to ensure the report accurately reflected facility use, operational realities, and the feedback provided throughout the process. In fulfillment of that commitment, the draft report has been circulated to participating organizations for review and comment. At the time of writing this report, feedback has not yet been received. Any substantive comments received following circulation will be reviewed by staff and considered as part of future implementation planning and subsequent phases of sports field assessment and planning.

The review identified several emerging risks that should be considered in future planning. Potential redevelopment associated with the North Gateway Area Plan may affect the long-term future of the Bambino Diamond, which primarily serves U9 baseball, while planned redevelopment at KVR Middle School is expected to remove one existing backstop used primarily for introductory baseball programming. These changes could result in a reduction of available inventory at a time when participation in youth baseball continues to grow. Population growth projections and ongoing participation trends further support the need for strategic planning to protect existing capacity and identify future opportunities for expansion.

Overall, the findings indicate that while Penticton's ball diamond inventory is generally meeting current community needs, targeted investments and operational improvements will be required to address identified capacity pressures, maintain service levels, and support anticipated participation growth. The review demonstrates that opportunities exist to improve the efficiency and functionality of the existing system before significant expansion of facilities is considered.

To help identify opportunities for improvement, the review included detailed assessments of each ball diamond within the system. These assessments evaluated field dimensions, playing surfaces, drainage, irrigation systems, fencing, lighting, dugouts, spectator amenities, parking, accessibility, and overall condition. The findings indicate that while the majority of facilities continue to provide a suitable level of service, several opportunities exist to improve functionality, safety, capacity, and overall user experience. Common themes included aging infrastructure, inconsistent amenities between sites, opportunities for lighting enhancements, fencing and safety improvements, accessibility upgrades, and investments that would better support tournament play and multi-age programming.

Collectively, the utilization analysis, stakeholder engagement, and field assessments support a continued focus on optimizing the existing ball diamond system through targeted capital improvements and operational enhancements. Priority areas for future evaluation include field reconfiguration to better align with current age divisions, strategic lighting investments to increase playable hours, improvements to irrigation and drainage infrastructure, and upgrades to key support amenities such as dugouts, scorekeeping facilities, spectator areas, and accessible pathways. The review also highlights the importance of continued collaboration with School District 67 to identify opportunities for shared use and coordinated facility improvements. Longer-term planning considerations include addressing potential impacts associated with future North Gateway planning initiatives and the planned removal of the KVR backstop, accommodating growing demand within the 11U to 15U baseball divisions, enhancing tournament hosting capacity, and exploring the feasibility of a future multi-diamond sport hub. Further assessment should also consider the capacity and function of ball diamond facilities throughout the South Okanagan to better understand the City's role within the regional sports network, identify opportunities for regional collaboration, and determine whether future investments should focus primarily on local service provision, regional tournament hosting, or a combination of both. These initiatives should be considered alongside broader sports field planning, population growth projections, and land use planning processes to ensure Penticton maintains a sustainable, flexible, and resilient ball diamond system for both organized sport and informal community use.

Alternate recommendations

THAT the Parks and Recreation Advisory Committee receive the Ball Diamond Review for information.

Attachments

Attachment A – Ball Diamond Review

Respectfully submitted,

Scott Boyko
Public Works Manager

Concurrence

General Manager of Infrastructure	General Manager of Community Services	General Manager of Corporate Services
<i>RD</i>	<i>KJ</i>	<i>AMC</i>



CITY OF PENTICTON BALL DIAMOND REVIEW

DRAFT – JUNE 2026



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1. INTRODUCTION



1.1. Project Background

The City of Penticton has undertaken this ball diamond review to better understand how its diamond facilities are currently used and how they can be optimized to provide maximum community benefit in the future. The review was initiated at this time to align with and inform two significant city-building initiatives, the North Gateway Area Plan and the Penticton Trade & Convention Centre (PTCC) hotel engagement process, both of which may have implications for existing recreation assets, land use, and future facility supply. Undertaking this review before those processes conclude ensures the City is well-positioned to make informed decisions about any changes that could affect the location, configuration, or availability of ball diamond facilities.



1.2. Purpose of Review

Rather than examining any single site in isolation, this review takes a system-wide lens, considering the full inventory of ball diamonds across Penticton and how they are programmed, scheduled, and maintained. It draws on input from:

- Booking and participation data
- Movement data
- User group engagement
- Trends and best practice research

The purpose of this review is to ensure Penticton's ball diamond system:

- Serves a broad range of users
- Is used as efficiently and equitably as possible
- Is resilient and adaptable to future growth
- Maintains no net loss of recreational opportunity as the city continues to develop

System Context and Core Challenge

While Penticton's ball diamond inventory appears sufficient in total number, this review identifies that the primary issue is not overall supply, but rather how the system is configured and used. Demand is highly concentrated in specific diamond sizes and formats, while other assets remain underutilized. As a result, pressures experienced by user groups are driven more by configuration, quality, and allocation constraints than by a simple shortage of diamonds.

•



1.3. Relationship to Other Plans

This review builds on the findings of the Penticton Sport and Recreation Needs Assessment (2025), which identified sports fields and ball diamonds as a priority amenity category and found that the current supply is at or near capacity with limited ability to accommodate growth. Specific to ball diamonds, the Needs Assessment recommended that the City:

- Continue to invest in existing ball diamonds and maintain the current inventory.
- Identify longer-term options for a ball “hub” site, a purpose-built facility with at least 3–4 diamonds with a progression of dimensions, particularly designed for baseball.
- Recognize that different age groups and types of play have different requirements for outfield and basepath dimensions, amenities, and support facilities.

This ball diamond review responds directly to these findings by taking a detailed look at the current system, understanding how existing facilities are being used, and identifying opportunities to better meet the needs of Penticton’s growing and diverse ball sport community.



2. SERVICE DELIVERY & CURRENT INVENTORY

This section provides an overview of how the City currently provides ball diamonds. The information and analysis contained in this section helps identify key characteristics of the 'system' and important considerations to further investigate and/or provide direction on.





2.1. Service Delivery Overview

The City is actively involved in a wide range of service delivery activities for parks, trails, and outdoor amenities. This includes tasks such as planning, budgeting, design, maintenance, operations, booking, programming, and permitting. Occasionally, amenities are provided through public-private partnerships, regional collaborations, and a Joint Use Agreement with the Okanagan – Skaha School District 67.

As this review specifically focuses on ball diamonds, this report examines how the City of Penticton books, permits, and maintains City and in some cases School District owned ball diamonds for community use.

City of Penticton and the Okanagan– Skaha School District Joint Use Agreement

The current Joint Use Agreement was created in 2009 and its term extended to 2010, after 2010 the agreement would automatically renew unless either group gives 12 months written notice to terminate. Under the agreement, the City makes its recreation facilities available to the School District while the School District in turn opens its gymnasiums, classrooms, playing fields, and outdoor courts to the City for community use. Each party retains priority over the use of their own facilities, ensuring that core operations are not disrupted by the shared-use arrangement. With respect to maintenance, the agreement assigns each party responsibility for the upkeep of their own facilities when used by the other; however, in practice, the City has over time assumed responsibility for some more specialized field and diamond maintenance tasks that fall on School District sites, reflecting the evolving nature of the partnership beyond what the original agreement formally outlined and in response to community sport needs.

More recently, the City and the Board have entered into separate five-year Use Agreements for Parkway Elementary School (225 Kinney Avenue) and Carmi Elementary School (400 Carmi Avenue), both commencing March 1, 2026 and running through February 28, 2031. These agreements were developed in response to the School District's Long Term Facilities Plan and subsequent decision to close both school sites. These site-specific agreements grant the City a non-exclusive license to access and use the playgrounds and playing fields at each school for public recreational and athletic purposes, with the City assuming responsibility for maintenance, insurance, and custodial upkeep of the licensed areas.

What is a Joint Use Agreement?

A Joint Use Agreement is a formal arrangement between two or more entities, such as local governments and school districts, to share the use of facilities and resources. In the context of parks and recreation, this type of agreement allows the City and the Okanagan- Skaha School District (SD 67) to collaboratively use and manage sports fields and other outdoor and indoor amenities. This cooperation ensures that both the community and students have access to these facilities, maximizing their usage and benefits for all parties involved.

2.2. Overview of the Ball Diamond Inventory

This section provides an inventory of ball diamonds located throughout the community, including both baseball and softball/slo-pitch facilities. Each diamond is categorized by site ownership, infield type, and key dimensional attributes such as pitch distance, base distance, and outfield fence measurements. Where applicable, diamonds are also matched to their closest recognized standard (e.g., 9U, 11U, 15U, 18U for baseball; various age and gender classifications for softball and slo-pitch) to support planning, programming, and facility assessment. In addition to full diamonds, this inventory also captures standalone backstop and batting cage infrastructure that supports informal or supplemental play.

Ball Diamond Components

The table below outlines the attributes associated with each type of ball diamond. The main differences between the two diamond types are the size and the type basepath (cut basepath or skinned infield bases) and the presence of a mound (baseball has one and softball does not). A skinned infield is the portion of the infield that contains clay, sand and silt around the bases and base paths.

Table 1. Ball Diamond Components

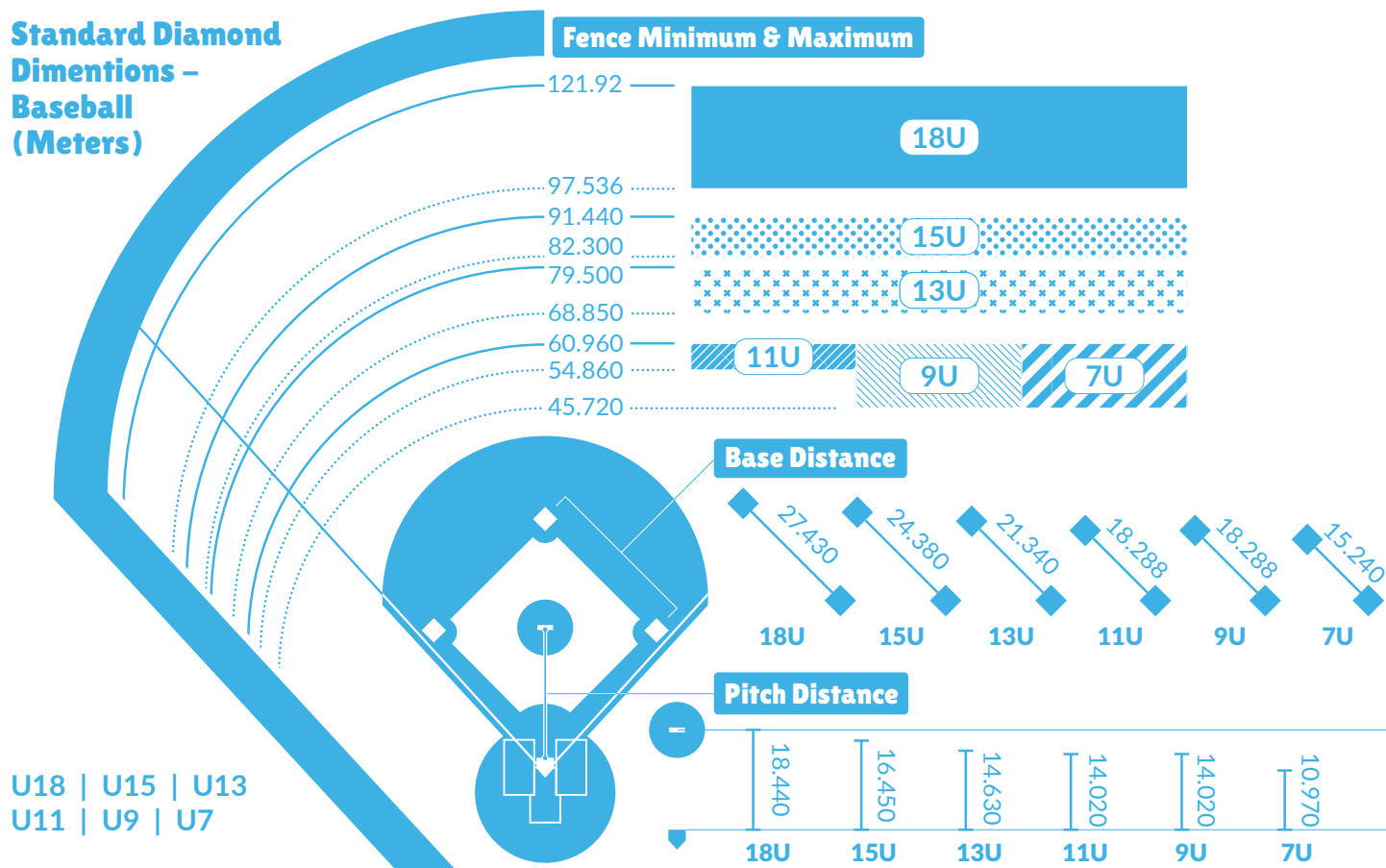
Ball Diamond Type	Attributes
Baseball	Backstop, dugouts, grass infield with basepath cut outs, bases pitcher’s mound, outfield fence (optional)
Softball	Backstop, dugouts, fully skinned infield bases, no mound, outfield fence (optional)

Closest Standard

The closest standard rating provided on the following pages reflects the optimal age group or level of ball that the diamonds are most suitable for based on a desktop assessment of existing field dimensions. However, the closest standard identified is not meant to indicate that other age groups or levels cannot use the diamond for practices and/or game play. Practically, most diamonds have some level of adaptability and are used by multiple age groups and levels of ball on a regular basis. The viability of reconfiguring a diamond to expand its functionality and adaptability will require a more thorough technical assessment that considers other factors beyond dimensions, including support amenities, fencing and other safety standards, lighting, etc.

Baseball Diamond Inventory

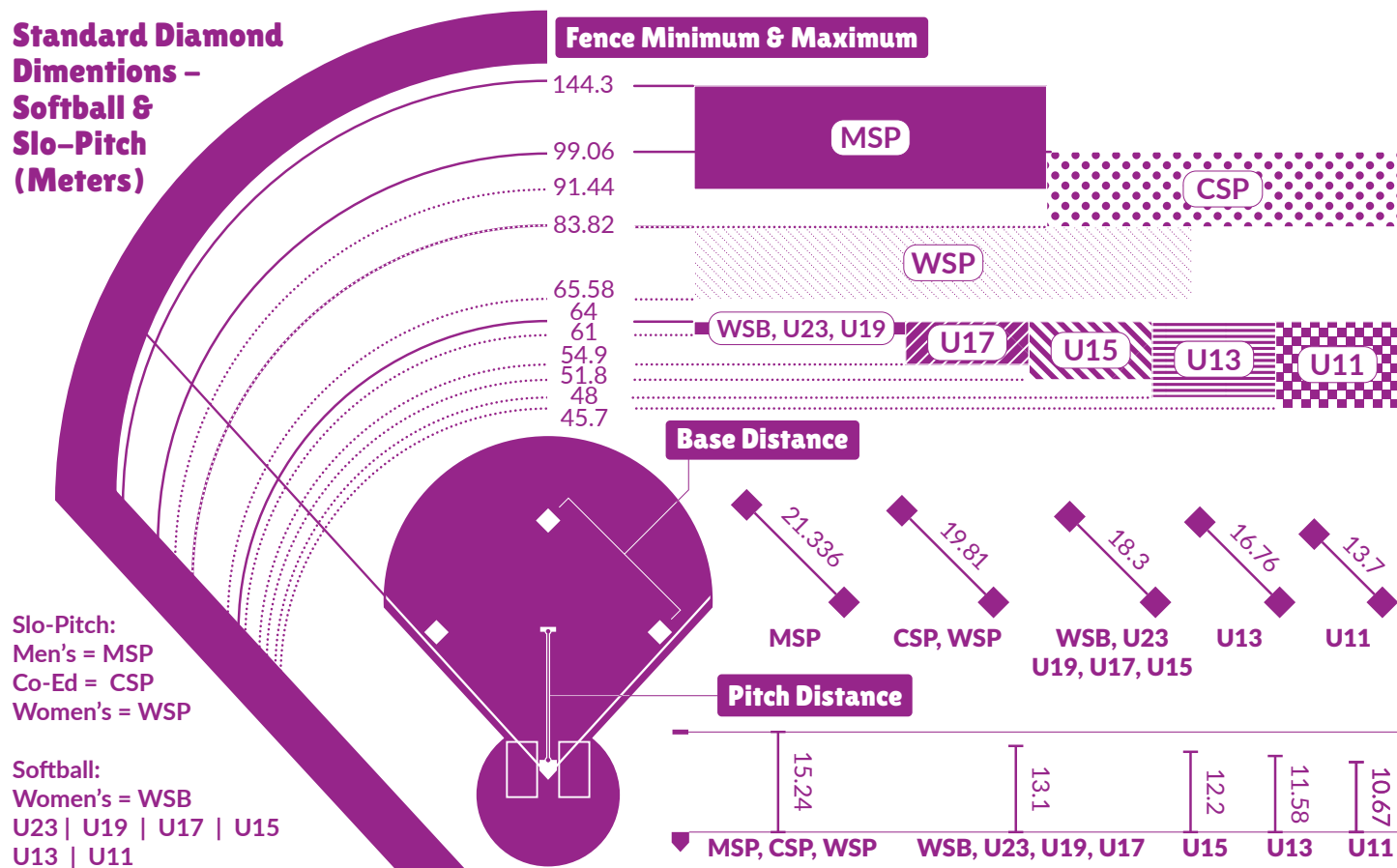
The graphic below outlines the standard dimensions for baseball diamonds by age classification, as defined by the sport's governing body. The table that follows compares the actual measured dimensions of each baseball diamond in the inventory, including pitch, base, and fence distances, against these standards, identifying the closest matching classification for each site.



Baseball Diamonds								
Site	Diamond Name	Site Ownership	Infield Type	Pitch (m)	Base (m)	Fence Min (m)	Fence Max (m)	Closest Standard
Bambino Park	9U Bambino	City	Skinned Basepaths	13.716	18.288	56.388	70.104	9U
Kiwanis Park	11U Kiwanis	City	Skinned Basepaths	13.716	18.288	64.008	76.2	11U
McLaren Park	11U McLaren	City	Skinned Basepaths	13.716	18.288	53.34	68.58	11U
McNicoll Park	15U McNicoll	City	Skinned Basepaths	16.459	24.384	88.392	94.488	15U
Carmi Elementary	18U Carmi	School District	Skinned Basepaths	18.44	27.432	97.536	112.776	18U

Softball & Slo-pitch Diamond Inventory

The graphic below outlines the standard dimensions for softball and slo-pitch diamonds by age and gender classification, as defined by the sport's governing body. The table that follows compares the actual measured dimensions of each softball and slo-pitch diamond in the inventory against these standards. Because requirements can differ between men's, women's, and youth classifications, the "Closest Standard" column may reference a blended comparison (e.g., pitch and base matching one classification, fence matching another) where a diamond does not align fully with a single standard.



Softball & Slo-Pitch Diamonds								
Site	Diamond Name	Site Ownership	Infield Type	Pitch (m)	Base (m)	Fence Min (m)	Fence Max (m)	Closest Standard
Skaha Lake Park	Skaha Slo-Pitch	City	Skinned	16.764	19.812	76.2	76.2	Pitch and Base closest to Men's Slo-pitch - Fence closest to Women's
Lion's Park	Lion's Slo-Pitch	City	Skinned	16.764	19.812	77.724	77.724	Pitch and Base closest to Men's Slo-pitch - Fence closest to Women's
Parkway Elementary	Mullins Slo-Pitch	School District	Skinned	16.764	19.812	83.82	121.92	Men's Slo-pitch U23
Parkway Elementary	Parkway 1 Slo-Pitch	School District	Skinned	16.764	19.812	64.008	79.248	Pitch and Base closest to Men's Slo-pitch - Fence closest to Women's
Columbia Park	U15 Columbia Softball	City	Skinned	12.192	16.764	67.056	79.248	Pitch and Base closes to womens softball U15 Fence closest to Female U23
Wiltse Elementary	U11 Wiltse Softball	School District	Skinned	12.192	13.716	70.104	70.104	Pitch closest to women's softball U15, Base closest to U11 Fence closest to U23

Additional Ball Diamond Infrastructure

In addition to full ball diamonds, the inventory includes standalone backstops and batting cages that support informal play, practice, and skill development. Unlike the diamonds above, these facilities are not evaluated against governing body standards, as they do not constitute complete playing fields. The tables below summarize their site ownership, infield type, and, where applicable, fence dimensions.

Backstop Only					
Site	Diamond Name	Site Ownership	Infield Type	Fence Min (m)	Fence Max (m)
Carmi Elementary	Carmi East Backstop	School District	Grass		
Carmi Elementary	Carmi West Backstop	School District	Grass		
KVR Middle School	KVR East Backstop	School District	Grass	83.21	129.235
KVR Middle School	KVR West Backstop	School District	Grass	83.21	129.235
Penticton Secondary	PSS Backstop	School District	Grass	73.152	86.868
PM Secondary	PMSS East Backstop	School District	Grass	106.68	106.68
PM Secondary	PMSS West Backstop	School District	Grass	106.68	106.68
Uplands Elementary	Uplands Backstop	School District	Grass	82.296	112.776

Batting Cages	
Site	Site Ownership
Kiwanis Park	City
McLaren Park	City
McNicol Park	City
Carmi Elementary	School District

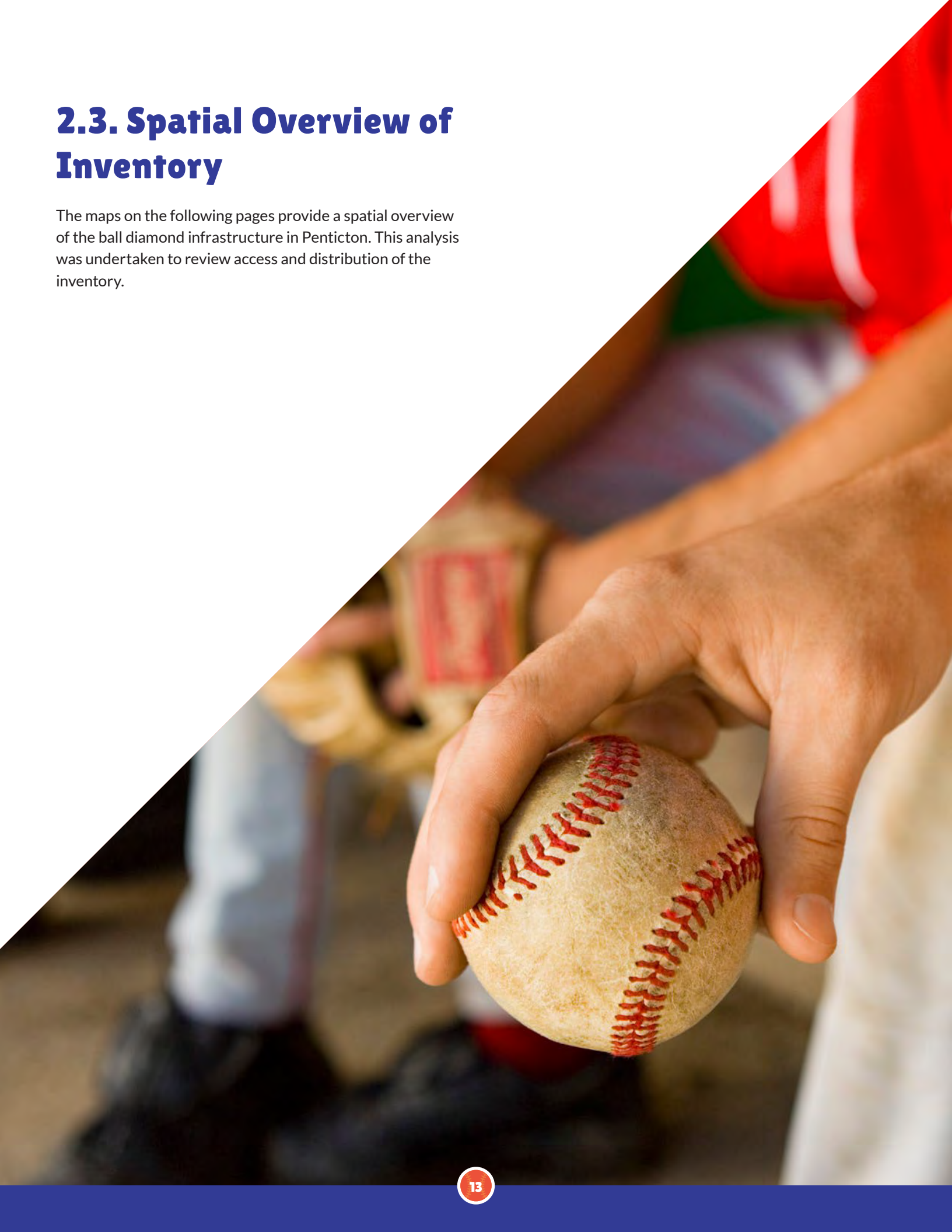


Key Findings from the Inventory Review

- School District owned sites that are decommissioned schools, have diamonds that are more specialized (Carmi 18 U & Parkway diamonds), while active school sites tend to have the informal/ practice infrastructure rather than full regulation diamonds.
- Kiwanis park diamond base and pitch distances most closely match the 11U standard, however the fence dimensions exceed 11U range but do not fully match the 13U standard.
- A recurring pattern appears in 3 of 4 slo-pitch diamonds (Skaha, Lion's, Parkway 1): pitch and base distances meet Women's and Men's Slo-Pitch standards, but fence distances only meet Women's standards.
- This shortfall extends to Co-Ed play as well: Co-Ed standards require a fence range of 83.820m–99.060m, and none of Skaha (76.2m), Lion's (77.724m), or Parkway 1 (79.248m max) reach the Co-Ed minimum. So, while these three diamonds happen to satisfy Women's Slo-Pitch fence requirements, their outfields are undersized for both Men's and Co-Ed play indicating a broader capacity limitation affecting the majority of slo-pitch formats at these sites.
- Columbia Diamond's pitch distance matches most closely with U15, but its fence dimensions exceed both the U15 and U23/Women's standards, while its base distance (16.764m) falls short of the 18.3m required at U23.

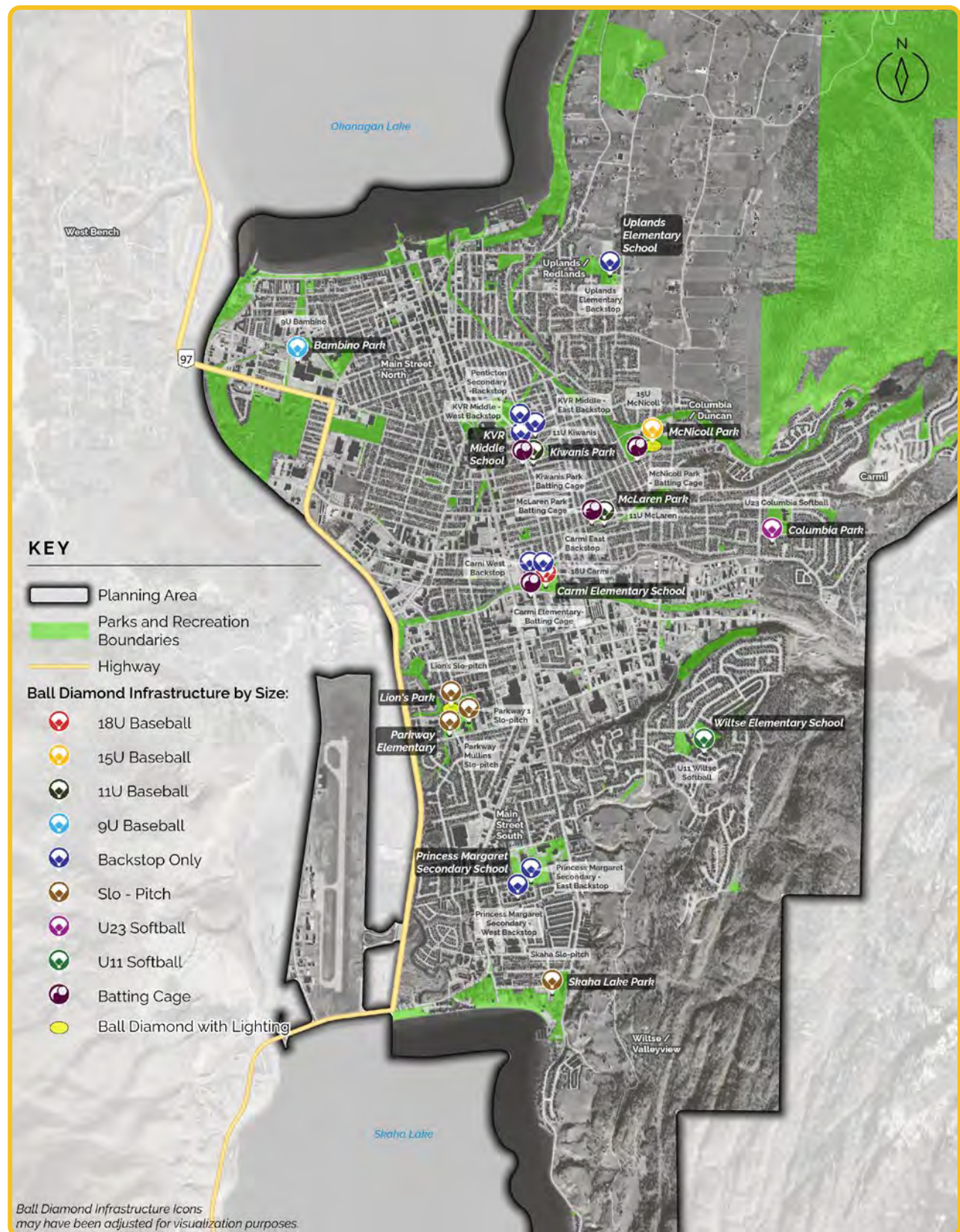
2.3. Spatial Overview of Inventory

The maps on the following pages provide a spatial overview of the ball diamond infrastructure in Penticton. This analysis was undertaken to review access and distribution of the inventory.



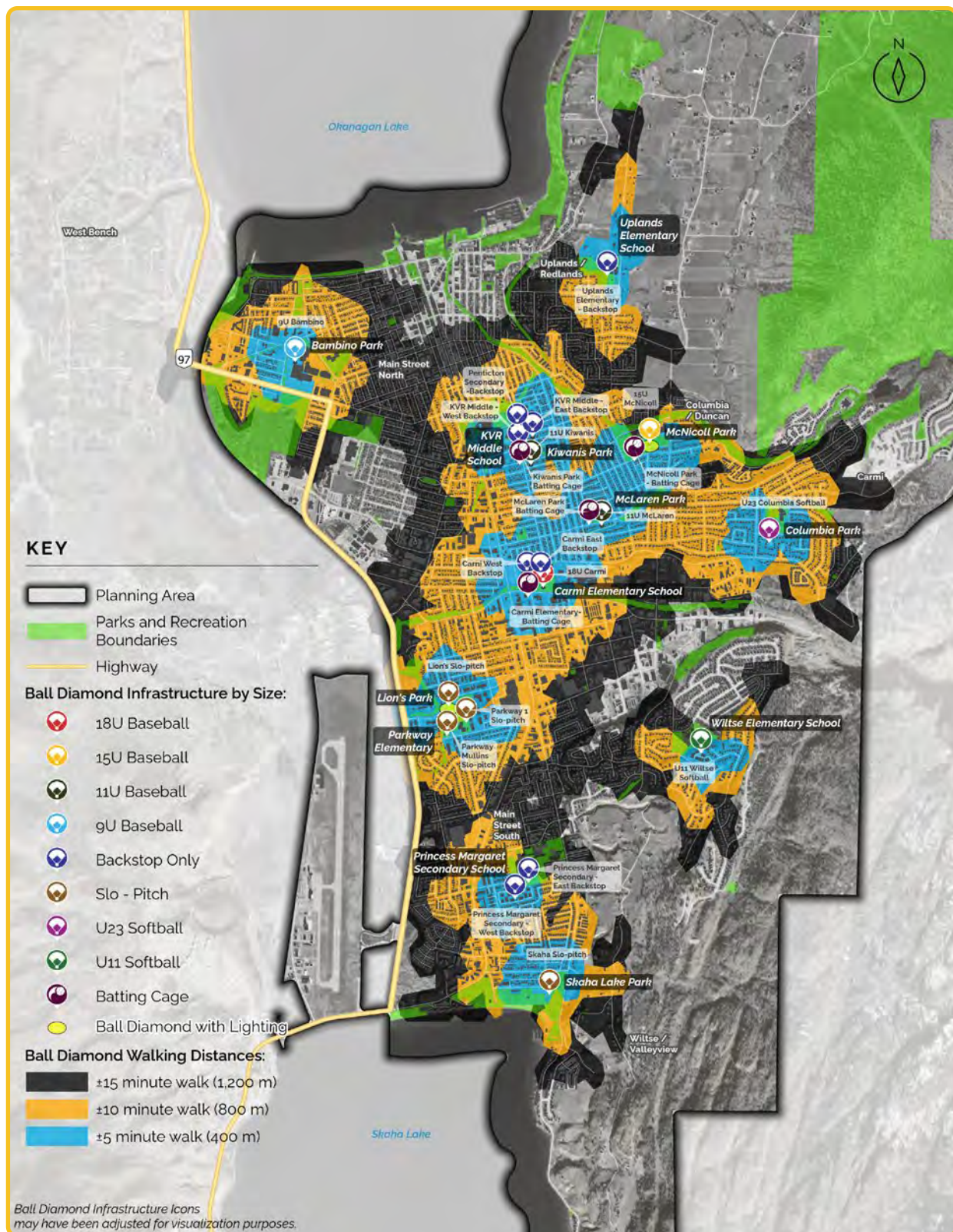
Ball Diamond Infrastructure Overview

This map illustrates where ball diamonds and batting cages are located within the City of Penticton.



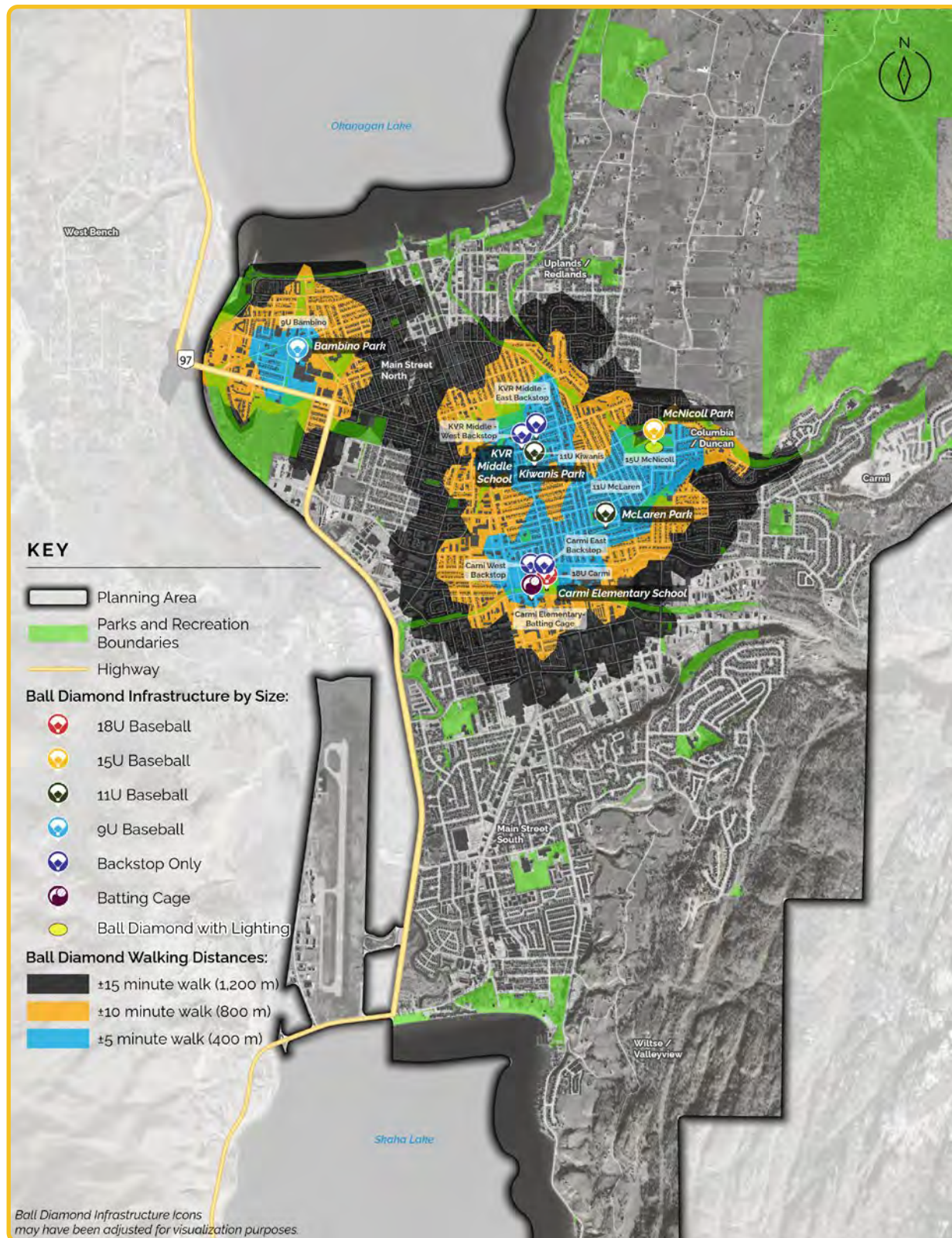
Ball Diamond Infrastructure Map with Walking Catchments

The following map illustrates the ball diamond and batting cages within Penticton. It also illustrates the 5- 15 minute walking catchments surrounding each diamond. The majority of residents in Penticton can access a ball diamond of some kind within a 15-minute walk (98%).



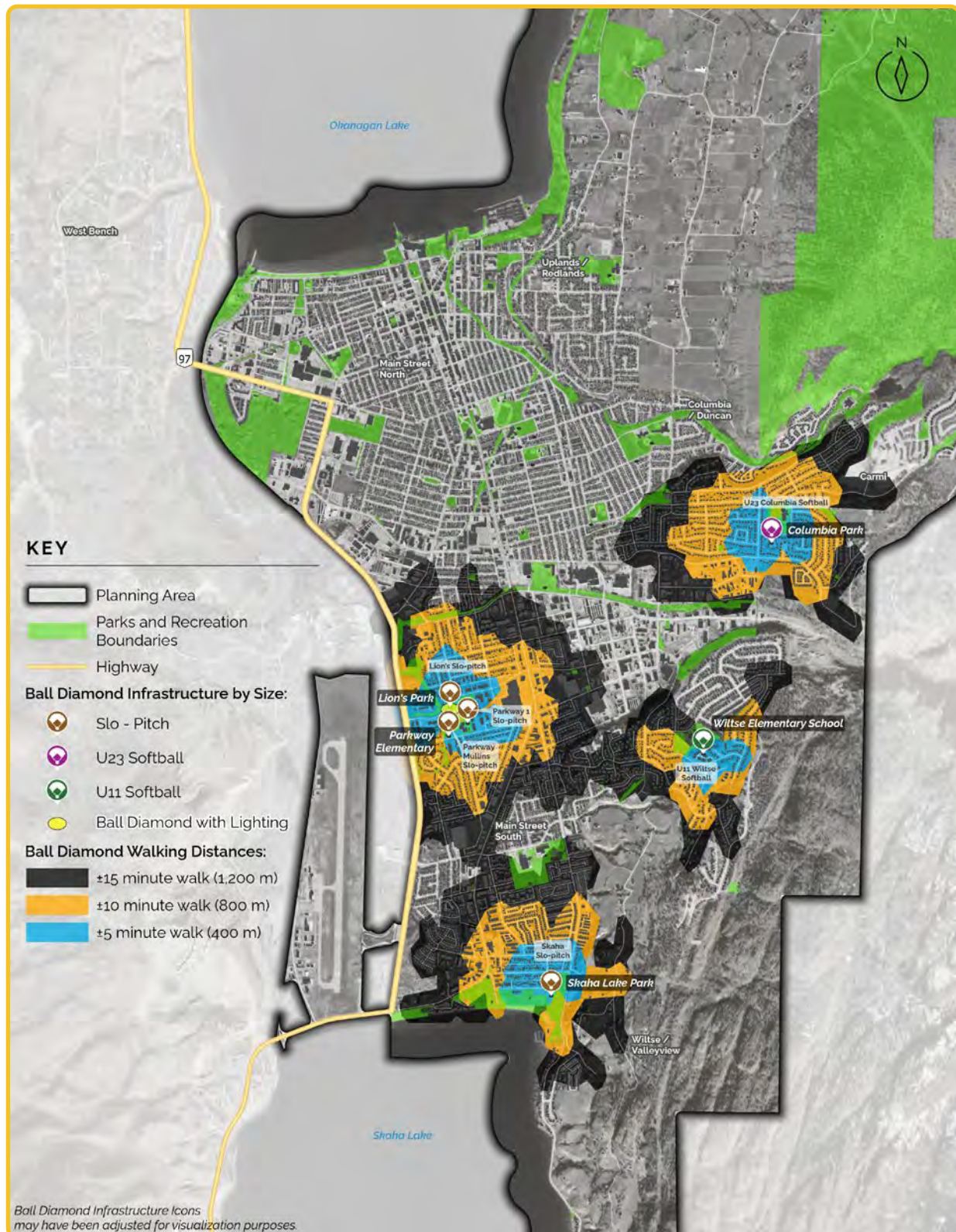
Baseball Diamonds

The following map illustrates where baseball diamonds are located in the city with 5 – 15-minute walking distances from each diamond. 43% of residents can access a baseball diamond within a 15-minute walk. *Diamonds displayed on this map are diamonds that have been booked for baseball within the last three years.*



Softball Diamonds

The following map illustrates where softball diamonds are located in the city with 5 – 15-minute walking distances from each diamond. 28% of residents can access a softball diamond within a 15-minute walk. *Diamonds displayed on this map are diamonds that have been booked for softball or slo-pitch within the last three years.*



2.4. Maintenance Responsibilities

The City of Penticton is the primary caretaker of sport fields across the community. At municipal parks, all field maintenance is performed by City staff. At school sites, however, maintenance responsibilities have evolved into site-specific arrangements that extend beyond what is formally outlined in original Joint Use Agreement. In practice, this has resulted in a hybrid model where the City provides core maintenance while some user groups take on responsibilities to support field playability and upkeep.

Table 2. Maintenance Responsibilities

Site	City of Penticton	School District 67	User Groups
City-owned Park Sites	Assumes full maintenance		- Infield dust control as needed - Dragging fields before/after play - Laying baselines with lime
Carmi Elementary	Assumes full maintenance		
Parkway Elementary	Assumes full maintenance		
Wiltse Elementary	- Dugouts - Storage facility - Backstop - Infield shale grooming - Dust control irrigation	All remaining maintenance	
KVR Middle		Assumes full maintenance	
Princess Margaret Secondary School		Assumes full maintenance	
Penticton Secondary School		Assumes full maintenance	

2.5. Recent Investments to the Ball Diamond Infrastructure in Penticton

The City of Penticton has made several targeted upgrades to its ball diamond system in 2025 to enhance safety, functionality, and overall program capacity. These improvements have strengthened utilization at key sites and expanded opportunities for diamond user groups.

McLaren Park: Two new batting cages; fencing adjustments to improve safety and playability

McNichol Park: Clubhouse upgrades to better support league operations and user experience

Kiwanis Park: Backstop overhang safety upgrades; two new batting cages

Collectively, these improvements have enabled user groups to make fuller use of available field time, expanded warm-up and practice space, and strengthened the overall capacity of the ball diamond system to accommodate growing participation.



2.6. Upcoming Changes to the Ball Diamond Infrastructure in Penticton

Penticton's ball diamond network is expected to experience two significant changes in the coming years as the city grows and land uses evolve.

KVR Middle School Diamond

The first change involves one of two backstops at KVR Middle School. The site transitioned from a middle school to an elementary school in 2025, and the School District plans to redevelop the grounds to support that shift. The redevelopment will include a new soccer field with permanent goal posts and an expanded playground, which will require the removal of one of the existing two backstops. These changes reflect their priorities for student recreation and outdoor learning space. Currently, both backstops are used for 7U baseball practices, with about less than 100 hours booked each year. The removal of one backstop will require some adjustment to how these practice hours are accommodated moving forward.

Taken together, these changes represent a potential net reduction in the City's ball diamond supply at a time when demand for diamonds has been higher than in the past.

Photo Source: <https://www.penticton.ca/parks-recreation/sports/sports-fields>



Bambino Diamond

The Bambino 9U Diamond is also at risk as a result of the North Gateway Area Plan. The Bambino 9U Diamond has been identified to be re-purposed as part of the North Gateway Area Plan. However, the plan acknowledges the importance of this asset, and includes overall policy direction for no net loss of parkland. The PTCC Hotel engagement process will provide an opportunity for community input as that planning moves forward. This may help clarify both the timeline and the potential need for replacement or relocation of the facility.

2.7. Service Level and Potential Impact of Population Growth

The table below present the long-term supply needs for ball diamonds by type if the City were to build new facilities based solely on maintaining current facility service levels in lockstep with population growth. A few things to consider when using this type of projection:

- Typically, as urban communities grow it becomes challenging to maintain current service levels.
- Facility supply needs must consider a multitude of other factors such as trends, access and geographic distribution, etc.
- Some facility use may suggest that the current supply does not meet the needs of residents currently, and thus basing provision solely on maintaining provision is not suggested as a singular planning approach.
- Local provision requirements may shift if regional partners are able to support a portion of projected demand through shared or coordinated facility planning.

Utilization levels, allocation practices, land supply, sport participation trends, and other factors will need to be layered into this analysis to determine future provision targets for ball diamonds.

Population Growth				
	2021 (Stats Canada)	2026	2031	2036
Population	36,885	36,367	40,218	41,106
Approximate Growth Rate Over Current		-1%	8%	11%

Source: Statistics Canada, 2021 Census of Population and Esri, 20 Year Population and Household Trends Report

Table 3. Long Term Outlook for Ball Diamonds

Diamond	Current Provision (2026)	Current Number in Penticton*	Total Number of Facilities Needed By 2031	Total Number of Facilities Needed By 2036	Summary of Diamonds Needed by 2036 Based on Projected Growth To sustain existing service levels
Baseball	1: 6,061	6	7	7	+1
Softball	1: 6,061	6	7	7	+1
All Ball Diamonds	1: 3,031	12	14	14	+2

*This includes diamonds that the City provides maintenance on, it does not include School District backstops currently used by community sport groups.



3.

UTILIZATION OF BALL DIAMONDS

This section summarizes the analysis undertaken of ball diamond use. The City of Penticton books both City amenities and School District ones for community use. The number of amenities noted includes facilities that were booked that year. It can be difficult to understand use of outdoor spaces, as when facilities are not formally booked spontaneous / casual use of the space occurs. This analysis is only of the booked use of the diamonds for community use and does not consider school use of the diamonds.

Determining Ball Diamond Capacity

Ball diamonds have recommended maximum-use thresholds established by maintenance professionals and field-surface manufacturers. For the purposes of this analysis, a capacity assumption of 600 hours per year is used. While 600 hours represents an upper benchmark, actual usable capacity is often lower due to:

- Weather-related cancellations
- Air quality impacts
- Required maintenance recovery time

As a result, practical capacity is likely lower than theoretical capacity, meaning system pressures may be understated.

3.1. Booked Use of Baseball Diamonds

The following table summarizes booked use of baseball diamonds from 2023- 2025. Overall, the system averaged 74% of capacity over the three-year period, with 2024 representing peak demand at 85%.

Table 4. Baseball Diamond Bookings Overall

Baseball Diamond Bookings	2023	2024	2025	Average Bookings (2023 – 2025)
Hours Booked	2,818	3,047	2,142	2,667
Number of Diamonds Booked	6	6	6	6
Hours Available	3,600	3,600	3,600	3,600
% Booked of Capacity	78%	85%	59%	74%

Table 5 breaks booked use by location. 9U, 11U, 13U and 15U diamonds are operating at between 80% to 110% of capacity on average, indicating limited room to absorb additional demand. By contrast, the 7U and backstop-only diamonds are underutilized at 29% and 11% respectively, suggesting capacity mismatches between available facilities and where demand is concentrated.

Table 5. Baseball Diamond Bookings by Location

Baseball Diamond	Hours Booked 2023	Hours Booked 2024	Hours Booked 2025	Average Hours Booked	Average % Booked of Capacity
Bambino 9U	340	667	431	479	80%
McLaren 11U	721	770	488	660	110%
Kiwanis 11U (Booked for U13)	478	492	510	493	82%
McNicoll 15U	730	583	423	579	96%
Carmi 18U	371	448	250	356	59%
KVR West Backstop		88	39	64	11%
Carmi West Backstop	174			174	29%
Total	2,814	3,047	2,142	2,667	78%

Seasonal Demand

Demand for ball diamonds varies throughout the playing season based on weather, daylight hours, and typical activity patterns. Spring is the core season for baseball in Penticton, but play does extend to the summer and fall (e.g., summer tournaments and fall ball). To analyze when there may be opportunities to book more time on the diamonds, the following analysis looks at each playable season (spring, summer, and fall), the peak hours available (available to schedule, not necessarily available with field quality), and the hours booked during those peak times.

For this analysis it is important to note that scheduling capacity does not equate to actual field availability. Natural grass diamonds require rest periods throughout the growing season to recover and maintain safe, playable conditions. Although booking data may suggest remaining capacity, this reflects scheduling room only. In practice, field availability is constrained by maintenance requirements, groundskeeper discretion, and recommended maximum use thresholds (e.g., the ~600-hour annual capacity benchmark referenced at the beginning of this section).

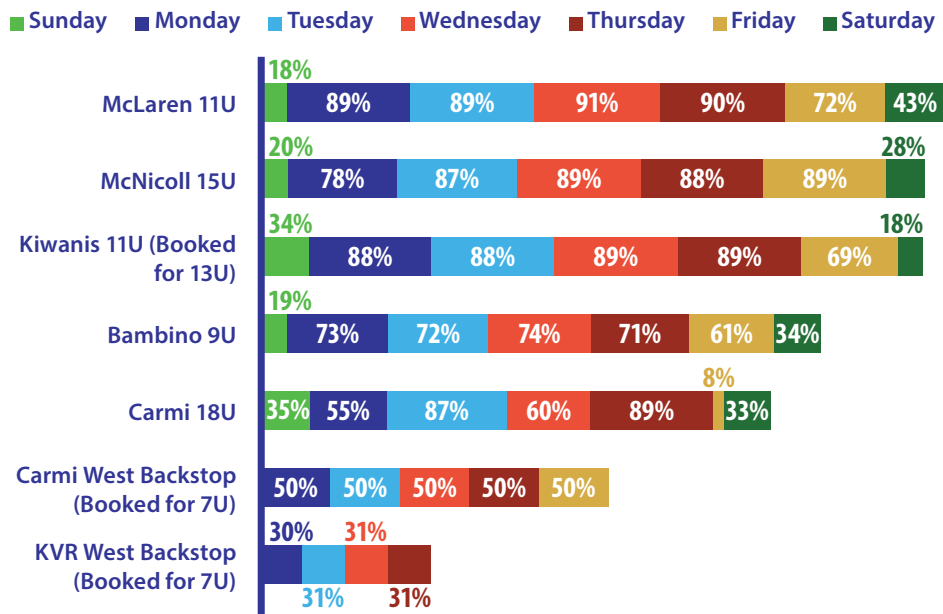
Table 6. Peak Demand Periods

Season	Dates	Peak Hours – Weekdays	Peak Hours – Weekend
Spring	April 1 – June 30	4:00 – 8:00 pm	8:00 am – 8:00 pm
Summer	July 1 – August 31	4:00 – 9:00 pm	8:00 am – 8:00 pm
Fall	September 1 – October 31	4:00 – 7:00 pm	8:00 am – 7:00 pm

The following chart presents the average percentage of daily peak capacity booked across each ball diamond during the spring season (April 1 – June 30). Figures represent the proportion of available peak hours that were booked during the season, providing a snapshot of where demand is highest and where scheduling capacity may remain.

During spring peak times, when baseball is in its core season, there is limited capacity for additional bookings during the week for diamonds suitable for ages 11U – 15U.

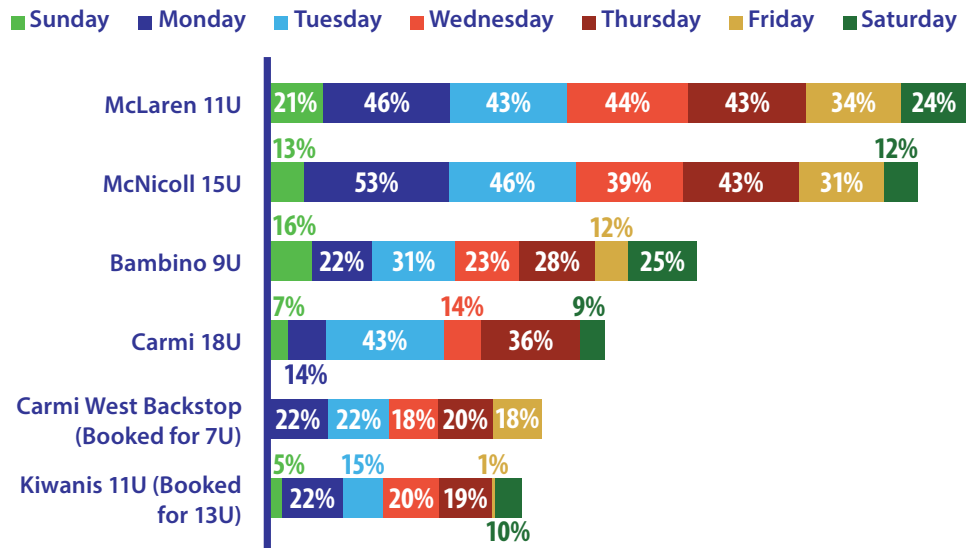
Figure 1. Average Percentage Booked of Daily Peak Capacity in Spring (2023 - 2025)



The following chart presents the average percentage of daily peak capacity booked across each ball diamond during the summer season (July 1 – August 31). Figures represent the proportion of available peak hours booked during the season.

During the summer, booking rates across most diamonds are lower than spring, suggesting available capacity during both weekday and weekend peak periods across all diamonds.

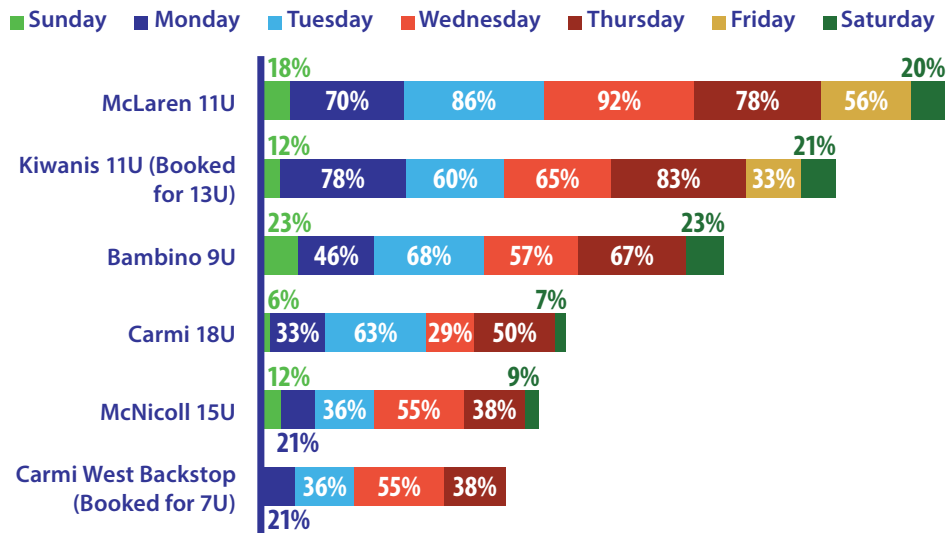
Figure 2. Average Percentage Booked of Daily Peak Capacity in Summer (2023 - 2025)



The following chart presents the average percentage of daily peak capacity booked across each ball diamond during the fall season (September 1 – October 31). Activity during this period is generally driven by fall ball programs and late-season tournaments.

During the fall, aside from McLaren 11U, most diamonds have some capacity for additional bookings.

Figure 3. Average Percentage Booked of Daily Peak Capacity in Fall (2023 - 2025)





Key Findings from Baseball Diamond Booked Use Analysis:

Demand is high, concentrated, and peaks in spring: The system averaged 74% of capacity over three years, with peak demand in 2024 reaching 85%. Nearly two-thirds of annual bookings occur during the spring months. McLaren 11U, Kiwanis 11U (booked for 13U), and McNicoll 15U show weekday utilization consistently above 85% during spring peak periods, and are operating near or at capacity on weekdays, leaving little room for additional bookings during peak time.

The lower-demand diamonds mask system pressure: System-wide averages (74%) look manageable and suggest some capacity exists. However, this figure is lowered by the backstop only diamond averages that are primarily used for younger age groups and practices. It is difficult to fully understand unmet demand as clubs plan their teams around what is available and cap registration.

Four diamonds are effectively at or beyond capacity: The McLaren 11U and McNicoll 15U diamonds are booked an average of 110% and 96% of their annual capacity, leaving no room for additional bookings. Kiwanis 11U (booked for 13U) and Bambino 9U diamonds are also heavily subscribed at 82% and 80% of annual capacity. These four diamonds, each used for different age groups, represent the core of competitive youth baseball and are where unmet demand is most likely occurring.

SOMBA dominates booked use: South Okanagan Minor Baseball Association accounts for 98% of all booked hours on baseball diamonds, confirming that organized minor baseball is the primary driver of system demand.

System Implication

The uneven utilization across diamonds, particularly at McLaren 11U (110%) and McNicoll 15U (96%) near or beyond capacity, versus backstop-only sites at 11–29%, points to a configuration gap, not a system-wide shortage. Seasonal patterns reinforce this: 11U–15U diamonds are essentially full on spring weekdays, with capacity opening up in summer and fall. While shifting groups from high-demand weekdays to lower-demand periods might seem like a solution, most pressure occurs Monday–Thursday in spring, and redistributing this use into weekend hours is unlikely to be practical for leagues.

That said, the gap isn't purely about configuration. Carmi 18U, a full regulation diamond, is underutilized at 59%, reflecting uneven demand by age group that may shift as cohorts age. Backstop-only sites lack the infrastructure of regulation diamonds, so their low use isn't readily convertible capacity.

Overall, flexible field design and reconfiguration should be explored before new construction, especially to ease spring weekday pressure on 11U/15U diamonds. However, reconfiguration alone won't fully resolve constraints at that level, where demand already exceeds scheduling capacity even before accounting for field rest and maintenance.

3.2. Booked Use of Softball Diamonds

The following table summarizes total booked hours across all six softball diamonds from 2023 to 2025. Compared to baseball diamonds, the softball system operates at a notably lower utilization rate, averaging 46% of capacity over the three-year period. Unlike baseball, which saw meaningful year-over-year variation, softball bookings have remained relatively stable suggesting consistent but moderate demand.

Table 7. Softball Diamond Bookings Overall

Softball Bookings	2023	2024	2025	Average Bookings (2023 – 2025)
Hours Booked	1,719	1,634	1,667	1,673
Number of Diamonds	6	6	6	6
Hours Available	3,600	3,600	3,600	3,600
% Booked of Capacity	48%	45%	46%	46%

The breakdown by softball diamond reveals an important distinction within the system. The four slo-pitch diamonds collectively account for the large majority of softball bookings, averaging 1,300 hours and sitting at 54% of capacity. While this remains below the 600-hour threshold, it represents the most active segment of the softball system and suggests reasonable demand for casual and recreational league play.

Lions Park Diamond is the clear outlier, averaging 535 hours per year (89% of capacity). Demand there is both high and stable, ranging from 518 to 545 hours across all three years. The other five diamonds operate at much lower levels. Skaha and Parkway Diamond 2 (Mullins) sit mid range at 46% and 45%, while Parkway Diamond 1, Columbia, and Wiltse fall below 40%. U11 Wiltse is the least used at 30% (179 hours per year).

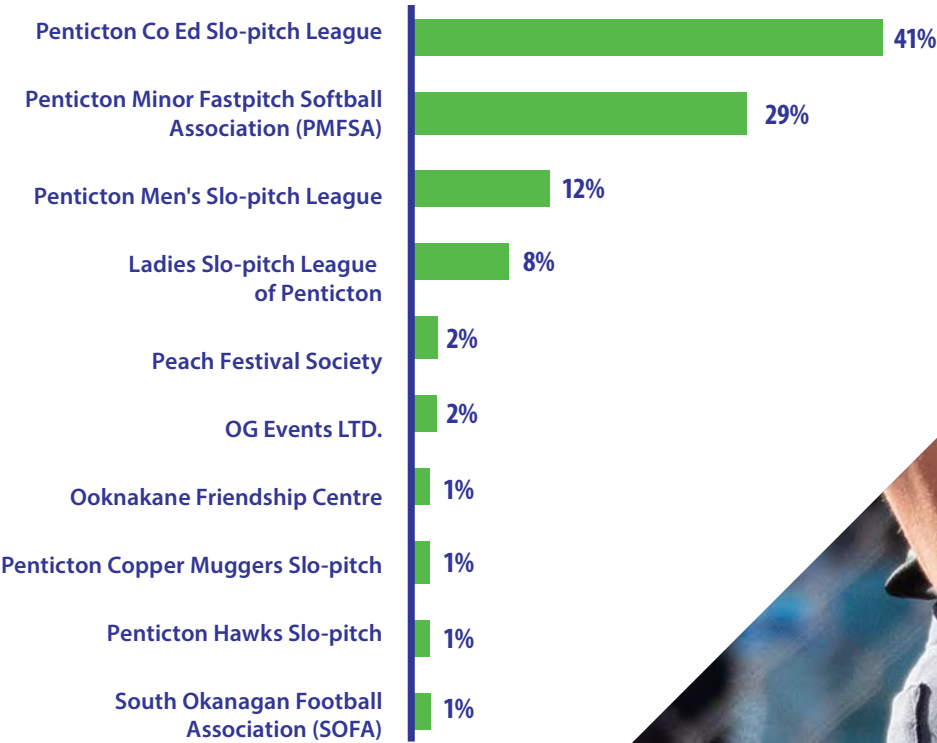
Table 8. Softball Diamond Bookings by Size

Bookings by Diamond	2023	2024	2025	Average 2023 – 2025	Average % Booked of Capacity
Wiltse 11U	200	172	165	179	30%
Columbia 23U	230	178	176	194	32%
Parkway Slo- pitch Diamond 1	212	222	228	220	37%
Parkway Slo- pitch Diamond 2 - Mullins	269	273	263	268	45%
Skaha Slo-pitch Diamond	264	273	295	277	46%
Lions Slo- pitch Park Diamond	545	518	542	535	89%
Grand Total	1,719	1,634	1,667	1,673	46%

Figure 4 illustrates the distribution of softball diamond bookings by user group, averaged across 2023 – 2025. The data reveals that softball facility use is dominated by a small number of organizations, with two groups accounting for the majority of all booked hours.

The Penticton Co-Ed Slo-pitch League is by far the largest user of softball diamonds, representing 41% of all bookings. The Penticton Minor Fastpitch Softball Association (PMFSA) is the second largest at 29%, reflecting the organization’s role as the primary provider of competitive youth softball programming in the city.

Figure 4. Average Proportion of Bookings by User Group (2023 - 2025)



Seasonal Demand

Demand for softball and slo-pitch diamonds varies throughout the playing season based on weather, daylight hours, and typical activity patterns. Like baseball, use is concentrated in spring, however slo-pitch leagues in particular continue running through the summer months as well. To analyze when there may be opportunities to book more time on the diamonds, the following analysis looks at each playable season (spring, summer, and fall), the peak hours available (available to schedule, not necessarily available with field quality), and the hours booked during those peak times.

For this analysis it is important to note that scheduling capacity does not equate to actual field availability. Natural grass diamonds require rest periods throughout the growing season to recover and maintain safe, playable conditions. Although booking data may suggest remaining capacity, this reflects scheduling room only. In practice, field availability is constrained by maintenance requirements, groundskeeper discretion, and recommended maximum use thresholds (e.g., the ~600-hour annual capacity benchmark referenced at the beginning of this section).

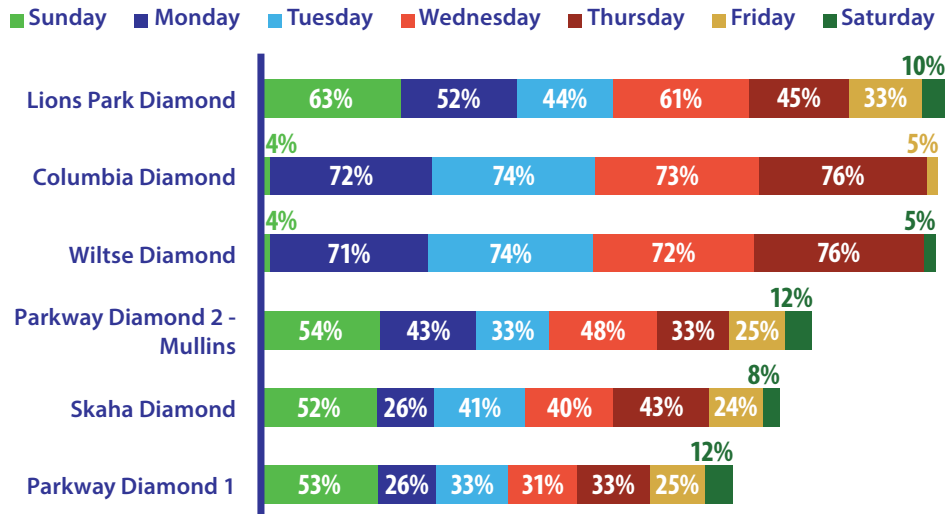
Table 9. Peak Demand Periods

Season	Dates	Peak Hours – Weekdays	Peak Hours – Weekend
Spring	April 1 – June 30	4:00 – 8:00 pm	8:00 am – 8:00 pm
Summer	July 1 – August 31	4:00 – 9:00 pm	8:00 am – 8:00 pm
Fall	September 1 – October 31	4:00 – 7:00 pm	8:00 am – 7:00 pm

The following chart presents the average percentage of daily peak capacity booked across each ball diamond during the spring season (April 1 – June 30). Figures represent the proportion of available peak hours that were booked during the season, providing a snapshot of where demand is highest and where scheduling capacity may remain.

During spring peak times, when softball is in its core season, there is limited capacity for additional bookings during the week for Columbia and Wiltse diamonds (diamonds primarily used for youth softball). The remaining diamonds are primarily used for adult slo-pitch, and their effective peak-time capacity is substantially lower than youth-serving diamonds. While youth demand peaks between 4 pm and 8 pm, adult players typically cannot begin until after 6 pm, compressing their playable window into a much shorter period. As a result, even if adult diamonds show remaining “daily” or “seasonal” capacity, their true peak-time capacity is limited. Bookings for adult sport take place at Lions, Skaha, Mullins and Parkway diamonds.

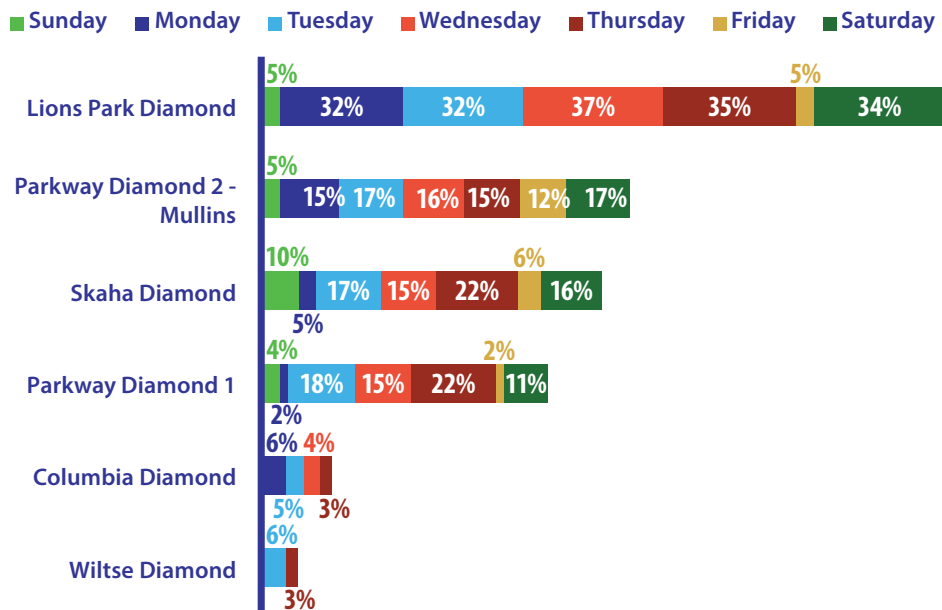
Figure 5. Average Daily Bookings by Day of the Week: Spring (2023 - 2025)



The following chart presents the average percentage of daily peak capacity booked across each ball diamond during the summer season (July 1 – August 31). Figures represent the proportion of available peak hours booked during the season.

During the summer, booking rates across most diamonds are lower than spring, suggesting available capacity during both weekday and weekend peak periods across all diamonds. Bookings for adult sport at Lions, Skaha, Mullins, and Parkway are consistent with the Spring season.

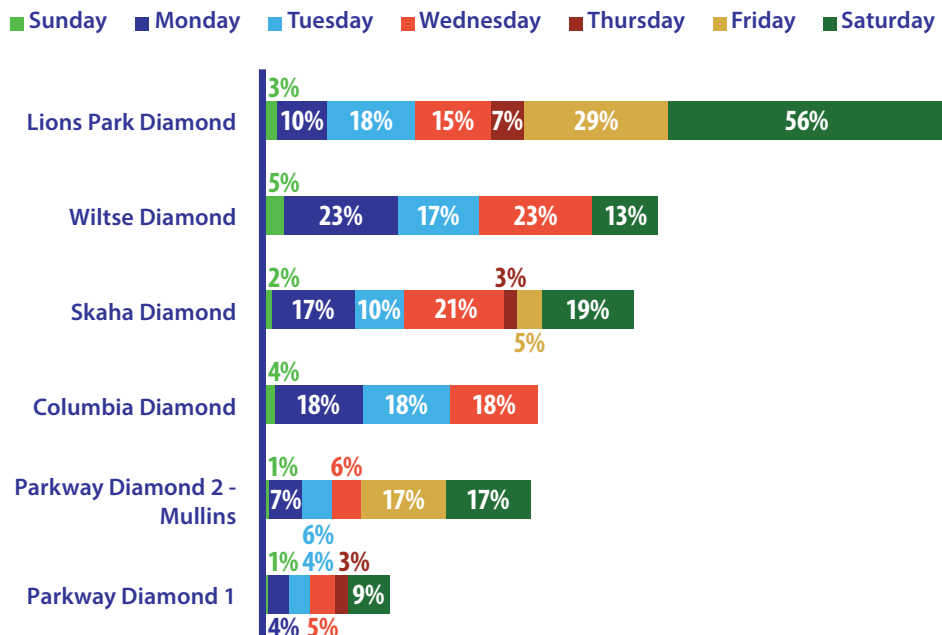
Figure 6. Average Percentage Booked of Daily Peak Capacity in Summer (2023 - 2025)



The following chart presents the average percentage of daily peak capacity booked across each ball diamond during the fall season (September 1 – October 31). Activity during this period is generally driven by fall ball programs and tournaments similar to baseball diamonds.

During the fall, softball and slo-pitch diamonds have capacity for additional bookings.

Figure 7. Average Percentage Booked of Daily Peak Capacity in Fall (2023 - 2025)





Key Findings from Softball Booked Use Analysis:

Lions Park is the only diamond under real pressure: At 89% of capacity Lions Park is the only lit softball diamond, allowing evening play unavailable elsewhere.

Overall utilization is moderate and stable: The softball system averaged 46% of capacity over three years, with little year-over-year variation (1,634 to 1,719 hours). Unlike baseball, there is no notable peak year.

Two organizations drive nearly all use: The Co-Ed Slo-pitch League (41%) and PMFSA (29%) together account for 70% of all softball bookings.

Competitive youth softball is a developing segment with room to grow: The U11 and U23 diamonds operate at just 30–32% of overall capacity, however during the spring months, the midweek bookings hover at around 70% of peak time capacity. This indicates that while the sport remains small in scale, there are pockets of concentrated demand during the core season.

Because competitive youth softball is primarily a female participant sport, these patterns reflect the current scale of programming available to girls and young women. The strong midweek spring activity demonstrates that there is a committed core of users, even though total annual volumes remain modest.

The season is spring-heavy with a gentler summer drop than baseball: Nearly 70% of bookings fall in April through June, but unlike baseball, softball maintains modest activity through July, August, and September.

Adult peak-time capacity is structurally limited: Although overall utilization appears moderate, the usable capacity for adult slo-pitch is much lower. Adult players typically cannot begin until after 6 pm, compressing their playable window into a short evening period. This means that even diamonds with remaining “capacity” during the day or on weekends offer little practical relief during true peak time.

Rectangular Field Use

Although rectangular fields are outside the scope of this review, their current and future use has direct implications for ball diamond availability. As field sports continue to grow in popularity, available green space will need to be shared and/or prioritized among user groups.

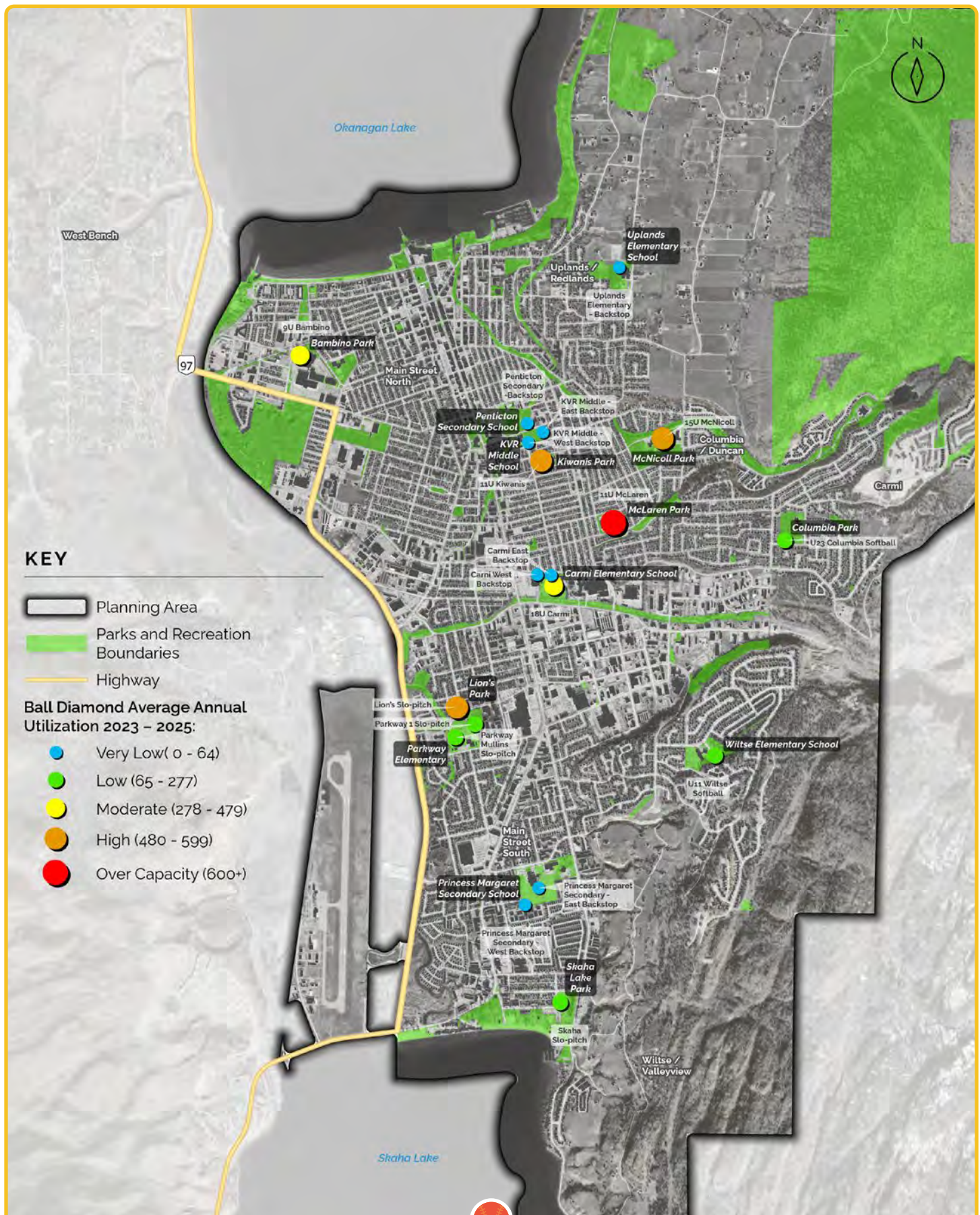
The following points reflect the current state of rectangular field bookings in Penticton:

- Field sports and ball diamond sports are currently not booked at the same locations, even though some sites physically overlap. For example, school sites are typically built to support grassroots play for both softball and soccer; they have a backstop but are not skinned, have no pitching mound and they have goal posts, meaning they could theoretically serve both uses.
- Of the five rectangular fields owned and operated by the City of Penticton, four are booked well beyond the recommended 600-hour capacity. This indicates the rectangular field system is at or over capacity.
 - Kings Park alone has four fields that, in 2025, were booked at 173% of the recommended bookable capacity.
- When school site bookings are included, rectangular fields were used at the equivalent capacity of 8.7 fields. Currently, eight fields are actively booked by user groups: Kings Park Fields 1–4, McNicoll Oval & Track, Penticton Secondary School Track, Queens Park Elementary School Field, and Skaha Lake Middle School Field (minimally).
- Rectangular field bookings increased by 13% between 2023 and 2025.

This growth pressure on rectangular fields underscores the importance of clearly defining and protecting ball diamond space going forward.

Spatial Representation of Booked Ball Diamond Use

The following map illustrates where booked use is occurring within the City of Penticton's ball diamond inventory.



3.3. Ball Diamond Visitation Patterns (Movement Data)

Understanding the full scope of outdoor amenity and park use can be challenging. Certain features, such as fields, spectator seating, and picnic areas, can be reserved for specific time periods, which helps prevent user conflicts, provides measurable data to support funding requests, and justifies the development of additional amenities. However, spontaneous use of park spaces is more difficult to track in a cost-effective way. Efforts to quantify non-booked use can help protect unstructured access and provide a more complete picture of how park spaces support recreation beyond organized sport.

Visitation Sampling Analysis (Propulso)

To assess spontaneous use and attempt to understand if organized sports dominate visitation at ball diamonds in Penticton, the project team reviewed 2025 mobility data from Propulso visitation reports. This tool estimates actual visit volumes by sampling mobile device activity and extrapolating to the broader adult population, in alignment with COPA guidelines which exclude individuals under 18.

Visitation Analysis was completed for the following ball diamonds:

Ball Diamonds:

-  9U Bambino
-  11U Kiwanis
-  11U McLaren
-  15U McNicoll

Softball Diamonds

-  Lions Slo-pitch
-  U23 Columbia
-  Skaha Slo-pitch

Diamonds located on School District 67 property were not included in the analysis.

Limitations of the Data

Movement data, such as the datasets produced by Propulso, offer valuable insight into visitation patterns, but it comes with important limitations. These datasets typically rely on mobile device signals, meaning they represent only a subset of the population and may underrepresent certain groups, such as children, seniors, or individuals with limited smartphone use. Location accuracy can vary, and algorithms that infer trip purpose or dwell time introduce additional uncertainty. Privacy protections often require data to be aggregated or anonymized, which can obscure fine grained behaviours or small area trends. As a result, movement data is best interpreted as an indicator of relative patterns.

Visit Distribution

Figure 8 shows the monthly distribution of visits across the sampled ball diamonds in 2025 and reveals a pattern that differs from the formal booking data. While organized sport bookings peak in April through June, the visitation data tells a different story: the majority of visits occur in September (36%) and October (30%), with August also contributing a notable 15%. By contrast, the spring months, despite being the busiest period for booked use account for very little recorded visitation.

Figure 8. Distribution of Diamond Visits by Month (2025)

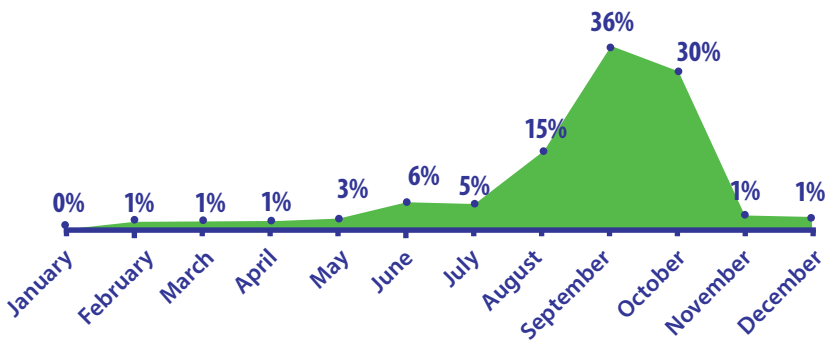


Figure 9 shows the distribution of visits by distance of residence and confirms that aside from organized sport use Penticton's ball diamonds function as neighbourhood level amenities. Two thirds of all visits (67%) originate within one kilometre of the facility, and another 21% come from one to five kilometres away. In total, 88% of visits are made by residents living within five kilometres, a pattern consistent with walkable, drop in use rather than destination travel.

A small share of visitors (4%) travel 100 kilometres or more, likely reflecting tournament participants or out of town guests, which is typical for a facility system of this scale.

Figure 9. Distribution of Visits by Distance of Residence (2025)

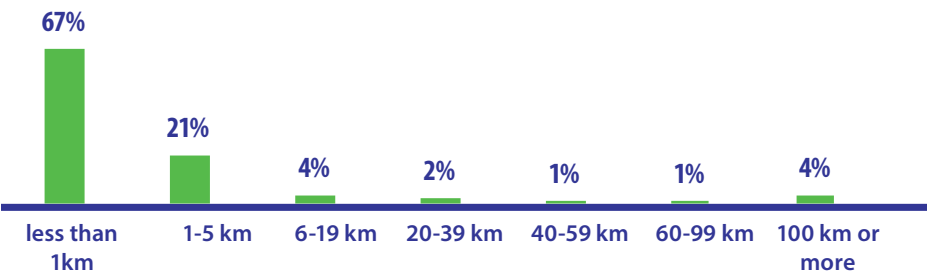


Figure 10 shows the distribution of visits by duration and reinforces that the spontaneous use of the diamond system is used mainly for short, informal visits rather than extended organized activity. Nearly 30% of visits last under 15 minutes, and another 22% fall in the 15–29-minute range, meaning over half of all visits are under 30 minutes. With an average visit length of 43 minutes, these patterns are shorter than would be expected for a typical game or practice, suggesting many visits involve passing through, informal play, or spectating.

Figure 10. Distribution of Visits by Visit Duration (2025)

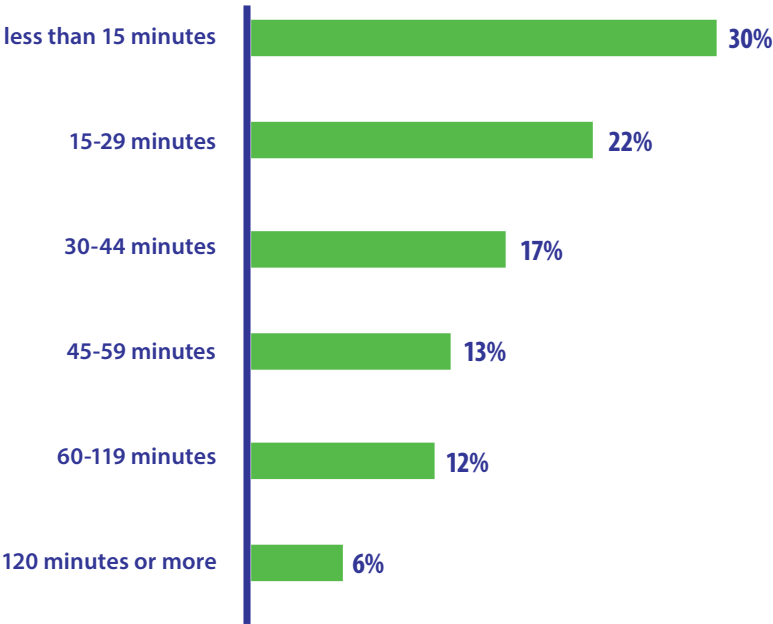
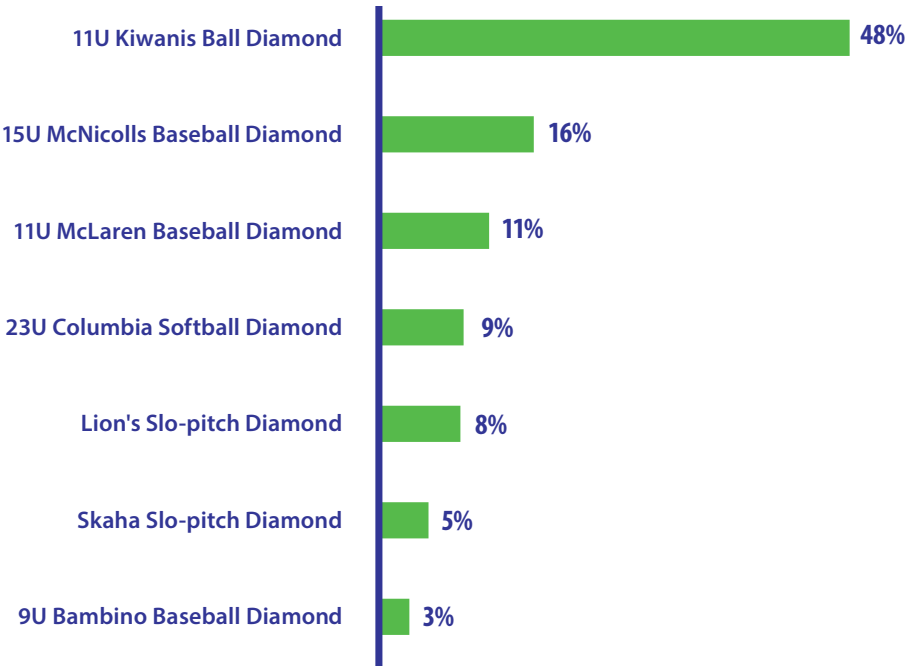


Figure 11 shows an uneven distribution of visits across the sampled diamonds. Kiwanis accounts for nearly half of all visits (48%), making it a focal point of informal and community use. At the other end of the spectrum, Bambino (9U) records just 3% of visits, the lowest in the sample.

Figure 11. Distribution of Visits by Diamond (2025)





Key Findings from Visitation Analysis

Informal use peaks when organized sport does not: The busiest visitation months are September (36%) and October (30%), which fall largely outside the formal booking season. This inverse relationship between bookings and visitation suggests that ball diamonds support two distinct communities of users, organized leagues in spring, and casual and informal users in late summer and fall, with relatively little overlap between the two peaks.

Booking data and mobility data each capture only a partial picture of ball diamond use: Because mobility data captures adult visits only and excludes individuals under 18, youth participants driving spring bookings are largely absent from the visitation figures. This means the full extent of diamond use, combining booked sport, adult informal use, and youth activity, is greater than either dataset captures on its own. Any assessment of demand or capacity based on bookings alone will understate how heavily these spaces are used.

Booking and visitation data confirm that ball diamonds function as important neighbourhood amenities: 88% of visits originate from within five kilometres, with two thirds coming from within one kilometre. This strongly local pattern indicates that diamonds function as walkable community spaces in addition to regional sport destinations. Their value to residents extends well beyond their role as sport venues.

Most visits are short and informal: More than half of all visits last under 30 minutes, too short to represent organized sport participation. This confirms that a substantial portion of diamond use is casual in nature: passing through, informal play, dog walking, or spectating. This unstructured use is invisible in booking data but represents real and regular community benefit.

The full value of ball diamonds is broader than bookings suggest: Taken together, the visitation data makes clear that ball diamonds serve the community in ways that formal booking records do not capture. Decisions about maintenance investment, facility hours, and future development should account for this broader pattern of use, not only organized sport demand.

Bambino Diamond is underperforming relative to its location: Despite sitting beside major community anchors, the visitor centre and community centre, both of which generate steady foot traffic, Bambino (9U) records the lowest visitation in the sample at just 3% of the total diamond visitation. This gap between locational advantage and actual use is notable. Facilities in high-traffic areas typically benefit from passive visitation, yet Bambino does not appear to capture this.

Design and Planning Implications of Visitation Patterns

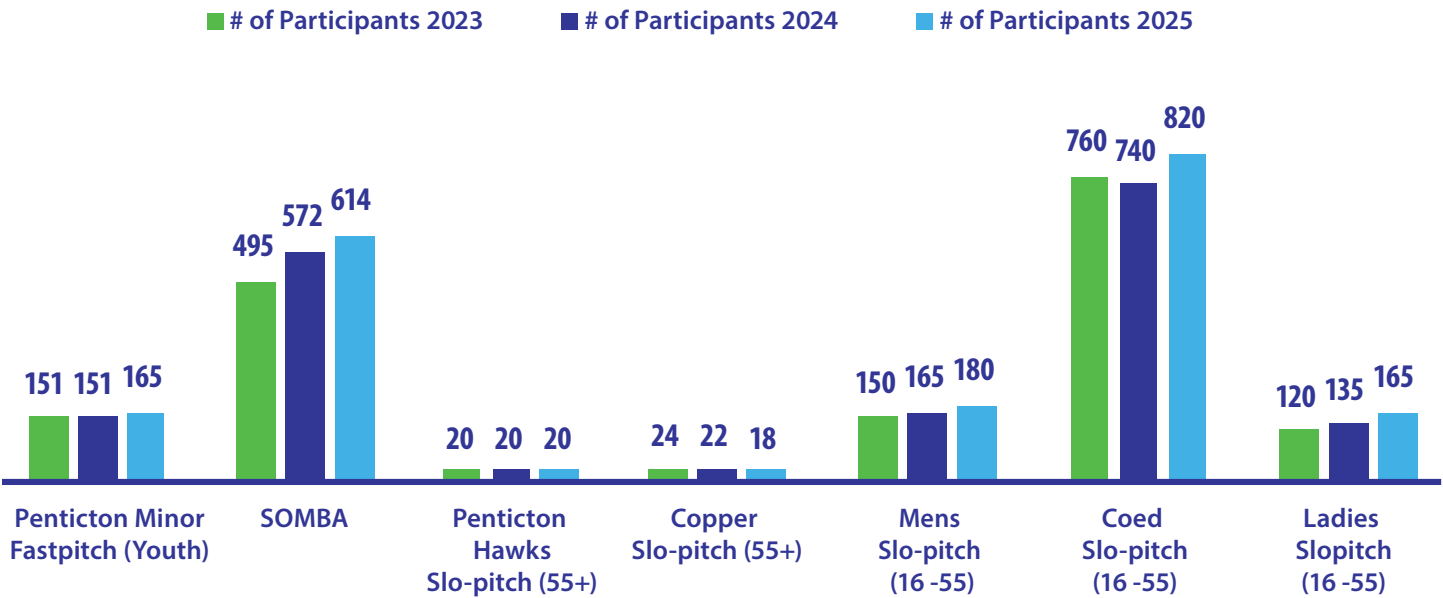
Visitation data indicates that ball diamonds function as neighbourhood parks as well as sport facilities. This has several implications:

- Provision of shade, seating, and informal gathering spaces is critical
- Open access and pathway connectivity should be maintained
- Design should accommodate short-duration and casual use
- Future improvements should balance organized sport needs with these broader community uses.

3.4. Participation Analysis

As part of the ball diamond review, user groups were asked to provide participation numbers and team counts for the past three years (2023–2025). The data collected represents the organized sport users of Penticton’s ball diamond facilities, spanning youth baseball and fastpitch, men’s slo-pitch, coed slo-pitch, ladies’ slo-pitch, and senior leagues. In total, the data captures over 1,980 participants and 126 teams in 2025 alone, reflecting the breadth of organized diamond use across the community.

Figure 12. Ball Organization Participation 2023- 2025



Other Participation Characteristics:

- SOMBA growth is concentrated in the middle and older youth divisions (9U, 11U, 13U, and 15U) all grew consistently year over year, while 7U held steady and 18U declined slightly.
- SOMBA’s 13U division saw the strongest growth of any single division, nearly doubling from 87 to 148 participants over three years. This points to a growing cohort of competitive-age youth players placing increased pressure on full-size diamond infrastructure.
- SOMBA’s 15U division more than doubled, from 39 participants in 2023 to 71 in 2025, reinforcing the trend toward older youth age groups driving demand.
- Penticton Minor Fastpitch has remained relatively stable overall (151–165 participants), but the age group picture is uneven: U11 and U15 grew substantially while U13, U17, and U20 all declined. This may reflect older youth participants transitioning to slo-pitch leagues or some retention challenges within the sport itself.
- Minor Fastpitch U17 showed a notable spike in 2025 (up from 3 to 21 participants), which may reflect a one-year cohort effect or renewed interest at that level and warrants monitoring in future years.

4. COMMUNITY ENGAGEMENT



4.1. Overview

The City of Penticton has undertaken two complementary engagement processes to inform the Ball Diamond Analysis and Review. The Recreation and Sport Needs Assessment conducted in 2024, and targeted user group interviews carried out in 2026 as part of this Ball Diamond Analysis and Review.

The 2024 Recreation and Sport Needs Assessment gathered broad community input on recreation priorities, participation trends, and facility needs across Penticton. That process surfaced ball diamonds as an area warranting closer examination, providing early signals about capacity pressures, scheduling challenges, and unmet demand that are explored in greater depth through this review.

Building on those findings, the Ball Diamond Analysis engaged directly with the organizations that use Penticton's ball diamond system on a regular basis. One-on-one interviews were conducted with representatives from seven user groups spanning youth baseball, competitive fastpitch, and adult slo-pitch leagues.



4.2. Recreation and Sport Needs Assessment Engagement

The following summarizes the key findings related to ball diamonds that emerged from the engagement undertaken for Penticton's Recreation and Sport Needs Assessment. The study was completed in 2025, however the engagement occurred in the fall of 2024.

Community Survey Findings

The community survey gathered input from a broad cross-section of Penticton residents. The following findings are relevant to ball diamonds and diamond sports:

Participation

- Baseball was reported as a participation activity by 12% of survey respondents, and softball/fastball by 9%.
- Sports fields, sports courts, and ball diamonds were used by at least one-third of respondents in the previous year.
- Ball diamonds (McNicoll Park, Lions Park, etc.) were visited by approximately 9% of respondents on a frequent basis (daily, weekly, or monthly).

Investment Priorities

- Ball diamonds were identified as a priority for investment by 16% of respondents, placing them among the top-ranked outdoor facility amenity priorities; ranked tied 9th overall.
- Residents who have lived in Penticton for over 10 years are more likely to identify ball diamonds (22%) as an investment priority compared to newer residents (5% among those living in Penticton for 6–10 years).

User Group Engagement Findings

Discussions with user groups surfaced the following ball diamond-specific themes:

- Inadequate availability and suitability of diamonds for fast pitch and slo-pitch games, affecting both gameplay and the ability to host tournaments.
- Lighting at Mullins ball diamond was requested to improve scheduling and extend evening use.
- Groups expressed fear about the potential loss of diamonds due to school closures, with specific concern about the impact on slo - pitch league viability.
- A desire for a multi-diamond facility was expressed.

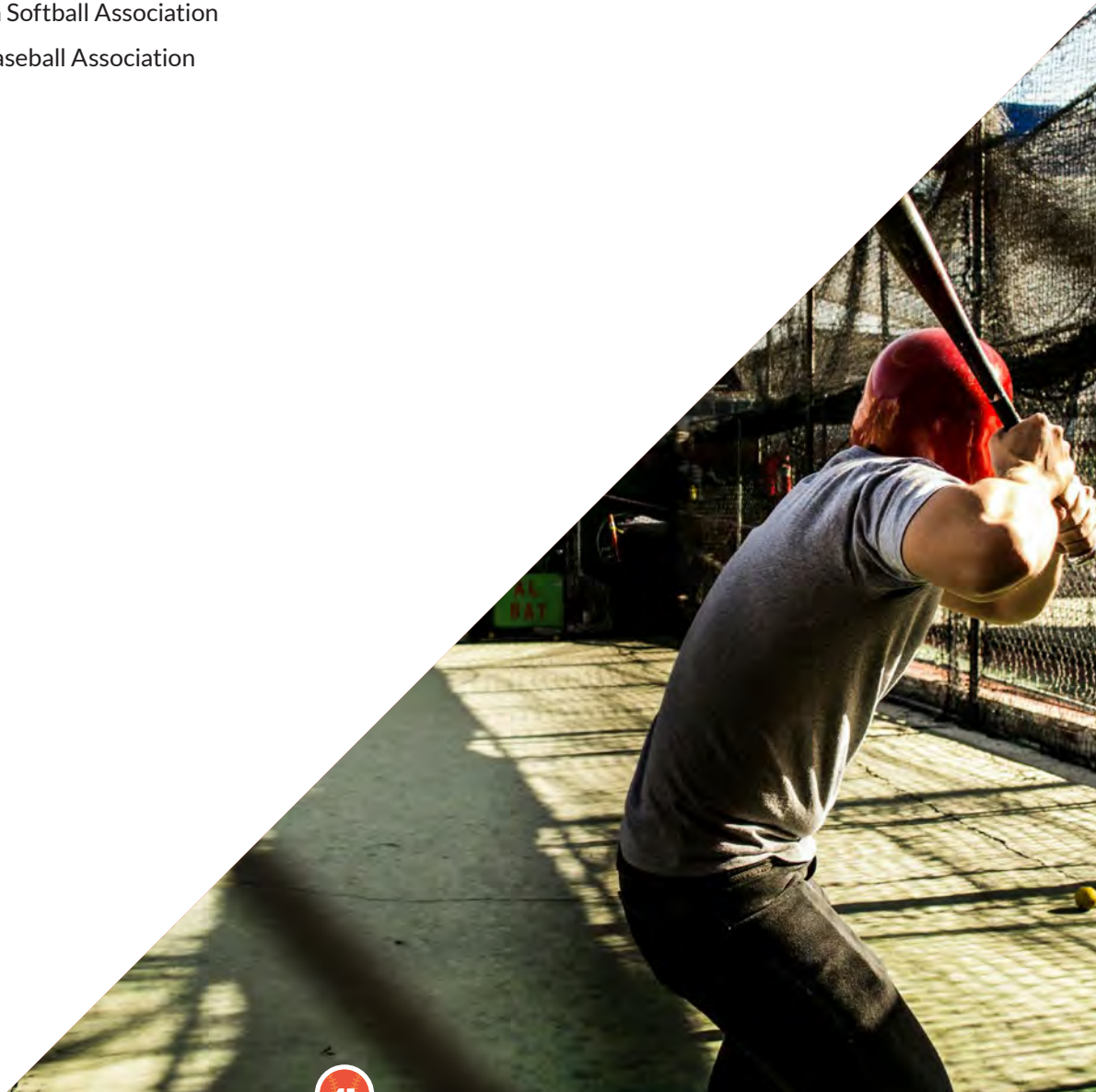
4.3. Ball Diamond Analysis User Group Engagement

As part of the Ball Diamond Analysis & Review, the project team conducted interviews with representatives from each of the identified ball diamond user groups. These discussions were designed to capture current usage patterns, scheduling challenges, infrastructure needs, and opportunities for improved programming across Penticton's ball diamond system.

User Groups

The following organizations participated in the engagement process:

- Copper Muggers
- Penticton Hawks
- Men's Slo-Pitch
- Coed Slo-Pitch
- Ladies Slo-Pitch
- Penticton Minor Fastpitch Softball Association
- South Okanagan Minor Baseball Association





Key Themes from Engagement

The following key themes emerged from the discussions with user groups. While groups vary in age, sport type, and competitive level, their feedback reveals a high degree of consistency in the issues they face and the improvements they are seeking.

1. Capacity and Scheduling Are at a Breaking Point for Some Age Groups

Youth baseball and slo-pitch both indicated they are at capacity, reporting that diamonds are fully booked with no room for rainouts or air-quality cancellations. Slo-pitch caps the number of teams it can support each year and regularly carries waitlists. Youth baseball growth continues to outpace available facilities, with several age groups using diamonds that don't fully meet their needs.

2. Field Conditions and Maintenance Vary Across Sites

Groups noted that field quality is inconsistent between school-maintained and City-maintained diamonds. Baseball groups reported a positive working relationship with maintenance staff and few concerns, while softball and slo-pitch groups expressed some frustration. Fields such as Parkway/Mullins were described as having uneven surfaces, holes (dug by dogs), and misaligned bases, with some conditions considered unsafe for play. Reduced oversight at school sites, combined with shared daytime uses such as dog training, have contributed to ongoing deterioration at those sites. User groups also identified the City's maintenance reporting system as a gap: ongoing issues are submitted with little follow-up or visible action.

3. Lighting Is Important

Only two diamonds have lighting, restricting playable hours and forcing shortened games late in the season. Lighting at Lions Park was described as overly bright or poorly angled, creating visibility and safety issues. High-priority lighting upgrades include Carmi (18U) and Mullins for slo-pitch.

4. Field Suitability Is Affecting Safety and Quality of Play

Safety concerns stem from mismatches between facility design and user needs. Examples include foul balls entering neighbouring homes, balls clearing fences onto Warren Avenue at Lions Park, and a low backstop at Columbia. Groups report that the City has indicated user groups are accountable for incidents, placing pressure on volunteers when the root issue is inadequate infrastructure.

A decorative header featuring a repeating pattern of white sports-related icons on a yellow background. The icons include baseballs, baseball gloves, baseball caps, and baseball bats.

5. Tournament Hosting Potential Is Being Left Unrealized

Penticton is seen as a naturally attractive tournament destination, but the groups believe that Penticton currently lacks the infrastructure required to host meaningful tournaments, and events are instead being held in Summerland, Kamloops, and other communities. The consistent barriers are: no multi-diamond site, no active concession at Lions Park, no permanent washrooms, no dedicated umpire or concession space, and limited parking.

6. Near-Term Site Improvements Would Make a Meaningful Difference

User groups identified targeted upgrades that would meaningfully improve conditions while longer-term solutions are pursued. Priorities include lighting at Carmi, improved lighting at Lions Park and lighting at Mullins, raised fencing/netting at Skaha and Lions, a higher backstop at Columbia, minor adjustments at Princess Margaret, shade structures at Mullins and Lions, and better maintenance equipment. See Table 9 for site-specific details.

7. Long-Term Vision: Penticton as a Regional Hub

Across all groups, there is a shared vision of Penticton becoming the South Okanagan's regional centre for ball sports. The most consistently requested investment is a four-diamond (or larger) complex, ideally with two lit diamonds, near McNicoll or another suitable site. Groups recognize that land constraints will require creative approaches, including partnerships with the School District and Penticton Indian Band.

8. Turf Diamonds as a Long-Term Infrastructure Priority

Turf diamonds were strongly supported for any future multi diamond facility. Portable bases and flexible configurations would allow one site to serve multiple age groups and formats. Turf would also extend the playing season and reduce maintenance demands compared to natural surfaces.

Site Specific Feedback

The following table summarizes the site-specific feedback provided by user groups during the engagement process, capturing conditions, concerns, and opportunities identified at each location across Penticton's ball diamond inventory.

Table 10. Site Specific Feedback from User Groups

Site	Type	Feedback from User Groups
Lions Park	Municipal	• Cluster of three adjacent fields is well-suited for tournament hosting • Only one diamond has lighting; additional lighting at Mullins identified as a priority • Current light fixtures produce visibility problems; too bright or improperly angled, particularly in right field • No active concession; lack of concession is the considered a barrier to hosting tournaments in Penticton • Balls hit over the fence onto Warren Avenue are a safety concern; protective netting on road-facing fences recommended • Shade structures or trees to reduce heat exposure for players and spectators are desired • Storage is insufficient compared to sites with dedicated sheds
Parkway Elementary (Mullins and Parkway Diamonds)	School	• User groups believe that diamonds have degraded since school closures and are in worse condition than before. More dog related issues; dog training occurs at this site now during the weekdays. Issues include holes dug by dogs, and uncollected dog waste. • Permanent goalposts at Parkway diamond remain on the field despite lack of active users; create hazards and inconsistent removal decisions. • Condition and sizes limit usefulness for league and tournament play
Skaha	Municipal	• Regulation distance (~270 feet) but limited fencing • Left-field fence causes fair balls to be ruled outs due to proximity to neighbouring houses; raising fence or adding netting recommended • Would benefit from higher fencing or lighting to improve suitability for evening and competitive play • An older user group believes that backstop is incomplete, allowing extra bases on overthrows • Grass management requires improvement; long grass causes batted balls to stop before fielders can reach them • A permanent washroom is desired, as portable toilets deteriorate in condition as the season progresses. • User groups appreciate the shade the trees provide for spectators. • The site was noted as a scenic and enjoyable location for play.

Site	Type	Feedback from User Groups
Carmi	Municipal	• Adding lights identified as a high-priority near-term investment to extend evening play for older age groups • Lighting would ease scheduling pressure, particularly for fall ball • Forward-looking infrastructure need, as U11, U13, and U15 players age up into 18U, demand at Carmi will grow
Columbia	School	• Key field for youth fast pitch; increased demand from growth in fast pitch participation is pressuring this site • Backstop is too low, causing balls to enter neighbouring yards and prompting repeated complaints • Preferred site due to its shed storage facilities • Weekend hours competition between fast pitch and other groups intensifying
Kiwanis	Municipal	• Identified as the appropriate site for U9 and U11 age groups once reassignment is possible • Reassigning younger age groups here would directly address issues with foul balls going into neighbouring homes
McLaren	Municipal	• Identified as the appropriate site for U13 once a new or upgraded facility frees up current diamonds • Part of the proposed cascade of age-group reassignments that could be triggered if a new facility were developed
Bambino Field	Municipal	• Both the City and user groups are deferring investment because the site's long-term future is unresolved • This site is seen as critical for the younger age groups for SOMBA
McNicoll	Municipal	• Identified as a potential location for a new multi-diamond facility • Development of a facility here could trigger a cascade of appropriate age-group reassignments across the system • No specific feedback was provided on this diamond, other than potential for more
Wiltse	School	• One of the fields with proper shed storage, which is appreciated • Used by fastball on a regular basis
KVR Middle	School	• SOMBA indicated that they use the two backstops for 7U age programs and it seems to be working well • No specific feedback provided on the field was provided
Princess Margaret School	School (Potential New Site)	• Groups believe that minor modifications could activate an additional diamond at relatively low cost • Identified as a short – medium term opportunity to relieve immediate capacity pressure
École Entre-Lacs School	School (Potential New Site)	• Identified as a site worth assessing for potential diamond development or expansion as it's next to McNicoll Diamond • Recommended as a medium-term priority to explore in partnership with the school

Note: Potential new sites are based on locations raised during user group discussions and have not been assessed for feasibility

Summarized as follows are key provincial and national trends and best practices in ball participation and infrastructure.

A photograph of a baseball player in a white jersey and black cap, holding a baseball glove to his mouth. The player is wearing a white jersey with a red and yellow logo on the sleeve and a black cap with a yellow logo. He is holding a brown baseball glove with a white 'W' logo to his mouth. The background is a blurred green field.

5.1. Aligning Facility Allocation with Long-Term Development

All sanctioned National and Provincial Sport Organizations in Canada (NSOs and PSOs) are required to develop athlete development plans in alignment with Sport for Life's Long-Term Development (LTD) framework. Both Softball Canada and Baseball Canada have robust plans that provide strong guidance for local ball organizations. Softball Canada's model, known as the Long-Term Player Development (LTPD) framework, and Baseball Canada's Long-Term Athlete Development (LTAD) framework both outline stage-based pathways that define optimal training, competition, and recovery across an athlete's career.

Increasingly, many jurisdictions are also using athlete development plans as a basis for allocating facility time, shifting away from historical practices like block-booking or simply rolling over scheduling year to year, as those methods do not always foster equity or reflect demonstrated facility need.

It is worth noting that Sport for Life has already updated its national framework from LTAD to LTD (Long-Term Development in Sport and Physical Activity 3.0), a change that intentionally broadens the scope beyond elite athlete pathways to include recreational and lifelong participation. Baseball BC has indicated that Baseball Canada is planning to align its sport-specific plan with the updated LTD framework in the near future.

The City of Penticton is currently in the process of updating its facility allocation policy, which is in draft form at the time of this report.



5.2. Factors Influencing Participation in Ball

Participation in ball, like many sports, is impacted by several factors including those related to field supply, increases or decreases in the popularity of other sports that compete for participants in the same season, and interest driven by the success of professional and international teams. Highlighted as follows are key factors that are influencing ball participation trends and interest in the Canadian context.

National Team Profile: Blue Jays Bump

After a decline in the early 2000s, available participation data suggests a strong and sustained rebound in the popularity of ball over the past decade. Historically, baseball ranked outside the top five most practiced sports in Canada (Raymond, 2026). The popularity and success of the Toronto Blue Jays, a focus on player retention, and the relatively low cost of the sport are all contributing factors to this resurgence. The growth of female participation in ball, across baseball, slo-pitch, and fastball, is another significant contributor to the overall rebound locally, provincially, and nationally.

Major League Baseball in Canada – A Timeline of Key Events and the Impacts on Grassroots Participation

- After declining in the early 2000s, baseball participation fell behind other youth sports, a period marked by the loss of the Montreal Expos in 2005, leaving Canada with a single MLB franchise (Raymond, 2026).
- The 2015–2016 Blue Jays surge drove record attendance and TV ratings and helped push participation to 120,000+ registered players, a 14% increase (Baseball Canada, 2016).
- Growth continued through the 2010s and early 2020s, baseball rose to the fourth most followed sport on social media in Canada by 2023 (Raymond, 2026).
- A second surge has followed the Blue Jays' 2025 World Series run. Game 7 averaged 10.9 million viewers and reached nearly one-quarter of Canadians, making it the fourth most-watched broadcast in Canadian history (Nixon, 2025; Raymond, 2026).

Other Key Drivers of Participation:

- NSOs and PSOs emphasize age-appropriate programming and development pathways to keep players in the sport.
- Baseball and softball remain among Canada's most affordable team sports, lowering barriers to entry.
- Rapid increases in girls' and women's participation across baseball, fastball, and slo-pitch are reshaping the sport's demographic base.
- Baseball is attracting younger and more diverse audiences, shifting away from its historically older, narrower fan base (Raymond, 2026).
- Grassroots infrastructure investment supported by programs like the Jays Care's Field of Dreams, which has invested nearly \$22 million into 250+ diamonds across Canada (MLB, 2025).
- Growth in softball / slo-pitch is largely driven by social recreation participation among adults.

5.3. Expanding Seasons

Many baseball and softball/fastpitch associations and clubs are providing fall ball programming to provide a supplemental or alternative season of play. Benefits of fall ball include:

- Supporting local athletes seeking opportunity to progress to higher levels of ball.
- Overall expansion of sport programming.
- Opportunity for youth and adults to try ball if they have time conflicts with other activities in the spring/summer.
- Utilizing ball diamonds in seasons where they are not typically well used (maximizing the use of assets and space).

While fall ball provides the above noted benefits, it does have impacts on the municipal provision of outdoor sport amenities that can include:

- Additional stress (reduced rest time) on field surfaces.
- For field sites that support ball and rectangular field sports (e.g. soccer rugby, etc.) may result in allocation challenges.
- Additional maintenance costs.



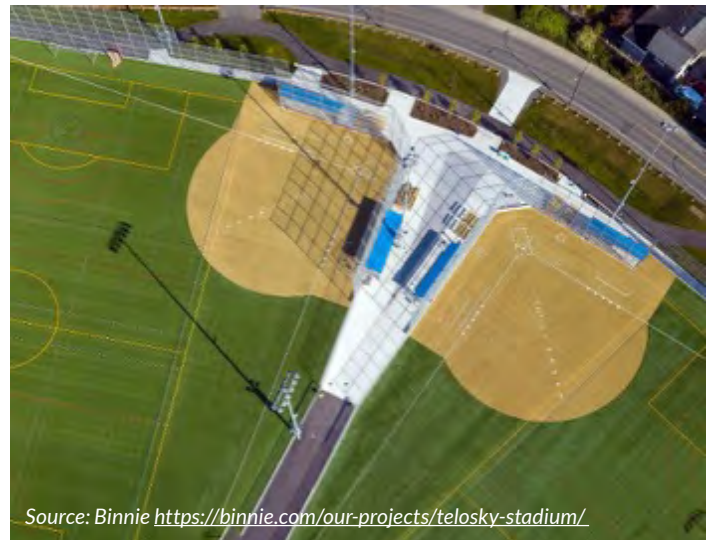
5.4. Trends in Ball Diamond Infrastructure

Highlighted as follows are some emerging trends in ball diamond infrastructure.

Integrating Ball Diamonds Into Artificial Turf

Recognizing the large and often single purpose footprint of a ball diamond, many jurisdictions are seeking creating ways to maximize use of available land while meeting the needs of ball user groups. Integration with artificial turf fields is an approach being increasingly used to maximize the significant investment associated with artificial turf field construction and lifecycle replacement. Additionally, artificial turf ball diamonds can help support increasing demands for shoulder season play (e.g. fall ball) Telosky Stadium fields in Maple Ridge BC is an example of cross – over fields with artificial turf field integration.

Figure 13. Telosky Stadium, Maple Ridge B.C.



Flexible Multi–Use Diamond Design (Adjustable Mound Systems)

A growing trend in ball diamond design is the use of flexible infrastructure that allows fields to be reconfigured for multiple user groups.

This includes:

- Removable or adjustable pitching mounds
- Temporary base anchors for multiple basepath distances
- Convertible infields that accommodate both baseball and softball

Benefits include:

- Increased utilization across different age groups and sports
- Reduced need for highly specialized single-use diamonds
- Improved ability to respond to changing participation trends

In Penticton, where utilization is highly concentrated at specific diamond sizes and other facilities are underutilized, this approach represents a significant opportunity to improve system efficiency without requiring substantial land acquisition.

Multi- Field Hubs

While neighbourhood-level fields remain important, a growing trend in athletic field planning is the development of multi-field hubs. These clustered sites offer several advantages, including operational efficiencies, increased tournament-hosting capacity, and the ability to co-locate shared amenities such as washrooms, change rooms, concessions, and park spaces.

Key Design Considerations for Multi-Field Sites

- Field spacing and orientation to minimize activity conflicts (e.g., baseballs or softballs entering adjacent rectangular fields or spectator areas).
- Adequate parking capacity to support tournaments and peak-use periods, particularly where transit access is limited.
- Future-proofing the site by designing for potential expansion, reconfiguration, or repurposing as community needs evolve.

Figure 14. Minnie & Lovie Ward Recreation Center, San Francisco, USA



Source: Verde Design <https://verdedesigninc.com/minnie-lovie-ward-recreation-center-san-francisco/>



6.1. Summary of Key Findings

This review examines Penticton's ball diamond system across inventory, utilization, maintenance, community engagement, and emerging trends to provide a clear understanding of how the current network is functioning and where gaps and opportunities exist. The analysis highlights several key findings:

- **Baseball demand is high and concentrated at the most popular diamond sizes.** The system averaged 74% of capacity over three years, with individual diamonds showing significant variation: McLaren 11U is booked at 110% of capacity, McNicoll 15U at 96%, and Kiwanis 11U (currently booked for 13U use) at 82%. Nearly two-thirds of all baseball bookings occur in Spring, leaving almost no buffer for rainouts or air-quality cancellations during peak season.
- **Softball utilization is moderate overall, with Lions Park the notable exception.** The softball system averaged 46% of capacity, but Lions Park, the only lit softball diamond, is operating at 89% capacity. The two competitive youth softball diamonds (U11 Wiltse at 30% and U23 Columbia at 32%) are underutilized overall, though both show midweek spring bookings near 70% of peak capacity, reflecting a sport with pockets of concentrated demand even as it grows its organizational base in Penticton.
- **Ball diamonds serve the community beyond organized sport.** Mobility data reveals that 88% of visits originate from within five kilometres, with the majority of visits occurring in September and October, largely outside the formal booking season. More than half of all visits last under 30 minutes, indicating casual and informal use that goes unrecorded in booking data. Notably, Bambino (9U) records the lowest visitation in the sample (3%) despite sitting beside major community anchors, showing a gap between locational advantage and actual use.
- **Two upcoming changes represent a potential net reduction in supply at a time of growing demand.** The planned removal of one of the KVR Middle School backstops and uncertainty around the future of the Bambino Diamond due to the North Gateway Area Plan could reduce the number of available diamonds just as youth baseball participation is growing steadily.
- **The system faces a configuration challenge as much as a capacity challenge.** High utilization in key diamond sizes and low utilization in others indicates a mismatch between supply and demand characteristics, rather than a uniform shortage across the system. This is visible at both the diamond-standard level and the sport level: Kiwanis Park's infield matches the 11U standard, but its fence dimensions exceed 11U and approach 13U, consistent with the fact that it is already being booked for 13U play. Columbia's outfield similarly exceeds both U15 and U23 standards despite an infield sized for U15. Meanwhile, McLaren 11U is booked at 110% of capacity while Bambino 9U sits at 80% and several softball diamonds remain well under 50%.

- **Maintenance conditions are not fully consistent across the network, with school sites presenting the greatest variability.** The City's involvement at SD67 diamonds has naturally evolved into a hybrid model over time, extending beyond the scope of the original Joint Use Agreement. Some school-site fields are showing wear, and user groups indicate that enhanced follow-up within the maintenance reporting process would improve clarity and responsiveness. There is also an inherent vulnerability to locating facilities on School District land: recent school closures have underscored the risk that SD67 could dispose of these properties in the future. This should be factored into any decision to expand investment in school-site diamonds, including potential re-purposing.
- **Lighting is a gap limiting playing hours and tournament hosting.** Only two diamonds (Lions Park and McNicoll) have lighting. This restricts evening play across the system and forces shortened games late in the season. User groups identified Carmi and Mullins as the highest-priority locations for new lighting.
- **Penticton's tournament hosting potential is limited.** The absence of a multi-diamond site for baseball, combined with a lack of permanent washrooms, an active concession at slo-pitch sites, and adequate parking at most locations, prevents the City from hosting large scale tournaments. Some user groups suggest that events that could be held in Penticton are currently going to Summerland, Kamloops, and other communities.
- **There is a shared long-term desire for a regional ball hub.** Every user group engaged in this review expressed a desire for Penticton to become the South Okanagan's regional centre for ball sports, anchored by a four-diamond (or larger) complex with lit fields, shared amenities, and flexible configurations to serve all age groups and formats. Some user groups note the regional nature of their leagues and some ability to book elsewhere (Oliver/ Summerland).



6.2. Next Steps and Recommendations

Building on the findings of this review, the following next steps are recommended. They are organized to reflect both near-term actions that can be taken within existing resources and longer-term investments that will require planning, partnerships, and capital commitment.

1. Optimize Current Ball Diamonds (Near – Term)

Several targeted improvements to existing diamonds can be made in the near term to extend playing hours, improve safety, and increase capacity without adding new sites. Priority actions include:

- Complete condition assessments at all sites and provide a baseline for ongoing maintenance planning.
- Consider adding lighting at Mullins to extend playable hours for adult divisions, improve visibility and safety, and relieve pressure on the City's limited number of lit, adult-capable diamonds, particularly if a slo-pitch is diamond conversion is being considered to support 9U baseball capacity, which would increase demand for evening slo-pitch/adult hours elsewhere in the system.
- Enhance safety infrastructure across key sites by adding protective fencing or netting at Skaha and Lions Park to reduce the likelihood of balls leaving the field of play, and by raising the backstop at Columbia to minimize impacts on neighbouring properties.
- Pilot flexible field conversions, including adjustable pitching mounds and base anchors, to allow diamonds to support multiple age groups and formats.
- Several potential site conversions or upgrades are also being explored to expand youth baseball capacity; these are summarized in the Priority Site Table at the end of this section.

2. Work with SD67 to Improve Underutilized Sites (Near- to Medium-Term)

Several backstops and diamonds on SD67 lands have the potential to relieve capacity pressure if brought to a playable standard. The City should work collaboratively with SD67 to assess, remediate, and activate these sites. Where upgrades are undertaken, consider incorporating flexible/multi-use design elements to maximize utilization across user groups. Priority sites situated on school property are identified in the Priority Sites Table presented after the recommendations.

3. Update the Joint Use Agreement with SD67 (Medium-Term)

The Joint Use Agreement, developed in 2009, has served the partnership well but no longer captures the full scope of how the City and SD67 now work together. With several site specific agreements introduced over time, there is an opportunity to update the overarching agreement, so it better aligns with current practices and shared priorities. Key considerations include:

- The City and community sport organizations are currently reluctant to invest in SD67 sites because of uncertainty about the sites long-term future. A clearer agreement would reduce that hesitancy.
- Carmi and Parkway (including the Mullins diamond) are located on school sites now operating under site-specific Use Agreements. Site-specific five-year Use Agreements are now in place for both schools, providing a foundation for continued investment and programming at these locations through February 2031; however, uncertainty about long term site use still creates some reluctance to pursue more significant capital improvements.
- The overarching Joint Use Agreement should be reviewed and updated to more explicitly address maintenance responsibilities, access conditions, and the process for managing changes to school sites that affect community sport facilities.

4. Implement a Field Classification System (Medium-Term)

Following the completion of system wide condition assessments by a landscape architect, develop and implement a field classification system that categorizes diamonds by quality, size, amenities, and intended use level (e.g., tournament, competitive, recreational, developmental). This classification system would:

- Establish clear service level standards for each type of diamond, including playing surface dimensions and support amenities.
- Establish clear service level standards for maintenance across each class of diamond.
- Provide a rational basis for allocating fields to the appropriate user groups and age levels
- Support a revised fees and charges structure that ties rental rates to field quality and amenity level, ensuring user groups pay rates reflective of the facilities they are accessing.

5. Increase Flexibility Through Multi-Use Field Design (Medium-Term)

The City should prioritize improvements that allow diamonds to serve multiple user groups through flexible design. This includes:

- Installing adjustable pitching mounds
- Implementing multiple basepath configurations
- Designing shared baseball/softball layouts where appropriate

This approach will:

- Address configuration gaps in the system
- Improve overall utilization of existing assets
- Reduce reliance on new single-purpose diamonds

Pilot implementation should be considered at key sites such as Kiwanis, McLaren, and Carmi. Several candidate sites for flexible or repurposed baseball use are outlined in the Priority Site Table.

6. Integrate Ball Diamond Needs into Broader Sport Field Planning (Medium-Term)

Ball diamonds and rectangular fields will increasingly compete for the same green space. As rectangular field demand continues to grow, with four of five City fields already exceeding recommended capacity, decisions about land use, site configuration, and scheduling must account for both field types together. Ball diamond needs should be an explicit component of any future sport field planning work, including potential multi-use site design, to avoid inadvertent reductions in diamond supply or vice versa. The Priority Site Table identifies three locations that warrant further exploration as part of this integrated planning approach.

7. Consider Multi-Use Artificial Turf Field Development (Long-Term)

Artificial turf diamonds with portable bases and flexible outfield configurations would allow a single site to serve multiple age groups, formats, and seasons. User groups strongly supported turf as a component of any future multi-diamond facility. Turf surfaces reduce maintenance demands, extend the playing season, and improve field resilience under high-use conditions. This option should be evaluated as part of any hub site feasibility work. Where turf diamonds are considered, incorporate flexible configurations (portable bases and mound systems) to maximize multi-use potential.

8. Evaluate Feasibility of a Hub Site Through Land Acquisition or Partnerships (Long-Term)

The single most consistent ask from every user group engaged in this review was the development of a multi-diamond hub facility, ideally four or more diamonds, with at least two lit, designed to support a full range of age groups and formats and capable of hosting regional tournaments. Penticton's geography and existing sport tourism reputation suggest it could serve as a regional destination for ball sports; however, before committing to this direction, the City should first confirm there is a genuine regional need and gap for this type of facility, rather than assuming one exists. This includes understanding how Penticton's role would complement, rather than directly compete with, existing facilities in neighbouring communities such as Summerland.

- Assess regional demand and existing tournament-hosting capacity across the South Okanagan to determine whether a genuine gap exists, and if so, what scale and format of facility would best fill it.
- If a need is confirmed, identify and assess candidate sites for their feasibility as hub locations.
- If land assembly proves necessary, explore partnership opportunities with SD67, SD93, the Penticton Indian Band, and other landholders, noting that any SD-partnered site should account for the long-term land-tenure risks discussed earlier in this report.
- Consider incorporating shared amenities, such as permanent washrooms, a concession, umpire facilities, and adequate parking, into any hub site design to unlock tournament hosting potential and generate economic activity for the community.
- In parallel with hub feasibility work, the City should continue exploring smaller-scale site opportunities summarized in the Priority Site Table.



Priority Sites for Potential Ball Diamond Development/ Repurposing

The City of Penticton has short listed three locations for potential development or repurposing for baseball use in the medium term to offset potential changes to the infrastructure as outlined in Section 2.5 and to address current gaps in the diamond inventory. These sites represent opportunities to expand youth baseball capacity, improve system flexibility, and reduce pressure on existing diamonds.

The following table outlines each potential site, the opportunity it presents, associated benefits, and key considerations that will need to be addressed through further planning and engagement.

Table 11. Priority Sites for Potential Ball Diamond Development/ Repurposing

Site	Current Amenity and Use	Potential Opportunity	Potential Benefits	Key Considerations
Princess Margaret Secondary	Backstop next to school soccer fields No booked use 2023- 2025	Develop a U13 diamond	• Adds youth appropriate capacity • Creates flexibility to relocate U9 to Kiwanis • Supports long term system balance • Expands geographic distribution of baseball diamonds	• Permanent fencing may not be feasible • Coordination with SD67 required
Skaha Diamond	Slo-pitch Diamond Booked for adult slo-pitch and youth softball	Repurpose slo- pitch diamond to 13U baseball	• Adds additional baseball capacity • Leverages existing site amenities	• Would require offsetting investment at Mullins (e.g., lighting) to maintain adult/slo pitch capacity • Scheduling impacts on current user groups (e.g., youth softball and adult slo-pitch).
Wiltse Elementary School	Softball U11 Diamond Booked for youth softball	Convert existing softball diamond to 9U baseball	• Outfield dimensions better suited to youth baseball • Expands geographic distribution of baseball diamonds	• High Penticton Minor Fastball / Softball Association weeknight use; youth softball currently books ~70% of weeknight capacity in the Spring season • Scheduling impacts on current user groups; currently the only diamond for the younger softball age groups • Relocating youth softball would be required, would need to identify an alternative site • Coordination with SD67 required

A close-up photograph of a female softball catcher. She is wearing a black protective helmet with a face mask and a brown leather catcher's mitt. Her eyes are visible through the mask, looking upwards and to the right. She is holding a wooden baseball bat with both hands. The background is a bright, slightly blurred outdoor setting. A large, solid blue diagonal shape covers the left side of the image, creating a modern, graphic design element.

Appendix A: Ball Diamond Inventory

Site Name	Name	Type	Field Type	Infield Type	Overlaps with Rectangular Field (Y/N)	Lights (Y/N)	Washroom (Y/N)	Dugouts (Y/N)	Spectator Seating	Concession (Y/N)	Storage (Y/N)	Parking
Bambino (Peach Park)	9U Bambino	Community Park	Baseball Diamond	Skinned Basepaths	No	No	Yes (Community Centre)	Yes	Bleacher	No	No	On Site
Carmi Elementary School	18U Carmi	School Sites	Baseball Diamond	Skinned Basepaths	No	No	Yes	Yes	Bleacher	Yes	No	On Site
Carmi Elementary School	7U Carmi	School Sites	Baseball Diamond	Grass	No	No	Yes	Yes	N/A	Yes	No	On Site
Carmi Elementary School	Batting Cage	School Sites	Batting Cage	NA	NA	No	Yes	N/A	N/A	No	No	On Site
Columbia Park	U23 Columbia Softball	Community Park	Softball Diamond	Skinned	No	No	No	Yes	Bleacher	No	Yes	School Parking
Kiwanis Park	11U Kiwanis	Community Park	Baseball Diamond	Skinned Basepaths	No	No	No	Yes	Bleacher	No	No	Street Parking
Kiwanis Park	Batting Cage	Community Park	Batting Cage	NA	NA	No	No	N/A	N/A	No	No	Street Parking
KVR Middle School	East Backstop	School Sites	Backstop	Grass	Yes	No	No	No	N/A	No	No	School Parking
KVR Middle School	West Backstop	School Sites	Backstop	Grass	Yes	No	No	No	N/A	No	No	School Parking
Lion's Park	Lion's Slo-Pitch	Community Park	Softball Diamond	Skinned	No	Yes	Yes	Yes	Bleacher	No	Yes	On Site

Site Name	Name	Type	Field Type	Infield Type	Overlaps with Rectangular Field (Y/N)	Lights (Y/N)	Washroom (Y/N)	Dugouts (Y/N)	Spectator Seating	Concession (Y/N)	Storage (Y/N)	Parking
McLaren Park	11U McLaren	Community Park	Baseball Diamond	Skinned Basepaths	No	No	Yes (Arena)	Yes	Bleacher	No	No	On Site
McLaren Park	Batting Cage	Community Park	Batting Cage	NA	NA	No	No	N/A	N/A	No	No	On Site
McNicol Park	15U McNicol	Community Park	Baseball Diamond	Skinned Basepaths	No	Yes	Yes	Yes	Bleacher	Yes	No	School Parking
McNicol Park	Batting Cage	Community Park	Batting Cage	NA	NA	No	No	N/A	N/A	No	No	School Parking
Parkway Elementary School	Mullins Slo-Pitch	School Sites	Softball Diamond	Skinned	Yes	No	Yes	Yes	Bleacher	No	No	On Site
Parkway Elementary School	Parkway 1 Slo-Pitch	School Sites	Softball Diamond	Skinned	Yes	No	Yes	Yes	Bleacher	No	No	On Site
Penticton Secondary School	Backstop	School Sites	Backstop	Grass	No	No	No	No	N/A	No	No	School Parking
Princess Margaret Secondary School	East Backstop	School Sites	Backstop	Grass	Yes	No	No	No	N/A	No	No	School Parking
Princess Margaret Secondary School	West Backstop	School Sites	Backstop	Grass	Yes	No	No	No	N/A	No	No	School Parking
Skaha Lake Park	Skaha Slo-Pitch	City-wide Park	Softball Diamond	Skinned	No	No	Yes (Portable)	Yes	Bleacher	No	Yes	On Site

Site Name	Name	Type	Field Type	Infield Type	Overlaps with Rectangular Field (Y/N)	Lights (Y/N)	Washroom (Y/N)	Dugouts (Y/N)	Spectator Seating	Concession (Y/N)	Storage (Y/N)	Parking
Uplands Elementary School	Backstop	School Sites	Backstop	Grass	No	No	No	No	N/A	No	No	School Parking
Wiltse Elementary School	U11 Wiltse Softball	School Sites	Softball Diamond	Skinned	No	No	No	Yes	Bleacher	No	Yes	School Parking

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Memo to Committee

penticton.ca

Date: August 26, 2026
To: Parks and Recreation Advisory Committee (PRAC)
From: Scott Boyko, Public Works Manager

File No: Note: 6240-01

Subject: Parks Sign Standardization Project

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive the Parks Signage Design Guidelines and recommend to Council their use as the standard for future signage installations and replacements within City parks, recreation facilities, trails, beaches, and open spaces.

Background

The City of Penticton initiated the Parks Sign Standardization Project to establish a consistent and recognizable approach to signage throughout municipal parks, recreation facilities, trails, beaches, and open spaces. Historically, signage across the City's parks and recreation network evolved incrementally through individual projects, facility upgrades, and operational initiatives. While effective for specific sites, this approach resulted in variations in design, materials, information hierarchy, wayfinding approaches, and overall appearance throughout the system.

The objective of the project was to create a comprehensive set of design guidelines that would provide a consistent visual identity, improve wayfinding, enhance visitor experience, and establish a clear framework for future signage design, fabrication, installation, and replacement. The resulting guidelines establish a standardized family of signs that can be applied across a wide variety of parks and recreation environments, including park identification signs, trailhead signs, directional and wayfinding signs, recreation facility signage, interpretive and educational displays, amenity identification signs, regulatory signs, and warning signage.

In July 2024, the Parks and Recreation Advisory Committee reviewed the proposed sign standardization framework and expressed support for the overall direction of the project. Committee feedback confirmed the value of establishing a consistent signage system throughout the parks and recreation network and supported the continued development of a comprehensive signage design guideline document. Following that review, staff continued working with the project consultant to refine and expand the standards into the final Parks Signage Design Guidelines.

Throughout the development process, staff collaborated with a professional design consultant to establish a signage system that reflects the character of Penticton's parks and recreation network while supporting operational consistency and long-term implementation. The guidelines were also reviewed through the Rick

Hansen Foundation Access in Motion program to ensure accessibility considerations and best practices were incorporated into the final design standards.

The final Parks Signage Design Guidelines establish a comprehensive and scalable signage framework that will be implemented incrementally through future capital projects, park developments, recreation facility improvements, trail enhancements, and ongoing sign replacement programs.

Financial implication

The development of the Parks Signage Design Guidelines, including professional design services and the independent accessibility review, was completed within the approved project budget.

Future implementation of the guidelines will occur through existing capital projects, park development initiatives, facility upgrades, and ongoing maintenance and replacement programs. Adoption of a standardized signage program is expected to improve efficiencies related to design, fabrication, procurement, installation, and long-term maintenance while reducing the need for site-specific signage development.

Analysis

The Parks Signage Design Guidelines provide a comprehensive framework for creating a cohesive and recognizable signage network throughout Penticton's parks and recreation system. Beyond establishing consistent branding and aesthetics, the guidelines are intended to improve navigation, visitor experience, accessibility, safety, and operational consistency.

A significant component of the guidelines is the establishment of a unified visual identity. The signage system incorporates the City of Penticton logo, standardized typography, a distinctive wave-inspired design element, and colour palettes tailored to various asset categories. Dedicated colour themes have been developed for community parks, natural areas and trail corridors, recreation facilities, educational signage, and regulatory signage. This approach creates a recognizable visual language while assisting users in quickly identifying different types of destinations and information.

The guidelines establish standards for a wide range of signage applications commonly found within the parks and recreation network. Major park entrance signs provide destination identification and orientation, while neighbourhood park signs and trailhead signs support wayfinding and user navigation. Recreation facility signage has been designed to create a consistent appearance across sports fields, parks, courts, buildings, and associated amenities. Educational and interpretive sign standards provide opportunities to highlight environmental features, cultural stories, historic information, and community assets throughout the system.

Particular emphasis has been placed on improving wayfinding and navigation. Larger park and trailhead signs are designed to accommodate maps, amenity identification, directional information, safety messaging, and emergency contact information. Trail markers and directional signs establish a consistent approach to route identification and orientation throughout Penticton's trail and pathway network. These elements work together to improve user confidence and enhance the overall visitor experience.

The guidelines have also been developed with flexibility for future growth and enhancement. The design framework accommodates future integration of Indigenous place names, language, artwork, cultural

recognition opportunities, and interpretive programming. This ensures the signage system can evolve as partnerships and engagement opportunities emerge while maintaining consistency with the overall visual identity.

The July 2024 review by the Parks and Recreation Advisory Committee confirmed support for the project direction and identified the value that a standardized signage system could provide across the City's parks and recreation assets. The completed guidelines represent the culmination of that direction and establish a practical framework that can be implemented consistently as future projects are completed throughout the community.

An independent accessibility review completed through the Rick Hansen Foundation's Access in Motion program identified numerous strengths within the proposed signage framework and provided recommendations related to readability, colour contrast, information hierarchy, sign placement, symbol sizing, viewing distances, and mounting heights. Staff and the consultant team incorporated many of these recommendations into the final guidelines, resulting in a more accessible and inclusive signage system for residents and visitors of all abilities.

Staff believe the completed Parks Signage Design Guidelines successfully achieve the project's objectives by creating a cohesive and accessible signage program that supports navigation, strengthens the visitor experience, reinforces municipal branding, and provides a practical framework for future implementation throughout Penticton's parks and recreation system.

Alternate recommendations

THAT the Parks and Recreation Advisory Committee receive the Parks Signage Design Guidelines and provide any feedback on potential gaps or areas for further consideration for Council’s review prior to adoption of the guidelines.

Attachments

Attachment A – Parks Signage Design Guidelines

Attachment B – Rick Hansen Foundation AIM Review

Respectfully submitted,

Scott Boyko
Public Works Manager

Concurrence

General Manager of Infrastructure	General Manager of Community Services	General Manager of Corporate Services
RD	KJ	AMC



City of Penticton

Parks Signage Design Guidelines

07.29.26

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0.1 INTRODUCTION

This manual provides guidance for the design, construction, installation, and maintenance of signs that are located within and managed by the City of Penticton. It establishes consistent standards to ensure signage is clear, legible, and functional while supporting a cohesive visual identity across the city.

Sign size is determined by several factors, including the amount of text and graphic content, whether the sign is directional, informational, or interpretive (such as maps or photography), as well as viewing distance and the speed of approaching traffic or pedestrians.

To support a strong sense of place and to recognize individual neighbourhoods and areas within Penticton, an identity system has been developed. A primary gradient colour treatment is used consistently across each sign, while the City of Penticton identity is located at the top of each sign. Six colour variations are provided to differentiate between specific localities and the various types of information throughout the area.

Core Gradient
Gradient from PMS 7687 to PMS 2995 with the transition at 20%



0.2 ACCESSIBILITY STANDARDS

An effective signage system must be accessible to all users, regardless of age or ability. Accessibility in signage enhances usability, safety, and overall user experience. The following principles have been applied throughout this signage program.

Signage should be designed based on the expected viewing distance and speed of the user (pedestrian vs. vehicular). Letter height (particularly capital letter height) is the primary factor in determining readability.

Legibility and Viewing Distance General Guidelines:

1 inch of letter height provides legibility at approximately 20–30 feet. For vehicular signage, increase size depending on speed and decision time required. Where quick comprehension is required (e.g., wayfinding while driving), larger type sizes and simplified messaging are critical.

PEDESTRIAN VIEWING DISTANCE	10FT	20FT	50FT	100FT
VEHICULAR SPEED	-	-	15KM/HR	15KM/HR
CAPITAL LETTER HEIGHT FOR TITLES	1/2"	1"	2"	4"
MINIMUM ARROW HEIGHT	3/4"	1-1/2"	3"	6"
MINIMUM SYMBOL HEIGHT	1"	2"	4"	8"

Symbols & Arrows

Use universally recognized symbols wherever possible (e.g., washrooms, accessibility, parking) as shown in this guide. Maintain consistency in icon style across the system. Symbols and arrows should be sized for immediate recognition at the intended viewing distance. Icons should be at least 1–1.5× the height of accompanying text for optimal visibility.

Typography

Use clean, sans-serif typefaces for maximum legibility, as shown in this guide. Maintain consistent type hierarchy across all sign types. Use sentence case or title case rather than all caps for longer text. Ensure adequate spacing between letters and lines (tracking and leading).

Colour & Contrast

High contrast between text, symbols, and background is essential for readability, particularly for users with low vision or colour blindness. Prioritize dark text on light backgrounds or light text on dark backgrounds, with a minimum Light Reflectance Value (LRV) differential of 70% for primary text. Contrast ratios should meet or exceed 4.5:1 for body text and 3:1 for large text and graphical elements. Do not rely on colour alone to convey meaning; always pair colour with text, symbols, or icons. Within this signage system, colour also serves as a pre-attentive wayfinding tool, helping users quickly identify categories of amenities (such as parks, recreation, and civic spaces) before reading sign content. Gradient, patterned, and photographic backgrounds should be treated as high-risk zones for colour interference and reduced legibility, requiring careful contrast testing or the use of solid colour panels behind text and symbols to maintain accessibility.

Tactile & Inclusive Considerations

Ensure pathways to signage are accessible and barrier-free. Consider incorporating Braille and tactile elements where they will provide the greatest benefit, particularly on key identification, wayfinding, washroom, and other essential visitor information signs. The need for Braille should be evaluated as part of the design process for all signage types.

0.2 ACCESSIBILITY STANDARDS

Mounting Height & Placement

Place signs within comfortable sightlines for both standing and seated users. Centreline mounting heights should generally range from 1,200–1,700 mm for visual-only signage and 1,200–1,500 mm for signage containing tactile information. Maintain a minimum clear and level ground area of 820 mm (w) × 1,390 mm (d) in front of tactile signs to support accessibility. Ensure signs remain unobstructed by landscaping, street furniture, or other site elements and are positioned consistently throughout the site to reinforce user familiarity and wayfinding. Signs that overhang or project into pedestrian pathways must be designed to eliminate protruding-object hazards, particularly where elements occur between 685 mm and 2,050 mm above the walking surface. All signage should align with the requirements of CSA/ASC B651:23 and the BC Building Code.

Glare, Night Visibility & Environmental Conditions

Use non-glare finishes to reduce reflection and improve readability in varying light conditions. Work with your signage fabricator to select materials and finishes that minimize glare, provide good contrast, resist weathering, and maintain readability under a range of lighting and environmental conditions.

Accessible Routes & Wayfinding

Where maps and directional signage are used, accessibility considerations should be incorporated to assist all visitors in navigating parks and facilities. Where appropriate, signage should identify: accessible routes and destinations, accessible amenities and facilities, accessible parking locations, route distances, pathway surfaces, grade and slope information where relevant.

Information Hierarchy & Cognitive Accessibility

Signs should communicate information in a clear and logical order that supports rapid comprehension. Whenever possible, signage should prioritize the following hierarchy: 1. Where am I? 2. Where do I go? 3. What do I need to know right now? Information should be concise, organized, and easy to scan. Designers should avoid unnecessary information density and consider the needs of people with cognitive disabilities, older adults, first-time visitors, and users with limited literacy. Educational, interpretive, and informational content should use plain language principles wherever practical. Placeholder content shown within this document is intended for layout demonstration purposes; final content will be developed on a project-by-project basis.

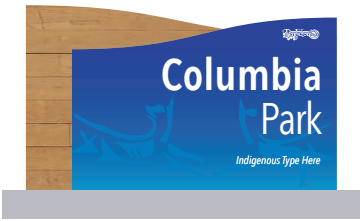
QR Codes & Digital Information

QR codes may be incorporated where additional information would benefit visitors. When used, QR codes should link to relevant City of Penticton web pages containing information such as: park amenities, accessibility information, trail information, maps, educational content, or project-specific details. QR codes are optional design elements and are not required on every sign type. Placement and sizing should ensure visibility and usability while maintaining the hierarchy and clarity of the overall sign design.

0.3 OVERVIEW



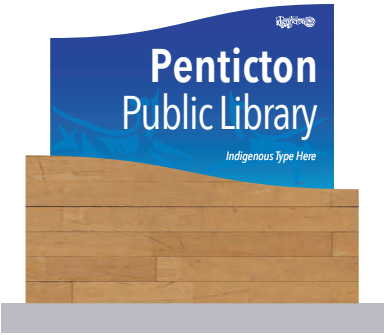
SKAHA BUILD REFERENCE
Finished Size 8' x 7'1"
Section 2.1-2.2
Reference Pages 23-32



COMMUNITY PARK SIGNS - A
Finished Size 4'6" x 2'8"
Section 2.3-2.4
Reference Pages 33-34



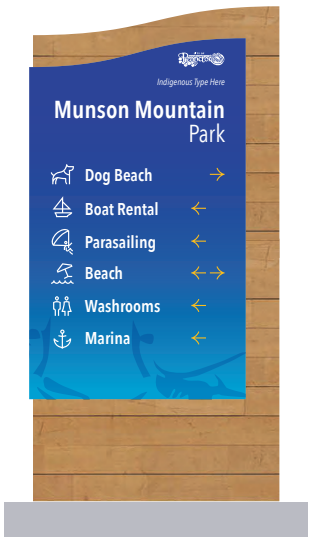
COMMUNITY PARK SIGNS - B
Finished Size 3'10" x 2'6"
Section 2.3, 2.5
Reference Pages 33, 35



COMMUNITY PARK SIGNS - C
Finished Size 4'6" x 4'1/2"
Section 2.3, 2.6
Reference Pages 33, 36



NEIGHBOURHOOD PARK SIGNS - A
Finished Size 4'6" x 7'
Section 2.7-2.8
Reference Pages 37-38



NEIGHBOURHOOD PARK SIGNS - B
Finished Size 2'10-1/8" x 5'8-1/2"
Section 2.9-2.10
Reference Pages 39-40



SPECIAL PURPOSE SIGNS
Finished Size 4' x 2'
Section 2.11
Reference Pages 41



LARGER VERTICAL SIGNS
Finished Size 3' X 10'
Section 2.12-2.13
Reference Pages 42-43



POLE SIGNS
Finished Sizes 20" x 6" | 28" x 6" | 36" x 6"
Section 2.14
Reference Pages 44



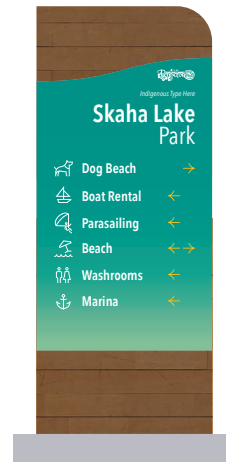
POST SIGNS
Finished Size 6" x 5'8"
Section 2.15
Reference Pages 45

0.3 OVERVIEW



NATURAL PARKS SIGNS - A

Finished Size 3'8-1/2" x 6'7"
Section 3.1-3.2
Reference Pages 47-48



NATURAL PARKS SIGNS - B

Finished Size 2'6" x 6'1"
Section 3.3-3.4
Reference Pages 49-50



TRAIL MARKER POST SIGNS

Finished Size 8" x 12"
Section 3.5
Reference Pages 51



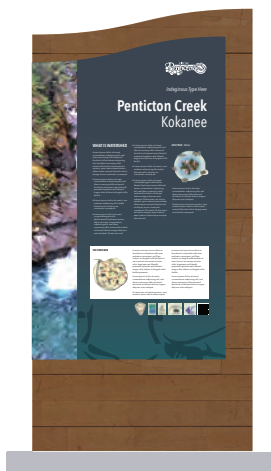
ADOPT A PARK SIGNS

Finished Size 12" x 18"
Section 3.6
Reference Pages 52



RECREATIONAL FACILITY SIGNS

Finished Size 4'6" x 6'7"
Section 4.1-4.2
Reference Pages 54-55



EDUCATIONAL SIGNS - A

Finished Size 2'10-1/8" x 5'8-1/2"
Section 5.1
Reference Pages 57



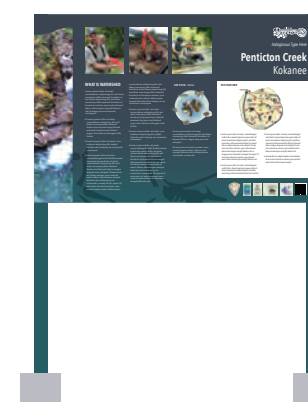
EDUCATIONAL SIGNS - B

Finished Size 2'10-1/8" x 5'8-1/2"
Section 5.1
Reference Pages 58



EDUCATIONAL SIGNS - C

Finished Size 2'10" x 3'7-1/4"
Section 5.2-5.3
Reference Pages 59-61



EDUCATIONAL SIGNS - D

Finished Sizes 3'6-1/2" x 3'8-3/4"
Section 5.4-5.5
Reference Pages 62-64

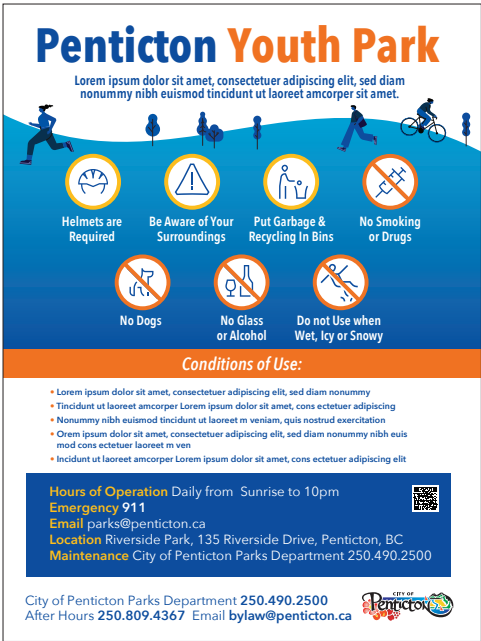
0.3 OVERVIEW



WASHROOM SIGNS
Finished Size 8" x 12"
Section 6.1
Reference Pages 66



REGULATORY SIGNS - A
Finished Size 8" x 24"
Section 6.2
Reference Pages 67



REGULATORY SIGNS - B
Finished Size 18" x 24"
Section 6.2
Reference Pages 68



WARNING SIGNS
Finished Size 8" x 12" | 12" x 18"
Section 6.3
Reference Pages 69-70



Design Essentials

1.0 Signage Design Guidelines

1.1 LOGO

The City of Penticton logo is the seal for the brand, it is kept clean and simple. It is important that it be reproduced correctly and consistently across all material.

FULL COLOUR



CORE LOCK UP

ONE COLOUR



CORE LOCK UP - REVERSE

ONE COLOUR



PMS
7687

CMYK
100 | 80 | 3 | 0



PMS
BLACK

CMYK
0 | 0 | 0 | 100

1.2 COLOUR PALETTE

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

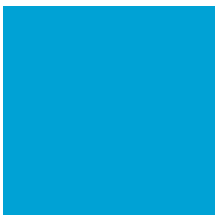
The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS 7687

CMYK 100 | 80 | 3 | 0



PMS 2995

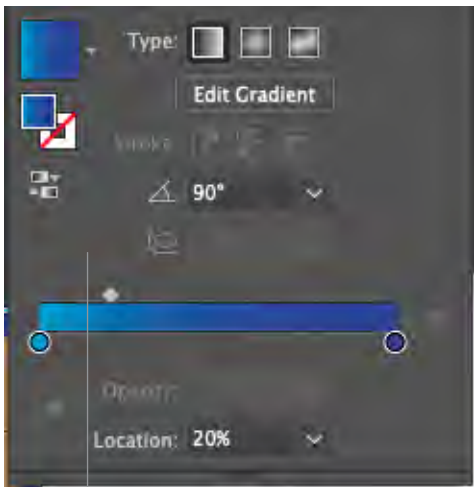
CMYK 93 | 4 | 49 | 16

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7687 - PMS 2995



No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS



PMS 123

CMYK 0 | 27 | 97 | 0



PMS 158

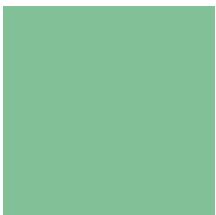
CMYK 2 | 68 | 100 | 0

1.3 COLOUR PALETTE

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS
7717

CMYK
93 | 4 | 49 | 16

PMS
345

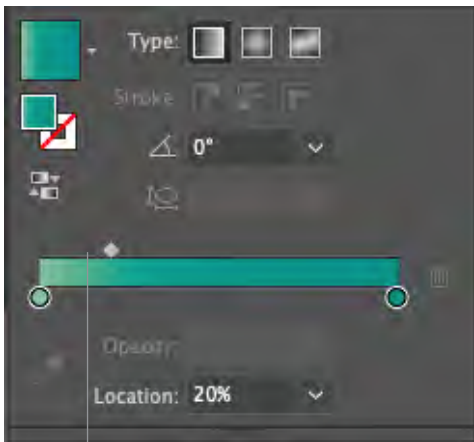
CMYK
50 | 6 | 50 | 0

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7717 - PMS 345



- No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS



PMS
123

CMYK
0 | 27 | 97 | 0

PMS
158

CMYK
2 | 68 | 100 | 0

SECONDARY ADDITIONAL COLOUR



PMS
7718

CMYK
93 | 18 | 49 | 26

1.4 COLOUR PALETTE

RECREATIONAL FACILITIES

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS
7741

CMYK
78 | 11 | 100 | 34

PMS
7738

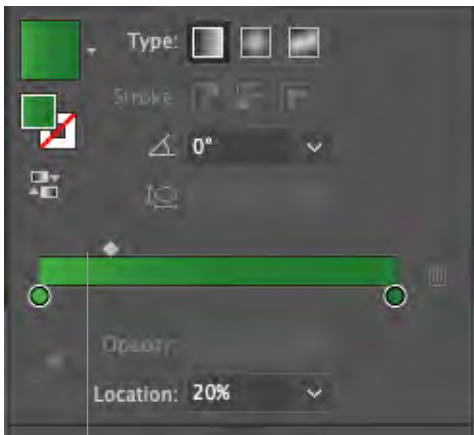
CMYK
73 | 6 | 100 | 0

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7741 - PMS 7738



No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS



PMS
123

CMYK
0 | 27 | 97 | 0

PMS
158

CMYK
2 | 68 | 100 | 0

1.5 COLOUR PALETTE

EDUCATIONAL SIGNS

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE



PMS 534

CMYK 77 | 64 | 49 | 36



PMS 7470

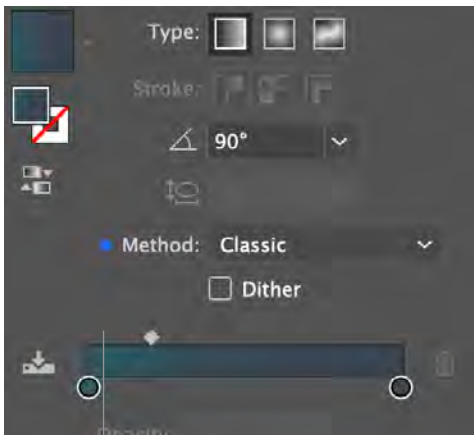
CMYK 86 | 51 | 50 | 23

CORE GRADIENT COLOUR PALETTE



GRADIENT

PMS 7743 - PMS 7746



No text should be placed within the first 5% of gradient.

CORE HIGHLIGHTED COLOURS



PMS 123

CMYK 0 | 27 | 97 | 0



PMS 158

CMYK 2 | 68 | 100 | 0

1.6 COLOUR PALETTE

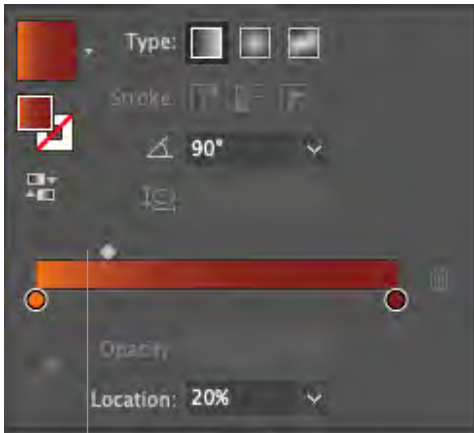
WARNING SIGNS

The City of Penticton signage colour palette is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE

	
PMS 7623	PMS 158
CMYK 25 93 88 38	CMYK 2 68 100 0

CORE GRADIENT COLOUR PALETTE

	
GRADIENT	
PMS 7623 - PMS 158	

No text should be placed within the first 15% of gradient.

CORE HIGHLIGHTED COLOURS

	
PMS 123	PMS 158
CMYK 0 27 97 0	CMYK 2 68 100 0

1.7 COLOUR PALETTE

LUXLAP WOOD PRODUCT

The City of Penticton signage system uses LUXLAP cladding to achieve a long lasting wood appearance throughout the family of signs. The colour palette for this product is an essential component of the overall sign system and is used to differentiate between park types. It is important that the colour palette is reproduced accurately and applied consistently across all signage and related materials to maintain clarity, recognition, and a cohesive visual identity.

CORE COLOUR PALETTE

CITY WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS,
GENERAL WAYFINDING SIGNS & RECREATIONAL FACILITIES



FAWN

SECONDARY COLOUR PALETTE

NATURAL PARKS, TRAIL CORRIDORS, OPEN SPACES,
EDUCATIONAL & HISTORICAL SIGNS



KONA

1.8 FONTS

The typeface family used for the sign system is Avenir Next Condensed & Avenir Next, as shown below. These are the only typefaces to be used for all City of Penticton signage. Headings are to be set using a mix of Demi Bold and Regular, in all title case. Subhead lines are to be set in Avenir Next Condensed Italic or Avenir Next Demi Bold. Body copy should be set in Avenir Next Regular. Supporting text is to be set in sentence case, with appropriate capitalization applied to place names and road names. Typeface sizes are provided on each template and will vary depending on the size of the sign.



HEADLINE FONT - AVENIR NEXT CONDENSED - DEMI BOLD

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

HEADLINE FONT - AVENIR NEXT CONDENSED - REGULAR

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

BODY FONT - AVENIR NEXT - REGULAR

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

SUBHEADLINE FONT - AVENIR NEXT CONDENSED - DEMIBOLD

ABCDEFGHIJKLMNOPQRSTUVWXYZ
0123456789

SUBHEADLINE FONT - AVENIR NEXT CONDENSED - ITALIC

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

1.9 SYMBOLS

The symbols used throughout the City of Penticton signage system are designed to be clear, intuitive, and legible at a distance, ensuring quick recognition across a wide range of environments. Only the approved symbols within this system are to be used on City of Penticton signage to maintain consistency and visual cohesion. Symbols are to be used at the sizes and proportions indicated in each template and must not be redrawn, altered, or combined with unapproved graphic elements. Clear space, alignment, and placement guidelines are provided to ensure symbols remain visually balanced and easily identifiable.

DIRECTIONAL ARROWS



CIVIC SPACES



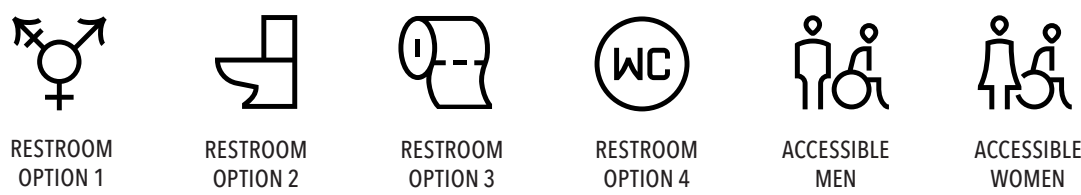
GENERAL



FAMILY



RESTROOM OPTIONS



1.9 SYMBOLS

OUTDOOR / ACTIVITIES

 FIRE	 CAMPING	 FISHING	 GARDEN	 GOLF	 SHOWER	 SPORTS FIELD	 PLAYGROUND	 SHELTER	 PARK	 PICNIC AREA	 WILDLIFE	 WATER FEATURE	 BEACH	 MARINA	 BOAT LAUNCH
 DOG AREA	 DOGS ON LEASH	 PICK UP DOG WASTE	 MEETING ROOM	 YOGA	 TRACK	 SWIMMING	 HORSE RIDING	 HIKING	 SKATEBOARDING	 PARASAILING	 ROCK CLIMBING	 CYCLE	 SAILING	 FITNESS	 ROWING

ACCESSIBLE

 LOW VISION ACCESS	 ACCESSIBLE SPACE	 SERVICE ANIMAL	 SERVICE ANIMAL OPTION	 RAMP DOWN	 RAMP UP	 ELDERLY PRIORITY	 WALKER	 ACCESSIBLE MEN	 ACCESSIBLE WOMEN	 BRAILLE
--	---	---	---	--	--	---	--	---	---	---

WARNING / ATTENTION

 WET FLOOR	 FALLING ROCKS	 HOLD TIGHT	 SANITIZE HANDS	 WASH HANDS	 TOUCH	 STAFF ONLY	 FIRST-AID	 SMOKING AREA	 ALERT	 DANGER POISON	 DO NOT ENTER
--	---	---	--	--	--	---	--	--	--	---	--

TO ILLUSTRATE NOT TO DO'S A ORANGE LINE IS TO GO THROUGH THE EXISTING SYMBOL FROM BOTTOM RIGHT TO TOP LEFT AS SHOWN ON THESE EXAMPLES.

 NOT PERMITTED	 NO ALCOHOL	 NO DRUGS OR SUBSTANCE	 NO SMOKING	 NO PETS ALLOWED
---	---	---	---	---

TO ILLUSTRATE PERMITTED ACTIVITIES THE SYMBOL IS PLACED IN A YELLOW CIRCLE

 PERMITTED	 DOGS ON LEASH	 BOAT LAUNCH
--	---	---

1.10 ILLUSTRATIONS

The City of Penticton has three approved illustration styles that may be used within the signage system. Indigenous artwork should be used where applicable and in accordance with appropriate cultural guidance and approvals. The lifestyle illustration style may be used to add texture and visual interest to areas of negative space, particularly along the bottom portion of a sign. When applied appropriately, this style helps soften the presentation of information and makes signage more approachable and engaging for a broad range of audiences. The modern illustration style is to be used for recreational facilities only.

General Usage Rules

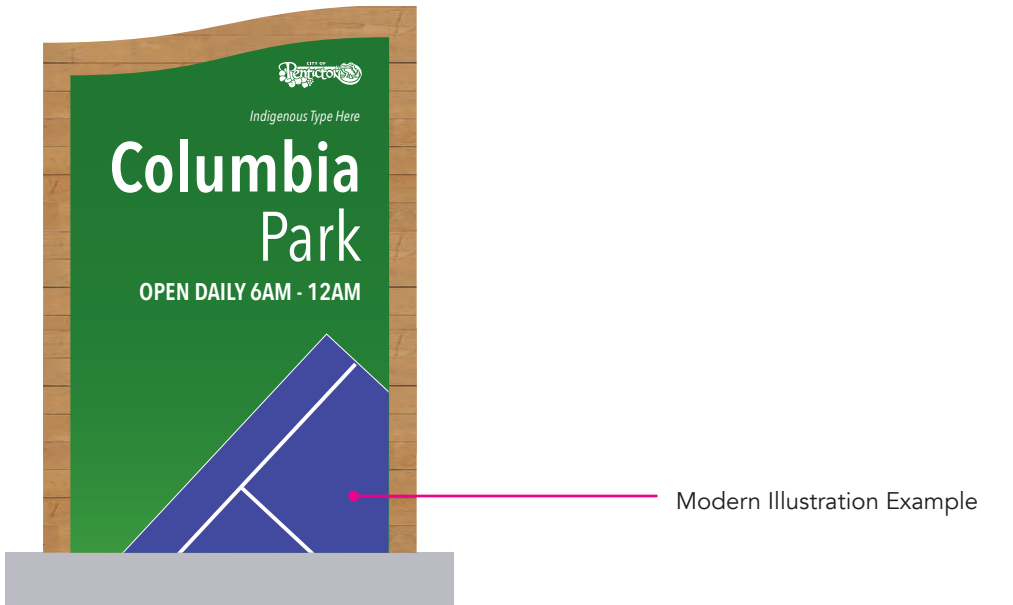
- Illustrations must support and not compete with the primary sign message.
- Illustration scale, colour, and placement must maintain legibility of all text and wayfinding information.
- Overuse of illustrations should be avoided; restraint is encouraged to maintain clarity and consistency.

Placement Rules

- Illustrations must not interfere with required clear zones around text, icons, maps, or regulatory content.
- Lifestyle illustrations may be placed within designated areas of negative space, typically along the bottom portion of the sign.
- Indigenous artwork must be positioned respectfully and prominently where appropriate, and can be cropped, or used decoratively with approval.
- Modern illustrative artwork is intended for recreational facilities only.

Restrictions

- Illustrations must not replace official symbols, regulatory signage, or mandatory wayfinding elements.
- Illustrations should not be used in high-speed or high-complexity environments where quick comprehension is required.
- Custom or unapproved illustration styles are not permitted.

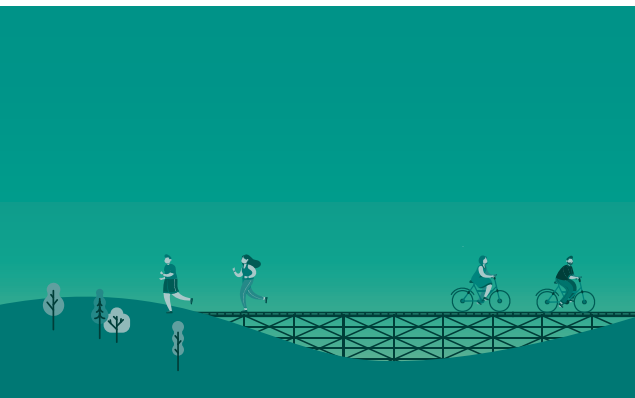
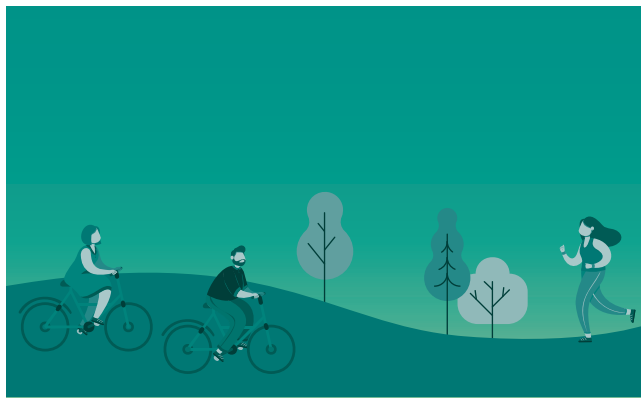
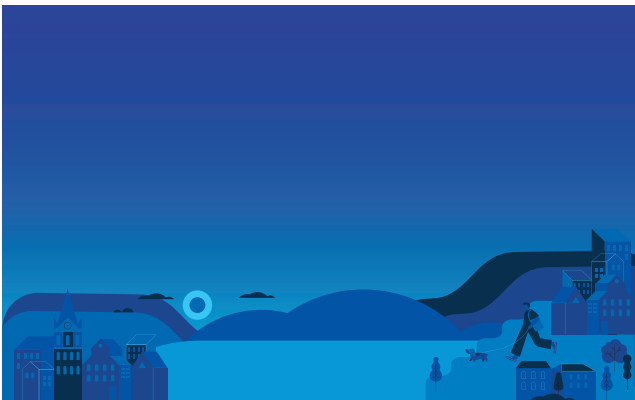


1.10 ILLUSTRATIONS

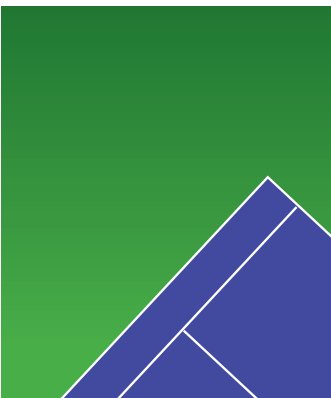
INDIGENOUS ILLUSTRATION EXAMPLE



LIFESTYLE ILLUSTRATION EXAMPLES



RECREATION FACILITY MODERN ILLUSTRATION EXAMPLES



1.11 SIGN ELEMENTS

SHAPE

The distinctive wave shape is a key visual element used throughout signage variations. It may be applied in several ways, including as the profile of the sign’s timber base and/or as the primary shape for the aluminum panel. The top of the wave shape must remain consistent across all applications to ensure visual continuity.

For more economically focused signage, the wave shape may be applied as a graphic at the bottom of the sign, where it functions as a containment element for the City of Penticton logo and contact information.

EXAMPLES



City-Wide Parks Community Parks Neighbourhood Parks General Wayfinding Signage

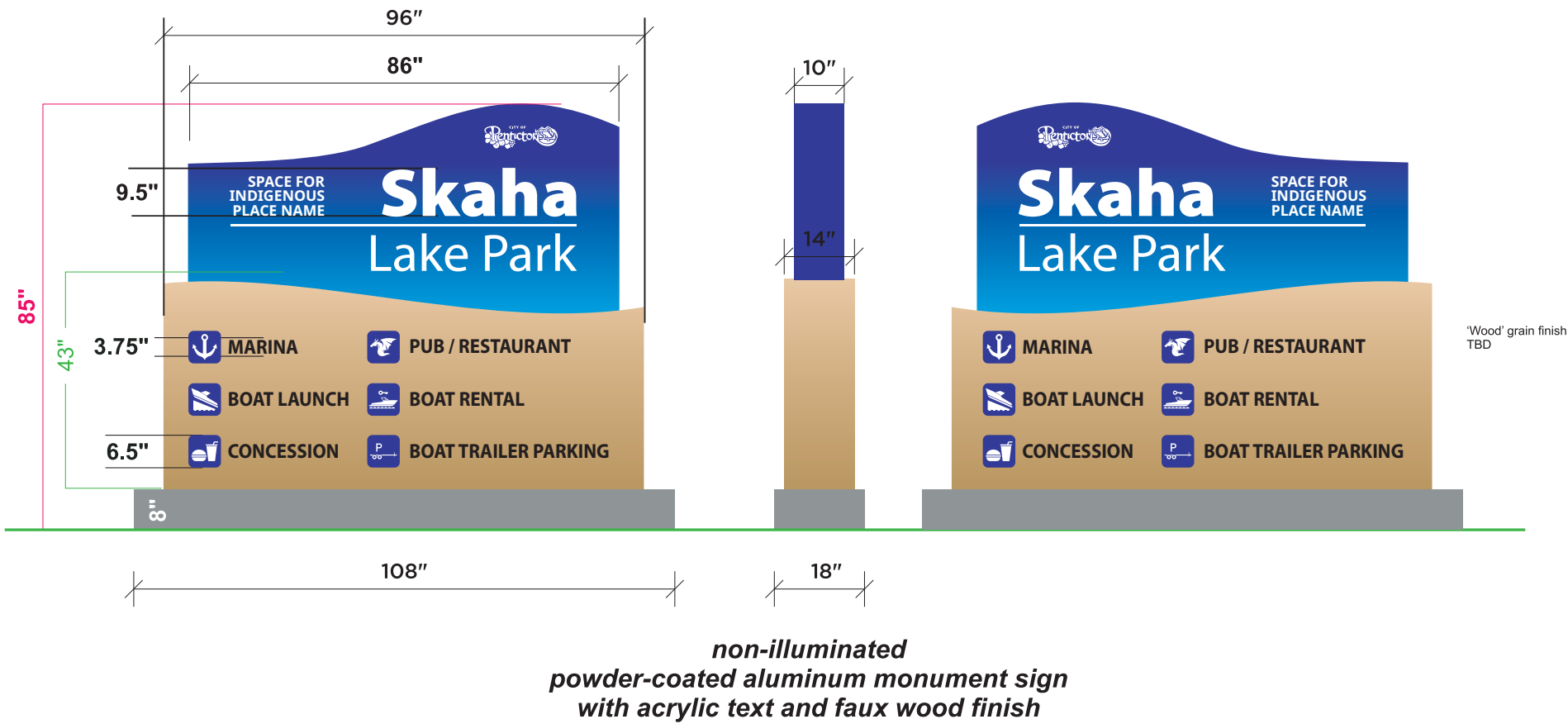
2.0 Signage Design Guidelines

2.1 REFERENCE

The signage designs developed for the City of Penticton are informed by and derived from the original Skaha Lake Park sign, which serves as the foundational reference for the City’s current signage system. This precedent sign established key visual, material, and construction characteristics that define the overall look and feel of municipal park and public-space signage.

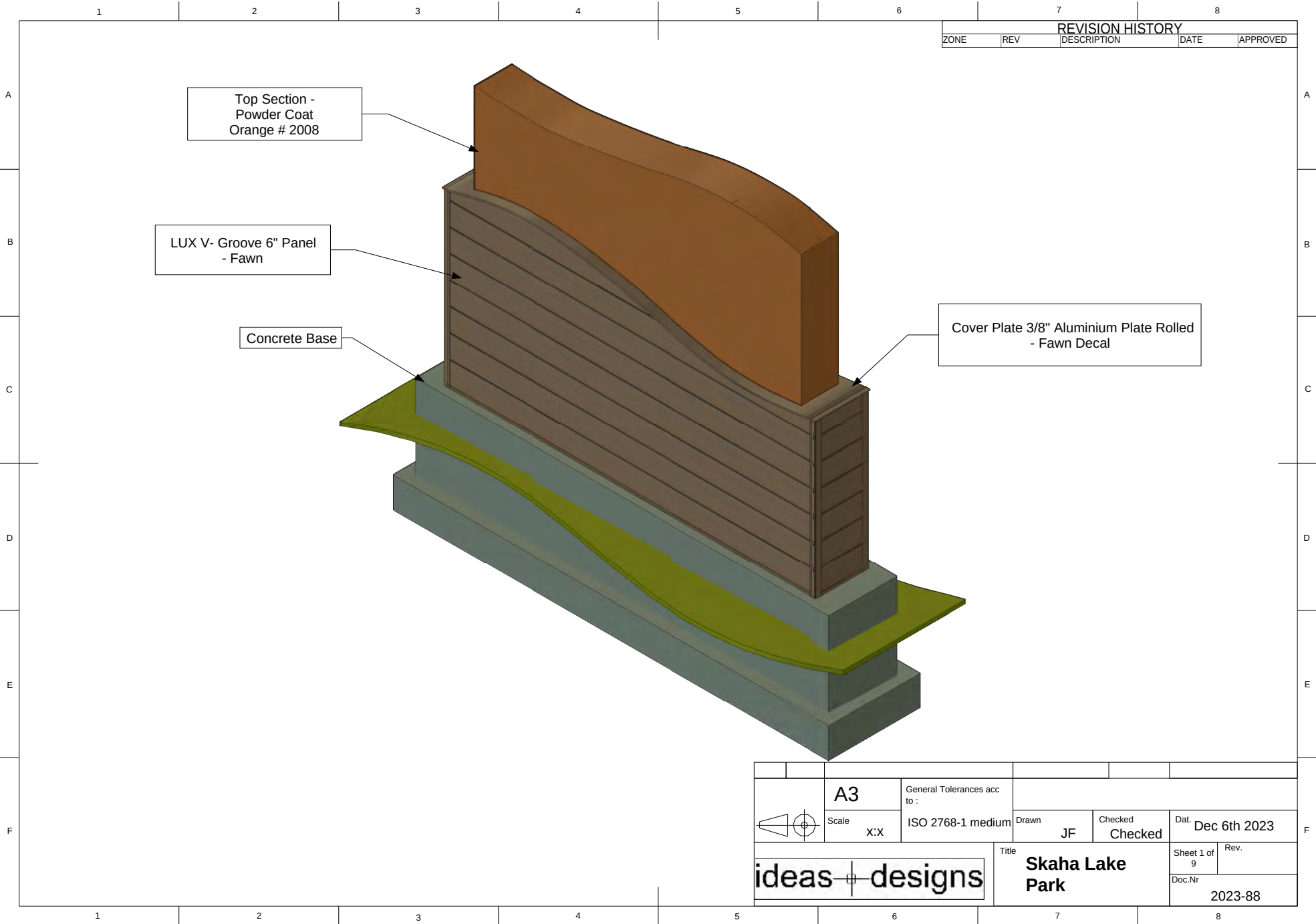
The pages that follow provide detailed fabrication drawings and specifications for the Skaha Lake Park sign, including materials, finishes, proportions, and construction methods. These details are intended to serve as a primary reference and should be followed wherever feasible to ensure consistency, durability, and visual continuity across all City of Penticton signage installations.

Where site conditions, functional requirements, or project constraints necessitate deviations from these standards, such variations should maintain alignment with the overall design intent and be reviewed and approved by the City prior to fabrication or installation.



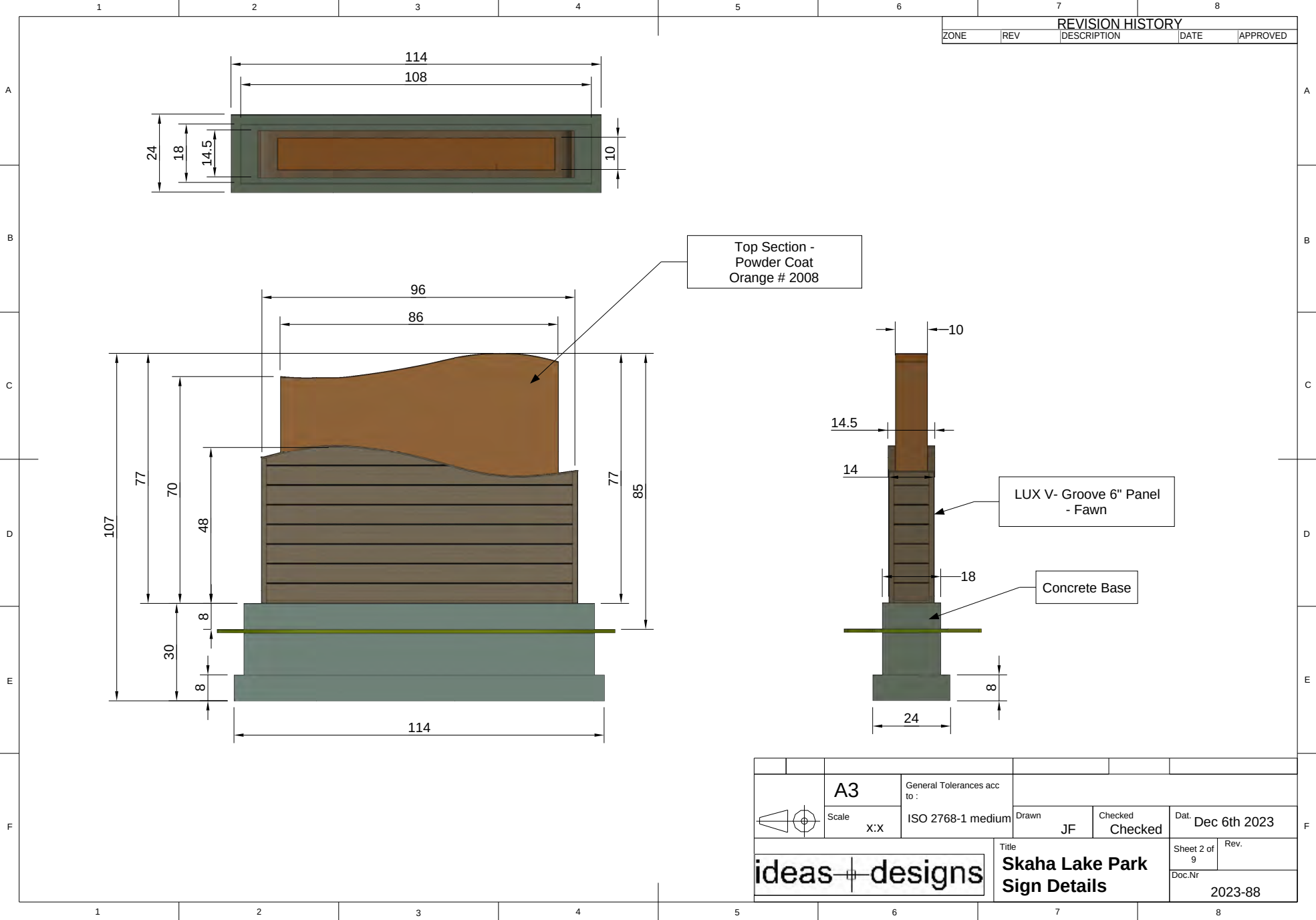
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



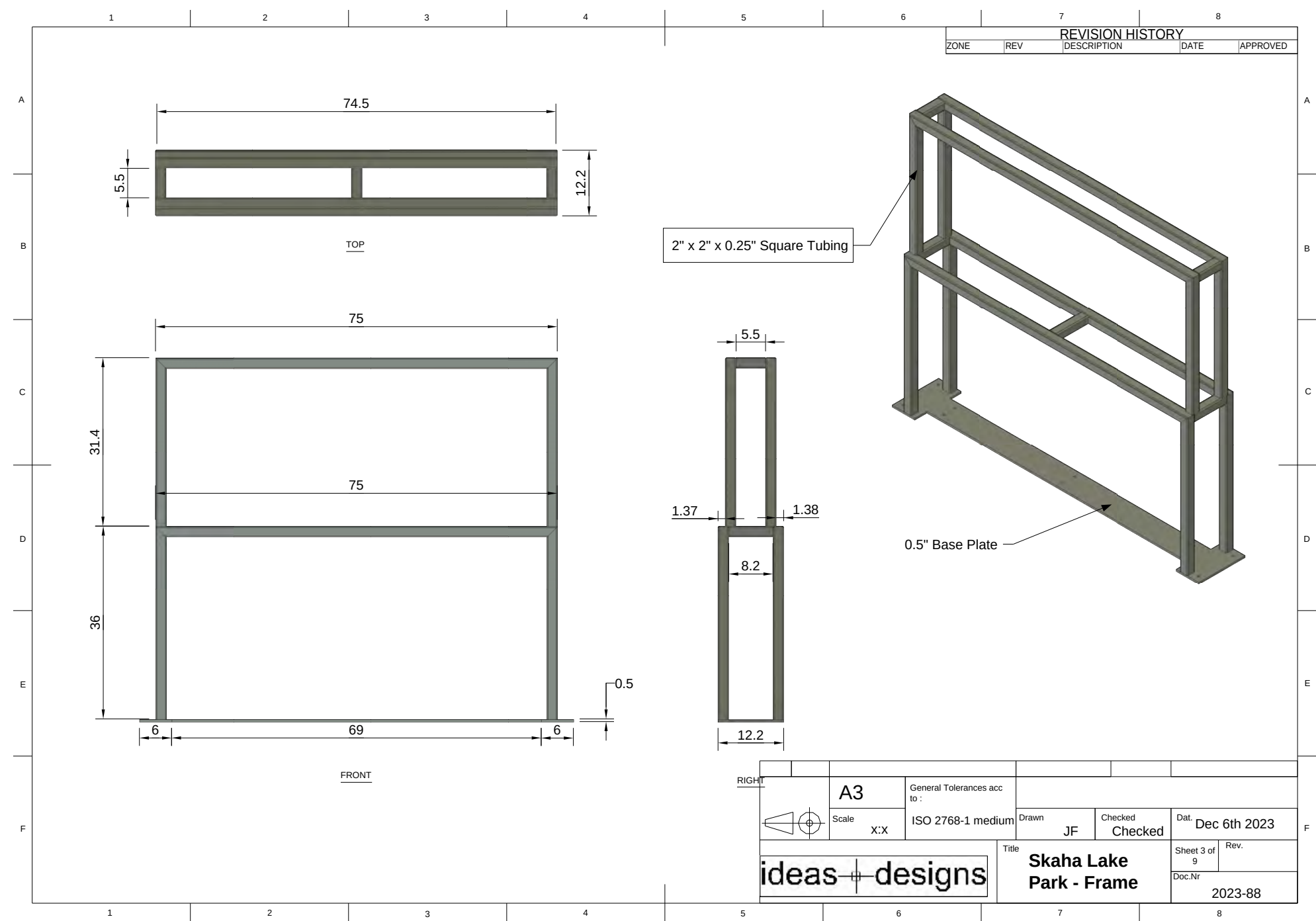
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



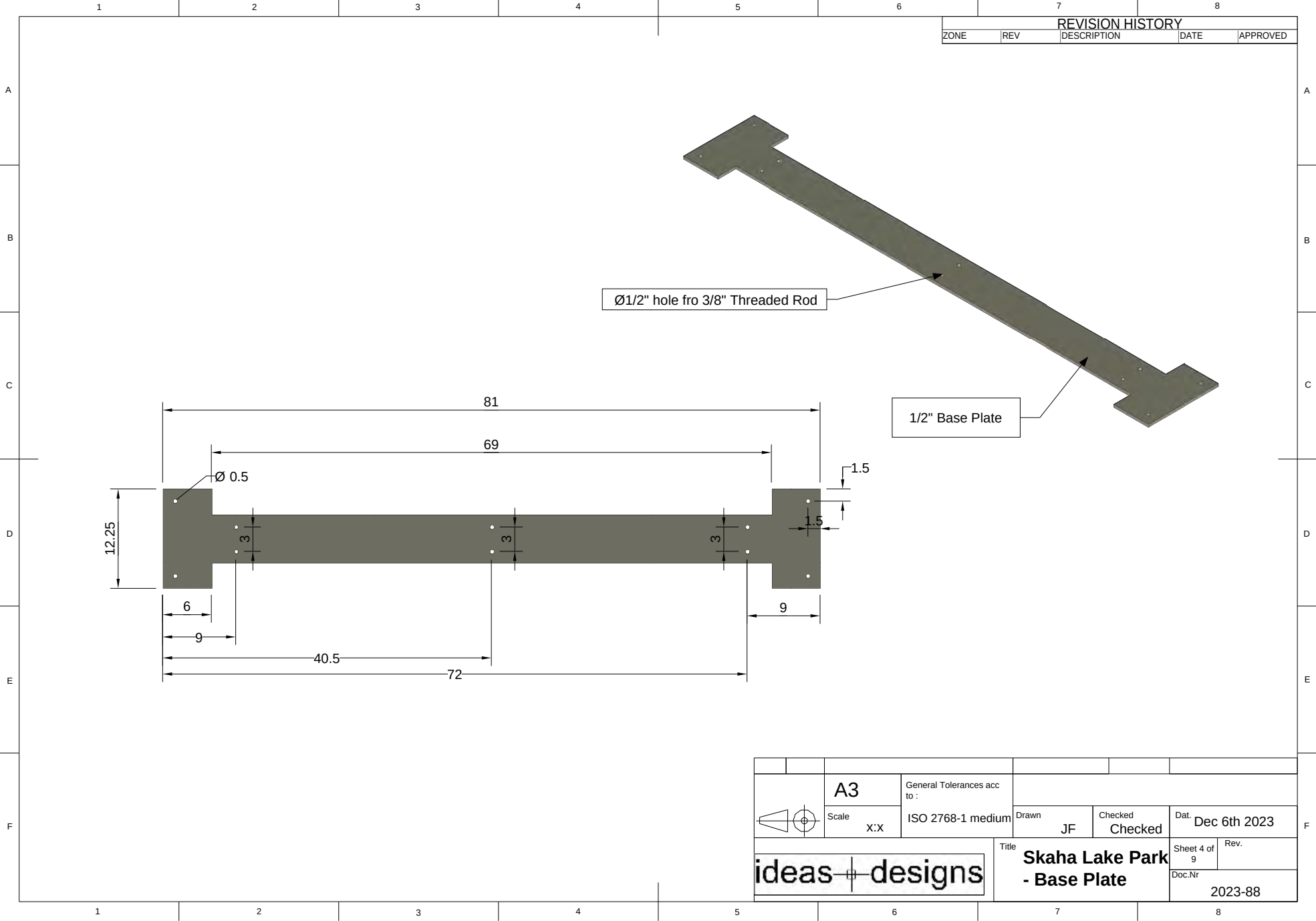
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



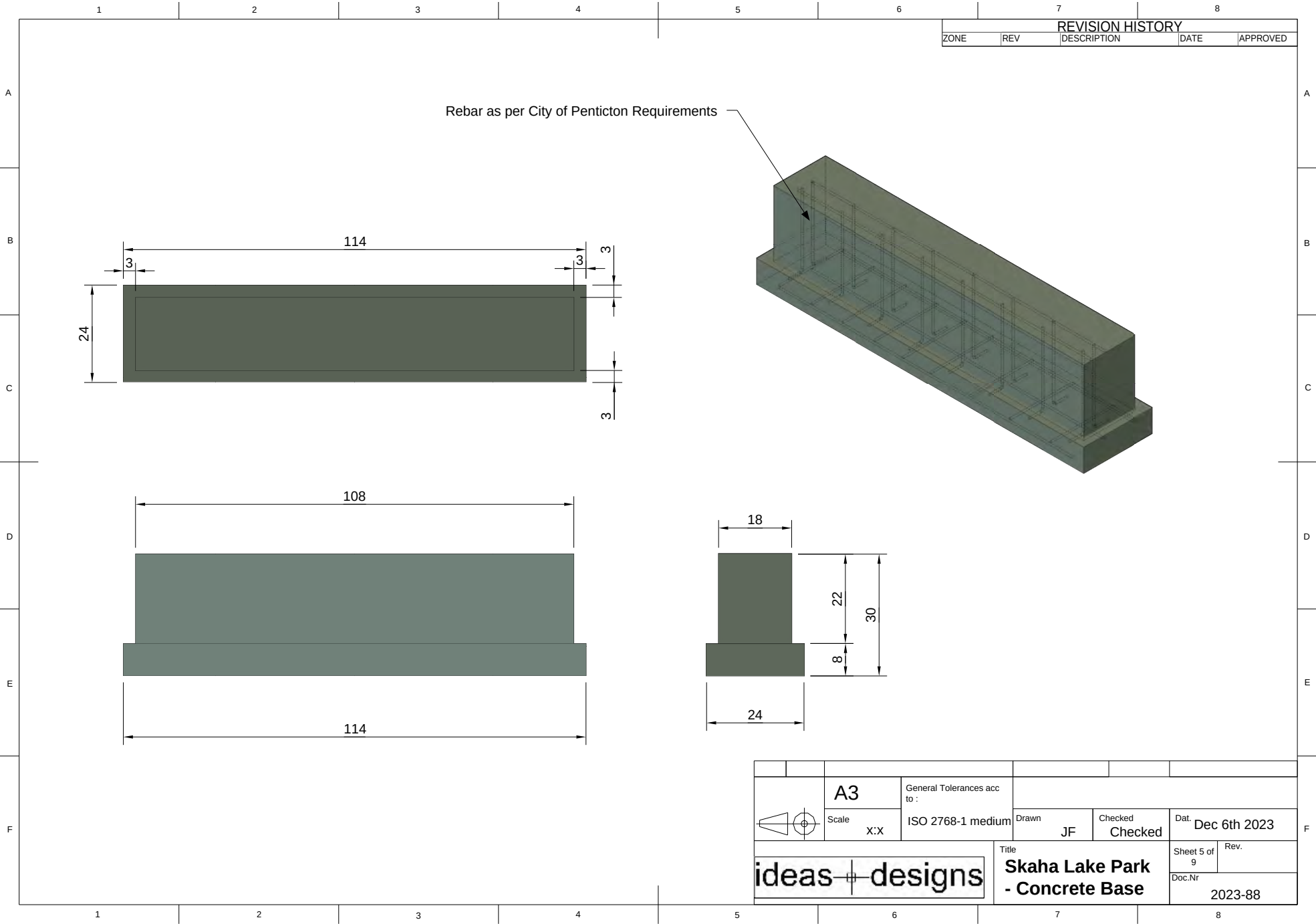
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



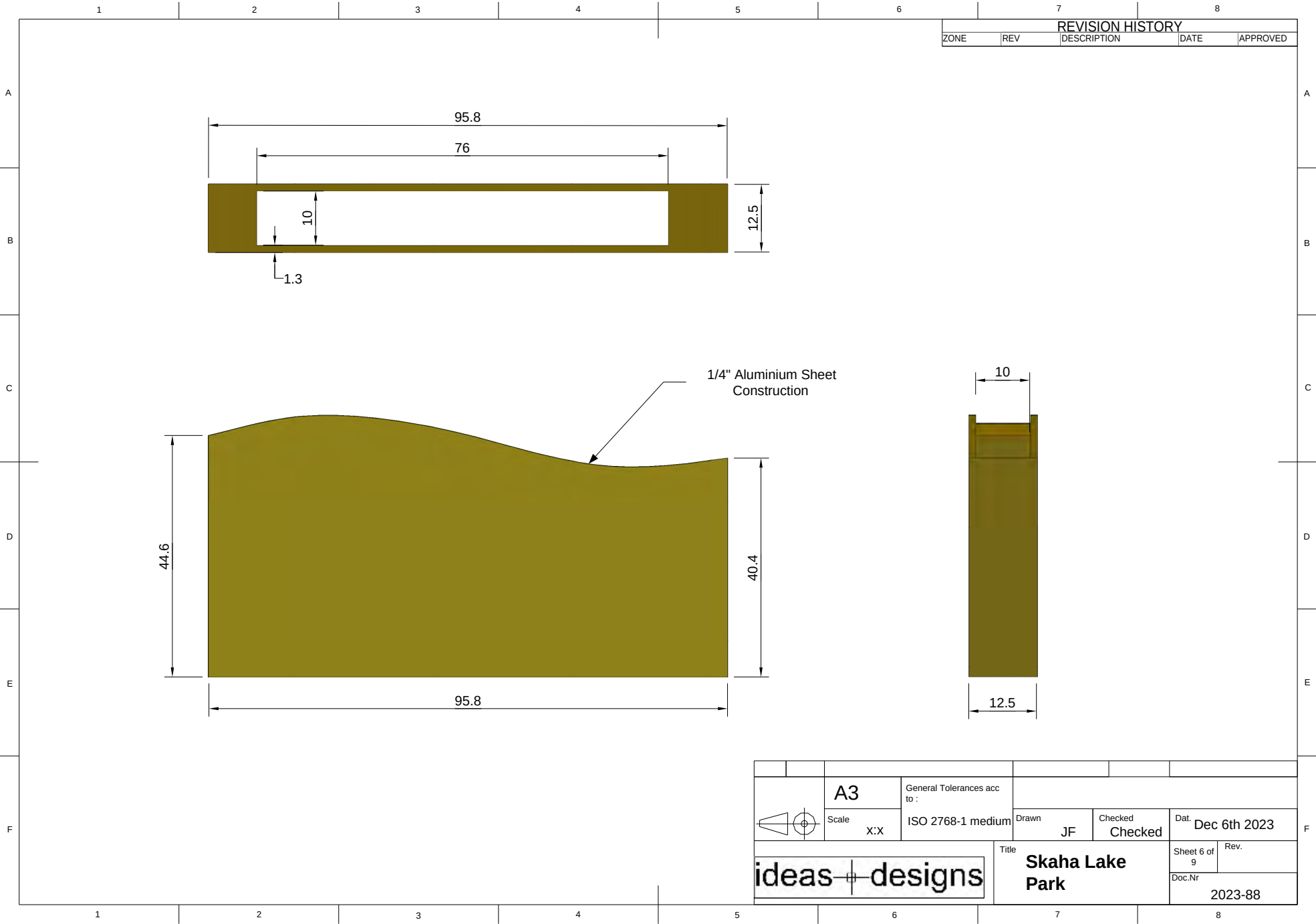
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



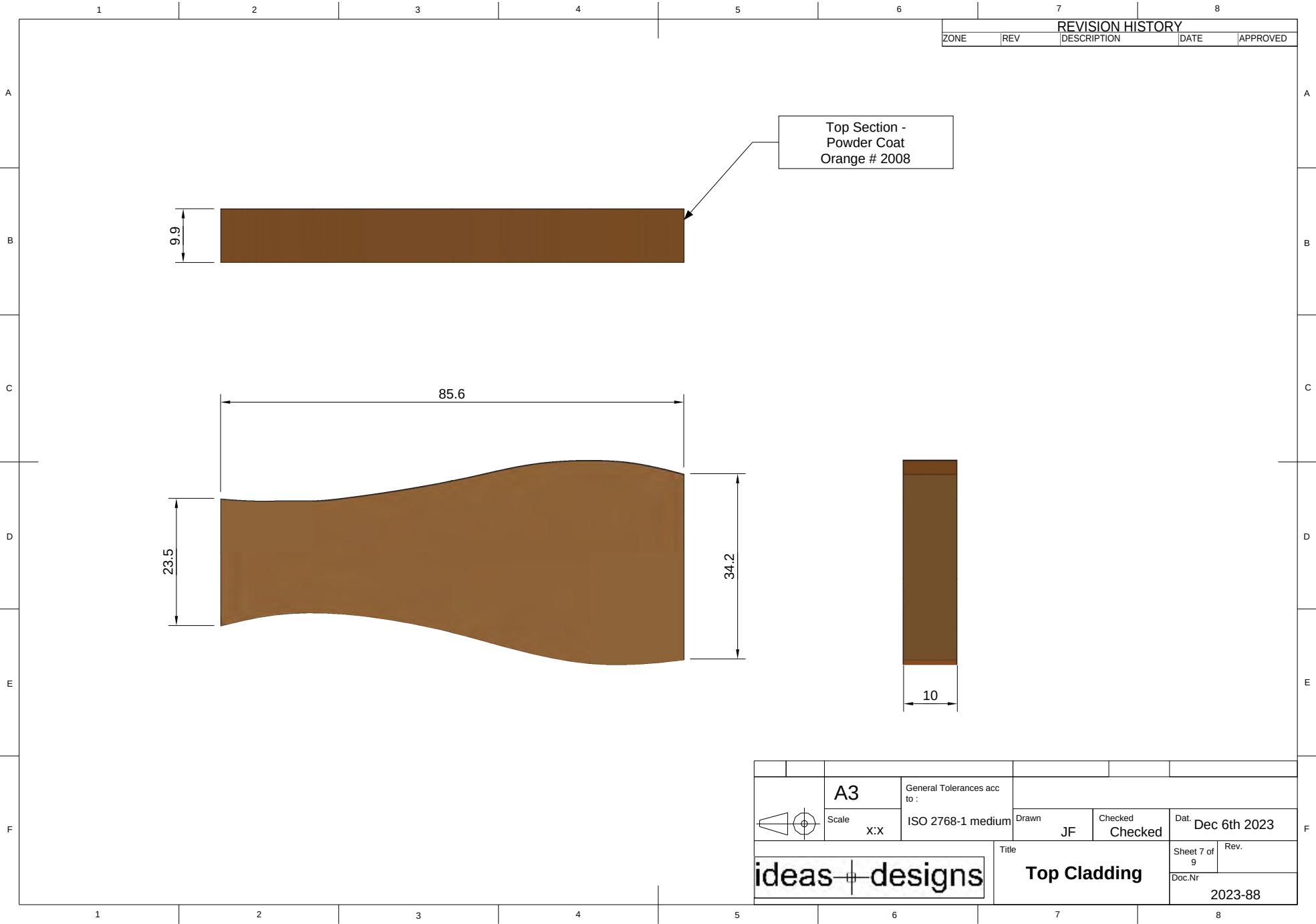
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



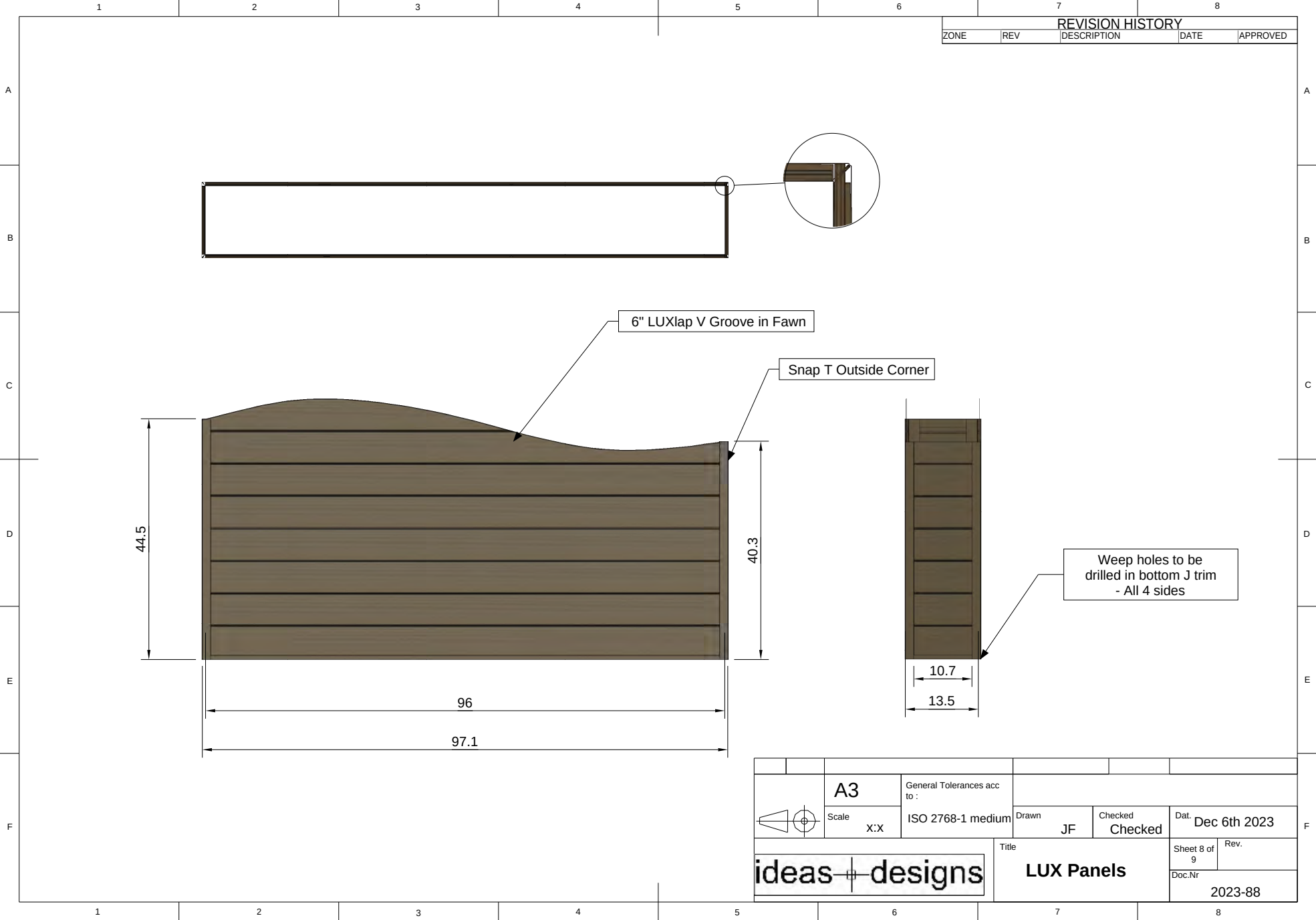
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



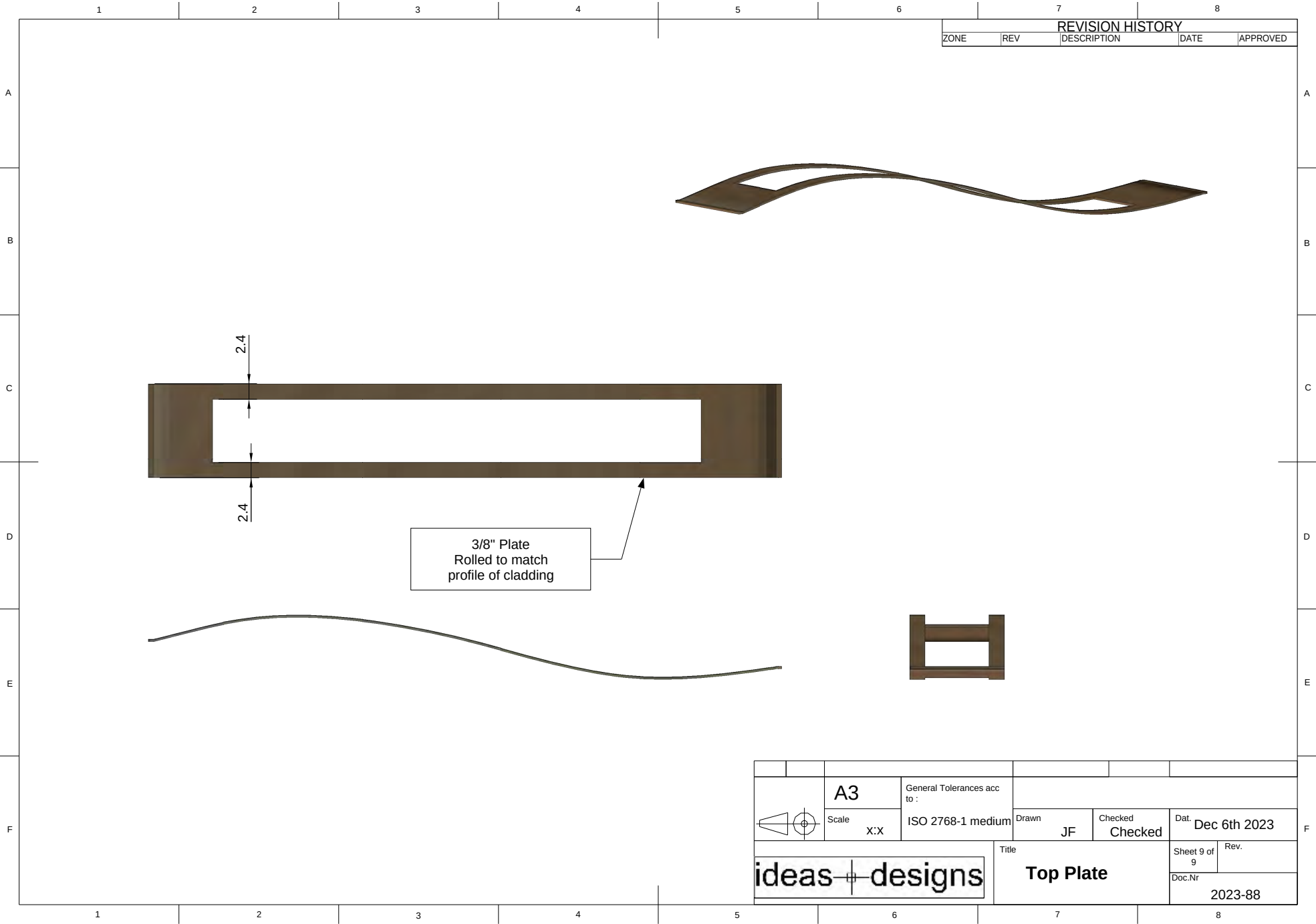
2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



2.2 SKAHA LAKE SIGN CONSTRUCTION DETAILS

REFERENCE



2.3 COMMUNITY PARK SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 46" DESIGN EXAMPLE



Penticton Logo

Avenir Next Condensed Demi Bold/Regular
Minimum 400pt (approx. 4"H) / Maximum 550pt (approx. 5-¾"H) - Title Case

Avenir Next Condensed Italic
130pt (approx. 1-½"H) - Title Case

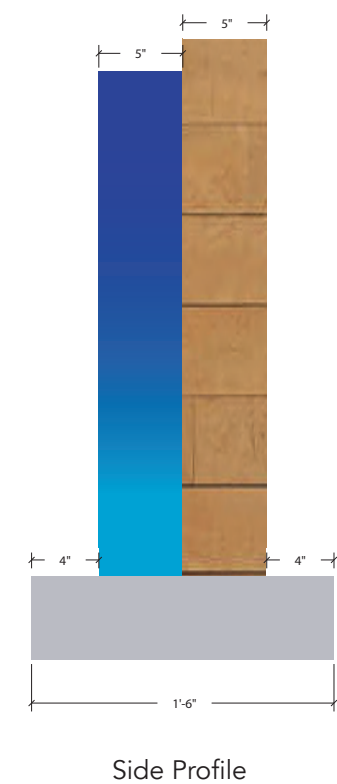
Consider opportunities to incorporate nsyilxcən language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis

Consider creating a Braille and tactile variation of this sign where appropriate.

2.4 COMMUNITY PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 46" CONSTRUCTION EXAMPLE - OPTION A

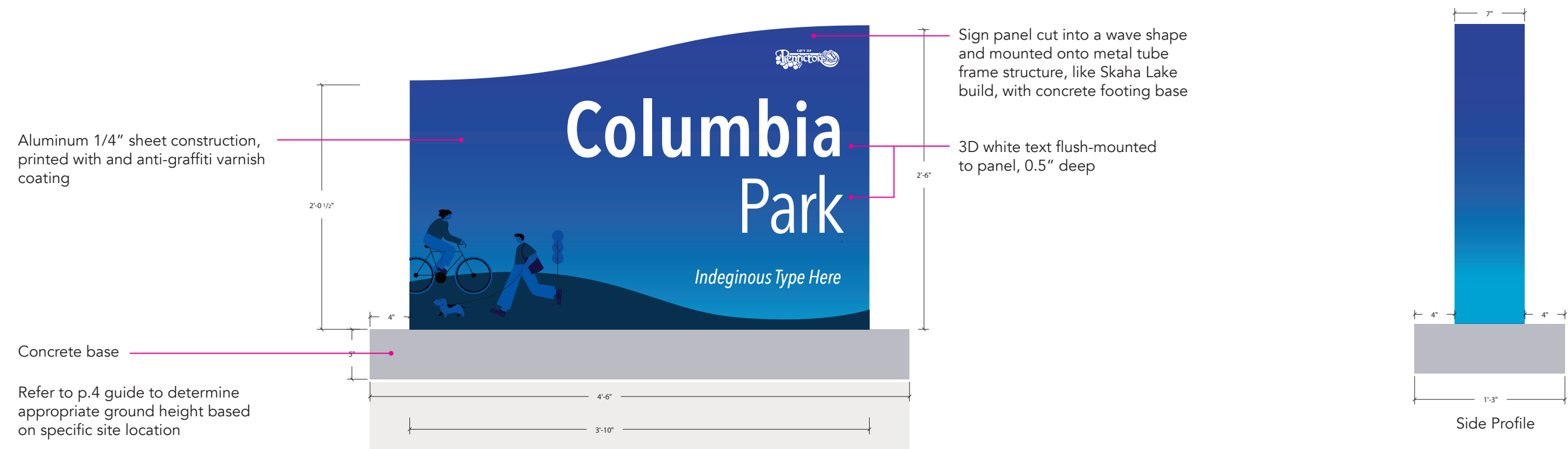


Base specs for build. Final construction drawings to be built out by awarded signage company.

2.5 COMMUNITY PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 46" CONSTRUCTION EXAMPLE - OPTION B

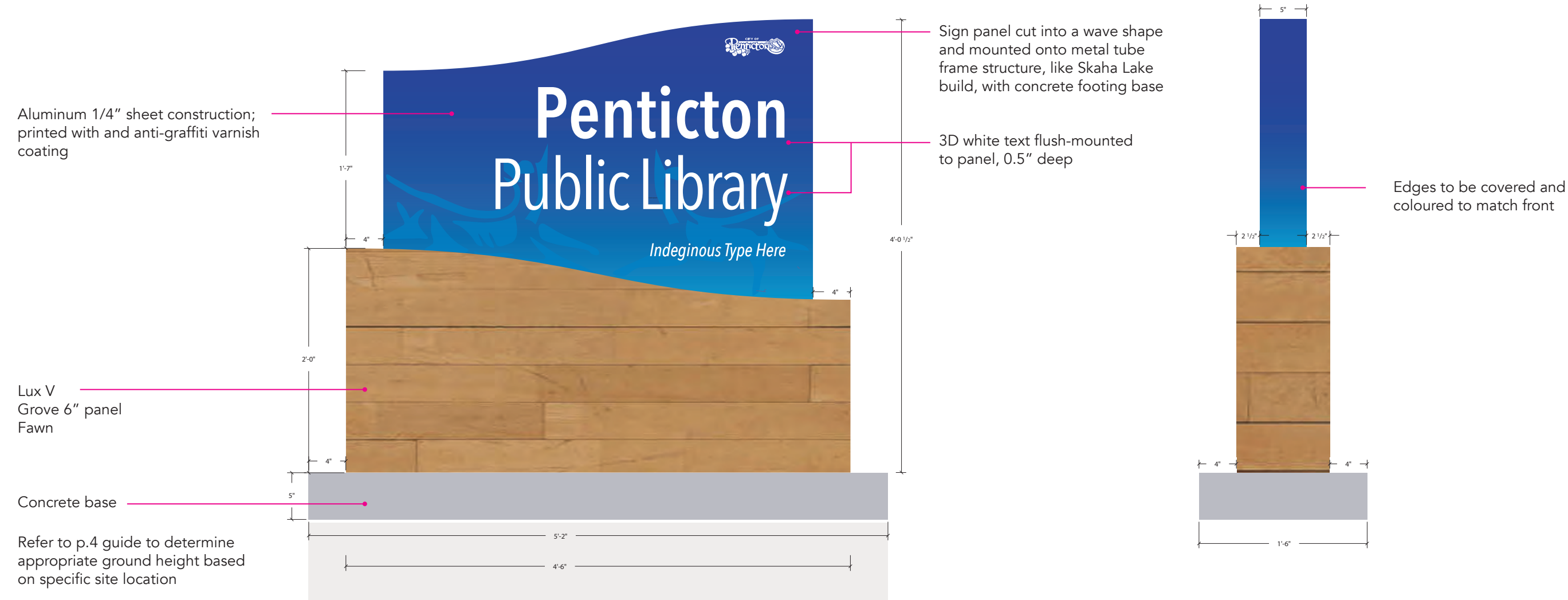


Base specs for build. Final construction drawings to be built out by awarded signage company.

2.6 COMMUNITY PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 46" CONSTRUCTION EXAMPLE - OPTION C



Base specs for build. Final construction drawings to be built out by awarded signage company.

2.7 NEIGHBOURHOOD PARK SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

46" x 60" DESIGN EXAMPLE - OPTION A

Avenir Next Condensed Italic
70pt (approx. 1/4"H) / 90pt (approx. 1"H) - Title Case

Avenir Next Condensed
130pt (approx. 1-1/2"H) - Upper Case

 Master Icons - white, 3.25"

Avenir Next Condensed
110pt (approx. 1"H) - Title Case

 Directional Icons - To match golden yellow, PMS 123, 2"

Avenir Next Condensed Demi Bold
48pt (approx. 1/2"H) - Upper Case

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Title Case

Keyline Sectional Dividers - 3pt

 Associated Icons - approx. 3" in diameter

Avenir Next Condensed Demi Bold
24pt (approx. 1/4"H) - Upper Case/Title Case

 Prohibited Icons - approx. 3" in diameter

 Highlighted Icons - approx. 3" in diameter

Marine Way Beach

Indigenous Type Here

Parks and Beaches
OPEN 6AM - 12AM

 **Dog Beach** →

 **Boat Rental** ←

 **Parasailing** ←

 **Beach** →

 **Washrooms** ←

 **Marina** ←

BEACH SAFETY INFO

- No Lifeguard on duty
- Water depths vary; use caution when wading
- Children should wear a PFD; never trust inflatable toys as flotation devices
- Closely supervise children at all times; keep within arm's reach
- Swim only within boundary marked by white buoys
- Weather can change quickly; watch for wind and rough water conditions

 **GOOSE MANAGEMENT AREA**
Request the wildlife, closed to the public or green

 **BEACH / WALKWAY IS A SHARED SPACE**
Please be courteous

 **DO NOT DRAG**
Please be courteous

 **ON WALKWAY SHORT**
Please be courteous

Map close proximity location

Map general overview location

Optional QR Code Placement, 1.75" x 1.75"

Emergency Contact:
EMERGENCY: CALL 911 - You are located at Okanagan Lake Park, 45 Lakeshore Drive East, Penticton, BC
Call: 250.490.2400
After Hours: 250.490.2324
Penticton.ca

Consider opportunities to incorporate nsyilxcən language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis

Penticton Logo

Avenir Next Condensed Italic
70pt (approx. 1/4"H) / 90pt (7/8"H) - Title Case

Avenir Next Condensed Demi Bold/Regular
Minimum 250pt (approx. 2-1/2"H) / Maximum 300pt (approx. 3"H) - Title Case

Map close proximity location

Accessibility Considerations for Maps - Where appropriate, identify accessible routes and destinations on maps to help visitors navigate the park confidently. Consider including accessible amenities, route distances, pathway surfaces, and grade or slope information where it will assist users in selecting the most suitable route. Accessibility features should be clear, easy to interpret, and integrated into the overall map design.

Map general overview location

Optional QR Code Placement, 1.75" x 1.75"

Avenir Next Condensed Demi Bold
40pt (approx. 1/2"H) - Upper Case/Title Case

Avenir Next Demi Bold
40pt (approx. 1/2"H) - Upper Case/Title Case

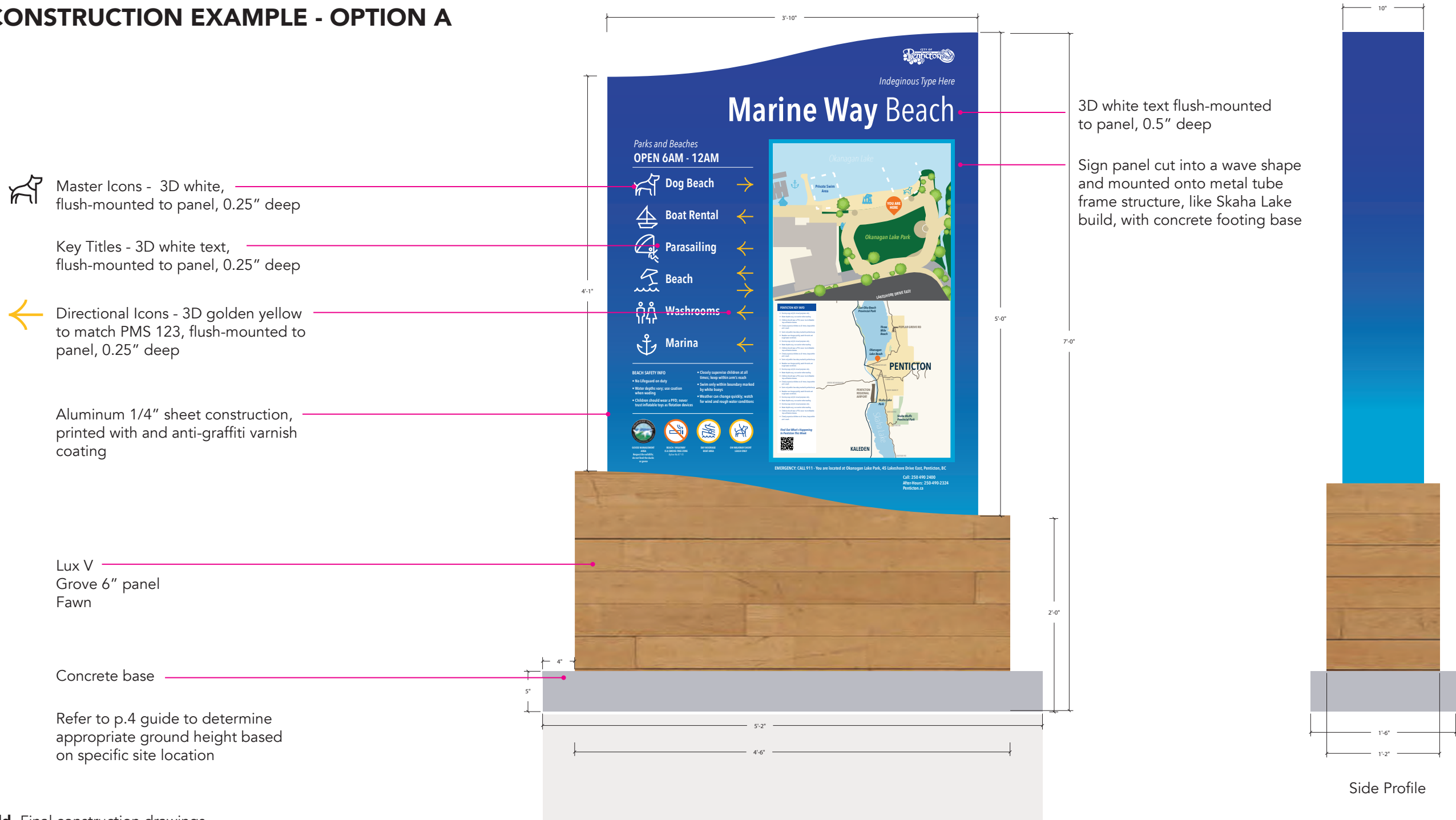
Front Panel
40" x 60"

Consider creating a Braille and tactile variation of this sign where appropriate.

2.8 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

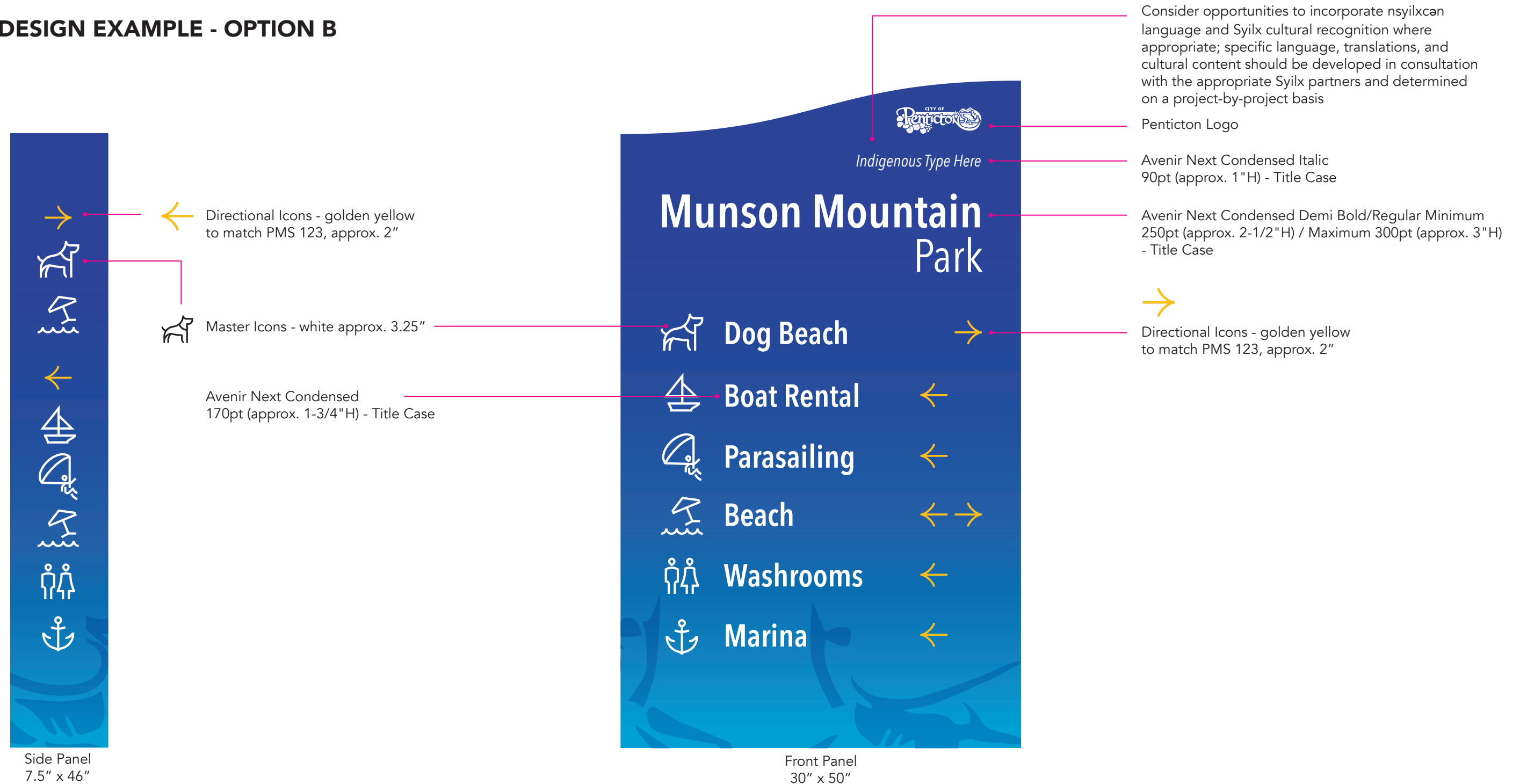
46" x 60" CONSTRUCTION EXAMPLE - OPTION A



Base specs for build. Final construction drawings to be built out by awarded signage company.

2.9 NEIGHBOURHOOD PARK SIGNS

30" x 50" DESIGN EXAMPLE - OPTION B

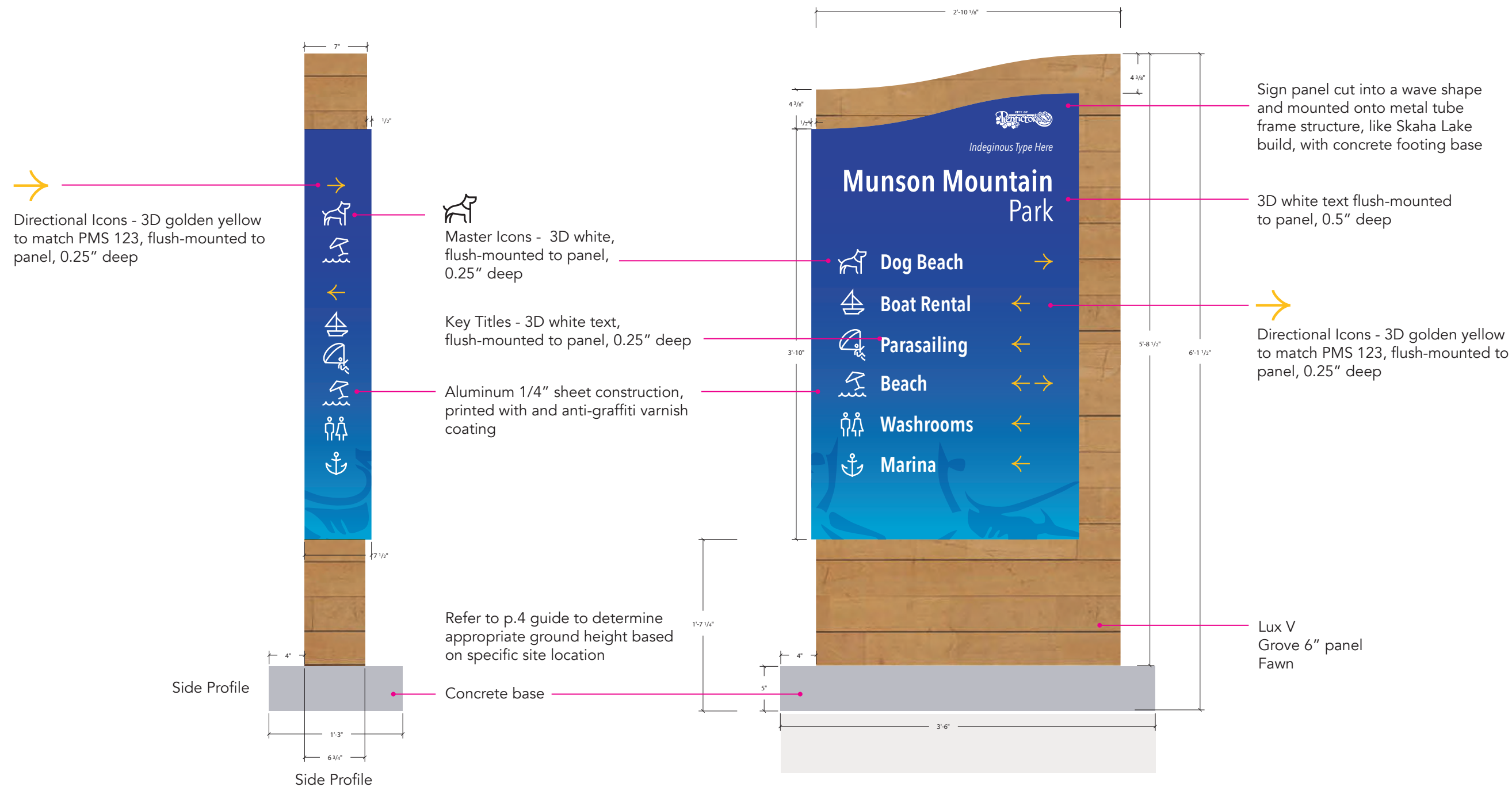


Consider creating a Braille and tactile variation of this sign where appropriate.

2.10 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

30" x 50" CONSTRUCTION EXAMPLE - OPTION B



Base specs for build. Final construction drawings to be built out by awarded signage company.

2.11 SPECIAL PURPOSE PARK SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

48" x 24" DESIGN EXAMPLE

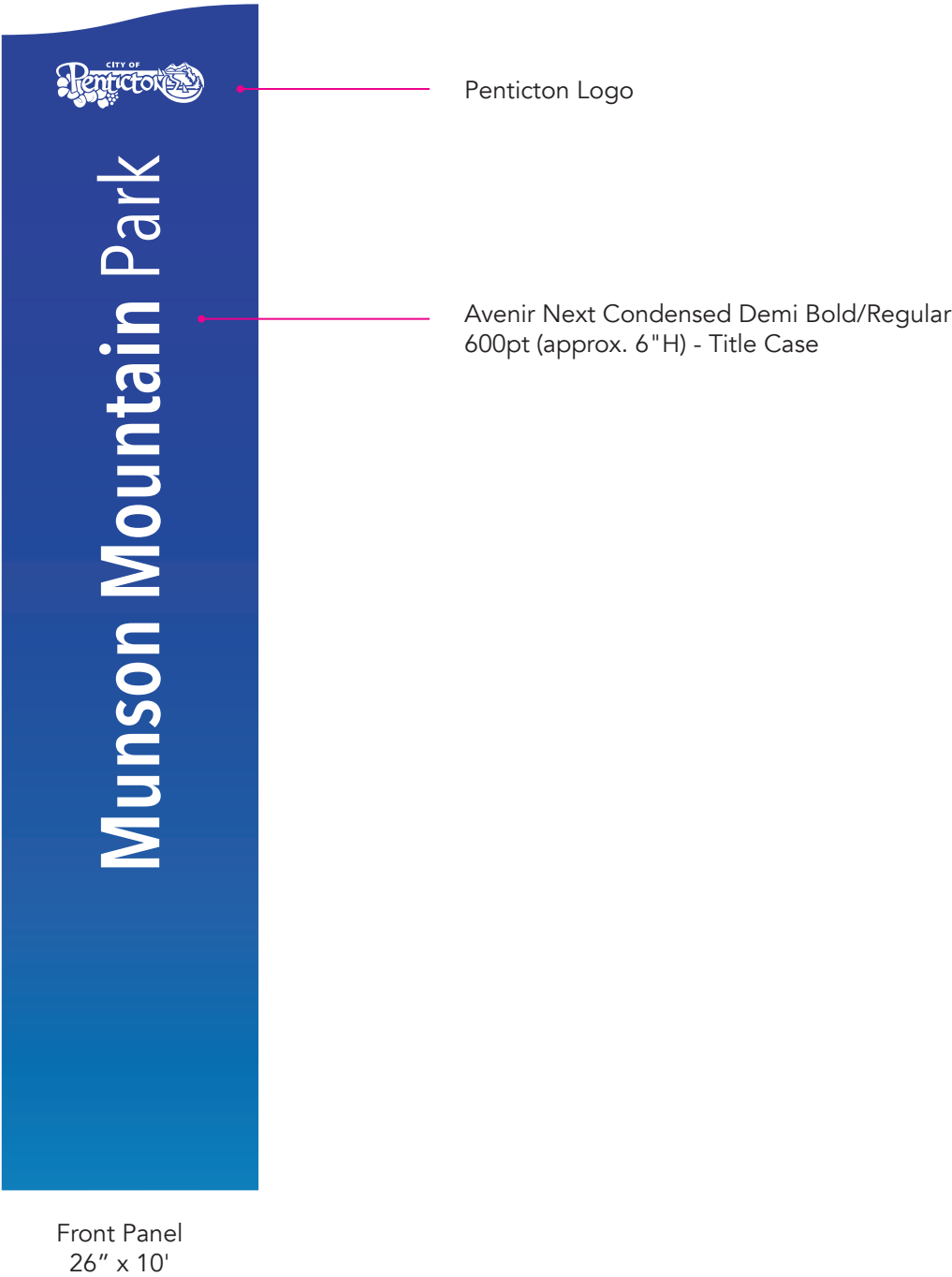


Consider creating a Braille and tactile variation of this sign where appropriate.

2.12 LARGE VERTICAL SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

26" x 10' DESIGN EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

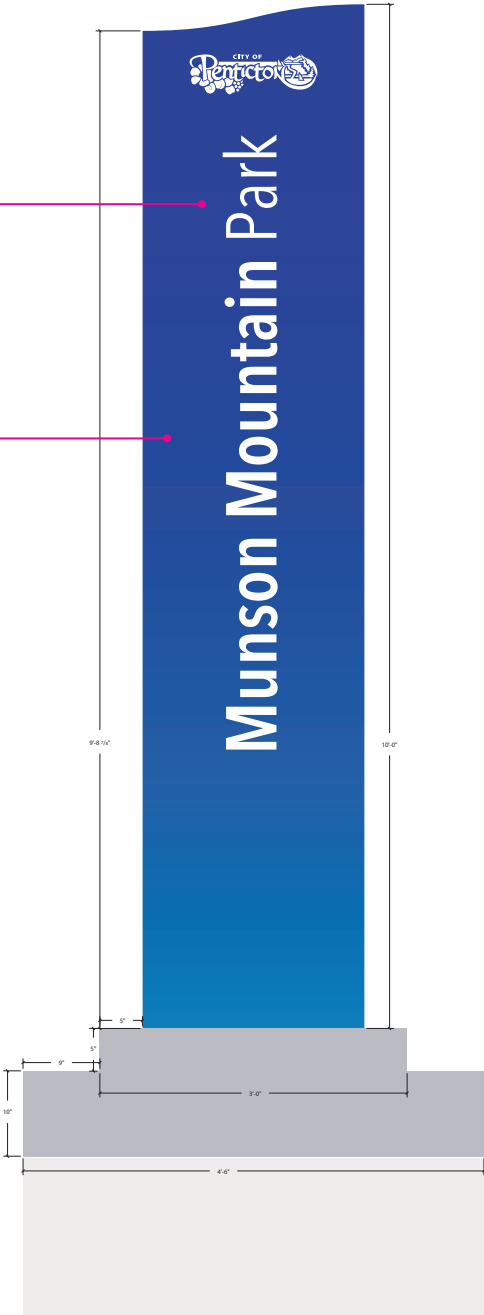
2.13 LARGE VERTICAL SIGN CONSTRUCTION DETAILS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

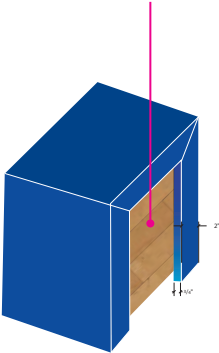
26" x 10' CONSTRUCTION EXAMPLE

3D white text flush-mounted to panel, 0.75" deep

Aluminum 1/4" sheet construction, printed with and anti-graffiti varnish coating
Sign panel cut into a wave shape and mounted onto metal tube frame structure, like Skaha Lake build, with concrete footing base



Aluminum 1/4" sheet panel to wrap around sides, creating 2" border, 0.75" deep, with Lux panels inserted

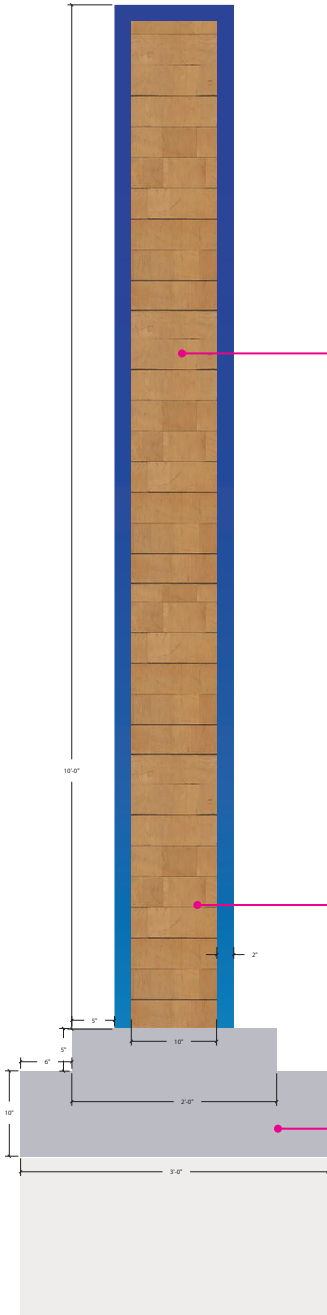


Lux V Grove 6" panel Fawn

Concrete base

Refer to p.4 guide to determine appropriate ground height based on specific site location

Side Profile



Base specs for build. Final construction drawings to be built out by awarded signage company.

2.14 POLE SIGNS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

20" x 6" DESIGN EXAMPLE



28" x 6" DESIGN EXAMPLE



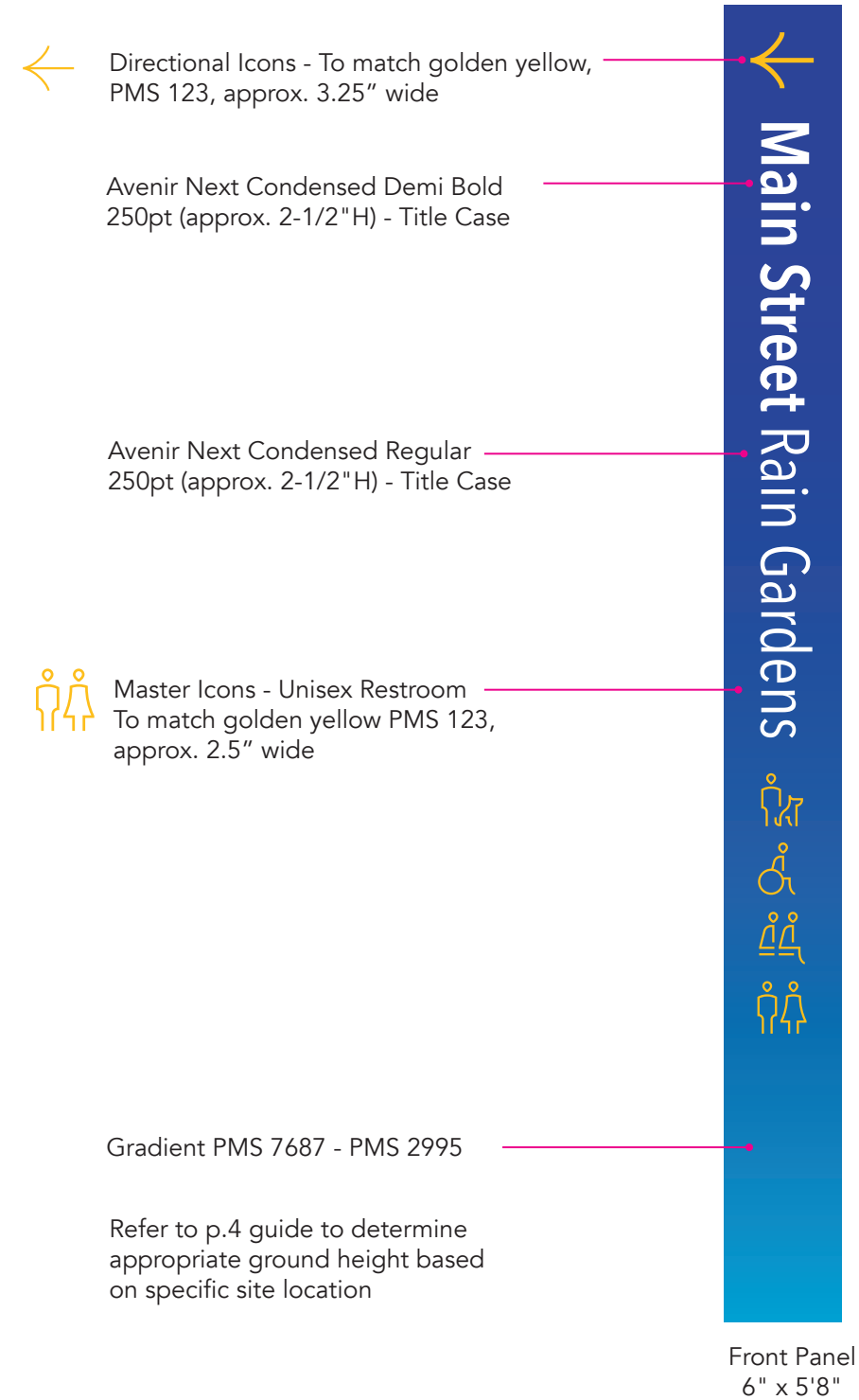
36" X 6" DESIGN EXAMPLE



2.15 PATHWAY POSTS

CITY-WIDE, COMMUNITY, AND NEIGHBOURHOOD PARKS & GENERAL WAYFINDING

6" x 5'8" DESIGN EXAMPLE



Natural Parks Trail Corridors Open Spaces

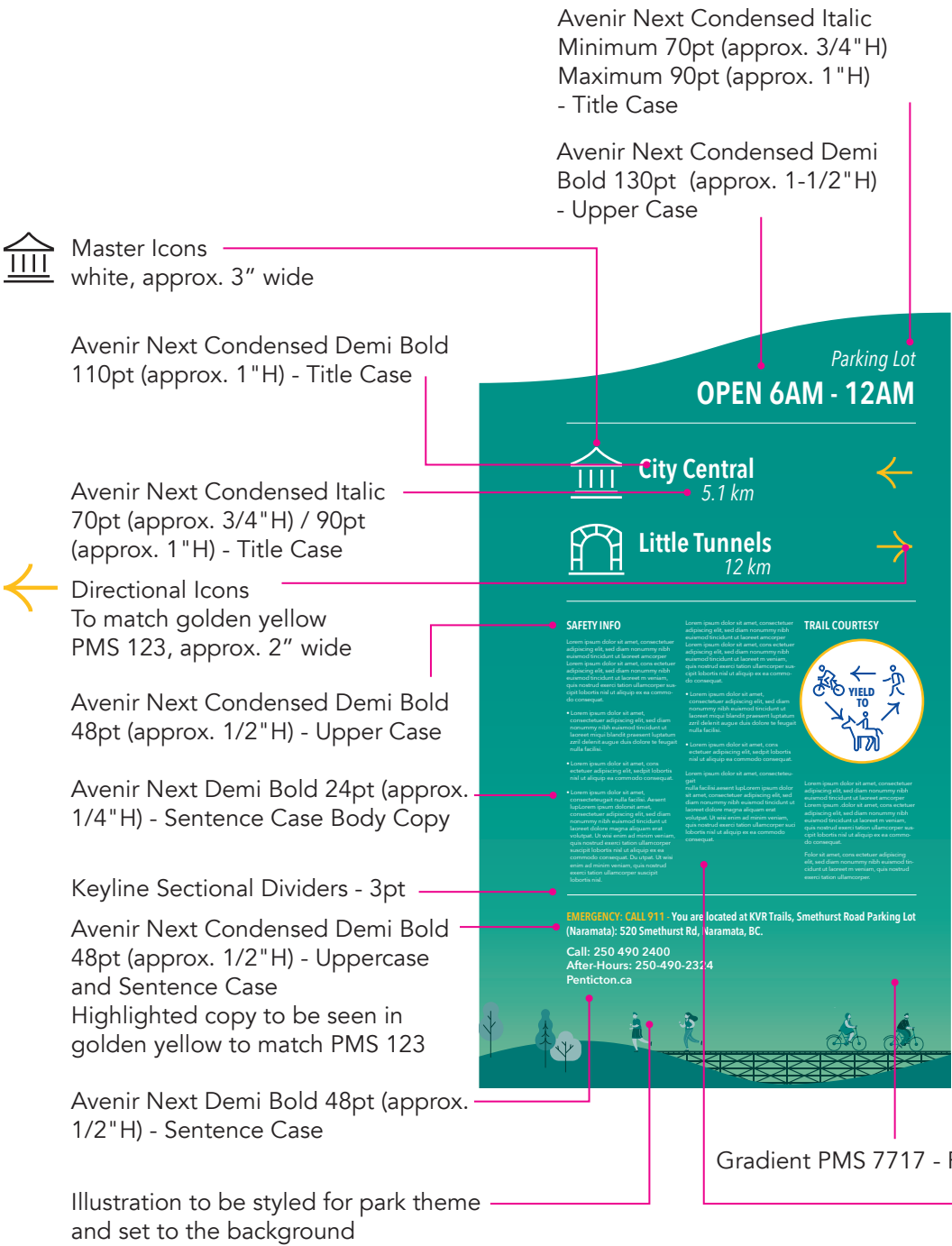
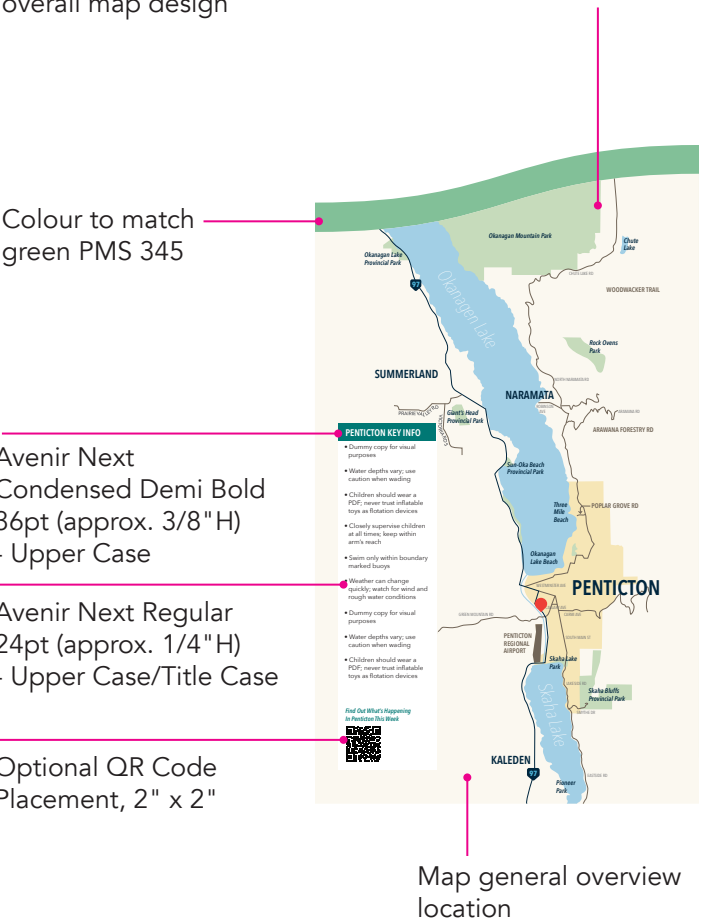
3.0 Signage Design Guidelines

3.1 THREE TIER SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

3 TIER DESIGN EXAMPLE

Accessibility Considerations for Maps - Where appropriate, identify accessible routes and destinations on maps to help visitors navigate the park confidently, such as accessible amenities, route distances, pathway surfaces, and grade or slope information where it will assist users in selecting the most suitable route; accessibility features should be clear, easy to interpret, and integrated into the overall map design



Consider opportunities to incorporate nsyilxcən language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis



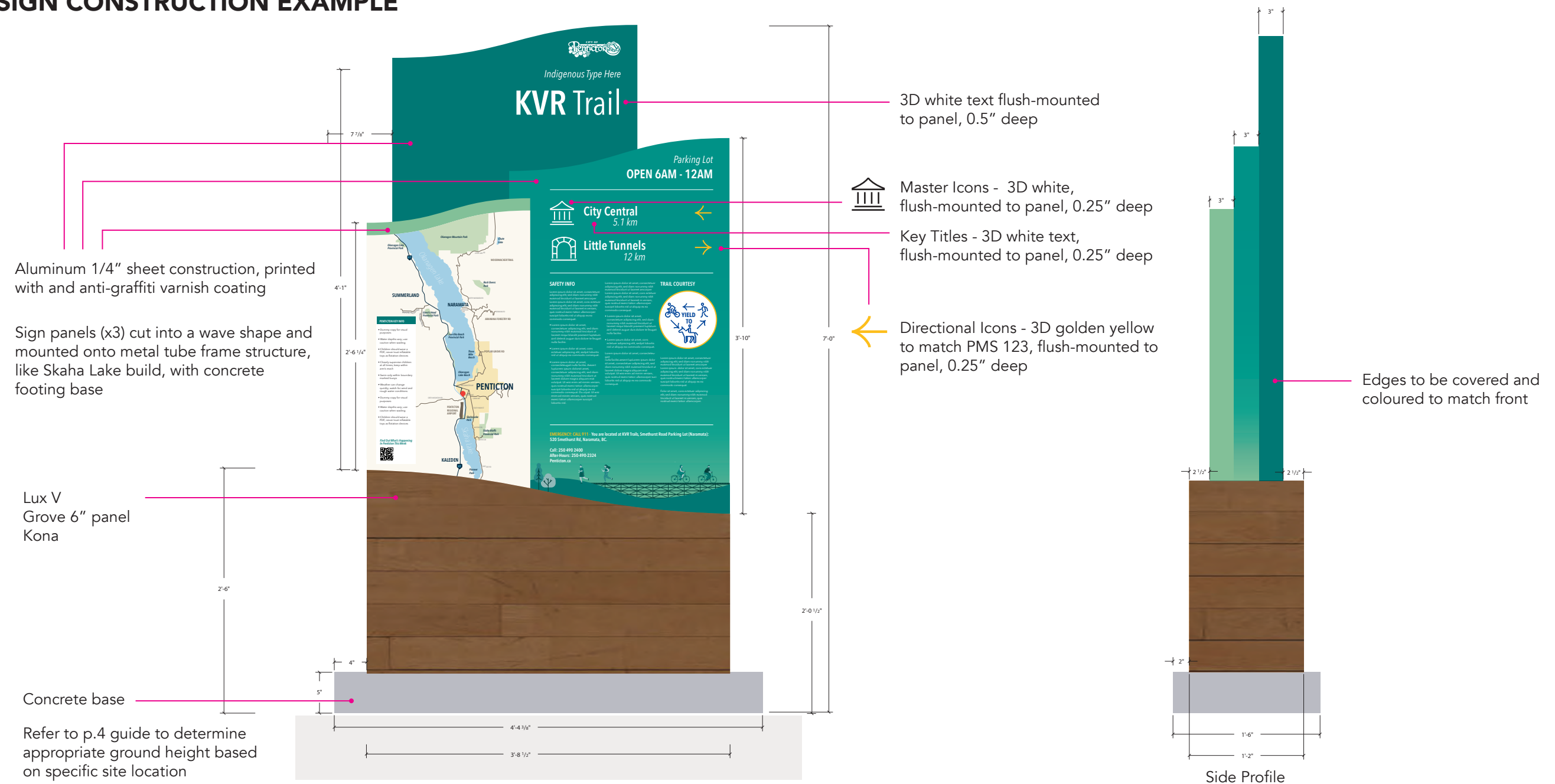
Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Consider creating a Braille and tactile variation of this sign where appropriate.

3.2 THREE TIER SIGN CONSTRUCTION DETAILS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

3 TIER DESIGN CONSTRUCTION EXAMPLE



Base specs for build. Final construction drawings to be built out by awarded signage company.

3.3 GENERAL TRAIL SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

30" x 50" DESIGN EXAMPLE

Consider opportunities to incorporate nsyilxcən language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis

Master Icons
white, approx. 3.25" wide

Avenir Next
Condensed Demi Bold
170pt (approx. 1-3/4" H)
- Title Case

Indigenous Type Here

Penticton Logo

Avenir Next Condensed Italic
90pt (approx. 1" H) - Title Case

Avenir Next Condensed Demi Bold/Regular
Minimum 250pt (approx. 2-1/2" H) /
Maximum 300pt (approx. 3" H) - Title Case

Directional Icons - To match golden yellow,
PMS 123, approx. 2" wide

Illustration (optional) to be styled for
park theme and set to the background

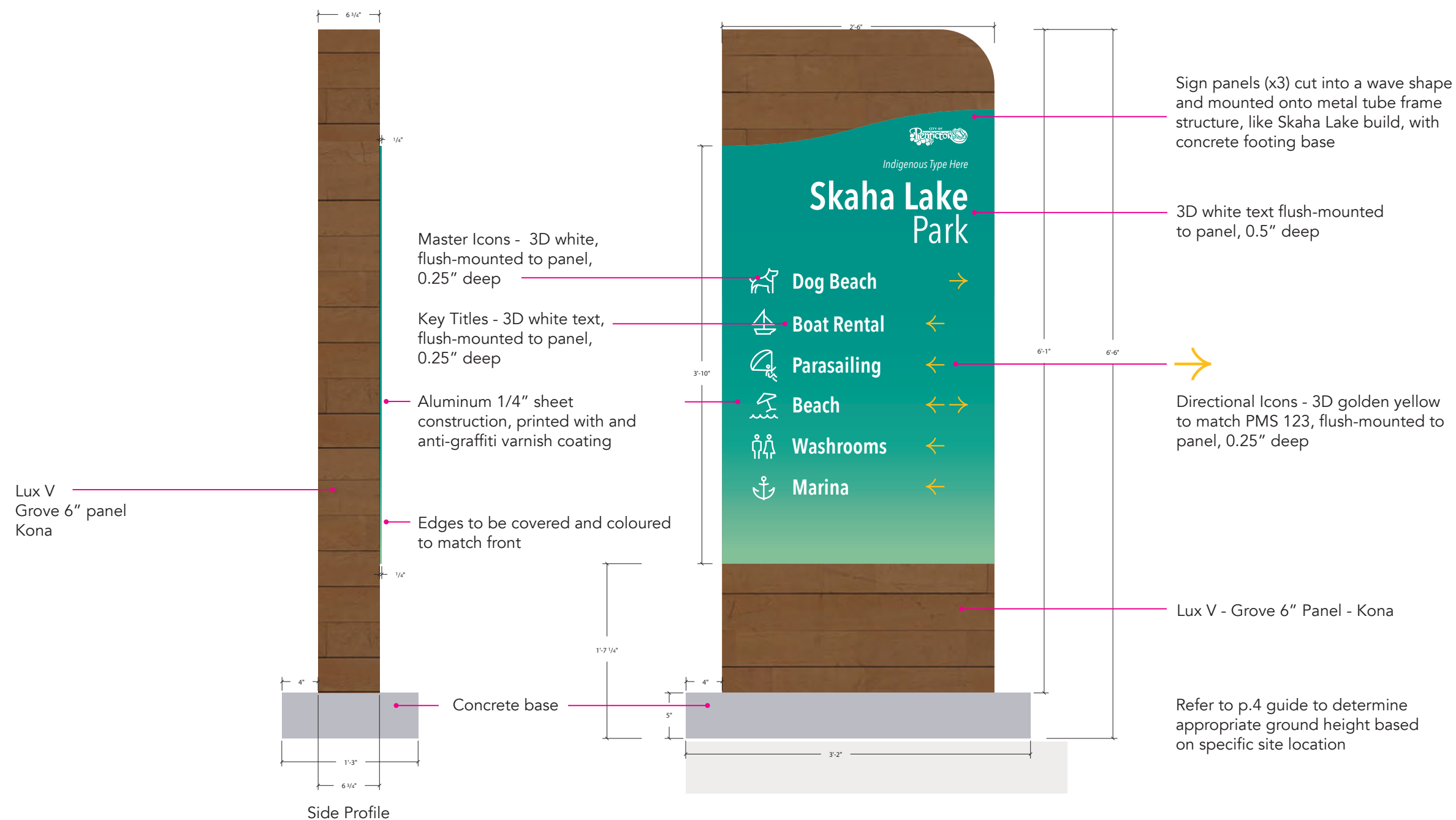
Front Panel
30" x 50"

Consider creating a Braille and tactile variation of this sign where appropriate.

3.4 GENERAL TRAIL SIGN CONSTRUCTION DETAILS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

30" x 50" CONSTRUCTION EXAMPLE



Base specs for build. Final construction drawings to be built out by awarded signage company.

3.5 PATHWAY SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

8" x 12" DESIGN EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

3.9 ADOPT A PARK SIGNS

NATURAL PARKS, TRAIL CORRIDORS & OPEN SPACES

12" x 18" DESIGN EXAMPLE

Avenir Next Condensed Italic
70pt (approx. 3/4"H) - Title Case

Avenir Next Condensed Demi Bold
130pt (approx. 1-1/2"H) - Title Case

Donation Logo Placement:
Centered in 7.5" x 3" white rectangle

Avenir Next Regular
36pt (approx. 3/8"H) - Title Case

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Title Case



Gradient PMS 7717 - PMS 345

Penticton Logo

KVR Trail

ADOPT-A-PARK



Ecora Engineering & Resource Group Ltd.

Supports the Maintenance of this Portion of the Trail

Call 250.490.2400
parks@pentiction.ca
Pentiction.ca



Optional QR Code Placement, 1.75" x 1.75"

Front Panel
12" x 18"

Avenir Next Condensed Demi Bold
70pt (approx. 3/4"H) - Title Case

Avenir Next Condensed Italic
36pt (approx. 3/8"H) - Title Case

Consider creating a Braille and tactile variation of this sign where appropriate.

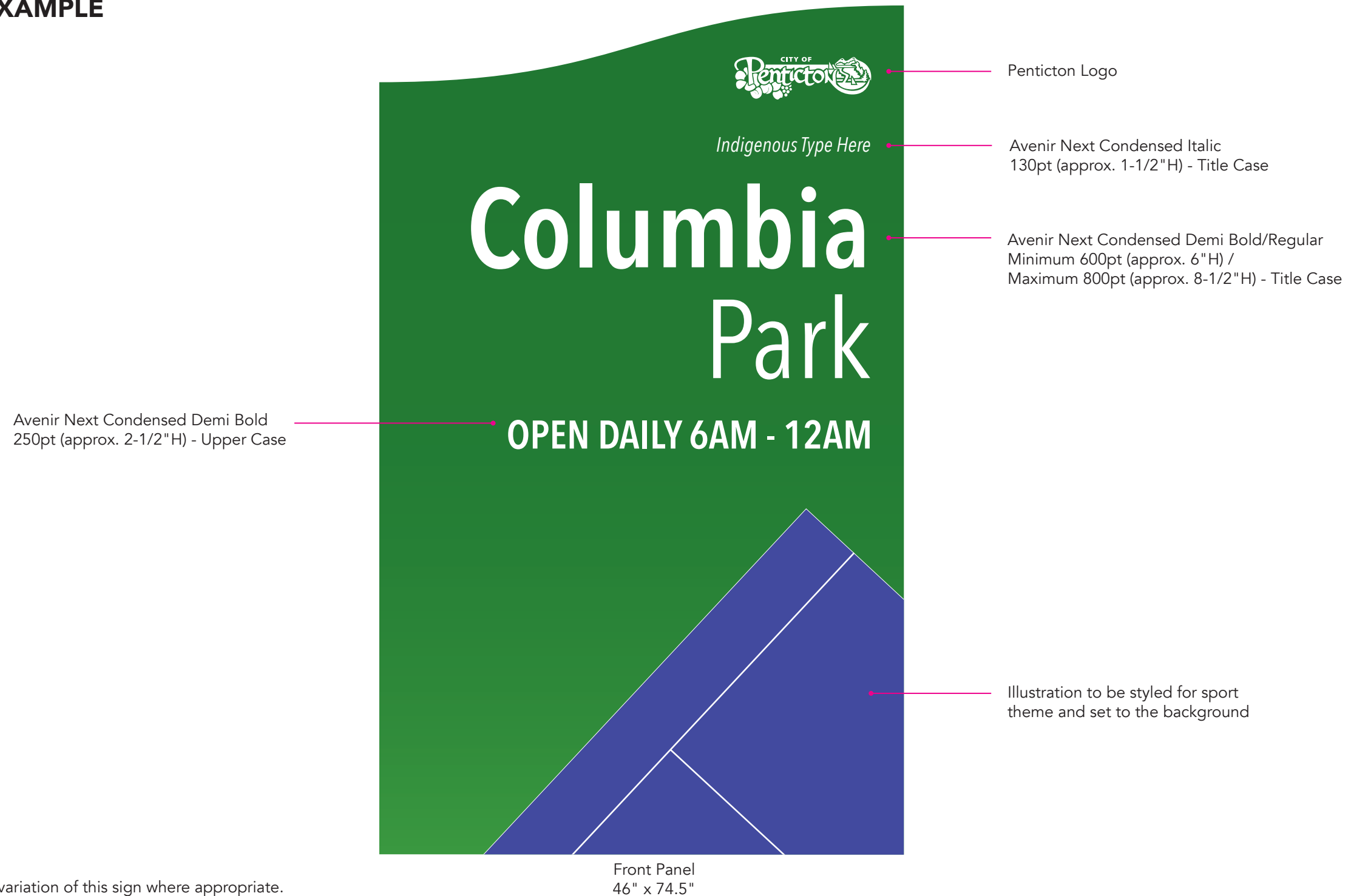
Recreational Facilities

4.0 Signage Design Guidelines

4.1 PARK SIGNS

RECREATIONAL FACILITIES

46" x 74.5" DESIGN EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

4.2 PARK SIGN CONSTRUCTION DETAILS

RECREATIONAL FACILITIES

46" x 74.5" CONSTRUCTION EXAMPLE



Base specs for build. Final construction drawings to be built out by awarded signage company.

Educational Signs

5.0 Signage Design Guidelines

5.1 PLINTH SIGNS

EDUCATIONAL SIGNS

30" x 50" DESIGN EXAMPLE - OPTION A - REFERENCE 2.10 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS



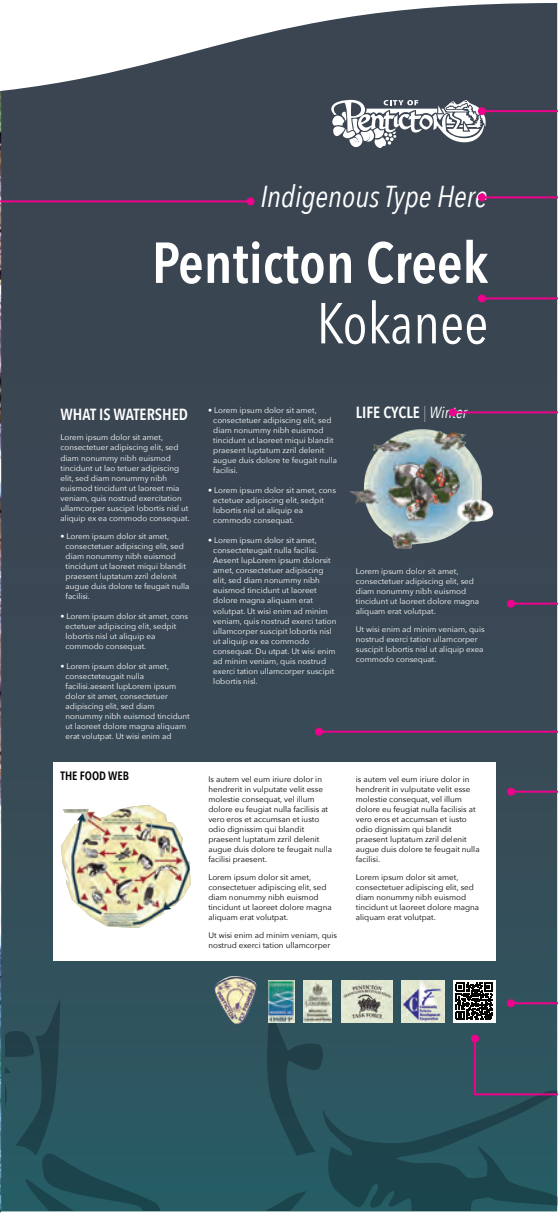
Side Panel
7.5" x 46"

Consider opportunities to incorporate nsyilxcən language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis

Historical photography to always been seen in black and white, general educational photography to be seen in colour, wrapping around from the front to be seen on the side



Front Panel
30" x 50"



Penticton Logo

Avenir Next Condensed Italic
90pt (approx. 1" H) - Title Case

Avenir Next Condensed Demi Bold/Regular
170pt (approx. 1-3/4" H) - Title Case

Avenir Next Condensed Demi Bold
48pt (approx. 1/2" H)
- Upper Case Headers

Avenir Next Demi Bold
24pt (approx. 1/4" H) - Sentence Case
Body Copy

Potential Braille Option

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide

Optional QR Code Placement, 1.75" x 1.75"

Consider creating a Braille and tactile variation of this sign where appropriate.

5.1 PLINTH SIGNS

EDUCATIONAL SIGNS

30" x 40" DESIGN EXAMPLE - OPTION B - REFERENCE 2.10 NEIGHBOURHOOD PARK SIGN CONSTRUCTION DETAILS



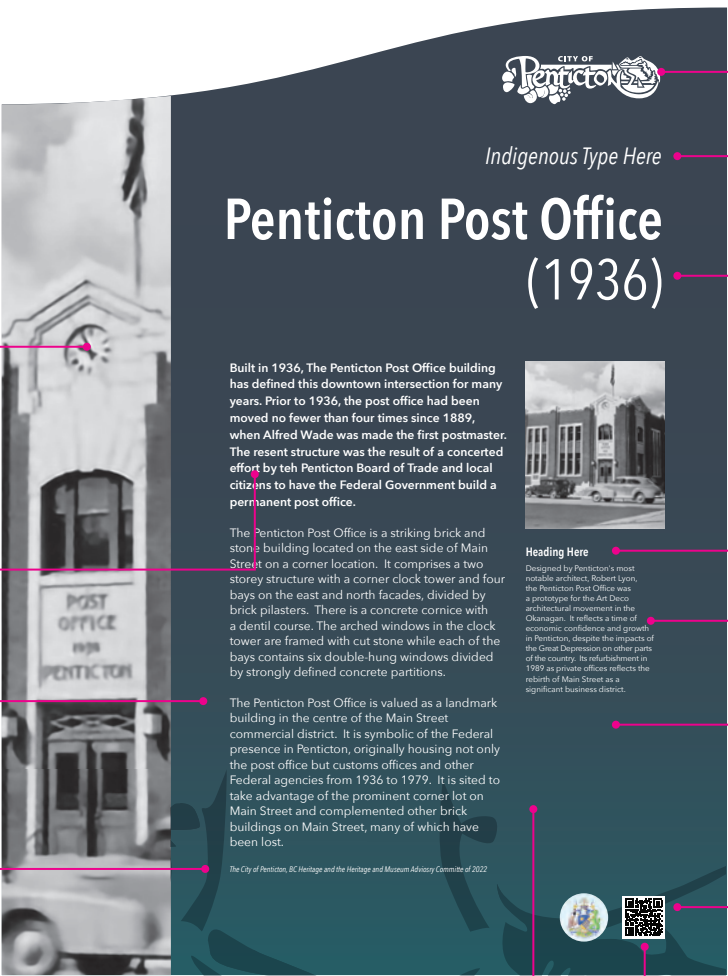
Side Panel
7.5" x 36"

Historical photography to always been seen in black and white, general educational photography to be seen in colour, wrapping around from the front to be seen on the side

Avenir Next Demi Bold
36pt (approx. 3/8" H) - Sentence Case
Introduction Copy

Avenir Next Regular
36pt (approx. 3/8" H) - Sentence Case
Body Copy

Avenir Next Condensed Italic
24pt (approx. 1/4" H) - Sentence Case
Subscript Copy



Front Panel
30" x 40"

Penticton Logo

Avenir Next Condensed Italic
70pt (approx. 3/4" H) - Title Case

Avenir Next Condensed Demi Bold/Regular
170pt (approx. 1-3/4" H) - Title Case

Avenir Next Condensed Demi Bold
36pt (approx. 3/8" H) - Title Case
Headers

Avenir Next Regular
24pt (approx. 1/4" H) - Sentence Case
Body Copy

Potential Braille Option

Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide

Optional QR Code Placement, 1.75" x 1.75"

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Consider creating a Braille and tactile variation of this sign where appropriate.

5.2 PLAQUE STAND SIGNS

EDUCATIONAL SIGNS

42.5" x 28" DESIGN EXAMPLE - OPTION A

Historical photography to always been seen in black and white, general educational photography to be seen in colour, with top of image held in wave shape

Avenir Next Condensed Demi Bold 48pt (approx. 1/2" H) - Upper Case Headers

Avenir Next Regular 24pt (approx. 1/4" H) - Sentence Case Body Copy

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding

Potential Braille Option

WHAT IS WATERSHED

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet m veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat.

• Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet miqui blandit praesent luptatum zzril delenit augue dui dolore te feugait nulla facilisi.

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• Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat. Du utpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl.

LIFE CYCLE | Winter

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Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat.

THE FOOD WEB

• Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat. Du utpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl.

• Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl.

• Laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl.

Front Panel
42.5" x 28"

Consider opportunities to incorporate nsyilxcən language and Syilx cultural recognition where appropriate; specific language, translations, and cultural content should be developed in consultation with the appropriate Syilx partners and determined on a project-by-project basis

Penticton Logo

Avenir Next Condensed Italic 70pt (approx. 3/4" H) - Title Case

Avenir Next Condensed Demi Bold/Regular 130pt (approx. 1-1/2" H) - Title Case

Avenir Next Condensed Demi Bold 36pt (approx. 3/8" H) - Upper Case Headers

Avenir Next Regular 24pt (approx. 1/4" H) - Sentence Case Body Copy

Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide

Optional QR Code Placement, 1.75" x 1.75"

Consider creating a Braille and tactile variation of this sign where appropriate.

5.3 PLAQUE STAND SIGN CONSTRUCTION DETAILS

EDUCATIONAL SIGNS

42.5" x 28" CONSTRUCTION EXAMPLE - OPTION A

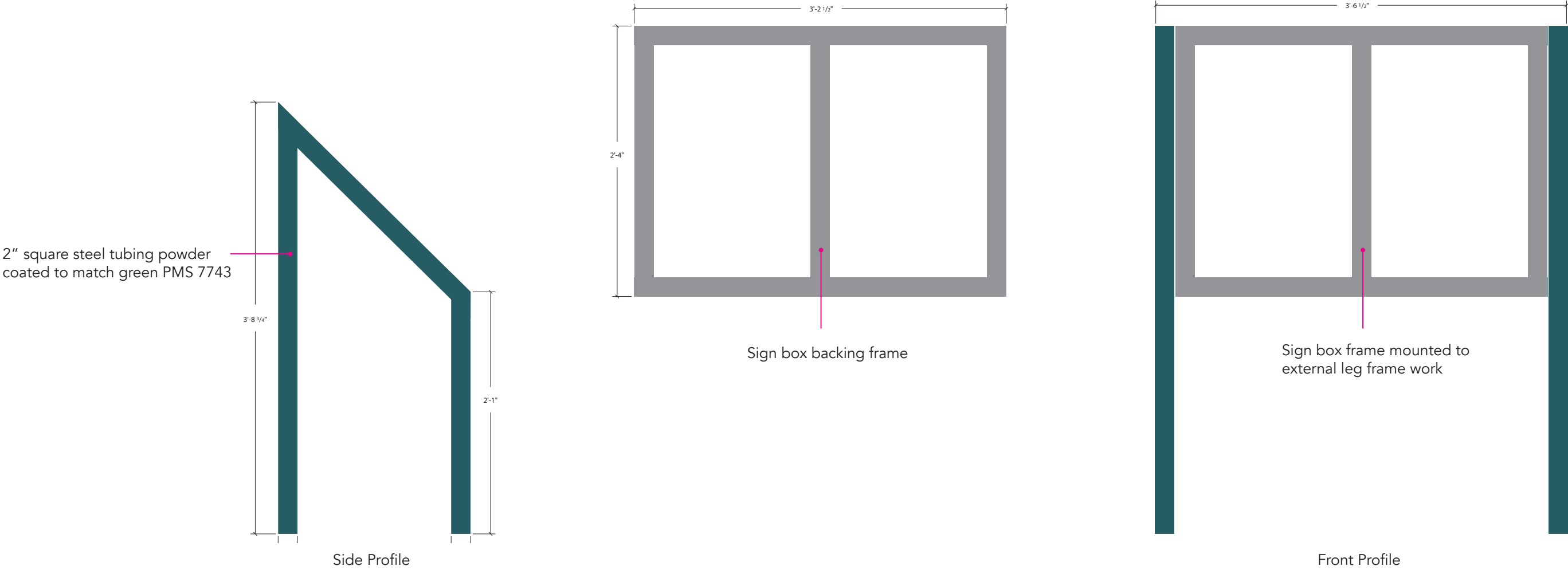


Base specs for build. Final construction drawings to be built out by awarded signage company.

5.3 PLAQUE STAND SIGN CONSTRUCTION DETAILS

EDUCATIONAL SIGNS

42.5" x 28" DESIGN CONSTRUCTION EXAMPLE - OPTION A



Base specs for build. Final construction drawings to be built out by awarded signage company.

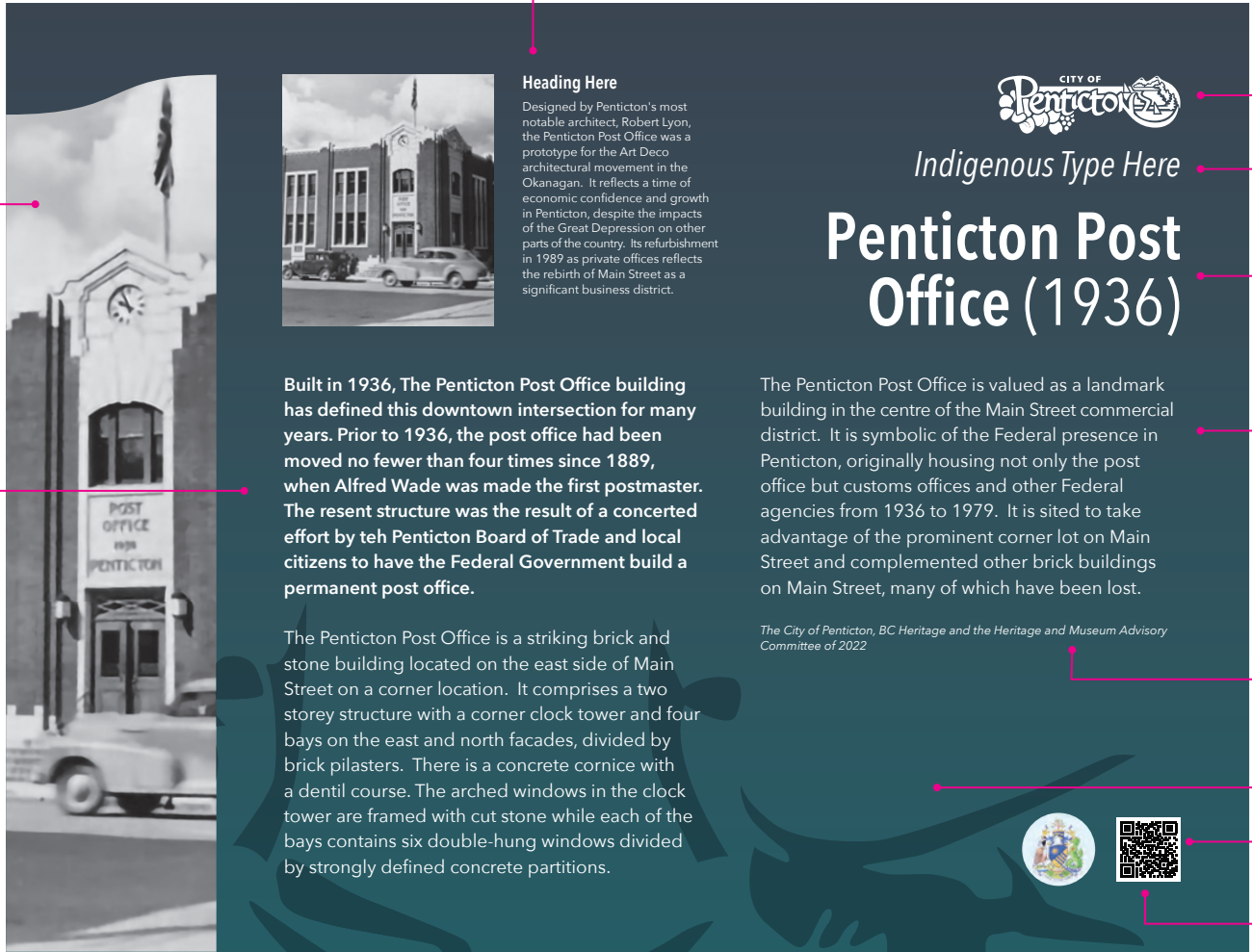
5.4 PLAQUE STAND SIGNS

EDUCATIONAL SIGNS

34" x 26" DESIGN EXAMPLE - OPTION B

Historical photography to always been seen in black and white, general educational photography to be seen in colour, with top of image held in wave shape

Consider information density and cognitive load when developing educational signage; use concise messaging, a clear information hierarchy, and highly legible typography to improve readability and visitor understanding



Avenir Next Condensed Demi Bold
36pt (approx. 1/2"H) - Sentence Case Introduction Copy

Avenir Next Regular
24pt (approx. 1/4"H) - Sentence Case Body Copy

Heading Here
Designed by Penticton's most notable architect, Robert Lyon, the Penticton Post Office was a prototype for the Art Deco architectural movement in the Okanagan. It reflects a time of economic confidence and growth in Penticton, despite the impacts of the Great Depression on other parts of the country. Its refurbishment in 1989 as private offices reflects the rebirth of Main Street as a significant business district.



Indigenous Type Here

Penticton Post Office (1936)

The Penticton Post Office is valued as a landmark building in the centre of the Main Street commercial district. It is symbolic of the Federal presence in Penticton, originally housing not only the post office but customs offices and other Federal agencies from 1936 to 1979. It is sited to take advantage of the prominent corner lot on Main Street and complemented other brick buildings on Main Street, many of which have been lost.

The City of Penticton, BC Heritage and the Heritage and Museum Advisory Committee of 2022

Built in 1936, The Penticton Post Office building has defined this downtown intersection for many years. Prior to 1936, the post office had been moved no fewer than four times since 1889, when Alfred Wade was made the first postmaster. The resent structure was the result of a concerted effort by teh Penticton Board of Trade and local citizens to have the Federal Government build a permanent post office.

The Penticton Post Office is a striking brick and stone building located on the east side of Main Street on a corner location. It comprises a two storey structure with a corner clock tower and four bays on the east and north facades, divided by brick pilasters. There is a concrete cornice with a dentil course. The arched windows in the clock tower are framed with cut stone while each of the bays contains six double-hung windows divided by strongly defined concrete partitions.

Penticton Logo

Avenir Next Condensed Italic
70pt (approx. 3/4"H) - Title Case

Avenir Next Condensed Demi Bold/Regular
130pt (approx. 1-1/2"H) - Title Case

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Sentence Case Introduction Copy

Avenir Next Regular
36pt (approx. 3/8"H)- Sentence Case Body Copy

Avenir Next Condensed Italic
24pt (approx. 1/4"H) - Sentence Case Subscript Copy

Potential Braille Option

Associated Sponsors Logos to always sit on the bottom of the panel, minimum size 2" wide

Optional QR Code Placement, 1.75" x 1.75"

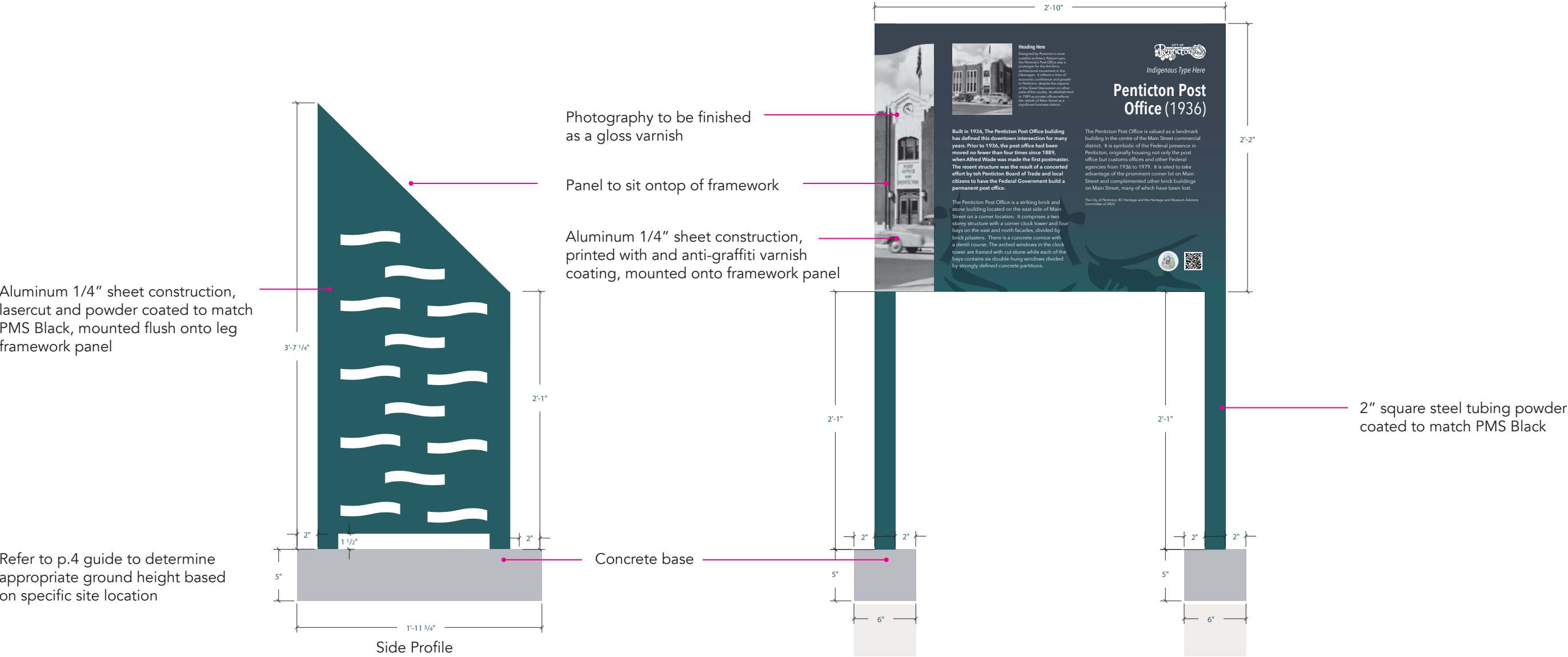
Front Panel
34" x 26"

Consider creating a Braille and tactile variation of this sign where appropriate.

5.5 PLAQUE STAND SIGN CONSTRUCTION DETAILS

EDUCATIONAL SIGNS

34" x 26" CONSTRUCTION EXAMPLE - OPTION B

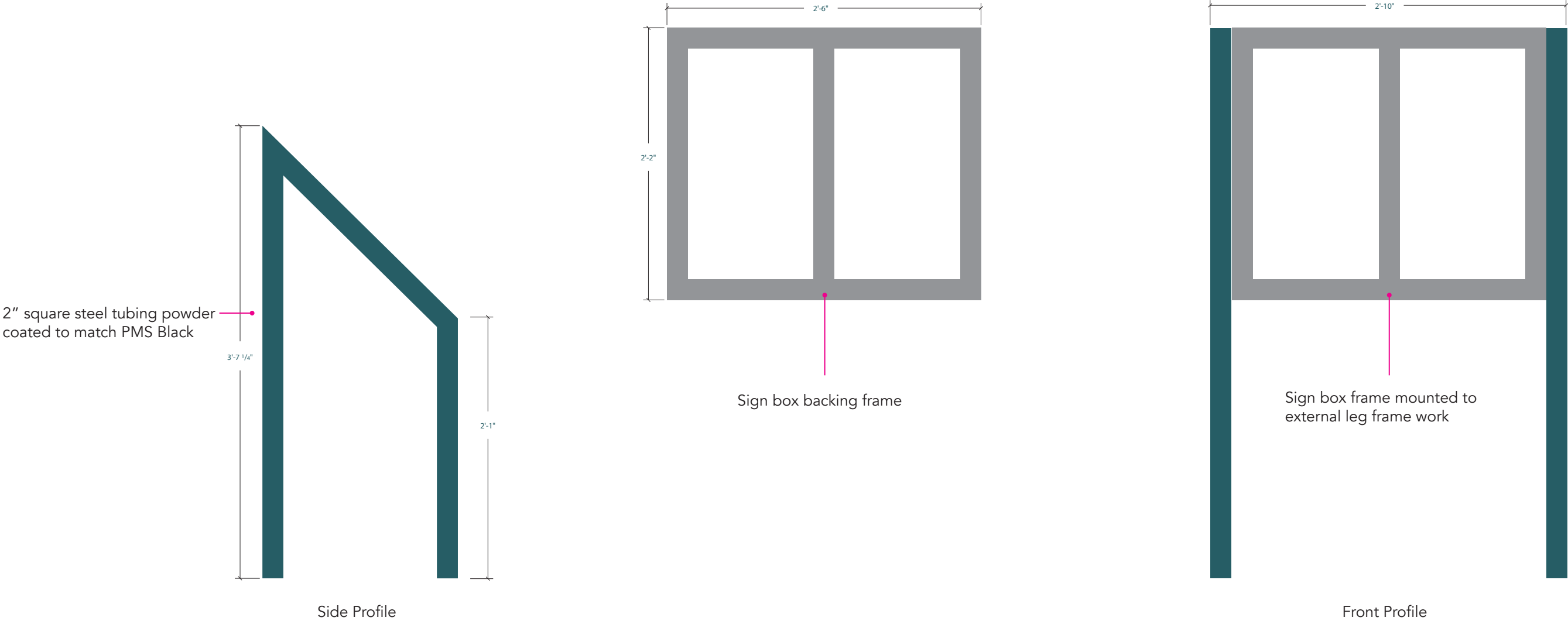


Base specs for build. Final construction drawings to be built out by awarded signage company.

5.5 PLAQUE STAND SIGN CONSTRUCTION DETAILS

EDUCATIONAL SIGNS

34" x 26" CONSTRUCTION EXAMPLE - OPTION B



Base specs for build. Final construction drawings to be built out by awarded signage company.

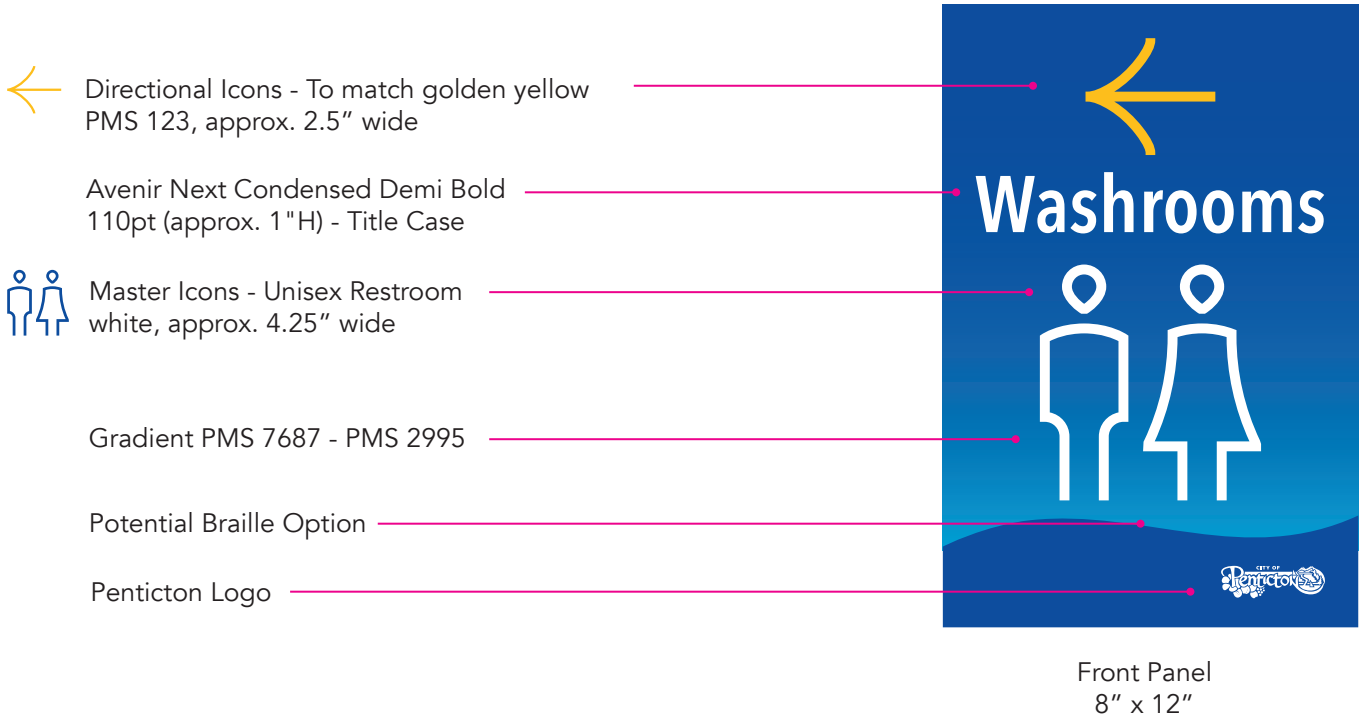
Small Info/Regulatory Signs

6.0 Signage Design Guidelines

6.1 WASHROOM SIGNS

SMALL INFO/REGULATORY SIGNS

8" X 12" GENERIC WASHROOM EXAMPLE



Consider creating a Braille and tactile variation of this sign where appropriate.

6.2 PARK RULES SIGNS

SMALL INFO/REGULATORY SIGNS

8" x 24" DESIGN EXAMPLE - OPTION A

Avenir Next Condensed Italic
48pt (approx. 1/2"H) - Title Case

Avenir Next Condensed Demi Bold
48pt (approx. 1/2"H) - Title Case
- To match yellow PMS 123

Master Icons - Permitted
To match yellow PMS 123
- approx. 2" in diameter

Master Icons
To match blue PMS 7687

Master Icons - Not permitted
To match orange PMS 158
- approx. 2" in diameter

Master Icons
To match blue PMS 7687

Avenir Next Condensed Demi Bold
48pt (approx. 1/2"H) - Title Case

Avenir Next Condensed Demi Bold
36pt (approx. 3/8"H) - Title Case

Avenir Next Regular
24pt (approx. 1/4"H) - Title Case

Avenir Next Demi Bold
24pt (approx. 1/4"H) - Title Case
- To match golden yellow PMS 123

Okanagan Parks and Beaches
OPEN 6AM - 12AM

Please Help Us Care
for Our Parks

Put Garbage & Recycling In Bins
Bylaw No. 3133

Leash & Clean Up After Your Pet
Bylaw No. 2015-27

Parks & Beaches
Do Not Allow

Smoking
Bylaw No. 2018-68

Feeding Wildlife
Bylaw No. 2021-5004

Camping
Bylaw No. 3133

Report An Issue
Animal Control 250.492.3801

Bylaw Services Call
Daytime 250.490.2440
Evening 250.809.4367

Optional QR Code Placement, 1" x 1"

Penticton Logo

Front Panel
8" x 24"

Gradient PMS 7687 - PMS 2995

Avenir Next Condensed Demi Bold
70pt (approx. 3/4"H) - Upper Case

Avenir Next Condensed Demi Bold
36pt (approx. 3/8"H) - Title Case

Avenir Next Condensed Italic
24pt (approx. 1/4"H) - Title Case

Consider creating a Braille and tactile variation of this sign where appropriate.

6.2 PARK RULES SIGNS

SMALL INFO/REGULATORY SIGNS

18" x 24" DESIGN EXAMPLE - OPTION B

Avenir Next Condensed Demi Bold
130pt (approx. 1-1/2"H) - Title Case
- To match blue PMS 7687

Avenir Next Condensed Demi Bold
36pt (approx. 3/8"H) - Sentence Case
- To match blue PMS 7687

Master Icons
To match blue PMS 7687

Master Icons - Permitted
To match yellow PMS 123
- approx. 2" in diameter

Avenir Next Condensed Demi Bold
36pt (approx. 3/8"H) - Title Case

Master Icons
To match blue, PMS 7687
- approx. 2" in diameter

Avenir Next Condensed Demi Bold Italic
48pt (approx. 1/2"H) - Title Case

Avenir Next Demi Bold
24pt (approx. 1/4"H) - Sentence Case
- Bullets to match orange PMS 158
- Body copy to match blue PMS 7687

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Title Case
- To match yellow PMS 123

Avenir Next Regular
36pt (approx. 3/8"H) - Title Case
- To match blue PMS 7687

Avenir Next Demi Bold
36pt (approx. 3/8"H) - Title Case
- To match blue PMS 7687

Penticton Youth Park

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet amcorper sit amet.

Helmets are Required

Be Aware of Your Surroundings

Put Garbage & Recycling In Bins

No Smoking or Drugs

No Dogs

No Glass or Alcohol

Do not Use when Wet, Icy or Snowy

Conditions of Use:

- Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy
- Tincidunt ut laoreet amcorper Lorem ipsum dolor sit amet, cons ectetuer adipiscing
- Nonummy nibh euismod tincidunt ut laoreet m veniam, quis nostrud exercitation
- Orem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod cons ectetuer laoreet m ven
- Incidunt ut laoreet amcorper Lorem ipsum dolor sit amet, cons ectetuer adipiscing elit

Hours of Operation Daily from Sunrise to 10pm
Emergency 911
Email parks@penticton.ca
Location Riverside Park, 135 Riverside Drive, Penticton, BC
Maintenance City of Penticton Parks Department 250.490.2500

City of Penticton Parks Department **250.490.2500**
After Hours **250.809.4367** Email **bylaw@penticton.ca**

Optional QR Code Placement, 1" x 1"

Avenir Next Regular
36pt (approx. 3/8"H) - Title Case

Penticton Logo - Full Colour

Avenir Next Condensed Demi Bold
130pt (approx. 1-1/2"H) - Title Case
- To match orange PMS 158

Elements from Lifestyle illustration

Master Icons - Not Permitted
To match orange PMS 158
- approx. 2" in diameter

Gradient PMS 7687 - PMS 2995

Front Panel
18" x 24"

Consider creating a Braille and tactile variation of this sign where appropriate.

6.3 WARNING SIGNS

SMALL INFO/REGULATORY SIGNS

8" x 12" DESIGN EXAMPLE

Avenir Next Condensed Demi Bold
130pt (approx. 1-1/2"H) - Upper Case

Avenir Next Condensed Demi Bold
36pt (approx. 3/8"H) - Title Case

 Master Icons
To match blue PMS 7687

Avenir Next Condensed Demi Bold
48pt (approx. 1/2"H) - Upper Case

Optional QR Code Placement,
1.15" x 1.15"

Avenir Next Regular
24pt (approx. 1/4"H) - Title Case

Avenir Next Demi Bold
24pt (approx. 1/4"H) - Title Case
To match golden yellow PMS 123



Gradient PMS 7623 - PMS 158

NO FIRES
Interdit de faire un feu

Park Regulation
Bylaw No. 3133



EMERGENCY CALL 911

 Bylaw Services Call
Daytime **250.490.2440**
Evening **250.809.4367**



Front Panel
8" x 12"

Avenir Next Condensed Italic
36pt (approx. 3/8"H) - Title Case

Avenir Next Condensed Italic
24pt (approx. 1/4"H) - Title Case

 Master Icons - Not permitted
To match orange PMS 158
- approx 4-1/4" in diameter

Penticton Logo

Consider creating a Braille and tactile variation of this sign where appropriate.

6.3 WARNING SIGNS

SMALL INFO/REGULATORY SIGNS

12" x 18" DESIGN EXAMPLE

Avenir Next Condensed Demi Bold
170pt (approx. 1-3/4" H) - Upper Case

Avenir Next Condensed Italic
48pt (approx. 1/2" H) - Title Case

Avenir Next Condensed Demi Bold
48pt (approx. 1/2" H) - Title Case

Master Icons
To match blue PMS 7687

Avenir Next Condensed Demi Bold
70pt (approx. 3/4" H) - Upper Case

Optional QR Code Placement,
1.75" x 1.75"

Avenir Next Condensed Regular
36pt (approx. 3/8" H) - Title Case

Avenir Next Condensed Demi Bold
36pt (approx. 3/8" H) - Title Case
To match golden yellow PMS 123

NO FIRES

Interdit de faire un feu

Park Regulation
Bylaw No. 3133

EMERGENCY CALL 911

Bylaw Services Call
Daytime **250.490.2440**
Evening **250.809.4367**

Gradient PMS 7623 - PMS 158

Avenir Next Condensed Italic
36pt (approx. 3/8" H) - Title Case

Master Icons - Not permitted
To match orange PMS 158
- approx. 6-1/4" in diameter

Penticton Logo

Consider creating a Braille and tactile variation of this sign where appropriate.

7.0 CONTACT

This manual provides comprehensive guidance for the design, fabrication, installation, and ongoing maintenance of signage located within and managed by the City of Penticton. Its purpose is to ensure a consistent, high-quality visual identity across all municipal signage, while supporting clarity, accessibility, durability, and compliance with applicable standards and regulations.

The guidelines contained herein are intended to be used by City staff, consultants, contractors, and other stakeholders involved in the planning, design, or implementation of signage projects. Adherence to these standards helps maintain visual cohesion throughout public spaces and reinforces the City of Penticton's brand and wayfinding objectives.

Should questions arise during the planning or implementation of a new sign, or if a new sign type or template is required that is not addressed within this manual, please contact us for direction and approval.

City of Penticton Parks Department

Email parks@penticton.ca

Phone 250-490-2500



City of Penticton

Signage Standardization Project

Accessibility Review Report

Prepared: June 2026 | Based on signage drawings dated 04.29.2026

1. Executive Summary

The City of Penticton Parks and Recreation Signage Design Guidelines (04.29.2026) represent a well-organized effort to standardize municipal park and recreation signage across the city. The document is professionally produced, visually coherent, and demonstrates clear awareness of accessibility as a design consideration. A dedicated accessibility section addresses signage legibility, viewing distance, colour contrast, symbol size, typography, mounting heights, and barrier-free path-of-travel to signs.

A thorough review of the document reveals that the current package functions well as a visual design standard and fabrication reference but lacks numerous detailed accessibility specifications to further support design intent. Several critical accessibility criteria (including colour contrast ratios, tactile and Braille signage requirements, accessible route integration on maps, and mounting/reach range specifications) are stated as intentions but are not defined to a level that would pass an accessibility audit under applicable Canadian standards.

OVERALL ASSESSMENT

This document provides a strong visual and organizational foundation with demonstrated accessibility intent. The document should not, however, be treated as fabrication-ready from an accessibility compliance perspective. Before tender and procurement, the package should be detailed with measurable technical criteria, a tactile/Braille sign schedule, verified contrast ratios, accessible-route integration, font and cognitive-load revisions for body copy, and completion of outstanding cultural/language content.

2. Scope and Methodology

This review examined all 71 pages of the PDF package, including the introductory and accessibility sections (pp. 1–7), design essentials (pp. 8–22), and all sign family categories (pp. 23–70). The review was conducted as a barrier-risk and usability assessment, not a formal code-compliance review or accessibility certification. Applicable reference frameworks considered include:

- CSA/ASC B651:23 — Accessible Design for the Built Environment (Canada)
- BC Building Code accessibility requirements for exterior signage, tactile surfaces, and wayfinding
- Accessibility Standards Canada guidance on outdoor spaces and wayfinding
- WCAG 2.1 AA contrast principles as applied to physical signage
- Plain Language Canada guidelines for public-facing communications

The review did not include field measurement of installed signs, review of individual site plans, or formal Braille translation verification. A qualified specialist (tactile/Braille contractor, accessibility consultant, or Indigenous language authority) should verify findings in their respective domains.

3. Accessibility Strengths

The following list summarizes accessibility considerations noted throughout the document that should be preserved and built upon as the package moves forward to a more technically complete state.

3.1 Dedicated Accessibility Section

Section 0.2 (p. 4) addresses legibility, viewing distance, letter heights by distance, symbol/arrow size ratios, typography, colour, and contrast principles, mounting heights for both standing and seated users, and barrier-free pathways to signs. The existence of this section shows genuine accessibility intent in the design program.

3.2 Legibility and Viewing Distance Table

The document provides a clear matrix specifying letter, arrow, and symbol heights at 10 ft, 20 ft, 50 ft, and 100 ft for both pedestrian and vehicular speeds. This approach, if applied to all sign templates, will improve readability across the user population, including people with low vision or other factors that affect reading comprehension.

3.3 Icons Paired with Text Labels

Throughout the document, symbols are consistently accompanied by text labels instead of being used as standalone visual elements. This redundancy supports non-native English speakers, people with cognitive disabilities, visitors unfamiliar with the specific icon set, and those with mild vision loss.

3.4 Emergency and Life-Safety Information

Major park entry signs, trailhead signs, and park rules signs consistently include site address information, "Call 911" prompts, and municipal contact numbers. Including this information on signage is an important safety practice, particularly in outdoor settings where people may be unfamiliar with their precise location.

3.5 Illustration Usage Rules that Protect Legibility

Section 1.10 (pp. 19–20) contains clear rules preventing illustrations from interfering with required clear zones around text, icons, maps, and regulatory content, and prohibiting illustrations from replacing official symbols or mandatory wayfinding elements. These rules, if enforced at the artwork review stage, will prevent a common accessibility failure in branded signage.

3.6 Colour System Used as a Wayfinding Tool

Six colour palettes are assigned to distinct park/facility categories. Used consistently, this categorical colour system can reduce cognitive load for return visitors and supports quick orientation, particularly for people with cognitive differences who rely on clear environmental cues.

3.7 Sans-Serif Typeface

The specification of Avenir Next Condensed is generally appropriate for outdoor public signage. Sans-serif letterforms provide better legibility than serif faces at distance and on dimensional sign surfaces.

3.8 QR Code Integration

The park rules sign example (p. 67) includes a QR code. This is a positive step toward digital accessibility: QR codes can link to screen-reader-friendly web content, allowing people with visual disabilities or literacy challenges to access information more easily through assistive technology on their personal devices.

4. Accessibility Deficiencies/Risks and Recommended Corrections

The following table organizes all identified deficiencies or risks by priority. **HIGH** priority items should be resolved before tender or fabrication. **MEDIUM** priority items should be resolved through the sign schedule, prototype review, or user testing.

Priority	Topic / Area	Finding	Document Ref.	Recommendations
HIGH	Tactile / Braille Signage	No tactile or Braille sign schedule exists in the document. The document notes "tactile and inclusive considerations" and includes a Braille symbol in the icon library, but provides no specification for where raised characters, Grade 1/2 Braille, tactile pictograms, mounting heights, reach range, or clear ground area are required.	Section 0.2, p. 4 (tactile text); p. 18 (Braille icon shown but no deployment rule); construction details pp. 24–64 (no mounting height range for tactile signs).	Add a tactile-sign schedule cross-referenced to sign types. Specify Braille grade and language, raised character height and stroke, mounting-side requirements (if wall-mounted), centerline heights, and the minimum clear ground area in front. Align with CSA/ASC B651:23 and BC Building Code.
HIGH	Contrast Ratios & Colour Performance	No luminance contrast ratios (LRV differential) or minimum contrast values are specified for any text/background combination. Gradients, photographs, and illustrations are used within sign backgrounds, but limited guidance exists for maintaining legible contrast over variable backgrounds.	Sections 1.2–1.7, pp. 10–15 (colour palettes); p. 4 (contrast text only vague — "high contrast ... prioritize dark on light"); pp. 57–65 educational signs show text over dark imagery at small sizes.	Create a contrast verification table for every approved foreground/background colour combination, including gradient start and end points. Specify minimum LRV differential (typically 70% for primary text) or minimum contrast ratio (3:1 for large text, 4.5:1 for body). Flag gradient and photographic backgrounds as high-risk zones requiring special treatment, where there is potential for colour interference.
HIGH	Accessible Routes on Maps and Directional Signs	Map examples and directional signs show amenity locations and "You Are Here" markers, but accessible routes, accessible entrances, step-free alternatives, trail difficulty grades, slope information, surface types, rest points, and connections to accessible parking and transit are not specified.	Skaha Lake Park sign (pp. 23–32); Neighbourhood Park map signs (pp. 37–38); Three-Tier trail signs (pp. 47–48); Pathway posts (p. 45).	Develop an accessible-route layer standard for all map and directional templates. Before people reach any barrier, signage should identify accessible entrances, step-free routes, accessible washrooms, accessible parking stalls, and surface/grade conditions.

Priority	Topic / Area	Finding	Document Ref.	Recommendations
				Implement a trail difficulty rating system using accepted standards. Include accessible parking and transit connection symbols, where applicable.
HIGH	Mounting Heights and Reach Range	Section 0.2 states signs should be "within comfortable sightlines for both standing and seated users" but provides no specific mounting height range, minimum clear ground area, or guidance for protruding objects.	Section 0.2, p. 4 (vague sightline language); Construction details throughout Section 2 and 3 (dimensions shown but no ground-height reference); Pathway posts, p. 45.	Specify centreline mounting height range (e.g., 1,200–1,700 mm for visual-only signage, 1,200–1,500 mm where there is tactile content). Maintain a minimum of 820 mm (w) x 1390 mm (d) clear and level ground area in front of tactile signs. Address protruding-object risk for signs that overhang or project into pedestrian pathways at heights between 685–2,050 mm. Align with CSA/ASC B651:23 and BC Building Code.
HIGH	Information Density / Cognitive Load	Several sign types combine maps, wayfinding destinations, amenity icons, rules, interpretive text, emergency information, sponsor logos, bylaw numbers, QR codes, and contact details on a single panel. Comprehensive signs like the educational plinth and the neighbourhood park map sign carry information loads that can exceed many people's working memory, particularly those with cognitive disabilities, older adults, and first-time visitors.	Educational plinth sign, pp. 57–58; Neighbourhood park sign, pp. 37–40; Park rules sign Option B, p. 68 (dense conditions of use bullets); Three-tier trail sign, pp. 47–48.	Apply a three-question hierarchy to every sign: (1) Where am I? (2) Where do I go? (3) What must I know right now? Move lower-priority content to secondary signs or QR code links. Limit body-copy to a maximum of five to seven bullets per sign. Increase type size for the most critical messaging on each sign type. Specify a minimum reading level target (plain language).
MEDIUM	Typeface for Body Copy	Avenir Next Condensed is specified as the sole typeface for all signage, including body copy, interpretive text, safety rules, and conditions of use. A condensed typeface reduces legibility for people with low vision,	Section 1.8, p. 16; educational panels pp. 57–65 (24pt/approx. ¼" body copy in condensed); park rules sign	Retain Avenir Next Condensed for headings, park names, and short wayfinding labels where brand consistency is important. Permit or require a wider, highly legible sans-serif (e.g., Avenir Next, Frutiger, or an accessible

Priority	Topic / Area	Finding	Document Ref.	Recommendations
		dyslexia, cognitive disabilities, and non-native language readers when used at small sizes for multi-sentence content.	p. 68 (small bullet conditions of use in condensed).	alternative) for body copy and conditions of use on panels with more than two lines of text. Prototype and evaluate at full size before final specification.
MEDIUM	Icon Legibility and Validation	The icon set uses a consistent thin-line drawing style throughout the sign system. While visually unified, this style relies entirely on background colour for visibility. The icons themselves offer no inherent contrast. At smaller sizes, greater distances, or in lower light, thin-line icons can lose definition to the point of becoming unrecognizable. Some icons also use overlapping figures to convey combined meaning, introducing ambiguity for people unfamiliar with the specific symbol conventions.	Section 1.9, pp. 17–18. No minimum stroke width, reproduction size, or contrast requirement is specified for any symbol. The restroom category presents four distinct icon options, but none are indicative of washroom accessibility.	Establish minimum stroke width and reproduction size requirements for all icons, with particular attention to safety, regulatory, and accessibility symbols. Test priority icons e.g., washrooms, emergency, accessible facilities, permitted/prohibited) at their actual fabricated size, viewed from the intended distance in realistic outdoor lighting. Where icons lose clarity, increase stroke weight or transition to a filled version.
MEDIUM	Language Access — French, Indigenous, and Community Languages	The “No Fires” warning sign includes French translation (“Interdit de faire un feu”) but no wider multilingual strategy is clearly defined. The document includes numerous “Indigenous Type Here” placeholders, but no protocol is established for how Indigenous place names are to be formatted, proofread, typeset, or approved.	Warning sign, pp. 69–70 (French on fires); Overview and sign family examples, pp. 3, 5–6, 23, 33–51, 57–60 (recurring placeholder).	Define a multilingual signage policy specifying which sign types require French and/or Indigenous language content, relative text sizing, font behaviour for non-Latin characters, and the cultural review/approval process. Correct any misspellings before any content reaches fabrication. Ensure Indigenous place names are given equal visual prominence with English names, not reduced to a secondary font or location
MEDIUM	Glare, Night Visibility, and Environmental Conditions	Section 0.2 recommends non-glare finishes, which is good practice. However, no minimum illumination level for night viewing, no anti-glare specification for panel material, and	Section 0.2, p. 4 (“non-glare finishes to reduce reflection”);	Add a material specification for anti-glare/matte finish to all sign panels. For high-usage locations near water, specify minimum acceptable panel reflectance.

Priority	Topic / Area	Finding	Document Ref.	Recommendations
		no guidance for signs near water (high specular reflection) or in snow/ice conditions is provided.	Construction details throughout (no material anti-glare spec).	Consider solar-powered illumination for primary entry signs that serve areas used at night.
MEDIUM	Document Quality and Placeholder Content	The document contains multiple copy-editing errors and unresolved placeholders that could propagate into fabrication drawings if not corrected: "Indeginous" (misspelled throughout), "GRAIDENT" (p. 10), "REFERENCE" (p. 57), "Maxium" (p. 33), "aliminum" (pp. 24+), "Maintenace," "Adviosry Committe," "Acess," and lorem ipsum body copy on several sign examples.	Multiple pages including pp. 3, 5–6, 10–15, 21, 33, 52, 57–58 and construction detail sheets throughout.	Complete a formal copy-editing pass across all 71 pages before the document is released for tender. Remove all lorem ipsum placeholder text. Correct the "Indeginous" misspelling at every instance. Flag all unresolved content placeholders for review before fabrication.
MEDIUM	QR Code Integration	A QR code is shown on regulatory signage for issue reporting (p.67), but QR codes are not featured on most signage types. People with mild-to-moderate vision loss may struggle to read typical signage effectively, and those with complete vision loss rely entirely on alternate wayfinding formats.	p. 67 (QR code displayed on regulatory signage)	Review applicable signage types for QR code integration opportunities, connecting site users with the same information in a digital format compatible with screen reading and magnifying apps. QR codes can also be helpful for communicating key accessibility features or sharing interpretive information in greater detail than physical signage permits. As an innovative solution, explore the feasibility of providing a digital beacon-based navigation system at popular parks, beaches, and trails, where high foot traffic is expected.

5. Recommended Next Steps

Before Tender / Fabrication Release

- Produce a colour contrast verification table for all approved foreground/background combinations. Assign LRV differential values and confirm minimum contrast ratios against body copy, icons, arrows, and heading text on each colour scheme.
- Develop a tactile/Braille sign schedule and specification. Cross-reference to applicable sign types and provide mounting height, reach, and ground-area clearance requirements.
- Add an accessible-route overlay for all map and directional signage templates. Specify required elements (accessible entrances, accessible washrooms, accessible parking, transit, trail difficulty, step-free alternatives).
- Obtain Indigenous cultural review and formal approval for all place names, language content, and artwork before any content is finalized.
- Complete full copy-edit and placeholder resolution. Correct all misspellings, remove lorem ipsum, replace all "Indigenous Type Here" placeholders with approved content.

Before Signage Approval / During Prototype Review

- Prototype high-risk sign types at full size and review in daylight, dusk, glare, and seated conditions. Priority sign types: major park/beach entry, trailhead, educational plinth, park rules, and warning signs.
- Conduct user testing with representative user groups including people with low vision, mobility device users, older adults, neurodivergent participants, and non-native English speakers.
- Resolve pathway post vertical text question: determine whether a horizontal panel is feasible for accessible-route directional applications.
- Define QR code minimum size, mounting height (ensure reach range for wheelchair users).

Future Ongoing Operations and Maintenance

- Confirm that operations staff have a protocol for maintaining sign clearance from landscaping, snow storage, parked vehicles, and temporary infrastructure.
- Establish a periodic accessibility audit cycle for installed signs, including legibility checks and confirmation that accessible routes remain unobstructed.