

Special Parks and Recreation Advisory Committee Meeting
to be held via Zoom and in person in Council Chambers
Tuesday, February 24, 2026
at 9:30 a.m.

1. **Call Regular 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 October 22, 2025 Parks and Recreation Advisory Committee Meeting

Recommendation:

THAT the Parks and Recreation Advisory Committee adopt the minutes of the October 22, 2025 meeting as presented.

4. **New Business**

Collyer

4.1 Esplanade Renewal Plan: Phase 2 Public Engagement Results and Next Steps

Staff Recommendation:

THAT the Parks and Recreation Advisory Committee receive into the record the report dated February 24, 2026 titled "Esplanade Renewal Plan: Phase 2 Public Engagement Results and Next Steps";

AND THAT the Parks and Recreation Advisory Committee recommend to Council the following next steps to be incorporated into the draft plan in response to Phase 2 public engagement results:

- *Designate the eastern natural beach as a "non-motorized watercraft beach" to support compatible uses in that location over the plan horizon;*
- *Begin engineering design work towards creating a formal trail connection between the Esplanade and KVR trail;*
- *Initiate a process to enable the development of a new building to support community and commercial uses (i.e. restaurant/retail/community meeting space), replacing the Yacht Club offices and current clubhouse/Rusty Anchor restaurant; Investigate relocation options for the Penticton Tennis Club to provide improved facilities and focus the current area on non-motorized boat usage, trailhead amenities, and enabling more public access to the area.*

Contreras 4.2 KVR Trail Strategy: Phase 1 & 2 Engagement Summary
Staff Recommendation:
THAT the Parks and Recreation Advisory Committee receive into the record the report dated February 24, 2026 titled "KVR Trail Strategy: Phase 1 & 2 Engagement Results."

Contreras 4.3 McGregor Park and McNicoll Part Upgrades – Engagement Plan
Staff Recommendation:
THAT the Parks and Recreation Advisory Committee receive into the record the report dated February 24, 2026 titled "McGregor and McNicoll Park Upgrades – Engagement Plan".

5. **Next Meeting**

The next Parks and Recreation Advisory Committee meeting is scheduled to be held on April 22, 2026 at 9:30 a.m. via Zoom.

6. **Adjournment**

Parks and Recreation Advisory Committee Meeting
held via Zoom and in person in Council Chambers
Wednesday, October 22, 2025
at 9:30 a.m.

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

Council Liaison: Isaac Gilbert, Councillor

Staff: Kristen Dixon, General Manager of Infrastructure
Kelsey Johnson, General Manager of Community Services
Steven Collyer, Housing and Policy Initiatives Manager
Hayley Anderson, Legislative Assistant

Regrets: Marc Tougas, Vice-Chair
Carla Kildaw

1. **Call to Order**

The Chair called the Parks and Recreation Advisory Committee to order at 9:32 a.m.

2. **Adoption of Agenda**

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the agenda of October 22, 2025 as presented.

CARRIED UNANIMOUSLY

3. **Adoption of Minutes**

3.1 Minutes of the July 23, 2025 Parks and Recreation Advisory Committee Meeting

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adopt the minutes of the July 23, 2025 meeting as presented.

CARRIED UNANIMOUSLY

Laura Carleton joined the meeting at 9:38 a.m.

4. **New Business**

4.1 Esplanade Renewal Plan: Phase 1 Engagement Summary and Project Update

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee receive into the record the report dated October 22, 2025 title "Esplanade Renewal Plan: Phase 1 Engagement Summary and Project Update".

CARRIED UNANIMOUSLY

4.2 2026-2030 Draft Capital Plan – Parks & Recreation Project Highlights – for information only

The General Manager of Infrastructure and General Manager of Community Services provided the Committee with an overview of the 2026-2030 Capital projects, as outlined in the draft 2026-2030 Financial Plan, for information. These projects include Community Park – McNicoll, Neighbourhood Park – McGregor, SOEC – Jumbotron and advancement of Civic Places & Spaces Priority #2 – Arenas. Committee members were also provided with details on the upcoming engagement opportunities.

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee receive into the record the presentation dated October 22, 2025 title "2026-2030 Capital Preview".

CARRIED UNANIMOUSLY

5. **Next Meeting**

The next Parks and Recreation Advisory Committee meeting is scheduled to be held on January 28, 2026 at 9:30 a.m. via Zoom.

6. **Adjournment**

It was MOVED and SECONDED

THAT the Parks and Recreation Advisory Committee adjourn the meeting held on October 22, 2025 at 10:37 a.m.

CARRIED UNANIMOUSLY

Certified Correct:

Hayley Anderson
Legislative Assistant



Memo to Committee

penticton.ca

Date: February 24, 2026
To: Parks and Recreation Advisory Committee
From: Steven Collyer, Housing & policy Initiatives Manager

File No: RMS/6250-20

Subject: Esplanade Renewal Plan: Phase 2 Public Engagement Results and Next Steps

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated February 24, 2026 titled "Esplanade Renewal Plan: Phase 2 Public Engagement Results and Next Steps";

AND THAT the Parks and Recreation Advisory Committee recommend to Council the following next steps to be incorporated into the draft plan in response to Phase 2 public engagement results:

- Designate the eastern natural beach as a "non-motorized watercraft beach" to support compatible uses in that location over the plan horizon;
- Begin engineering design work towards creating a formal trail connection between the Esplanade and KVR trail;
- Initiate a process to enable the development of a new building to support community and commercial uses (i.e. restaurant/retail/community meeting space), replacing the Yacht Club offices and current clubhouse/Rusty Anchor restaurant;
- Investigate relocation options for the Penticton Tennis Club to provide improved facilities and focus the current area on non-motorized boat usage, trailhead amenities, and enabling more public access to the area.

Executive Summary

Council approved funding for the Esplanade Renewal Plan during the 2025 Budget deliberations. Staff previously completed Phase 1 of public engagement in June 2025 and have completed Phase 2 in December 2025.

Emerging themes from Phase 2 engagement are:

- Improve access, connectivity and pathways;
- Preserve natural areas; and
- Enhance recreational amenities.

Staff will be seeking Council's direction on key projects emerging as short-term actions towards implementing the Esplanade Renewal Plan:

- Designating the eastern natural beach for non-motorized watercraft;
- Engineering design towards a trail connection between the Esplanade and the KVR trail;
- Initiate a process towards the development of a new community / commercial and yacht club building to replace the existing yacht club building (Rusty Anchor);
- Engage with the Penticton Tennis Club on alternate location options in the community for the existing tennis facility.

Background

Area Description

The Esplanade area includes the Penticton Yacht Club, Penticton Tennis Club, and Esplanade Park (Figure 1). There is a mix of provincially owned and city-owned land in the area. Provincial leases and local licenses-to-use are lapsing, presenting a timely opportunity to revisit the area's development and consider future uses.



Figure 1 - Map of the Esplanade Renewal Plan area.

Updated Concepts

Updated concept illustrations were prepared for Phase 2 engagement (Attachment 'B'). These illustrations represent options for future projects in the Esplanade area based on the feedback received in the first phase. These updated concept illustrations were the focus of Phase 2 engagement. Feedback on those illustrations will help refine the concepts as work continues towards the draft Esplanade Renewal Plan.

Technical Report Findings

An environmental assessment was completed by a Qualified Environmental Professional. Archaeological Preliminary Field Reconnaissance was completed over the summer in collaboration with Traditional Ecological Knowledge Keepers (TEKK) of the snpink'tn (Penticton) Indian Band.

An updated geotechnical review was not deemed necessary at this stage. Further project-specific technical reviews may be required as individual projects in the area advance, for example:

- Geotechnical review to be completed through trail design of KVR connection;
- Geotechnical and structural assessments will be required on any new building project.

Technical Report	Key Findings
Environmental Assessment Report	<ul style="list-style-type: none"> • Large natural areas provide high quality wildlife values for wildlife. High and Moderate sensitivity area should be avoided to the greatest extent possible. • Planting recommendations, with a 5-7 metre wide planted buffer at top of bank. Any new development will require enhancement activities. • No vegetation removal between April 1 and July 31, or further survey is required. • Certain uses near the lakeshore will need to comply with Riparian Areas Protection Regulations. • Any trail enhancement works would need to respect bird nesting windows and would require a specific restoration/planting plan. • Opportunities for interpretive signage, limited lighting, enhancement with native plants, weed and invasive species management is recommended.
Archaeological Assessment Report (Executive Summary)	<ul style="list-style-type: none"> • 6 areas of potential (AOP's) were identified; landforms with characteristics strongly associated with archaeological potential. • AOP 6 is under the tennis courts and old yacht club building, archaeological monitoring during works in that area is recommended under a Heritage Inspection Permit. • 100m buffer around the AOP's is recommended.
Traditional Ecological Knowledge Keeper Report (Executive Summary)	<ul style="list-style-type: none"> • The Esplanade area and its surroundings have long been an important place for the syilx people (fishing, fish processing, harvesting area, camping, ceremonies, village life, hunting, travel corridor, hub for social interaction). • Protect water and environmentally sensitive areas. • Key recommendations: <ul style="list-style-type: none"> ○ Habitat and Cultural Restoration, more native species planted, manage invasive species. ○ Interpretive signage. ○ Continued monitoring and restoration. ○ Opportunity for cultural interpretation in existing buildings. • Working together: suggest a joint working group.
Geotechnical Report (2012)	<ul style="list-style-type: none"> • Slope failure concerns along east side of Esplanade near KVR. Avoid development in areas that could initiate slope instability. • Limited development recommended in the foreshore area. • Construction suitable for low rise (up to 4 storey) commercial/residential. • Higher buildings may be considered but additional site prep, ground prep, pre-loading and piles (24m+ depth) may be required. • Below grade construction not recommended due to high groundwater.

These technical reports inform future land use decisions in the Esplanade area. The plan will reference these reports and their key findings, ensuring the technical elements are noted and further analysis occurs as individual projects advance.

Phase 2 Engagement Results

The updated concept illustrations (Attachment 'B') were shared with the community in Phase 2 to assess how well they reflected the vision expressed during earlier engagement and to better understand the priorities, those requiring refinement, and those that may not be supported. Input from this phase will be used to further refine the concepts and inform the preparation of a draft plan for the area.

Feedback was gathered from October 23rd to December 5th through an engagement kiosk at City Hall, online survey through Shape Your City Penticton, the October 29th Council open house and the November 27th project-specific open house.

Staff raised awareness of this project through the following methods:

- 5,000+ direct emails to Shape Your City Penticton subscribers
 - 2,100 individuals visited Shape Your City Penticton project page
- 2 in-person events
 - 621 open house attendees (combined)
- 2,000+ views on YouTube and Instagram videos
- Multiple meetings with user groups in the area (yacht club, tennis club, disc golf club)
- Multiple social media posts

The engagement summary report is included as Attachment 'A', providing more details on the engagement plan and results from this second round of engagement on the Esplanade Renewal Plan project. The Phase 2 concept illustrations are included in Attachment 'B'.

Staff note that the results reflect the views of participants, and not the necessarily the broader community. 338 feedback forms were received both online and in-person over the Phase 2 engagement period, less than half of the 781 feedback forms received in Phase 1.

Feedback Form Question	Responses
How closely do you feel the updated concepts reflect the vision set out for the Esplanade area by the community through Phase 1 engagement?	~66% of respondents felt the concepts somewhat reflected, mostly reflected, or reflected very well the community's vision, while ~10% were unsure or neutral and ~23% felt the concepts presented did not reflect the vision.
Which features in the updated concepts would you like to see implemented in the near-term (high-priority)?	<p>Top Five Priority Features Identified by Participants:</p> <ol style="list-style-type: none"> 1. Pathway connection to KVR Trail 2. Waterfront footpath/trail 3. Removing invasive tree species 4. Expanded marina/yacht club facility with boat services below and restaurant above 5. Public accessible washrooms with a shower option
Which features in the updated concepts would you like to see changed or removed?	<p>Top Five Amenities Identified for Change or Removal:</p> <ol style="list-style-type: none"> 1. Communal cooking pavilion 2. Bandshell-like area 3. Tot play structure (0-5 years) 4. Play structure (5-12 years) 5. Indoor event space (multi-purpose room)
If you selected any features to be changed or removed, please explain why you chose them (open text response).	<p>Recurring themes:</p> <ul style="list-style-type: none"> • Keep it natural with low-intensity improvements • Parking, traffic, and access (including boat launch and trailer needs) • Marina operations and existing user-group functionality • Limit commercialization and duplication of amenities • Safety, security, and long-term maintenance considerations
What other feedback do you have for the updated concepts? (open text response).	<p>Recurring themes:</p> <ul style="list-style-type: none"> • Keep it natural and protect ecological values • Formalize a non-motorized watercraft area on the east side, outside the marina breakwall • Desire for parking and public access (including marina operations and storage) • Enhance recreation and community amenities • Limit commercialization and "over-building" • Clarify costs and funding • Safety, security, and long-term maintenance capacity

Written Submissions from User Groups

Penticton Yacht Club (Attachment 'C')

A feedback letter from the Penticton Yacht Club was received on November 13, 2025. While supportive of long-term planning for the area, the Club expressed concerns regarding the level of direct consultation during the development of the updated concepts. The Club highlighted its experience delivering and managing marina infrastructure without cost to taxpayers, including recent marina redevelopment projects, and identified itself as a potential long-term partner in waterfront renewal.

Key concerns raised included the absence of financial projections or cost estimates, the need to plan for significant existing and near-term marina infrastructure investments, and potential environmental, safety, and operational issues associated with locating new park or recreation facilities directly on the shoreline. The Club also raised concerns regarding the potential loss of parking required to support marina operations, boat storage, maintenance activities, and public access. The Yacht Club emphasized that waterfront lands should prioritize water-dependent uses and questioned the placement of non-water-related amenities in prime shoreline locations (i.e tennis or park spaces). Safety and feasibility concerns were also identified in relation to proposed public access on the marina breakwater.

The Club provided several recommendations, including retaining marina facilities near their existing footprint, maintaining essential parking, restricting public access to the breakwater, and ensuring adequate parking to support proposed amenities. The Club also requested continued direct engagement in future stages of concept refinement and planning.

Penticton Tennis Club (Attachment 'D')

A written submission was received from the Penticton Tennis Club on January 6, 2026. In its submission, the Club expressed support for the Phase 2 concepts that retain the Tennis Club at its current location. The Club indicated a desire for long-term certainty at this site, where it has operated since the mid-1970s.

The Club outlined its role in the community, including junior and adult programming, tournaments, school-based instruction, scholarships, and outreach partnerships with community and Indigenous organizations. The waterfront location was identified as beneficial due to its sheltered setting, proximity to a swimming beach used during youth programs, minimal impacts on nearby residential areas, adequate parking, and accessibility.

The Club noted operational challenges following the closure of the former yacht and tennis club building, including the loss of washrooms, running water, storage, and meeting space. Temporary facilities are currently in use. The Club stated that uncertainty related to the renewal plan limits its ability to pursue grant funding and fundraising for court and facility upgrades.

Looking ahead, the Club noted that its future needs could potentially be accommodated within a proposed multi-use facility or through a modest standalone clubhouse near the existing courts. The potential need for additional parking if new amenities are introduced was also identified.

Penticton Disc Golf Club

No written submissions were received. The Penticton Disc Golf Club operates in Esplanade Park and have been involved through the Esplanade Renewal Plan development process.

Key Findings

Overall, the majority of participants indicated that the updated Phase 2 concept illustrations align, at least in part, with the Phase 1 vision. Approximately two-thirds (~66%) of respondents felt the concepts somewhat reflected, mostly reflected, or reflected very well the community's vision, while 10.4% were unsure or neutral. A further 23% felt the concepts did not reflect their vision, indicating areas where concerns remain, with recurring negative comments about:

- Replacing parking areas within the breakwall with park space from an access and functionality perspective;
- Increasing access along the breakwall and conflicts if fishing areas are located there;
- Size and scale of new buildings (how will they be funded?);
- Lack of parking and practical access if increasing the amenities/facilities in the area.

Consistent themes emerged across feedback forms, open houses, and written submissions. Participants expressed strong support for improved access and connectivity, particularly enhanced trail connections, including access to the KVR Trail, improved waterfront pathways, and better beach access. Maintaining open green and park space, including the disc golf area and protecting the natural character of the area were also widely supported. Many respondents want to see improved recreational facilities in the area, including community spaces, yacht club facilities, water-based sports, and tennis.

Engagement with key user groups provided additional operational and historical context. It reinforced the importance of long-term certainty, functional infrastructure, and continued involvement in future planning as the draft plan is developed.

Financial Implication

Engagement work to date has been completed within the approved project budget.

Analysis

The continued community interest in the Esplanade Renewal Plan highlights the City-wide value of these public lands. The feedback received in Phase 1 showed a preference for more naturalization and recreation enhancement, with less interest in seeing new development.

Phase 2 of public engagement received less engagement interest than Phase 1. This may suggest a level of comfort from many past respondents with the direction the plan is developing, as feedback in Phase 2 was more specific to key implementation pieces.

There was strong involvement from members of the Penticton Yacht Club and Penticton Tennis Club in this phase, with substantial feedback on specific elements shown on the concept illustrations. This was the goal. The feedback informs revisions to the concept illustrations as the plan is further refined. The concept illustrations will be updated further based on Phase 2 engagement results and presented to PRAC at a future meeting as part of the draft plan document.

Staff heard significant feedback in Phase 2 seeking the removal of the proposed park space in the marina parking lot and trail along the breakwater shown in the concept illustrations (Attachment 'B'). Those features will be removed from the updated concepts going forward. Elements of improved walkability and public accessibility will remain, with the waterfront trail continuation and KVR trail connection.

Staff heard support for a formal non-motorized watercraft launch outside the marina breakwall to mitigate conflicts. Exploring alternate locations for the Penticton Tennis Club recognizes the concerns raised through this round of engagement about the lack of existing washroom facilities, parking needs in this limited area, and desire to support water-based uses. Further analysis would help understand if another location would serve the club's needs on a longer-term basis with enhanced facilities while also helping achieve the emerging vision of this part of the Esplanade as serving water-based uses. The City would work in partnership with the tennis club to explore potential alternate locations and analyze those impacts through joint review.

The existing yacht club building and Rusty Anchor restaurant is nearing the end of its useful life and has experienced flooding in recent years. The Penticton Yacht Club has expressed interest in a new building and have been collecting fund to support that over the coming years. Community feedback indicates interest in seeing more community facilities in the area, with particular comments about the previously rentable space in the 'old yacht club' building as a desirable amenity. The process towards a new building to replace the existing yacht club/Rusty Anchor may take some time therefore staff are seeking direction on beginning this process as the plan comes together.

Today, staff are seeking PRAC's resolution on four key elements emerging through this project for Council's consideration as the Esplanade Renewal Plan is developed over the coming months:

- Designate the eastern natural beach as a "non-motorized watercraft beach". Support introducing compatible non-motorized uses in that location over the plan horizon;
- Begin engineering design work towards creating a formal trail connection between the Esplanade and KVR trail;
- Initiate a process to enable the development of a new building located close to Marina Way Beach, to support community and commercial uses (restaurant/retail/community meeting space) and replace the yacht club offices and current clubhouse/Rusty Anchor restaurant;
- Investigate relocation options for the Penticton Tennis Club to provide improved facilities and focus the current area on non-motorized boat usage, trailhead amenities, and enable more public access to the area.

The intention is for implementation actions to begin concurrently with the plan finalization for elements that were consistently highly ranked (i.e. Esplanade-KVR trail connection) or part of larger processes (i.e. planning for a new Yacht Club building and alternate locations for the Penticton Tennis Club). Cost estimates and implementation priorities will be presented as part of the draft plan following this step in the process.

Next Steps

Staff will include the Parks and Recreation Advisory Committee (PRAC) resolution and discussion points when presenting the Phase 2 Public Engagement Results and Next Steps to Council in March.

Following the Council presentation in March, staff will continue working towards creating a draft Esplanade Renewal Plan, with a target date of presenting that to PRAC in April and Council in May.

The following table summarizes the project milestones and next steps:

Project Milestones	Expected Date
Launch updated technical reviews (environmental & archaeological)	Q1 - 2025
Phase 1 public engagement	Q2 - 2025
Receive and review updated technical reviews (environmental and archaeological)	Q2/Q3 -2025
PRAC meeting	Q3 2025
Develop and refine updated design concepts reflecting the feedback from Phase 1	Q3 - 2025
Phase 2 public engagement	Q4 – 2025
PRAC meeting	Q4 2025
PRAC meeting	Q1 2026
Council meeting	Q1 2026
Finalize draft Esplanade Renewal Plan	Q2 – 2026
PRAC meeting	Q2 2026
Council meeting - plan adoption	Q2 – 2026

Attachments

Attachment A – Esplanade Renewal Plan: Phase 2 Engagement Report

Attachment B – Phase 2 Engagement Concept Illustrations

Attachment C – Feedback Letter from Penticton Yacht Club

Attachment D – Feedback Letter from Penticton Tennis Club

Respectfully submitted,

Steven Collyer, RPP, MCIP

Housing & Policy Initiatives Manager

Concurrence

General Manager
of Development
Services

BL



**Esplanade Area Renewal Plan
Phase 2 Engagement Report**

February 4, 2026

[1.0 Overview](#)

[2.0 Community Participation](#)

[3.0 Feedback Form Results](#)

[4.0 Open Houses](#)

[5.0 Written Submissions from User Groups](#)

[6.0 Conclusions](#)

[Appendix A - Engagement Timeline](#)

[Appendix B - Updated Concepts](#)

[Appendix C - Written Submissions from the Penticton Tennis Club & Penticton Yacht Club](#)

1.0 Overview

The Esplanade Area is a lakefront setting characterized by a combination of provincially owned lands, City-owned parkland, and natural areas, including silty slopes that connect to the Kettle Valley Rail (KVR) Trail through an informal network of paths. The area currently accommodates a range of uses, including the Okanagan Marina and boat launch operated by the Penticton Yacht Club, the Penticton Tennis Club (a private club), a disc golf course, and public lakefront and beach recreation. Several built facilities are located within the area, including the Penticton Yacht Club building, public washrooms, and the former yacht and tennis club building, which is presently vacant and boarded up. Many of these facilities are approaching the end of their service life or require significant investment, and existing land-use arrangements and leases are nearing expiry, prompting consideration of future directions for the site.

As the City considers long-term planning for the Esplanade Area, it is important to understand how residents and user groups envision its role and function over the next 20 years and beyond. Earlier concept plans developed in 2011 were reintroduced during the initial phase of engagement to help frame discussion and support community input on potential future uses and priorities.

Feedback gathered during Phase 1 of engagement informed the development of updated concept options for the Esplanade Area.* These concepts emphasized improved connections to the beach and KVR Trail, enhanced green and park spaces, and the inclusion of day-use amenities. The updated concepts were shared with the community in Phase 2 to assess how well they reflected the vision expressed during earlier engagement and to better understand which elements were viewed as priorities, which required refinement, and which may not be supported. Input from this phase will be used to further refine the concepts and inform the preparation of a draft plan for the area.

**Updated concepts are presented in Appendix B.*

2.0 Community Participation

Residents were invited to review the updated concepts that were created using feedback from round one and complete a feedback form by December 5, 2025. The following diagram summarizes the activities conducted to notify interested participants about the engagement program. A detailed timeline of engagement activities is provided in Appendix A.



2.1 Engagement Methods

Engagement methods for Phase 2 included an online feedback form, Council- and staff-hosted open houses, written submissions, and multiple in-person meetings with key user groups located within or closely connected to the plan area.

As part of the engagement process, key user groups, including the Penticton Yacht Club, Penticton Tennis Club, and Penticton Disc Golf Club, were identified and consulted at several stages to share project updates and gather feedback.

Penticton Yacht Club

City staff received a formal written submission from the Penticton Yacht Club outlining key concerns and recommendations.

Penticton Tennis Club

A formal written submission was also received from the Penticton Tennis Club as part of Phase 2 engagement.

Penticton Disc Golf Club

In addition to user group engagement, a Council-hosted Open House was held on October 29, 2025, and a project-specific Open House was held on November 27, 2025, providing the broader community with an opportunity to review the updated concepts and speak directly with City staff.

Staff also presented project updates to the **Parks and Recreation Advisory Committee** on the following dates:

- July 23, 2025
- October 22, 2025

3.0 Engagement Methods

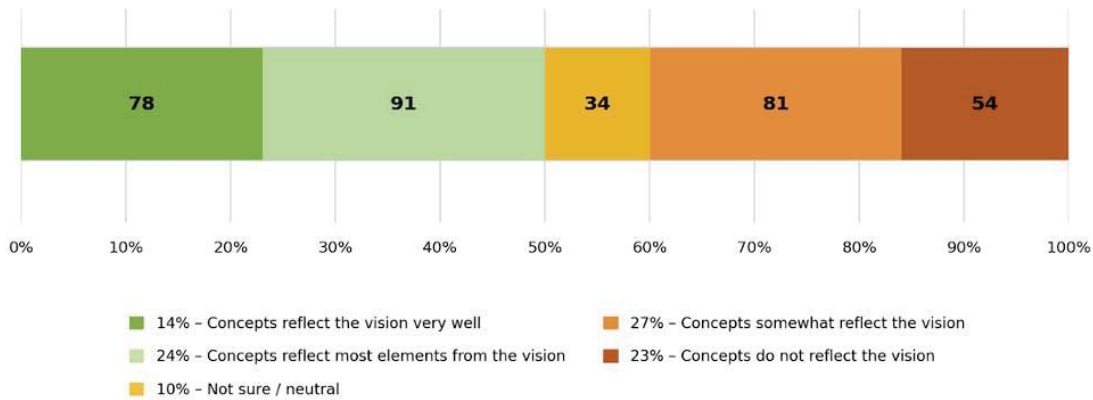
3.1 Feedback Form Results

One of the primary ways the City gathers formal feedback is through the use of online and paper feedback forms. In total, **338 feedback forms** were received in Phase 2.

Please note that the key findings from the feedback forms are presented in this report. Complete results are available at shapeyourcitypenticton.ca.

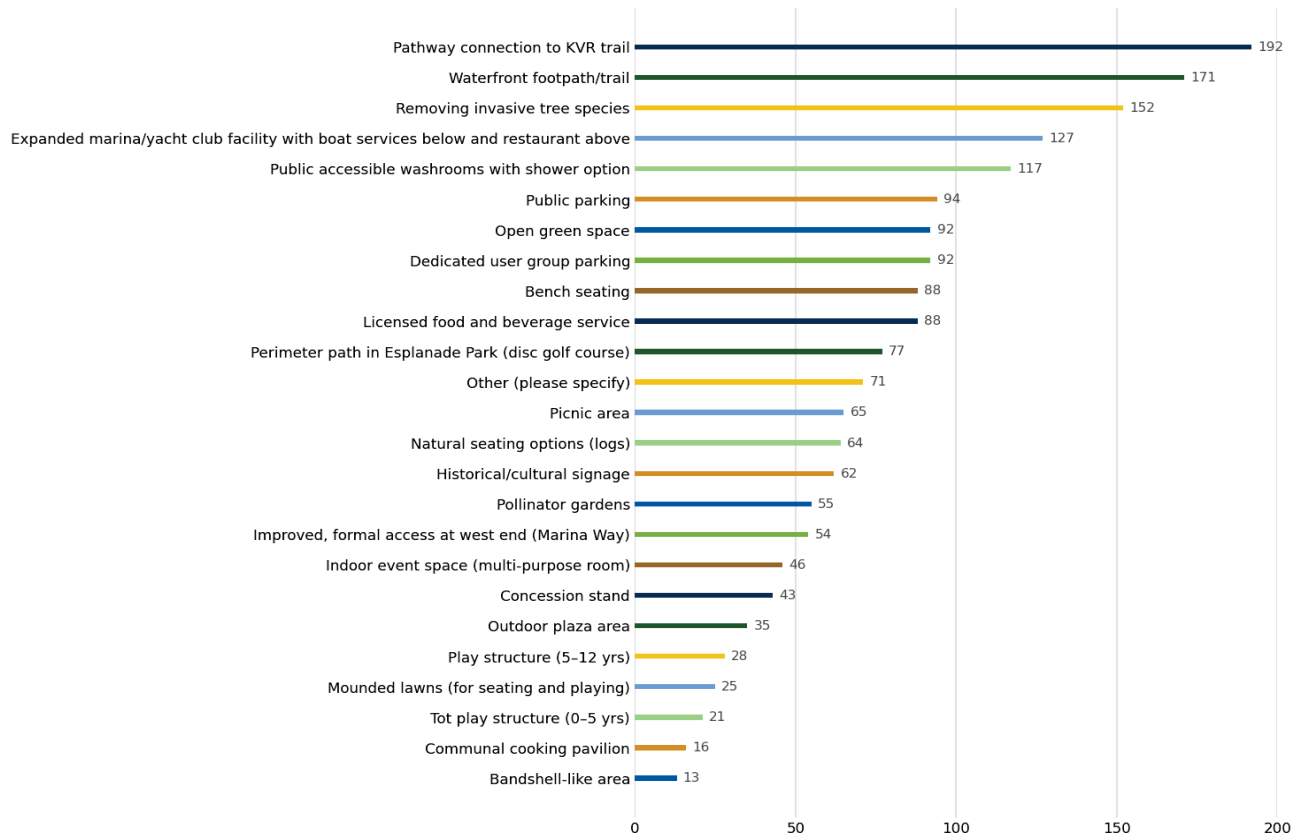
Question 1. Throughout Phase 1 engagement, we heard the community values maintaining the natural area, improving green spaces and continuing with existing amenities with enhancements. How closely do you feel the updated concepts reflect the vision set out for the Esplanade area by the community through Phase 1 engagement?

Approximately 66.7% of respondents felt the concepts somewhat reflected, mostly reflected, or reflected very well the community's vision, while 10.4% were unsure or neutral.



Question 2. Which features in the updated concepts would you like to see implemented in the near-term (high-priority)?

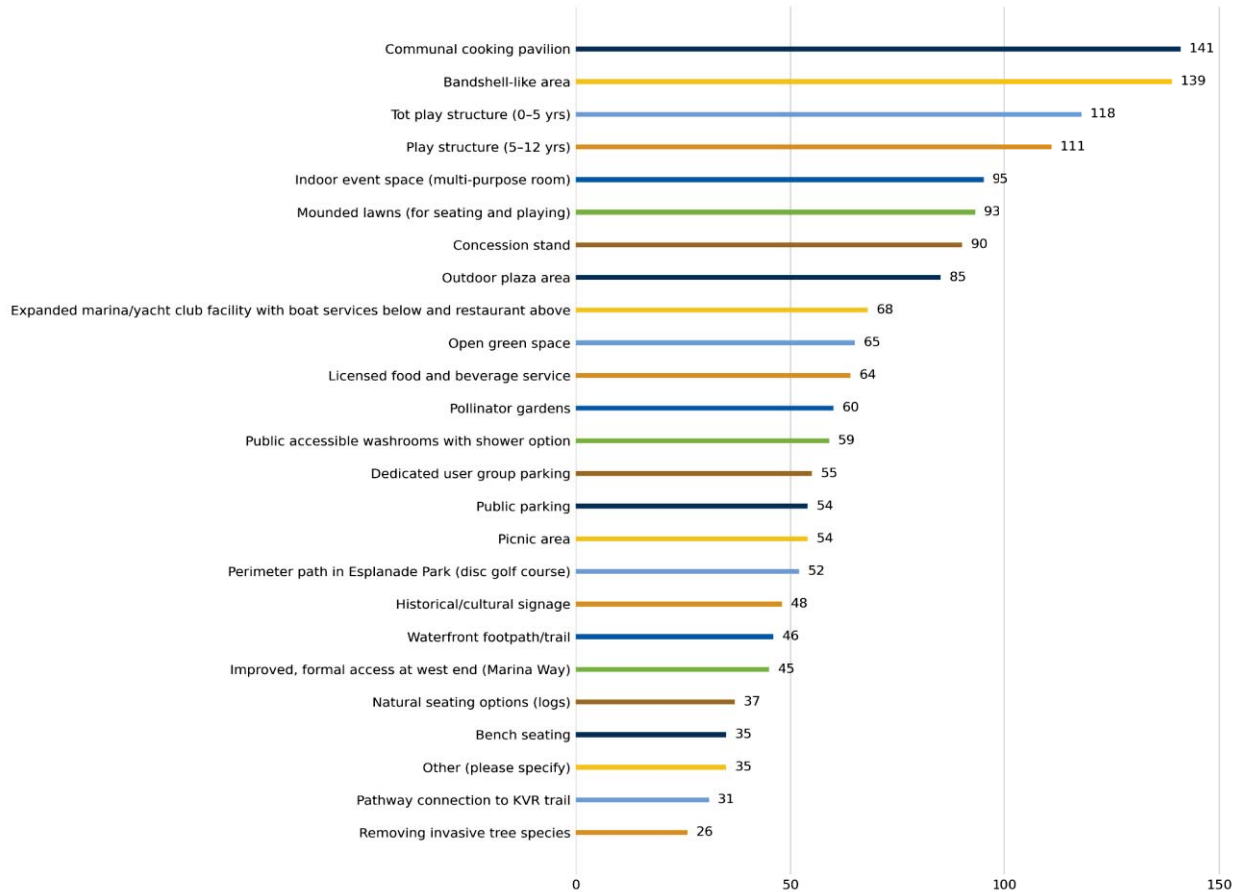
Please review the following chart to see the number of comments mentioned by respondents.



Top Five Priority Features Identified by Participants (Ranked):

1. Pathway connection to KVR Trail (192 comments)
2. Waterfront footpath/trail (171 comments)
3. Removing invasive tree species (152 comments)
4. Expanded marina/yacht club facility with boat services below and restaurant above (127 comments)
5. Public accessible washrooms with a shower option (117 comments)

Question 3. Which features in the updated concepts would you like to see changed or removed?
 Please review the following chart to see the number of comments mentioned by respondents.



Top Five Amenities Identified for Change or Removal (Ranked):

1. Communal cooking pavilion (141 comments)
2. Bandshell-like area (139 comments)
3. Tot play structure (0-5 years) (118 comments)
4. Play structure (5-12 years) (111 comments)
5. Indoor event space (multi-purpose room) (95 comments)

Question 4. If you selected any features to be changed or removed, please explain why you chose them (Open text response).

Review of the open-ended responses to Question 4 (“What other feedback do you have for the updated concepts?”) identified the following recurring themes:

- **Keep it natural / low-intensity improvements**

Strong preference to retain the area’s quiet, natural character, with a focus on cleanup, habitat protection, and light-touch trail and access improvements rather than new built amenities or manicured spaces.

- **Parking, traffic, and access (including launch and trailer needs)**

Consistent concern that the proposed concepts add attractions without adequately addressing existing parking constraints, seasonal congestion, and safe access for vehicles, trailers, and marina operations. Many respondents emphasized retaining or increasing parking capacity.

- **Marina and existing user-group functionality**

Emphasis on maintaining functional marina operations, including winter boat storage, launch access, maintenance activity, and circulation. Several respondents requested that any marina facility upgrades remain close to the existing footprint and not compromise operational needs.

- **Limit commercialization and duplication of amenities**

Caution against introducing hotels, condominiums, or additional commercial uses. Many respondents questioned the need for new restaurants, concessions, event spaces, bandshells, or play features, noting that similar amenities already exist elsewhere along the waterfront.

- **Safety, security, and long-term maintenance considerations**

Concerns related to public safety, site management, and maintenance capacity, including conflicts between vehicles, boats, and pedestrians; public access on the breakwater; and the upkeep, cleanliness, and security of facilities such as washrooms, showers, and communal cooking areas.

Question 5. What other feedback do you have for the updated concepts? (Open text response).

Review of the open-ended responses to Question 5 (“What other feedback do you have for the updated concepts?”) identified the following recurring themes:

- **Keep it natural / protect ecological values**

Strong preference to retain the area’s natural character and protect habitat and wildlife (including birding values), with emphasis on restoration and limiting built features that would intensify use.

- **Parking, traffic, and access (including marina operations and storage)**

Consistent concern that parking and circulation are already constrained, particularly for boat launching, loading/unloading, and winter storage. Many respondents emphasized maintaining or increasing parking capacity to support marina function and avoid congestion.

- **Recreation and community amenities (support, with location trade-offs)**

Support for practical amenities such as washrooms, trails, KVR connection, and small-craft/kayak access or storage. Tennis was a frequent focus, with many calling for upgrades and a functional clubhouse, while others suggested relocation to better prioritize waterfront uses.

- **Limit commercialization and “over-building” / clarify costs and funding**

Caution against condos/hotels and adding permanent commercial uses (restaurants, event-oriented infrastructure). Many questioned project cost, taxpayer burden, and ongoing maintenance, preferring phased, realistic improvements.

- **Safety, security, and long-term maintenance capacity**

Concerns about public safety and management, including breakwater access, conflicts between pedestrians and marina traffic, theft/security for boats, and the upkeep and supervision required for facilities such as showers or communal cooking areas.

4.0 Open Houses

4.1 Council-hosted Open House

A Council-hosted Open House was held on October 29, 2025, at the Penticton Trade and Convention Centre. Approximately 475 participants attended the event and were provided the opportunity to review the updated concept illustrations, speak with City staff, and ask questions about the proposed changes.

Key themes that emerged from discussions at the Open House included:

- Strong participation from members of the Penticton Yacht Club and Penticton Tennis Club
- High overall interest in the updated concepts
- Ongoing concerns related to the potential loss of parking in the area
- Comments regarding public safety and site management
- Broad support for the proposed trail connection to the KVR and improved pedestrian connectivity
- Questions and comments related to overall project costs and funding

4.2 Project-Specific Open House

City staff hosted a Project-Specific Open House on November 27, 2025, at the Rusty Anchor (Penticton Yacht Club) between 2:00 p.m. and 7:00 p.m. The event provided an opportunity for participants to review the updated concept illustrations, Phase 1 engagement results, and completed technical studies, including environmental, geotechnical, and archaeological assessments.

More than 145 participants attended the Open House. Attendees were able to speak directly with City staff, ask questions, and provide feedback through discussion and the project feedback form.

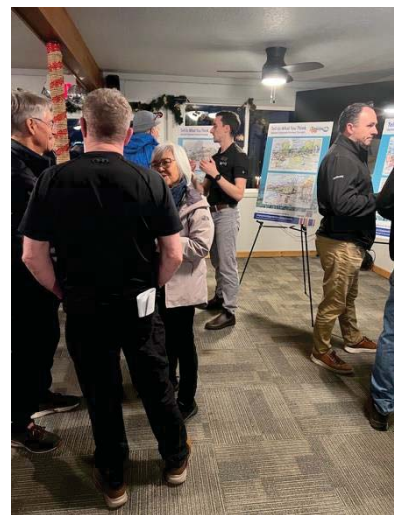
Review of Open House comments identified the following recurring themes, which align with feedback received through other Phase 2 engagement activities.

- **Natural Character, Ecology, and Environmental Protection**

Many participants emphasized the importance of retaining the area's natural character and protecting native ecosystems. Comments expressed concern that some elements of the concepts appeared overly developed or manicured. Participants encouraged a stronger focus on naturalization, native materials, and habitat protection, including limiting disturbance to vegetation, particularly in sensitive areas such as slopes and stair connections. Education related to invasive species and potential partnerships with local environmental and Indigenous organizations were also suggested.

- **Access, Trails, and Connectivity**

Strong support was expressed for improved pedestrian connectivity, including a continuous waterfront path and enhanced connections to the KVR Trail and beach areas. Participants raised questions about the practicality and steepness of the proposed KVR trail connections and the need to accommodate cyclists. Wayfinding was identified as a priority to help visitors navigate the area and connect to key destinations. Several participants also supported the proposed promenade and improvements to sightlines and accessibility at key locations.



- **Parking, Circulation, and Marina Operations**

Parking availability and circulation were recurring concerns. Many participants expressed a desire to maintain or increase parking rather than convert existing parking areas to green space, particularly given marina operations, boat trailer movements, and potential increases in visitation. Comments also addressed the balance between the convenience and visual impact of boat storage, as well as the need to ensure that future changes do not compromise marina functionality or public access.

- **User Groups and Waterfront Uses**

Participants raised questions about the appropriateness of non-water-dependent uses, particularly the location of the tennis courts on the waterfront. While some questioned whether tennis should remain in this location, others emphasized the need for improved tennis facilities if the courts are retained. Yacht club members highlighted the club's long-standing presence, investments in the site, and interest in continued involvement in future concept refinement. Several comments also noted that waterfront lands should prioritize public access and water-related uses.

- **Amenities, Public Spaces, and Facilities**

Feedback supported practical, low-intensity amenities such as washrooms, seating, gathering spaces, public lookout points, and improved access for non-motorized watercraft. Participants suggested adding viewing areas at select locations and enhancing accessibility for users of all ages. There was interest in reopening or reusing the former yacht club building and in ensuring that any future food and beverage options are publicly accessible.

- **Safety, Accessibility, and Maintenance**

Participants raised concerns related to safety, lighting, geotechnical conditions, and long-term maintenance. Comments referenced the need to address real and perceived safety issues, including visibility, lighting, and accessibility, particularly for people visiting alone or during quieter times. Ongoing maintenance, cleanliness, and management of the area were identified as important considerations.

- **Cost, Phasing, and Commercial Development**

Questions were raised about project costs, funding sources, and the potential role of private investment. Many participants expressed caution regarding commercialization, suggesting that larger commercial uses be focused in the downtown core and that the Esplanade Area remain primarily a natural, publicly accessible waterfront space.



5.0 Written Submissions from User Groups

As part of Phase 2 engagement for the Esplanade Area Renewal Plan, the City received written submissions from key user groups with long-standing interests in the plan area. These submissions provide important context on how the updated concepts may affect existing operations, future investment, and public access. Key themes from the Penticton Tennis Club and the Penticton Yacht Club are summarized below. The full letters are included in Appendix B for reference.

5.1 Penticton Tennis Club

A written submission was received from the Penticton Tennis Club on January 6, 2026. In its submission, the Club expressed support for the Phase 2 concepts that retain the Tennis Club at its current Marina Way location. The Club indicated a desire for long-term certainty at this site, where it has operated since the mid-1970s following relocation at the City's invitation.

The Club outlined its role in the community, including junior and adult programming, tournaments, school-based instruction, scholarships, and outreach partnerships with community and Indigenous organizations. The waterfront location was identified as beneficial due to its sheltered setting, proximity to a swimming beach used during youth programs, minimal impacts on nearby residential areas, adequate parking, and accessibility.

The Club noted operational challenges following the closure of the former yacht and tennis club building, including the loss of washrooms, running water, storage, and meeting space. Temporary facilities are currently in use. The Club stated that uncertainty related to the renewal plan limits its ability to pursue grant funding and fundraising for court and facility upgrades.

Looking ahead, the Club noted that its future needs could potentially be accommodated within a proposed multi-use facility or through a modest standalone clubhouse near the existing courts. The potential need for additional parking if new amenities are introduced was also identified.

5.2 Penticton Yacht Club

Feedback from the Penticton Yacht Club was received on November 13, 2025. The club provided written feedback on the updated Phase 2 concept illustrations and referenced its more than 70-year history of continuous marina operation and service to approximately 1,200 members. While supportive of long-term planning for the area, the Club expressed concerns regarding the level of direct consultation during the development of the updated concepts.

The Club highlighted its experience delivering and managing marina infrastructure without cost to taxpayers, including recent marina redevelopment projects, and identified itself as a potential long-term partner in waterfront renewal.

Key concerns raised included the absence of financial projections or cost estimates, the need to plan for significant existing and near-term marina infrastructure investments, and potential environmental, safety, and operational issues associated with locating new marina facilities directly on the shoreline. The Club also raised concerns regarding the potential loss of parking required to support marina operations, boat storage, maintenance activities, and public access.

The Yacht Club emphasized that waterfront lands should prioritize water-dependent uses and questioned the placement of non-water-related amenities in prime shoreline locations. Safety and feasibility concerns were also identified in relation to proposed public access on the marina breakwater.

The Club provided several recommendations, including retaining marina facilities near their existing footprint, maintaining essential parking, restricting public access to the breakwater, and ensuring

adequate parking to support proposed amenities. The Club also requested continued direct engagement in future stages of concept refinement and planning.

6.0 Conclusions

Overall, the majority of participants indicated that the updated concepts align, at least in part, with the Phase 1 vision. Approximately 66.7% of respondents felt the concepts somewhat reflected, mostly reflected, or reflected very well the community's vision, while 10.4% were unsure or neutral. A further 23% felt the concepts did not reflect their vision, indicating areas where concerns remain.

Consistent themes emerged across feedback forms, open houses, and written submissions. Participants expressed strong support for improved access and connectivity, particularly enhanced trail connections, including access to the KVR Trail, improved waterfront pathways, and better beach access. Maintaining open green and park space and protecting the natural character of the area were also widely supported.

Engagement with key user groups provided additional operational and historical context and reinforced the importance of long-term certainty, functional infrastructure, and continued involvement in future planning.

Next Steps

The feedback gathered through this second phase of engagement will be reviewed by City staff and presented to Council. This input will be used to refine the draft concept designs, establish priorities and an implementation timeline, and help shape the draft plan.

Appendix A – Engagement Timeline

The following list summarizes the main methods that were used to raise awareness about the project and the opportunities for residents to provide feedback through the first round of community engagement that took place between October 23 and December 5, 2025:

Date	Activity
Oct. 23	Phase 2 Project information and feedback form on www.shapeyourcitypenticton.ca
Oct. 23	Eblast
Oct. 29	Social media post
Oct. 29	Council Open House
Nov. 13	Eblast
Nov. 13	Social media post - boosted
Nov. 13	Facebook event launched - boosted
Nov. 17	Promotional Video launched
Nov. 20	Social media post
Nov. 25	Social media post
Nov. 27	Project-Specific Open House
Nov. 27	Social media post
Dec. 1	Social media post
Dec. 5	Phase 2 engagement ends

Appendix B – Updated Concepts

1. New Multi-Use Facility at Tennis Courts



2. New Marina/Yacht Club Facility



3. New Park and Concession



4. Trailhead and Beach Access



7. Grassland Trails and Bird Viewing



8. Concept Plan Overview



Appendix C – Written Submissions from the Penticton Tennis Club & Penticton Yacht Club



Penticton Tennis Club
675 Marina Way,
Penticton, BC, Canada, V2A 1H5
info@pentictontennisclub.com
pentictontennisclub.com

January 6, 2026

City of Penticton
171 Main Street
Penticton, B.C.
V2A 1E2

Attention: Steven Collyer, Housing and Policy Initiatives Manager

Dear Steven:

Re: Esplanade Renewal Plans

The Executive Board of the Penticton Tennis Club are pleased to provide the City Administration with our strong support for the Esplanade Renewal Plan, Phase 2, which includes the current location of the Penticton Tennis Club. This site has served the members of the tennis community well over the past 50 years, and we are looking to continue at this footprint over the next several decades.

Club History:

The Penticton Tennis Club has a long history in our City. The Club was established in 1898 on Tennis Street. Following World War 2, we moved to Skaha Lake until 1975. At that time, the Club was invited by the City to our current location, and the Penticton Yacht and Tennis Club was formed. A split with the Penticton Yacht Club occurred in 2011, with the loss of use of the adjacent building by the tennis courts due to disrepair in 2021. We also note the removal of the tennis indoor facility in 2006 to make way for the South Okanagan Event Centre that negatively impacted our tennis community, eliminating year-round play and programming. At that time, the City assured the tennis community that the indoor courts would be replaced. To date, this has not occurred.

Current Status:

Loss of the use of the existing building adjacent to the tennis court in 2021 has meant the Club has been operating without running water, washroom facilities, social gathering or meeting areas, office space for tennis professionals, or storage space. We have adapted by utilizing a seasonal port-a-potty and sea-can for storage, pending a long-term solution.

Our Strengths:

The strength of the Club resides in the commitment of its members, and the offering of

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programs to our members and the general public of all ages.

- Our Junior Program provides individual, group lessons, and summer camps for children ages 6 and up. The lessons and camps are popular, with over 120 juniors taking part this past year.
- Our adult programs continue to expand with clinics, lessons, drop- in sessions and leagues for our 180 adult members, as well as the general public.
- Tournaments are held throughout the year, which bring in revenues, benefitting both the Club and the City.
- The membership fees are affordable. The Club awards two annual scholarships to graduating high school students going on to higher education. In addition, we provide funding for disadvantaged children to attend our summer youth camps.
- Our members offer lessons in the elementary schools, high school teams as well as working with the Physical Education teachers.
- Community outreach is a key component of our Club. We have an annual program that runs with the Discovery House residents and alumni. We have also reached out to SOWINS, SOICS and The Penticton Indian Band, aiming to introduce this sport we love to others. For some it is an opportunity of "Healing through Motion" and or simply connecting with new people in our community.

Benefits of our Current Location:

- Provides a natural setting that is protected from strong, south winds, has cooling breezes from proximity to Okanagan Lake, and provides players with the ability to cool off in the lake during extremely hot days.
- Our Junior Program has benefitted from the location being so close to a safe swimming beach on Marina Way, as we are able to incorporate a much-needed, cool-down lunch break for the Juniors during the hot summer days of their camps.
- No residential concerns from neighbours over noise, traffic or light pollution during evening play, and no curfews are required for night play.
- Adequate parking for our members
- Easily accessible
- We are a daily consistent presence in that area from early spring to late fall – being the eyes and ears for by-law, police, ambulance and fire responders.

Summary:

Although the tennis courts are in need of renovation work, we cannot access grant monies or begin a fundraising campaign until the City determines the outcome of the Renewal Plan. We have been a long-term tenant at the current site, and have built and maintained the courts, lights and infrastructure at our own expense for 48 years.

With the addition of a Multi-Use Facility, we believe there may be a need for additional parking spaces.

Ideally, the requirements of a clubhouse would be served by the new Multi-Use Facility. However, if that is not feasible, a clubhouse with washrooms and running water could possibly be provided on the current boat trailer storage area adjacent to the tennis courts.

Thank you for continuing to include us during the planning phases of the Esplanade Renewal. We look forward to working with you in the coming months and years.

Yours sincerely,

The Board of Directors,
Penticton Tennis Club

Cc

Mayor Julius Bloomfield
Councillor Isaac Gilbert
Councillor Ryan Graham
Councillor Jason Reynen
Councillor Shannon Stewart
Councillor Campbell Watt
Anthony Haddad, City Manager
Blake Laven, General Manager of Development Services
Kelsey Johnson, General Manager of Community Services
Sheri Raposo, Land Administrator

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Response & Request for Engagement

Penticton Yacht Club

info@pycmarina.com

250-770-2000

293 Marina Way,

Penticton, BC V2A 1H5

November 13, 2025

Attention: Sheri Raposo (Land Administrator) and Steven Collyer (Housing and Policy Initiatives Manager)

RE: Response and Request for Engagement — Esplanade Renewal Plan, Phase 2 — Updated Concept Illustrations

Dear Sheri and Steven,

The Penticton Yacht Club's Strategic Planning Committee has reviewed the City of Penticton's recently released updated concept illustrations for the long-term vision of the marina basin and Esplanade Renewal Plan — Phase 2. As the organization that has operated on this waterfront for seventy-one (71) consecutive years, representing twelve-hundred (1,200) members, we appreciate the opportunity to provide feedback during this important planning process.

It is important to note that the updated concept illustrations, as presented, were developed without any direct consultation or input from the Penticton Yacht Club, despite our long-standing operational experience, our significant community footprint, and our demonstrated track record of delivering major waterfront projects successfully and responsibly.

Demonstrated Performance & No Cost to Taxpayers

We believe it is essential for the city to consider the Penticton Yacht Club's established record of successfully managing, redeveloping, and maintaining waterfront marina assets. Most notably:

- The Skaha Marina redevelopment, now entering its successful operational phase, was completed by the Penticton Yacht Club two (2) years ahead of schedule, at no cost to the city or taxpayers.
- Likewise, the Okanagan Marina has always been operated and maintained by the Penticton Yacht Club without any cost to the city or taxpayers, while consistently generating ongoing revenue for the city through lease payments and related operational fees.

This proven ability to deliver large-scale projects responsibly, efficiently, and at no financial burden to the public highlights the value of the Penticton Yacht Club as a long-term partner in managing the marina basin.

Esplanade Renewal Plan — Key Considerations

- 1. Lack of Financial Planning** — The plan includes no financial projections or cost estimates. A redevelopment of this scale requires transparent, realistic financial modelling to ensure feasibility and long-term sustainability.
- 2. Clubhouse & Restaurant Capital Requirements** — A practical and functional redevelopment plan must include a fully costed plan for a new clubhouse and restaurant, requiring an estimated \$3-5 million investment to maintain required services and operational continuity.

3. **Existing Infrastructure Needs** — The marina faces significant near-term capital requirements, including approximately \$4 million in dredging, a new fuel facility and underlying infrastructure, as well as dock renewal and fire suppression upgrades.
4. **Importance of Recreation & Community** — The Penticton Yacht Club plays a vital role in providing numerous recreational opportunities to the community by offering access to a variety of water sports, including sailing, racing events, regattas, seasonal events, festivals, and waterfront activities that benefit the community as a whole.

Updated Concept Illustrations — Key Concerns

1. **Draft Concept Illustration #2 on the Overview — “New Marina Facility”** — The overview illustration and corresponding view point illustration #2, shows a “New Marina Facility” right on the shoreline, replacing the existing clubhouse and restaurant. Locating a new facility on the shoreline raises environmental concerns as well as service concerns. The gas lines for the public gas dock would be located directly under the building, the building would encroach on the public boat launching area, and would also impede upon the multiple existing houseboat moorage spaces. *Also, in consideration that the “New Multi-Use Facility” (East Clubhouse) has to rebuilt on its existing foundation because it’s so close to the lake - can a “New Marina Facility” even be built that close to the shoreline?*
2. **Draft Overview Illustration — Waterfront Land Must Prioritize Waterfront Uses** — The inclusion of tennis courts - which do not require waterfront access - is concerning, particularly when a non-water sport displaces or limits water-dependent recreation and marina operations that must remain along the shoreline.
3. **Draft Concept Illustration #3 on the Overview — “New Park”** — The overview illustration and corresponding view point illustration #3, represents a “New Park”, replacing the existing parking lot. The whole shoreline of this “New Park” as presented in the illustration would have to be securely fenced to prevent the public from accessing the marina water ways - so park users would have *no* lake access. Also, a “New Park” at the conceptualized location would grossly impede upon the marina’s main dock access gate and completely remove vital parking for the boating community, which currently provides recreational staging areas, year-round watercraft storage, and year-round access to watercraft repair and maintenance businesses that serve the whole community. Situating the “New Park” where the tennis courts are currently located would provide a more functional and enjoyable parkland area complimenting Esplanade Beach, a non-motorized water-sports area, hiking, bird viewing, and would also provide park users with direct access and proximity to the proposed “New Multi-Use Facility”.
4. **Draft Concept Illustration #1 on the Overview — “New Multi-Use Facility” — Parking, Recreation Access, and Public Use** — The overview illustration and corresponding view point illustration #1 do not account for adequate parking to support public access to the “New Multi-Use Facility”, Esplanade Beach, non-motorized water sports area, the enhanced trail network including connections to the KVR, bird viewing, future community sailing programs, a “New Park” and/or tennis courts - represented in view point illustrations #1, #4, #6, and #7.
5. **Draft Overview Illustration — Breakwater Path and Fishing Platforms** — Placing a “Breakwater Path” and “Fishing Platforms” on the Breakwater (shown in the Overview) is not feasible or safe for public access. The inside (south) side of the Breakwater is the busiest boat route in the whole marina - it also contains visitor slips, a safe harbour area, and would require very secure fencing along its entirety to keep the public from entering the busy waterway. The Breakwater, which is under Federal jurisdiction, is comprised of riprap - public access would lead to erosion and put the breakwater at risk. It has also been noted by community members that fishing around the marina is not popular due to boat traffic and large population of natural predators (water fowl and birds) in the vicinity. There is already a similar public path along the peninsula immediately to the west of the public gas dock and public boat launch.

RECOMMENDATIONS

The Penticton Yacht Club recommends the following to the City of Penticton in regards to the Esplanade Renewal Plan — Phase 2 — Updated Concept Illustrations:

1. THAT the “New Marina Facility” be rebuilt on or near its existing footprint;
2. THAT waterfront uses be prioritized on waterfront lands;
3. THAT the existing parking lot be retained as is, THAT the “New Park” be moved to the where the tennis courts currently are;
4. THAT parking be added to accommodate the “New Multi-Use Facility” and surrounding amenities;
5. THAT dedicated Penticton Yacht Club storage be included at the “New Multi-Use Facility”;
6. THAT public access be completely restricted on the Breakwater; and
7. THAT a representative from the Penticton Yacht Club participate in the working group to provide input on the next concept illustrations’ revisions and finalization.

Request for Engagement

Given the scale of planning underway and the upcoming Request for Proposal (RFP) for a new twenty-five (25) year lease, we formally request direct engagement with the city during the next stages of the process.

The Penticton Yacht Club has:

- A seventy-one (71) year track record of responsible marina operation;
- Proven financial stewardship;
- Demonstrated capacity to deliver major capital projects at no cost to taxpayers; and
- A deep, long-term commitment to the community and the waterfront.

We are well positioned to provide valuable insight that will help ensure the redevelopment is financially viable, operationally practical, and beneficial to the entire community.

We welcome the opportunity to meet with city representatives and working group to discuss the illustrated concept plans and collaborate on a realistic and sustainable long-term plan for the marina basin.

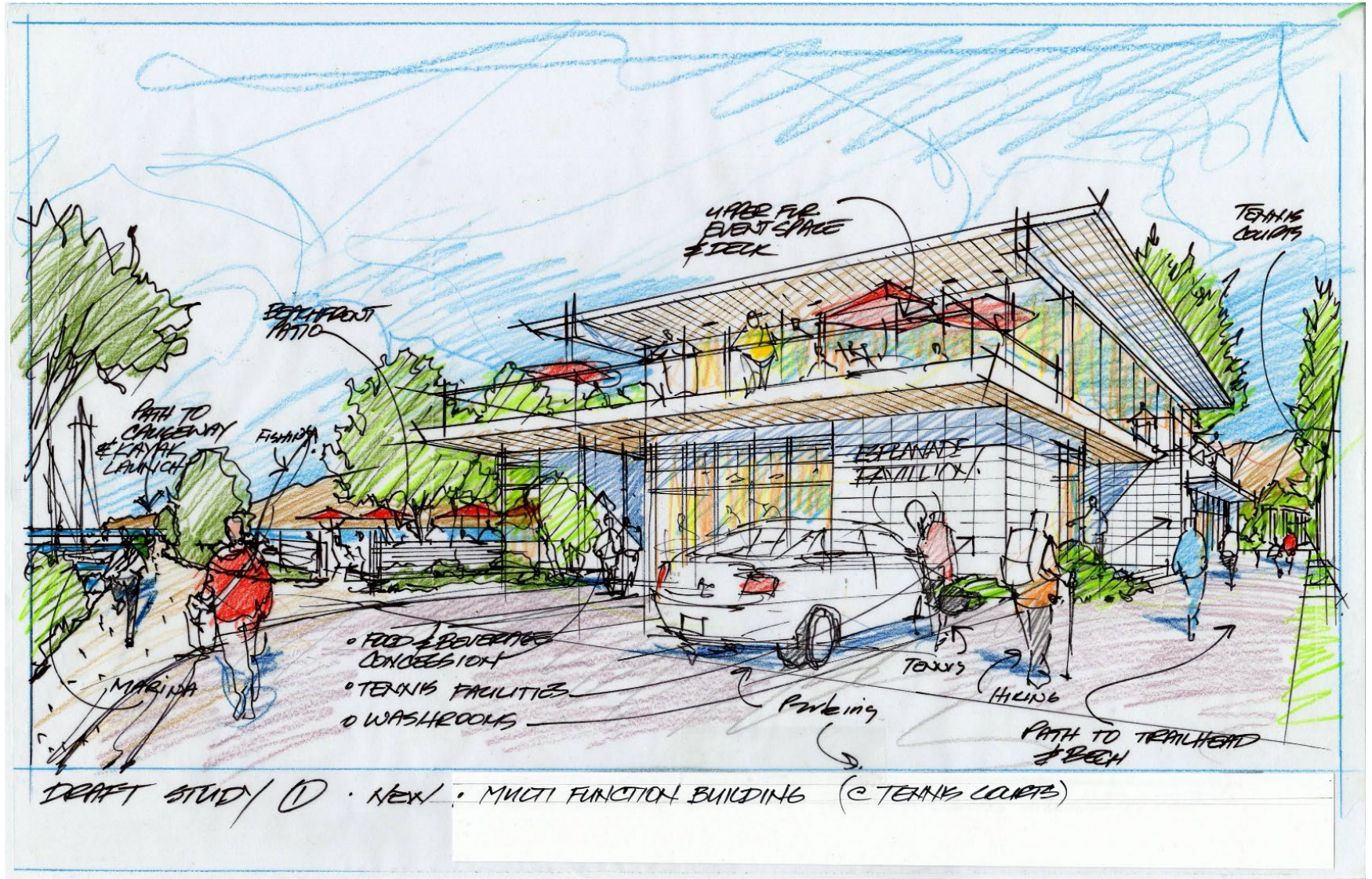
Sincerely,

Penticton Yacht Club, Strategic Planning Committee

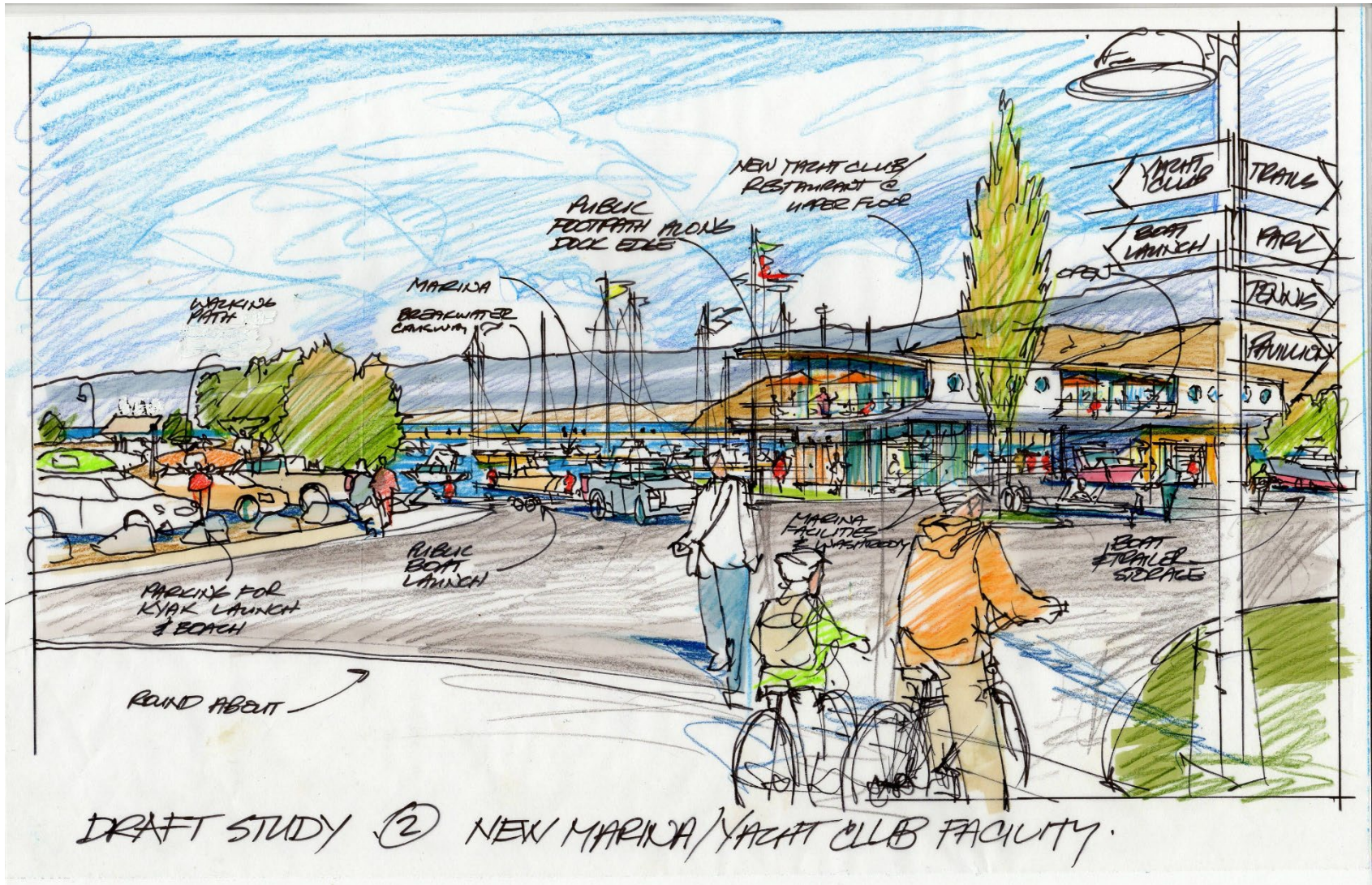
info@pymarina.com

1. New Multi-Use Facility at Tennis Courts

Updated Concept Illustrations



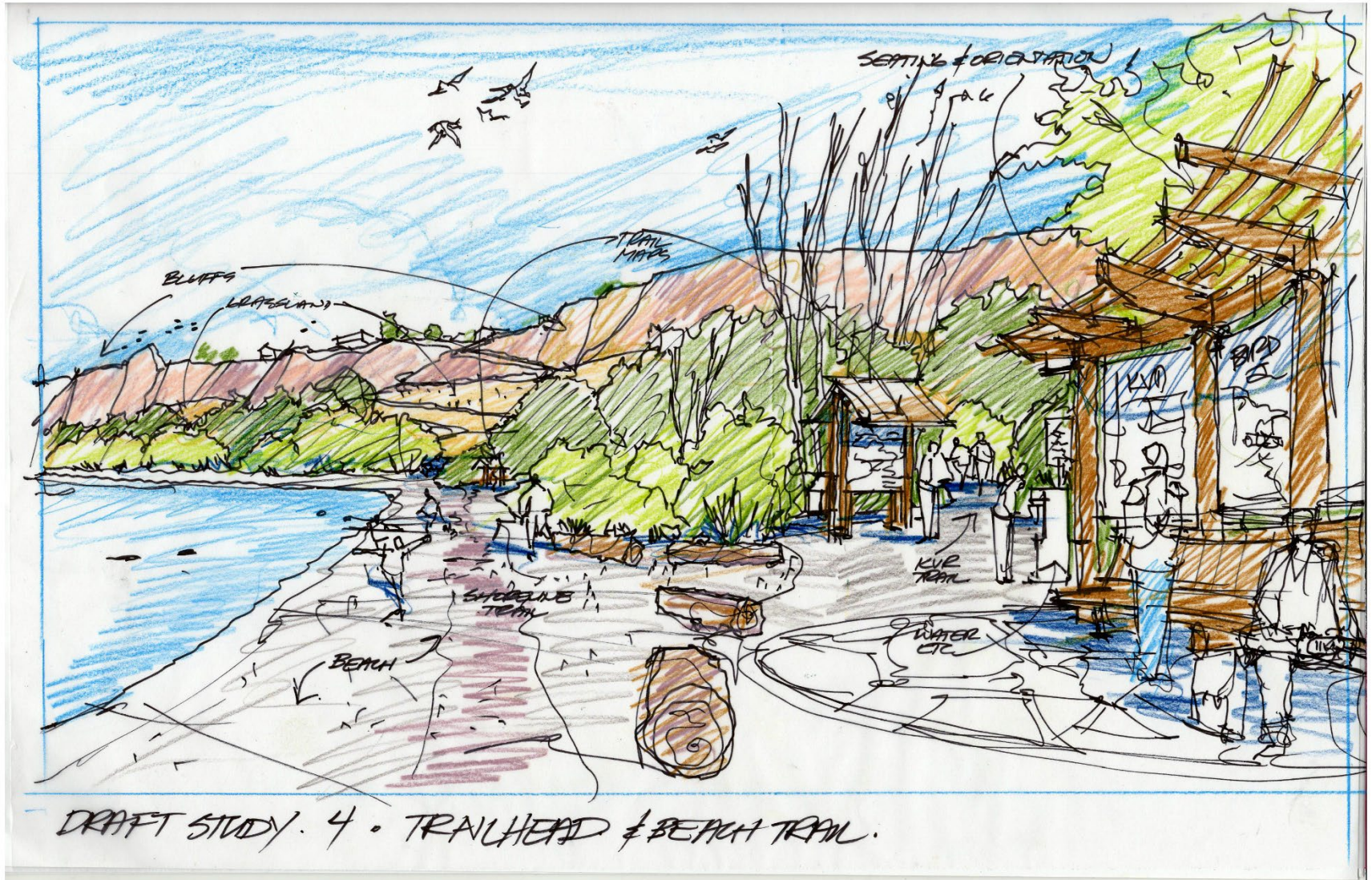
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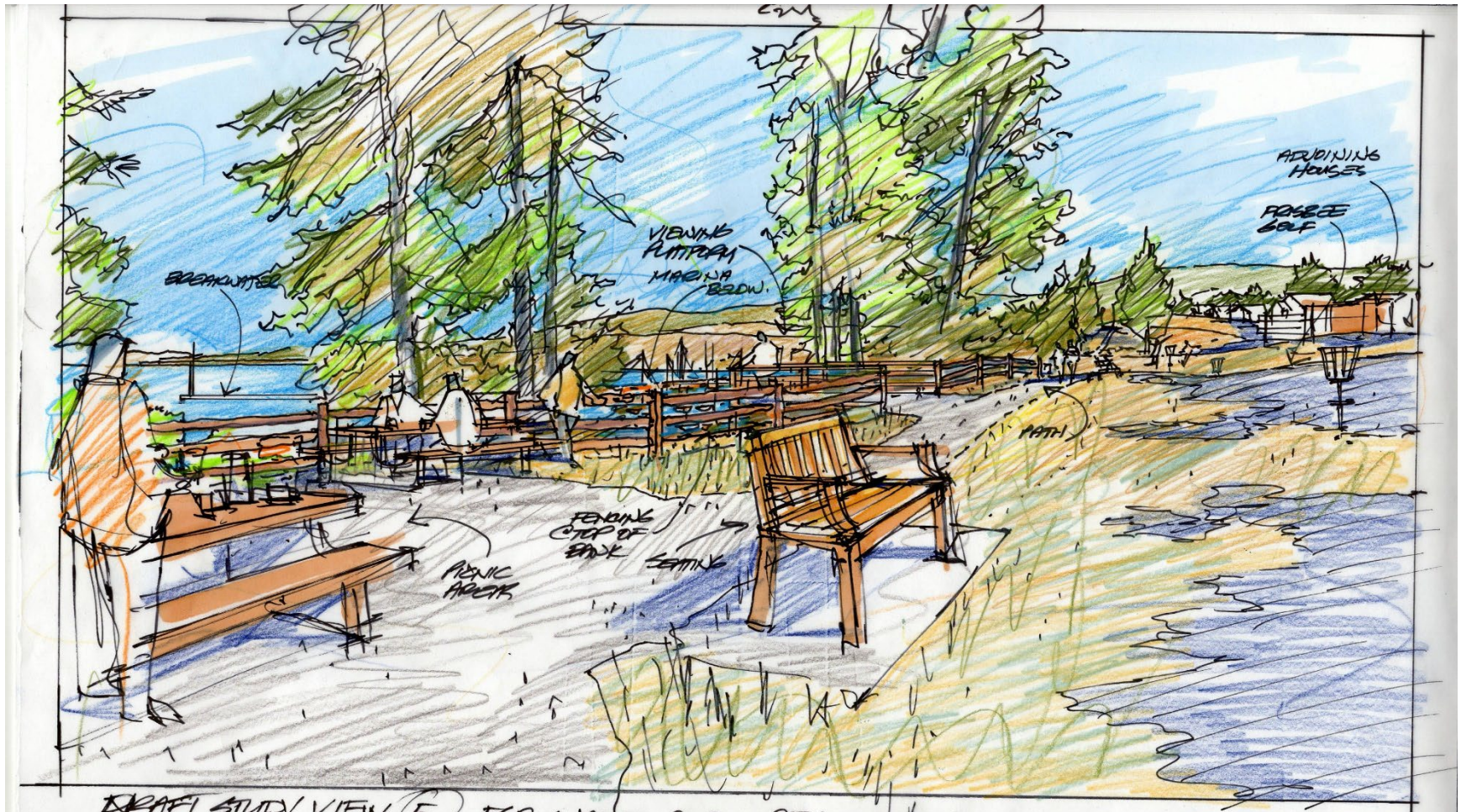
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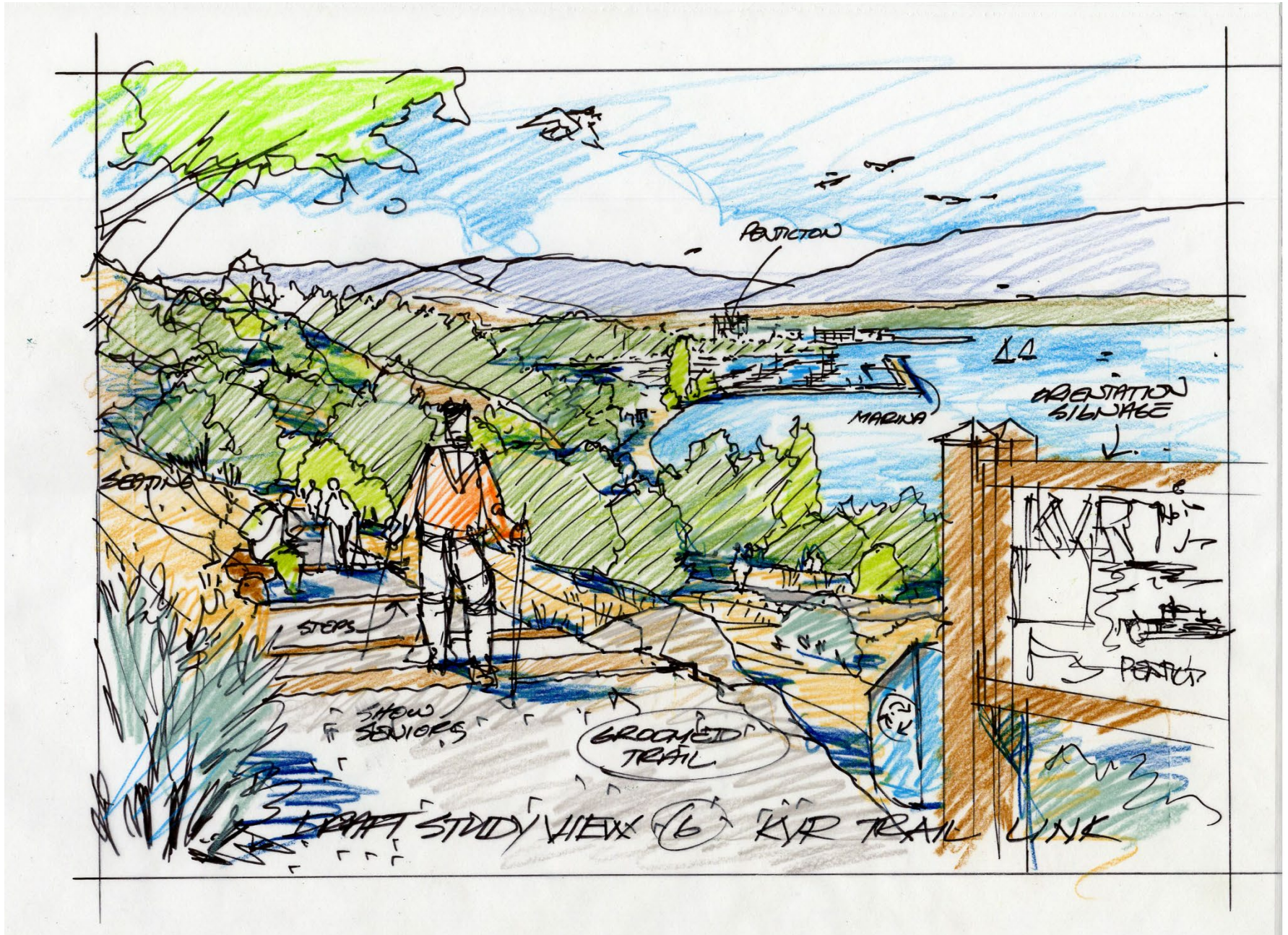


5. Esplanade Park Path
(disc golf course)

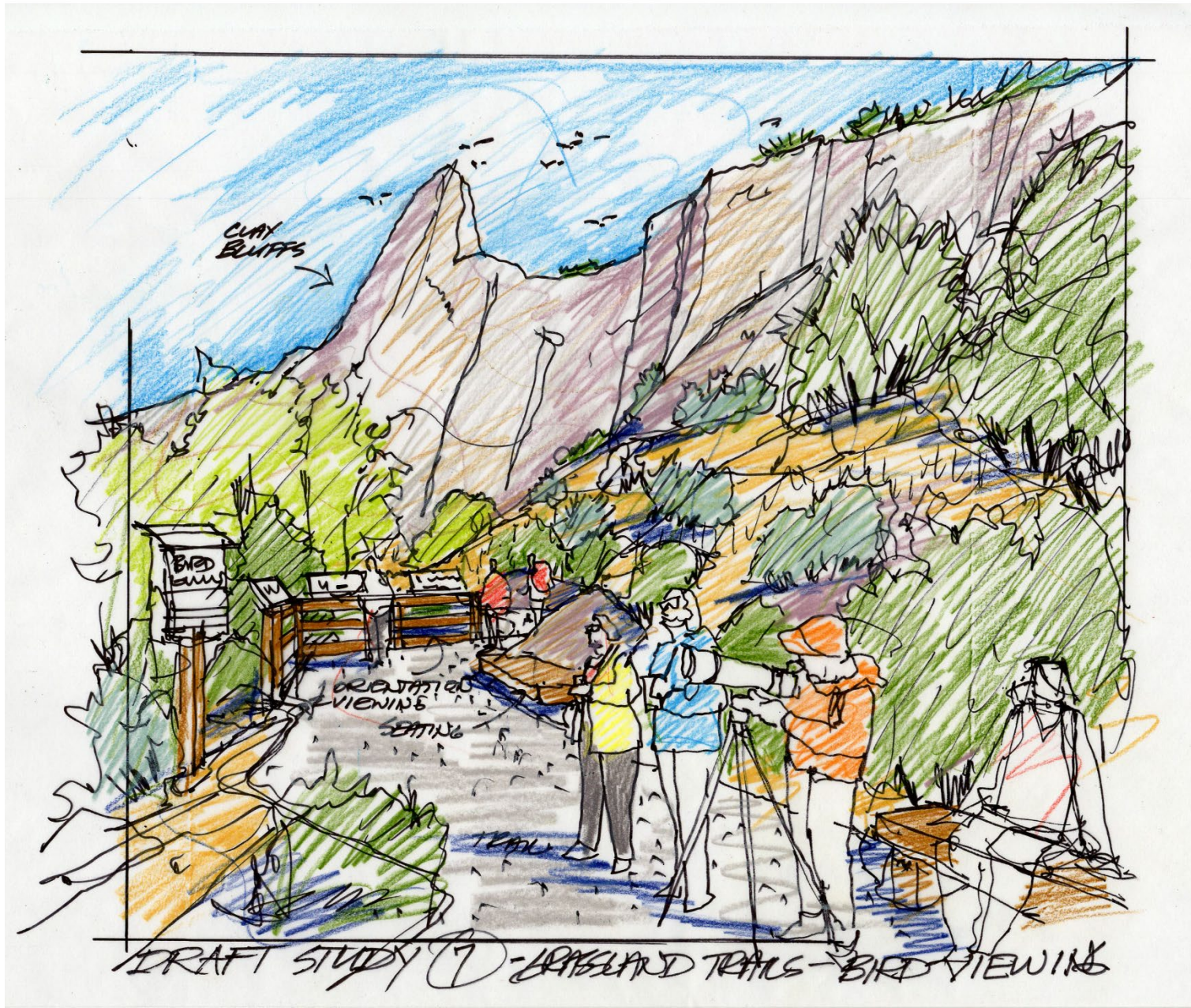


DRAFT STUD/VIEW (5) ESPLANADE PARK PATH. LOOKING EAST.

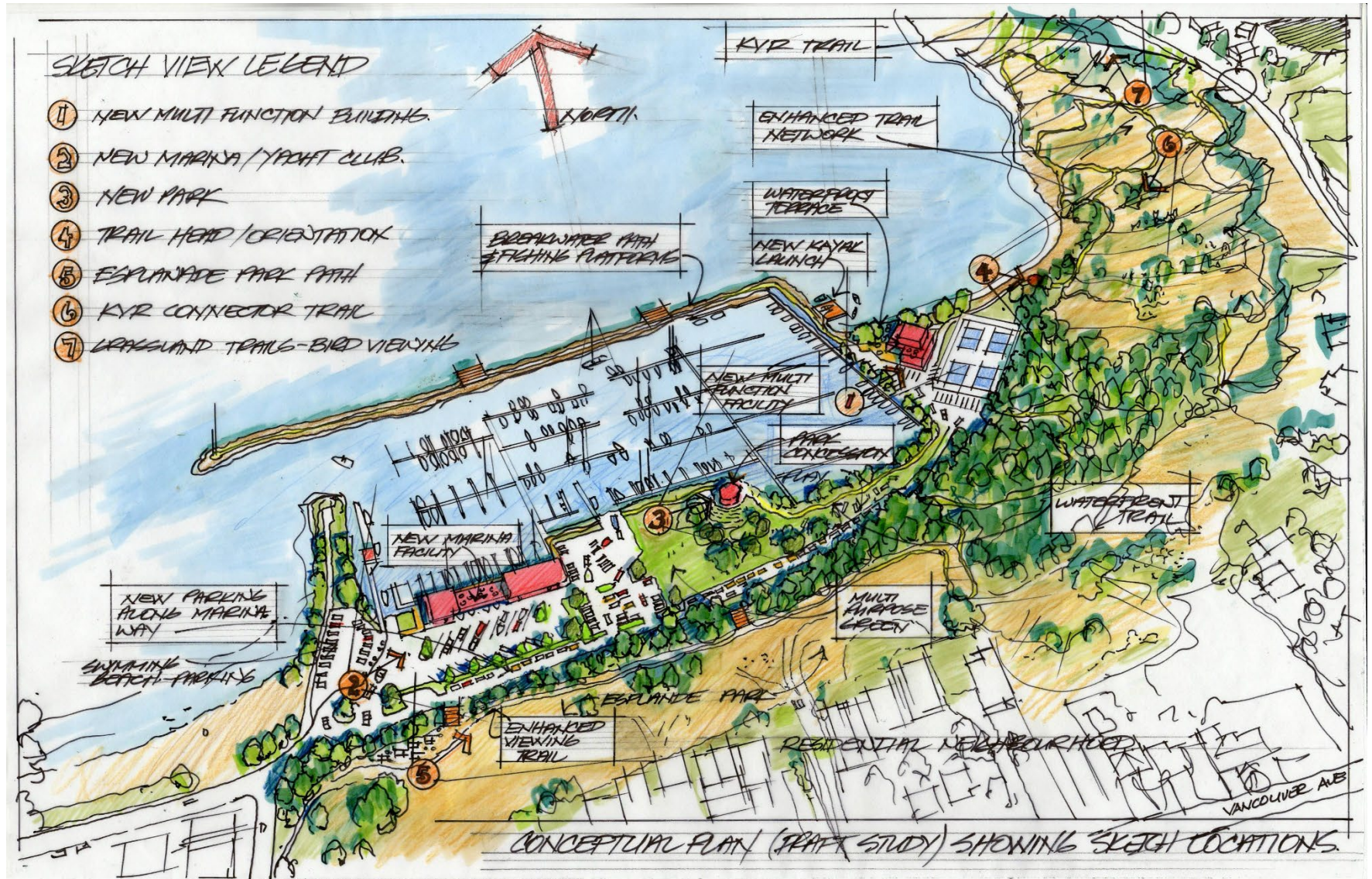
6. KVR Trail Link
(view from above on KVR Trail)



7. Grassland Trails and Bird
Viewing



8. Concept Plan Overview



Response & Request for Engagement



Penticton Yacht Club

info@pycmarina.com

250-770-2000

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We are well positioned to provide valuable insight that will help ensure the redevelopment is financially viable, operationally practical, and beneficial to the entire community.

We welcome the opportunity to meet with city representatives and working group to discuss the illustrated concept plans and collaborate on a realistic and sustainable long-term plan for the marina basin.

Sincerely,

Penticton Yacht Club, Strategic Planning Committee

info@pycmarina.com



Penticton Tennis Club
675 Marina Way,
Penticton, BC, Canada, V2A 1H5
info@pentictontennisclub.com
pentictontennisclub.com

January 6, 2026

City of Penticton
171 Main Street
Penticton, B.C.
V2A 1E2

Attention: Steven Collyer, Housing and Policy Initiatives Manager

Dear Steven:

Re: Esplanade Renewal Plans

The Executive Board of the Penticton Tennis Club are pleased to provide the City Administration with our strong support for the Esplanade Renewal Plan, Phase 2, which includes the current location of the Penticton Tennis Club. This site has served the members of the tennis community well over the past 50 years, and we are looking to continue at this footprint over the next several decades.

Club History:

The Penticton Tennis Club has a long history in our City. The Club was established in 1898 on Tennis Street. Following World War 2, we moved to Skaha Lake until 1975. At that time, the Club was invited by the City to our current location, and the Penticton Yacht and Tennis Club was formed. A split with the Penticton Yacht Club occurred in 2011, with the loss of use of the adjacent building by the tennis courts due to disrepair in 2021. We also note the removal of the tennis indoor facility in 2006 to make way for the South Okanagan Event Centre that negatively impacted our tennis community, eliminating year-round play and programming. At that time, the City assured the tennis community that the indoor courts would be replaced. To date, this has not occurred.

Current Status:

Loss of the use of the existing building adjacent to the tennis court in 2021 has meant the Club has been operating without running water, washroom facilities, social gathering or meeting areas, office space for tennis professionals, or storage space. We have adapted by utilizing a seasonal port-a-potty and sea-can for storage, pending a long-term solution.

Our Strengths:

The strength of the Club resides in the commitment of its members, and the offering of

programs to our members and the general public of all ages.

- Our Junior Program provides individual, group lessons, and summer camps for children ages 6 and up. The lessons and camps are popular, with over 120 juniors taking part this past year.
- Our adult programs continue to expand with clinics, lessons, drop-in sessions and leagues for our 180 adult members, as well as the general public.
- Tournaments are held throughout the year, which bring in revenues, benefitting both the Club and the City.
- The membership fees are affordable. The Club awards two annual scholarships to graduating high school students going on to higher education. In addition, we provide funding for disadvantaged children to attend our summer youth camps.
- Our members offer lessons in the elementary schools, high school teams as well as working with the Physical Education teachers.
- Community outreach is a key component of our Club. We have an annual program that runs with the Discovery House residents and alumni. We have also reached out to SOWINS, SOICS and The Penticton Indian Band, aiming to introduce this sport we love to others. For some it is an opportunity of “Healing through Motion” and or simply connecting with new people in our community.

Benefits of our Current Location:

- Provides a natural setting that is protected from strong, south winds, has cooling breezes from proximity to Okanagan Lake, and provides players with the ability to cool off in the lake during extremely hot days.
- Our Junior Program has benefitted from the location being so close to a safe swimming beach on Marina Way, as we are able to incorporate a much-needed, cool-down lunch break for the Juniors during the hot summer days of their camps.
- No residential concerns from neighbours over noise, traffic or light pollution during evening play, and no curfews are required for night play.
- Adequate parking for our members
- Easily accessible
- We are a daily consistent presence in that area from early spring to late fall – being the eyes and ears for by-law, police, ambulance and fire responders.

Summary:

Although the tennis courts are in need of renovation work, we cannot access grant monies or begin a fundraising campaign until the City determines the outcome of the Renewal Plan. We have been a long-term tenant at the current site, and have built and maintained the courts, lights and infrastructure at our own expense for 48 years.

With the addition of a Multi-Use Facility, we believe there may be a need for additional parking spaces.

Ideally, the requirements of a clubhouse would be served by the new Multi-Use Facility. However, if that is not feasible, a clubhouse with washrooms and running water could possibly be provided on the current boat trailer storage area adjacent to the tennis courts.

Thank you for continuing to include us during the planning phases of the Esplanade Renewal. We look forward to working with you in the coming months and years.

Yours sincerely,

The Board of Directors,
Penticton Tennis Club

Cc

Mayor Julius Bloomfield
Councillor Isaac Gilbert
Councillor Ryan Graham
Councillor Jason Reynen
Councillor Shannon Stewart
Councillor Campbell Watt
Anthony Haddad, City Manager
Blake Laven, General Manager of Development Services
Kelsey Johnson, General Manager of Community Services
Sheri Raposo, Land Administrator

Date: February 24, 2026
To: Parks & Recreation Advisory Committee
From: Ysabel Contreras, Parks Planner

File No: 6120-20

Subject: KVR Trail Strategy: Phase 1 & 2 Engagement Summary

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated February 24, 2026 titled "KVR Trail Strategy: Phase 1 & 2 Engagement Summary".

Executive Summary

The Kettle Valley Rail (KVR) Trail is a highly valued and heavily used community asset that plays a central role in recreation, active transportation, and quality of life in Penticton. Increased use of the trail has brought forward new challenges related to evolving use patterns and broader city changes and growth. In response to these evolving conditions, the City of Penticton initiated the KVR Trail Strategy (KVRTS) to guide long-term planning, design, and management of the trail.

City staff conducted various public and stakeholder engagement activities between summer and fall 2025, organized in two distinct phases. Phase 1 focused on understanding how the trail is currently used and where challenges and opportunities exist. Phase 2 built on this foundation by testing a shared vision and identifying objectives and priorities for the future. Together, these phases generated strong participation and provided a comprehensive, evidence-based understanding of community needs and spatial use patterns.

City staff will use the engagement findings from Phase 1 & 2 to inform the draft plan, which will then proceed into Phase 3 engagement for community review.

Background

In recent years, increased use of the KVR Trail has highlighted both its importance to the community while also revealing challenges related to a growing range of users. Many residents rely on the trail daily or weekly, underscoring its role as a major piece of community infrastructure. This is consistent with the findings of the 2025 Sports and Recreation Needs Assessment, which identifies trails and pathways as a top outdoor facility and amenity priority for residents. At the same time, concerns have emerged related to changing user needs, aging infrastructure, accessibility, population growth, housing-related legislative changes, and ongoing development activity.

Acknowledging these evolving conditions and emerging challenges, the City of Penticton initiated the KVR Trail Strategy (KVRTS) to guide the long-term planning and management of the trail within municipal boundaries. The purpose of this strategy is to provide Council and staff short, medium, and long-term priorities and an action plan to enhance the trail’s overall value. It will guide trail design, capital planning, and operational decision-making to ensure the trail continues to meet community needs and support the City’s growth.

City staff launched the project and engagement process in Summer 2025, presenting the engagement approach to the Parks and Recreation Advisory Committee (PRAC) and Accessibility Committee (AC) on July 9, 2025 and July 23rd, 2025, respectively. Phases 1 and 2 of public engagement are now complete, and the findings from both phases are summarized below.

Engagement Process

The project engagement is structured into three phases:

Phase 1: Discover & Early Input – gathered early input through an online mapping tool and 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 a stakeholder workshop, Council’s Open House, an online survey and follow-up meetings with key stakeholders.

Phase 3: Final Review & Validation – Staff will be approaching the final phase and will involve presenting a draft plan to the community and project partners. This phased approach ensures that both broad community values and specific design considerations are reflected into the final strategy.

The following section summarizes the key themes and feedback heard from the community during Phases 1 and 2. Full details on all engagement activities are provided in **Attachments A-C**.

1.0 Phase 1 Engagement Summary

Phase 1 engagement took place between June 13 and August 28, 2025. The “Locals Know” campaign 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. Participation and engagement outcomes include:

- 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

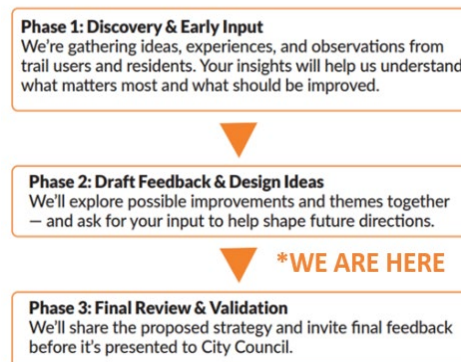


Figure 1 – KVRTS Engagement Process

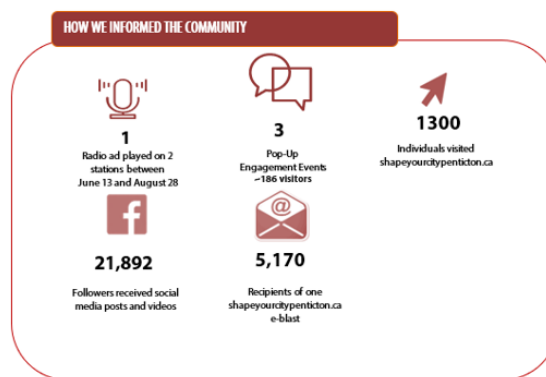


Figure 2 – KVRTS Phase 1 Engagement Outcomes

1.1 Online Survey + Pop-Up Engagement Results

During phase 1 engagement, 286 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. Members of the public were invited to share their feedback directly with the project team, review engagement boards, and participate in the mapping activity.

Key findings from these engagements include:

- The KVR Trail is an essential, widely used community corridor, with 54.8% of respondents use the trail daily or several times per week, 33.3% use it weekly and strong multi-generational participation (92%) across households. The highest use is for recreation (61.4%), followed by fitness (26.0%), and dog-walking (7.9%), rather than commuting, underscoring the trail's role as a comfort and accessibility-focused recreational asset.
- Scenic views and the natural setting are the trails defining strengths. Pop-up engagement reinforced the importance of maintaining natural character while increasing shade and improving vegetation and invasive species management.
- Safety perception is generally positive, but key hotspots require attention including downtown segments, Highway 97 crossings, Skaha Lake access, and areas with e-bike speed conflicts, blind corners, and mixed-use tensions.
- Connectivity is functional but incomplete. Participants also identified needs for improved wayfinding, reduced user conflicts, and more parking at key access points. Nearly 70% expressed uncertainty or dissatisfaction with overall connectivity.
- Accessibility and surface conditions were identified as notable barriers, with 14% reporting mobility or accessibility challenges. Respondents preferred improved surface stabilization and consistent maintenance over full paving.
- Comfort and experience amenities are the highest priorities, with strong demand for more washrooms, water stations, seating, shade, and waste facilities, alongside interest in enhanced cultural interpretation, Indigenous storytelling, and coordinated management across jurisdictions.
- Pop-ups highlighted strong support for indigenous storytelling, community programming while also noting strengthening connections to local business and tourism

1.2 Phase 1 Mapping Results

The online mapping activity invited participants to add a **green pin** to show a place they value along the trail and a **red pin** to show a place they think could be improved. Some of the key findings revealed the following:

Mapping patterns show that majority of concerns are situated within the urban interface, while positive comments were more prevalent outside the urban interface, indicating scenic viewpoints and waterfronts are deeply valued. Echoing survey results, common concerns included connectivity gaps, limited amenities, surface issues, and road-crossing safety. The upvote-weighted comments help pinpoint challenging areas indicating Main Street, neighbouring areas surrounding Safeway/Fairview, the Channel Parkway Overpass (KVR bridge) (received the most upvotes),

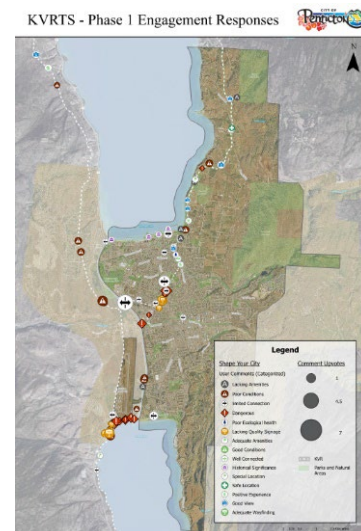


Figure 3 – Phase 1 Mapping Results

channel pathway, and the south connection near the airport as areas needing safe and accessible interventions.

1.3 Project Partners & Advisory Group Engagement

As part of Phase 1, targeted conversations were held with advisory and partner groups, including the Accessibility Committee, the Parks and Recreation Advisory Committee, the Regional District of Okanagan-Similkameen (RDOS), and the Snpink'tn Indian Band (SIB).

Key findings from these discussions include:

- Strong governance, cultural values, and shared decision-making, recognizing SIB as a government partner in the project, including early coordination with provincial and federal agencies.
- Need for regional coordination to support the trail's long-term continuity beyond municipal boundaries, including collaboration with RDOS and others; understanding cross-jurisdictional challenges such as land ownership, environmental and physical constraints, invasive species, and safety considerations.
- Opportunities to incorporate cultural design, storytelling, enhanced wayfinding, and surfacing improvements, supported by clear jurisdictional boundaries, trail etiquette, and further assessment of sensitive cultural and ecological areas before advancing specific trail connections.
- Importance of engaging individuals with lived experience of accessibility needs, improving navigation from home to the trail, and leveraging technology and open data to better understand accessibility gaps.
- Recognition of the need to preserve existing flora and fauna, invasive species management, and ensure safe, well-connected links such as the Esplanade Beach connection.
- Value in asking the public where they walk to identify connectivity opportunities and continue to support active transportation.

2.0 Phase 2 Engagement Summary

Phase 2 engagement primarily took place between October 14, 2025, and December 12, 2025. Phase 2 built on the foundation from the previous phase by focusing on defining a shared community vision and establishing objectives to guide the trail's future. This phase shifted from understanding existing conditions toward setting direction for how the KVR Trail should function, feel, and evolve.

Participation and engagement outcomes include:

- 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 rightsholder engagement
- 2 engagement sessions (Council Open House and rightsholder engagement)
- Follow-up meetings with key stakeholders

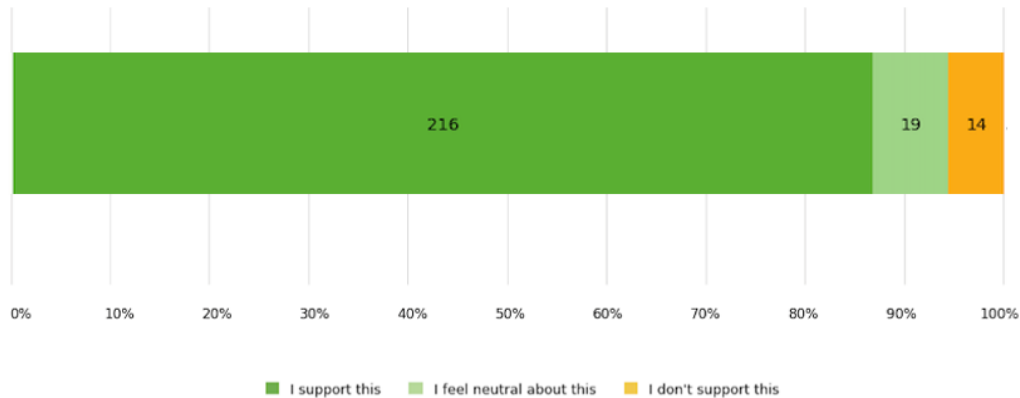


Figure 4 – Phase 2 Engagement Outcomes

2.1 Online Survey Results

A total of 252 feedback forms were received during the engagement period. Participants were asked to provide feedback on the proposed vision statement, ranking project objectives, and sharing ideas to enhance the future trail experience.

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."

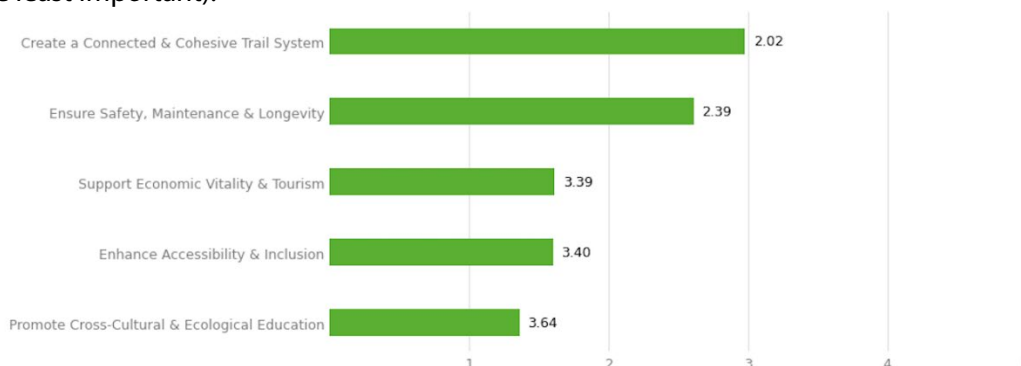


- ~87% of respondents indicated they support the shared vision statements of respondents indicated they support the shared vision statements with nearly nine in ten respondents indicating agreement. Some respondents suggested opportunities to simplify the vision and ensure future upgrades protect the trail’s natural character. Additionally, a portion noted that the KVR’s role as a city-wide connector varies based on geography and considering equitable use throughout the city.

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

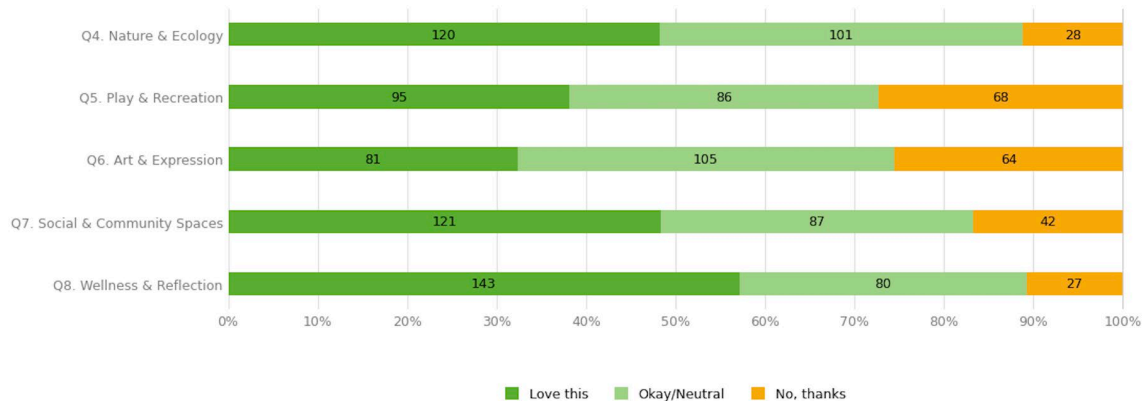
- Respondents identified prioritizing improved connections within Penticton and to surrounding communities, safety upgrades at crossings and highway interfaces, and the need for consistent maintenance, wayfinding, and surface improvements before introducing new features. Participants expressed interest 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. (*Questions 4-8 repeats the same questions to each theme listed in the figure below. Detailed engagement results for each theme are provided in Appendix B).



- Overall, 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.

2.2 Council Open House Engagement & Stakeholder Workshop Engagement

Across both sessions, participants agreed that connectivity, safety, and accessibility are the essential building blocks of the KVR Trail. While there is strong interest in cultural, ecological, and tourism opportunities, both the public and stakeholders shared that addressing core trail conditions and user comfort are preferred to come first.

Combined key takeaways:

- Overall, public participants expressed strong alignment with the proposed vision for the KVR Trail and the trail is widely seen as a shared community asset that should balance everyday use with recreation, nature, and identity.
- Accessibility was a central concern particularly during the stakeholder workshop, and participants emphasized the need to prioritize accessible design in specific locations where grades, surfaces, or access currently create barriers.
- Similar to earlier engagement, the need for a continuous, safe and accessible network was emphasized and noting concerns about e-bike/e-scooter conflicts, unsafe crossings, gaps forcing users onto major roads/highways. Participants generally supported addressing these issues through better design, clearer expectations, and education, rather than heavy enforcement.
- When discussing amenities, participants from both events showed the strongest support for basic core trail conditions before aspirational features. It was also noted that protecting the trail's scenic

characters should be prioritized while more intensive recreational elements should only be added cautiously in appropriate locations.

- Tourism and winery representatives highlighted the KVR Trail’s potential to support regional tourism and economic activity, particularly through improved connections to the Naramata Bench. However, these opportunities are dependent on strong safety standards, clear wayfinding, and education.
- Environmental considerations were supported but generally viewed as secondary to ensuring the trail is safe, functional, and accessible.

2.3 Phase 2 Mapping Results

The mapping exercise during the stakeholder workshop and the Council Open House highlighted commonly used routes, connections, and destinations along the KVR Trail. Together, the combined findings highlight:

Mapping from the Council Open House and stakeholder workshop showed consistent travel patterns, with the highest-use routes concentrated in the north urban section of the KVR Trail. Neighbourhood connectors branching off the KVR were also frequently identified, underscoring the importance of linking local streets and pathways into the corridor. Most activity and destinations clustered in the northern half of the city, focused on parks, waterfronts, wineries, and other leisure spots, while the southern area showed lower use and fewer strong connectors. The channel pathway on the west functions as a heavily used route, whereas the east acts more as a trip origin area.

KVRTS - Phase 2 Engagement Responses



Figure 5 – Phase 2 Combined Mapping Activity

Together, these patterns highlight where people travel most, where gaps exist, and where upgrades would have the greatest impact, providing evidence-based roadmap for prioritizing projects and aligning upgrades with how people move through the city.

Financial implication

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, with an additional \$125,000 planned for implementation in 2026.

The final recommendations and action plan, once endorsed by Council, will outline a prioritized list of projects to be implemented over the short, medium and long-term plans. The engagement results described above will help inform which specific improvements will be delivered using the implementation budget, ensuring that early investments align with community priorities, technical assessments, and available funding. The action plan will also guide future capital planning and operational enhancements to support the long-term success of the KVR Trail.

Analysis

The KVRTS aligns with Council’s strategic priority of fostering a livable and accessible community by promoting a proactive approach to encourage thoughtful growth and building an inclusive, healthy, and vibrant community. Engagement from Phase 1 and 2 emphasized strengthening core trail conditions through safe and connected routes, accessible surfaces, simple comforts like shade, seating, water, signage, and clear wayfinding. Engagement feedback reflects interest in cultural, ecological, and tourism opportunities, alongside a strong emphasis on improving the trail’s fundamental accessibility and usability.

Additionally, the mapping activities offers insight on how the community uses the trail based on real-time evidence-based data. By showing both heavily used corridors and lower-use areas, the mapping highlights where demand is strongest, where connectivity gaps exist, and where targeted improvements could strengthen the network. These findings suggest that different planning and design responses are required across the trail system and reinforce the importance of treating the KVR Trail as an integrated network that connects neighbourhoods, destinations, and regional routes.

The next step in the KVR Trail Strategy will be to translate these findings into a prioritized action plan, identifying short, medium, and long-term improvements that align with what we heard, technical feasibility, and available funding. This will include refining design concepts, trail standards and site-specific interventions, and validating the draft plan through Phase 3 engagement.

Alternate recommendations

None.

Attachments

Attachment A – KVRTS - Phase 1 Engagement Summary

Attachment B – KVRTS - Phase 2 Engagement Summary

Attachment C – Mapping Summaries

Respectfully submitted,

Ysabel Contreras.
Parks Planner

Concurrence

General Manager of Infrastructure <i>KD</i>



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.

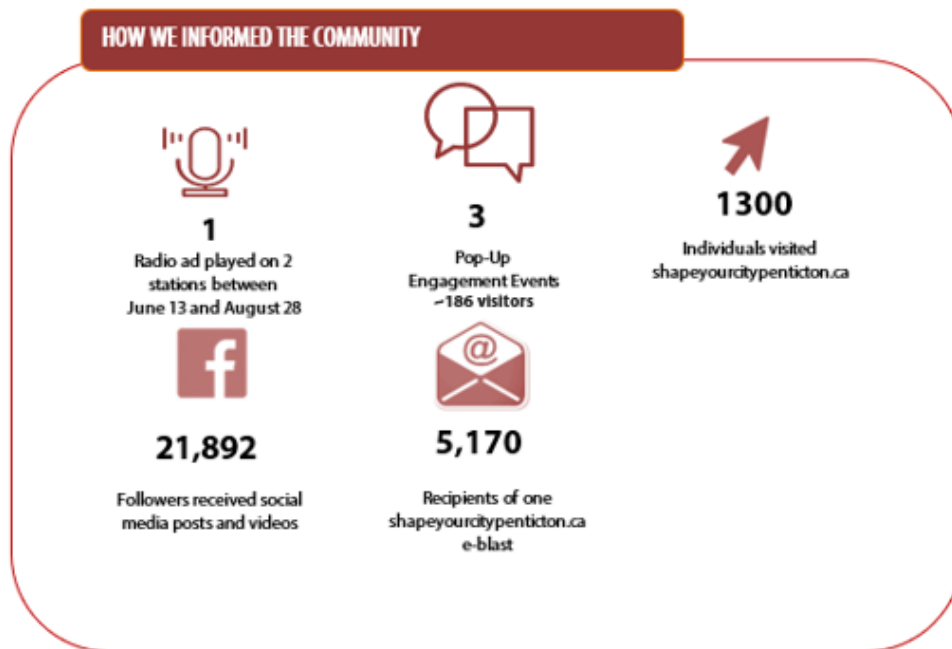
Engagement activities took place between June 16 and August 28, 2025, and included both online and in-person opportunities. Community input was gathered through an online feedback form and map-based tools on the Shape Your City website, as well as three pop-up engagement stations located along the trail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



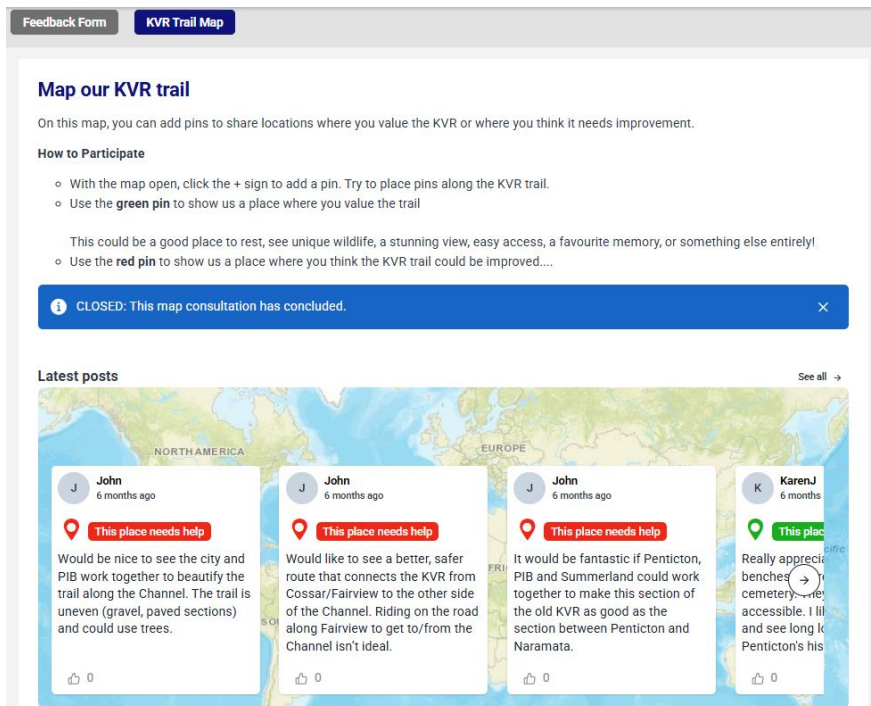
- 286 feedback forms collected (online/in person)
- 186 one-on-one conversations with trail users
- 103 pins placed on the Shape Your City digital map
- 92 sticky-note comments recorded on engagement boards
- 3 pop-up engagement stations (Penticton Farmers' Market, Vancouver Place trailhead, and the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

- Vancouver Place to Poplar Grove
- 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.
 - 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

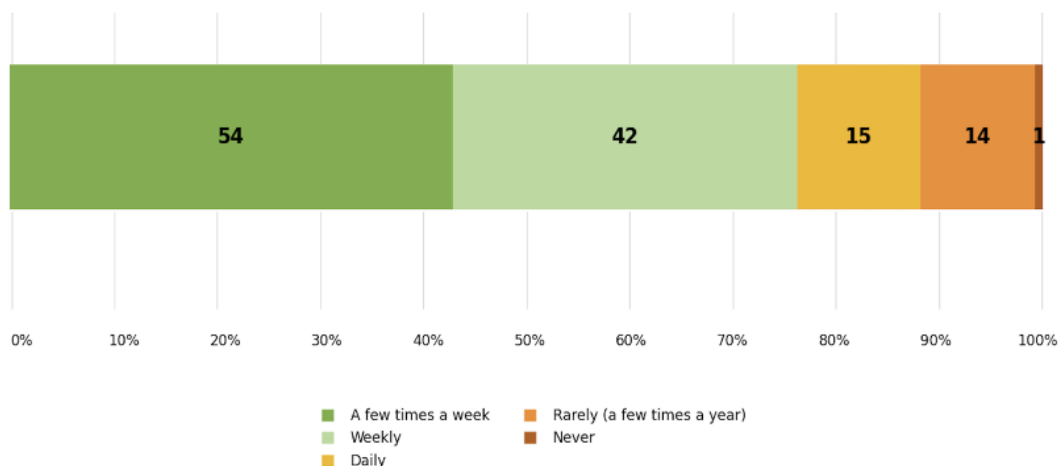
- The majority of family members reported regular trail use: more than half (54.4%) of responses indicate frequent to very frequent use.
- Only 1.6% indicated their family never uses the trail, and 4.8% marked the question as not applicable, reinforcing the relevance of the KVR Trail as a shared family 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

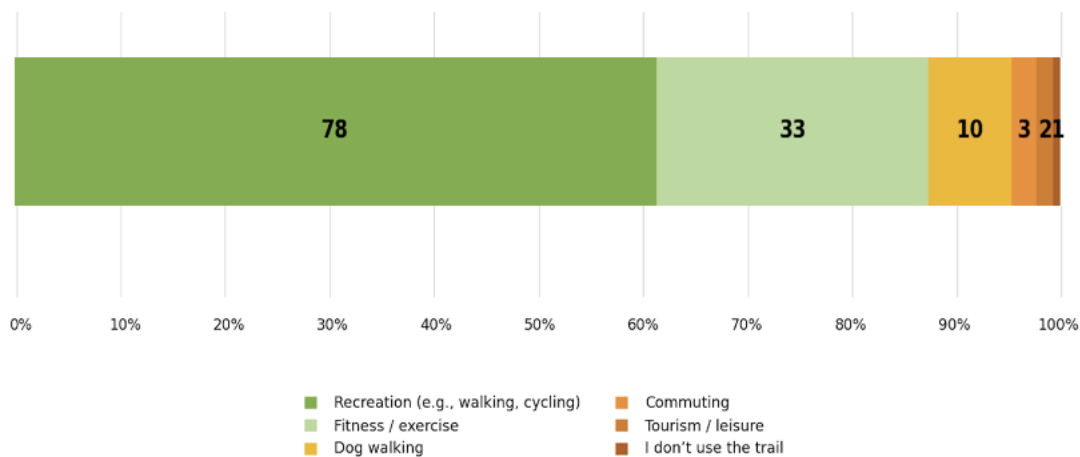
- Frequent use dominates: Over half of respondents (54.8%) use the trail daily or several times a week, highlighting its role as a regular activity hub.
- Weekly users represent a strong secondary group (33.3%), indicating consistent engagement beyond daily routines.
- Occasional users (11.1%) and non-users (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:

- "Looking back toward Okanagan Lake from just past the first tunnel north of town."
- "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:

- "The city view from the switchback near Vancouver Avenue."
- "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:

- “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:

- “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:

- “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:

- “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:

- “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.”
- “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:

- “Met my future wife on a KVR trip starting in Penticton in 2019.”
- “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:

- "It's one of the first things I went to see when I first moved to town."
- "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:

- "Safest – open sight lines, not a lot of brush, and other people around."
- "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:

- "In town sections can be very uncomfortable sometimes – e.g., around Safeway."
- "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:

- “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.”
- “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:

- “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:

- “Trail is not that easy to push a wheelchair along after Vancouver Place heading towards Poplar Grove.”
- “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:

- “My parents no longer like to walk down the channel as it is too risky.”
- “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:

- “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:

- Vancouver Place to Poplar Grove
- 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:

- "Spring and fall — not so hot and less busy."
- "Late spring when the trees and orchards are green but the mornings are fresh."
- "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:

- "Summer. Dry for walking and biking with standard mountain bikes."
- "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:

- "All year! I appreciate it in the winter when there is snow and ice making it slippery on the roads."
- "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:

- “There aren't enough spots to get water. Particularly on hot summer days.”
- “Another water source or a sign at the pump track saying last stop for water... better signage for washrooms.”
- “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:

- “Better linkage from south Channel Parkway part of the trail along the highway and crossing the highway to Wright’s Beach connection.”
- “City bike route at the end of South Main at Skaha Lake should connect to the KVR along the channel.”
- “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:

- “River channel is terrible, some water stations would be nice.”
- “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:

- “Vancouver Pl is too narrow and can be dangerous for the amount of traffic that is on it during the daytime.”
- “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:

- “It would be great to warn cyclists that they need to have a bell or something to warn walkers.”
- “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.
 - 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:

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

- “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:

- “Would love to see solar lighting in key areas for evening walks.”
- “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:

- “Could the city organize walking groups or fitness programs along the KVR?”
- “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:

- “Trailhead parking fills up quickly on weekends. It would help to add a few more spots or consider time limits.”
- “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:
 - “The KVR trail is already amazing. Thank you to those who maintain and protect it.”
 - “This trail is a gem and makes Penticton unique. Please keep investing in it.”
- Common improvement themes (consistent with Q1–Q8 Feedback):
 - 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.”

- 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.”
- 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:
 - 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

- 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:

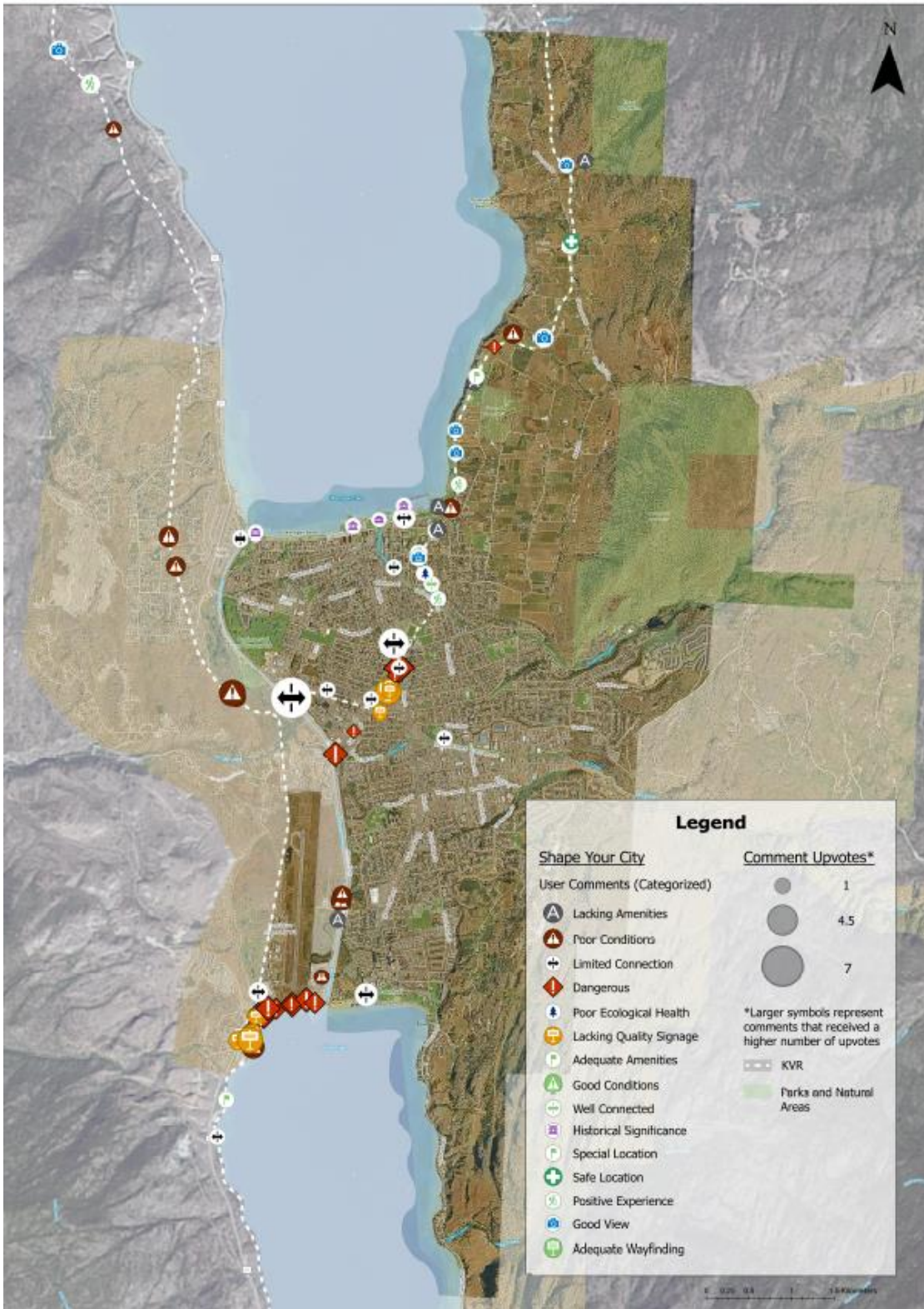
- Excellent: 22 (17.6%)
- Good: 73 (58.4%)
- Fair: 24 (19.2%)
- Poor: 4 (3.2%)
- Very Poor: 2 (1.6%)

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

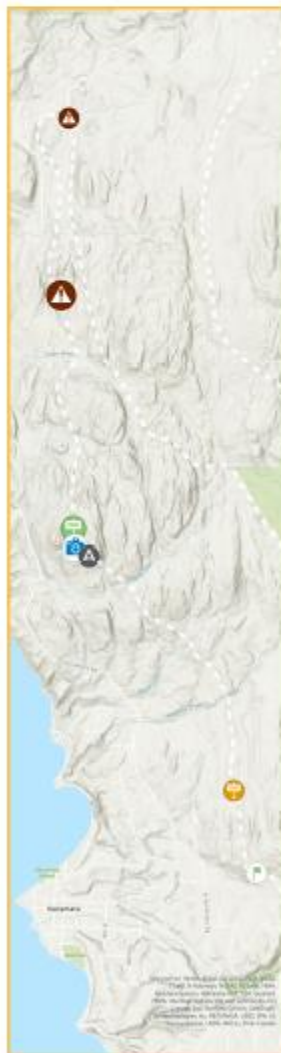
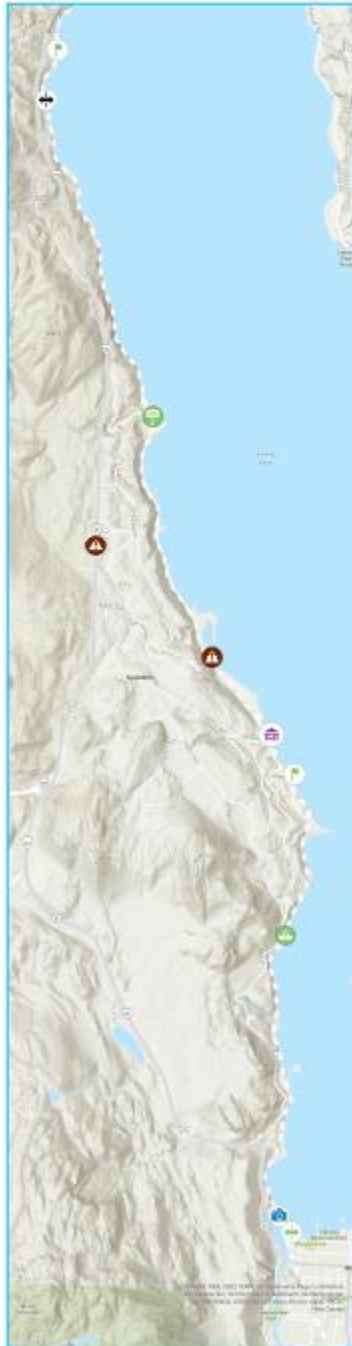
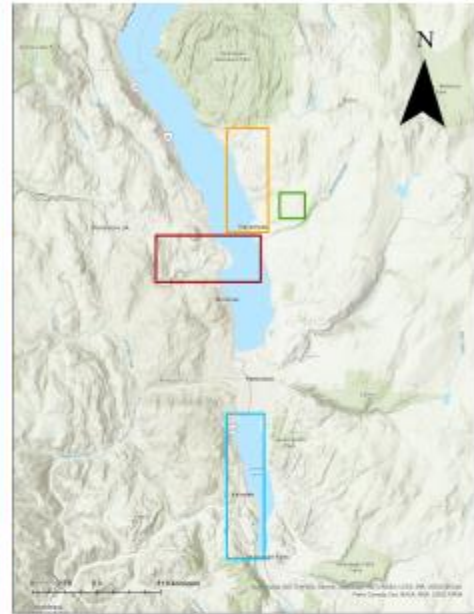
KVRTS - Phase 1 Engagement Responses



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
- Perks 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 estimates"
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

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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.

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.

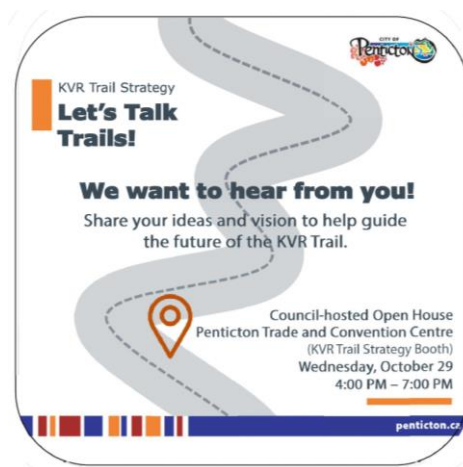
In-Person

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

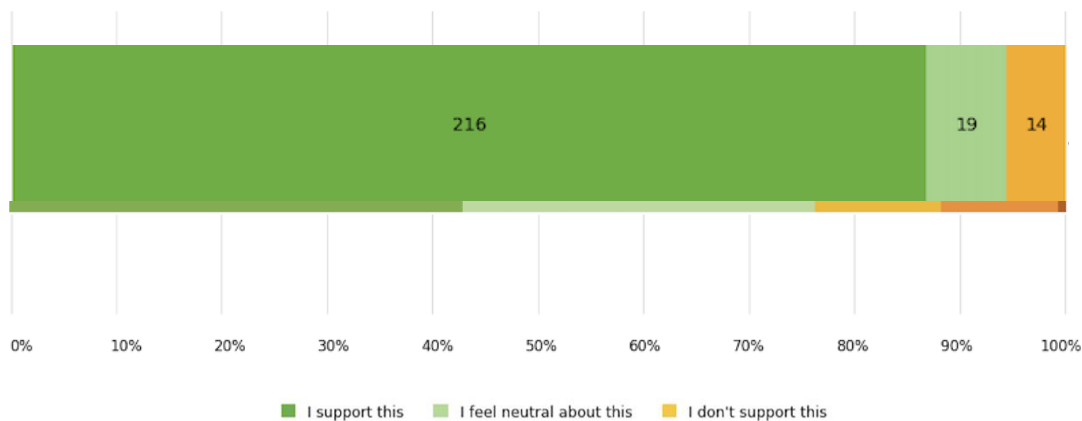
3.1 Feedback Form Results

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.

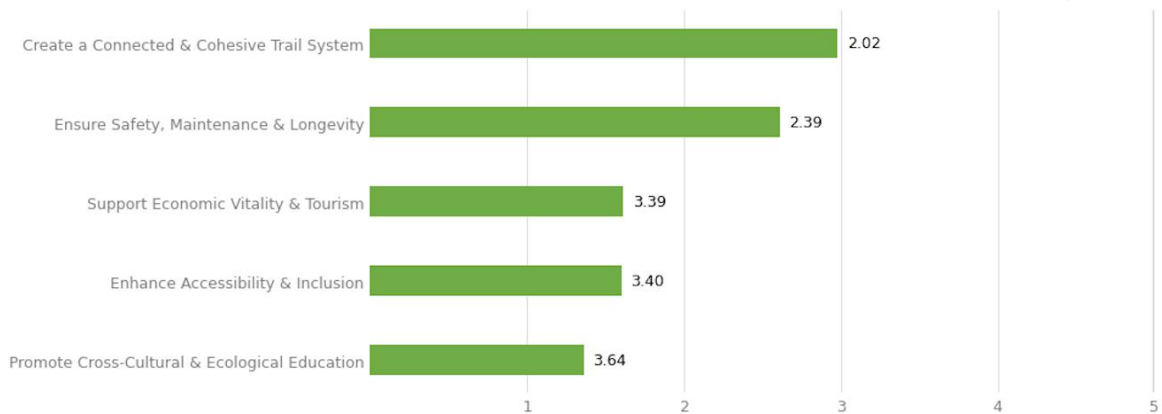


Question 2: Tell us how the KVR could better support your organization, business and everyday/commuter use.

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.

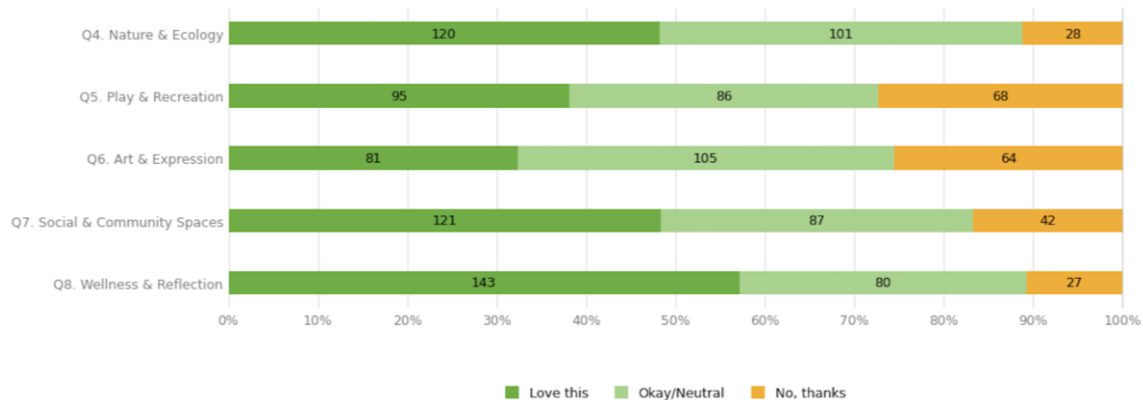
Question 3. Please rank the following objectives in order of importance to you. (1 being the most important and 5 being the least important).

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:
 - Parks, and natural areas adjacent to the KVR Trail
 - Downtown, waterfront destinations, including the Okanagan Beach area, SS Sicamous/Riverside and Marina Way Park
 - Shaha Lake, particularly at access points connected to the southern portion of the KVR Trail and along the Skaha Lake Beach area.
 - 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 Franschoek 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:
 - Trip start locations, distributed throughout residential areas
 - Trip end locations, frequently clustered near urban and waterfront areas
 - Destination locations, commonly associated with parks, natural areas, and urban access points
 - 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:

- "This is large-scale aspirational wording outlining way too many objectives."
- "Your statement is vague, what am I agreeing with?"
- "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:

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

- “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:

- “This is not a priority for this city.”
- “I worry city staff will take any positive feedback as an excuse to spend way too much money.”
- “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:

- “I don’t feel that this connects the city in any way.”
- “Most of the trail is through super wealthy neighbourhoods.”
- “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:

- "Find a way to connect the KVR better from Penticton to OK Falls and to Summerland."
- "Connections east and west off of the KVR for a cohesive network to get from point A to point B."
- "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:

- "The section... along the Airport edge, Highway 97 and crossing points are dangerous."
- "Need a safe crossing of Main Street at Preston/Nelson Ave."
- "Under passes where the trail crosses busy intersections."
- "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:

- "Before beautifying the amenities... priority should be given to the condition of the trail itself."
- "Ensure surface is safe. No loose gravel... Fix ruts due to misuse or water damage."
- "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:

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

- “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

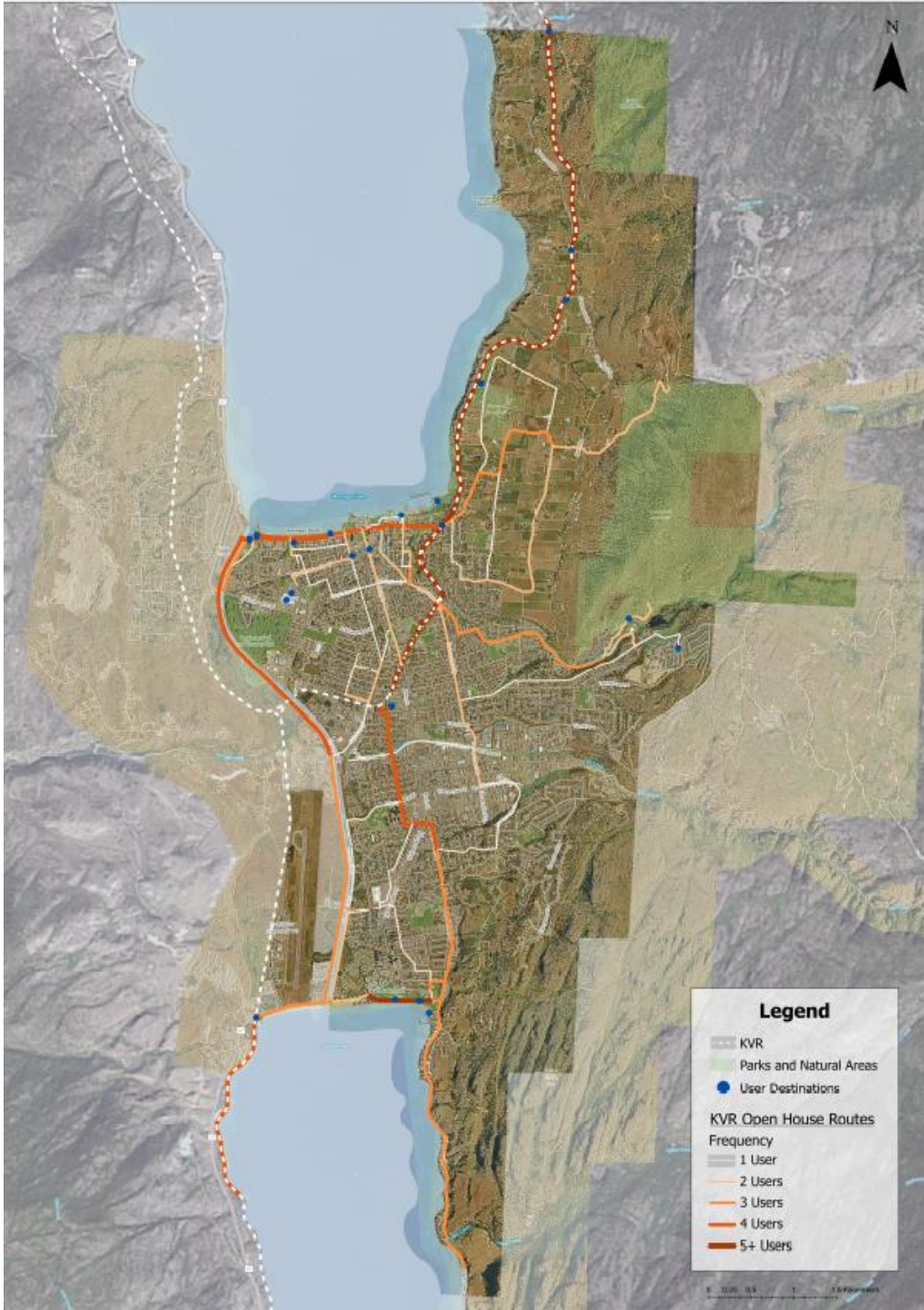
- Love this: 143 (57.2%)
- Okay/Neutral: 80 (32.0%)
- No, thanks: 27 (10.8%)

Key Takeaways

- Wellness and reflection features received strong overall support, with a clear majority of respondents expressing enthusiasm and relatively minimal opposition.

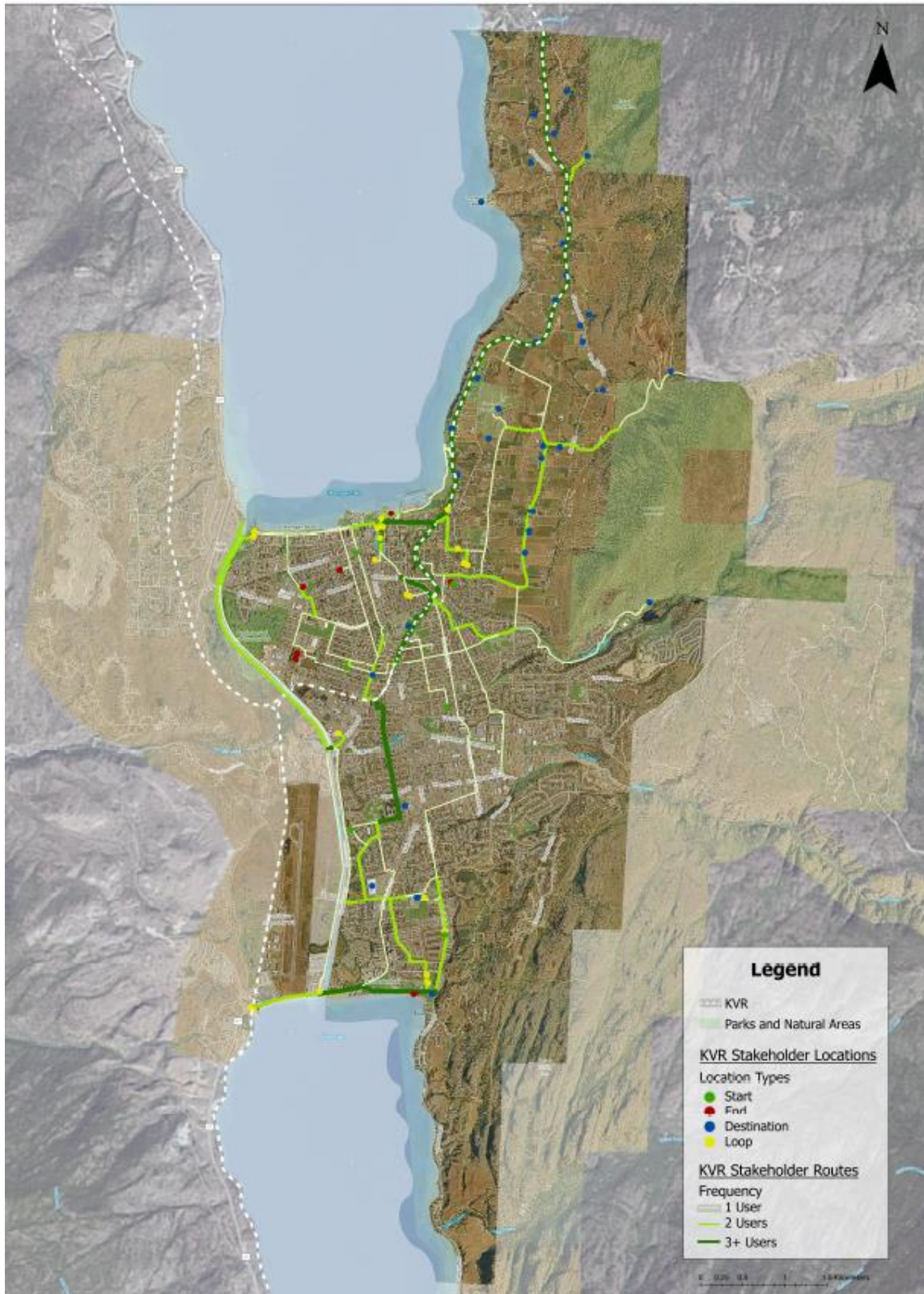
Appendix C – Council-hosted Open House Mapping Exercise

KVRTS - Phase 2 Open House Engagement

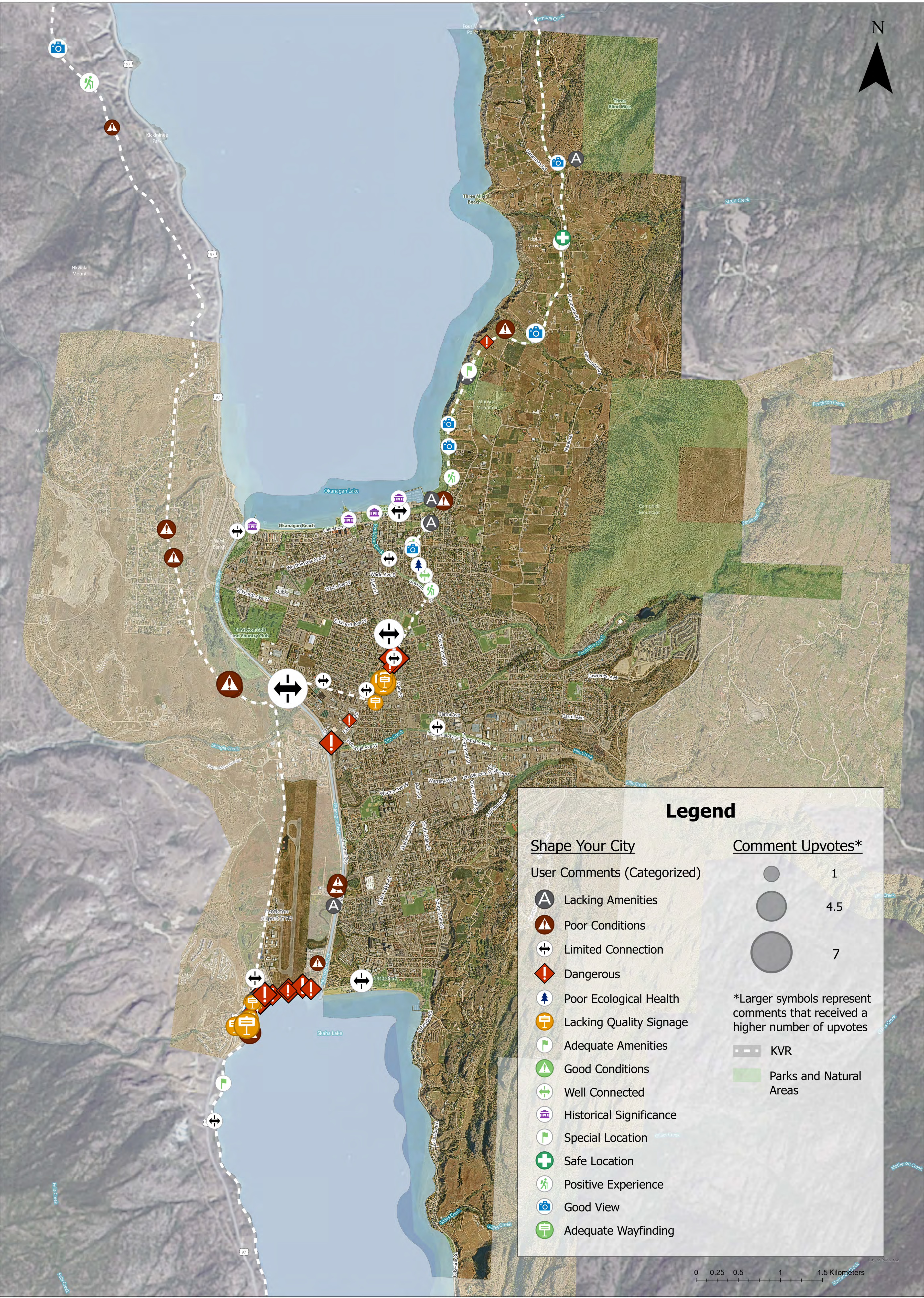


Appendix D – Community Group Workshop Mapping Exercise

KVRTS - Phase 2 Stakeholder Engagement



KVRTS - Phase 1 Engagement Responses



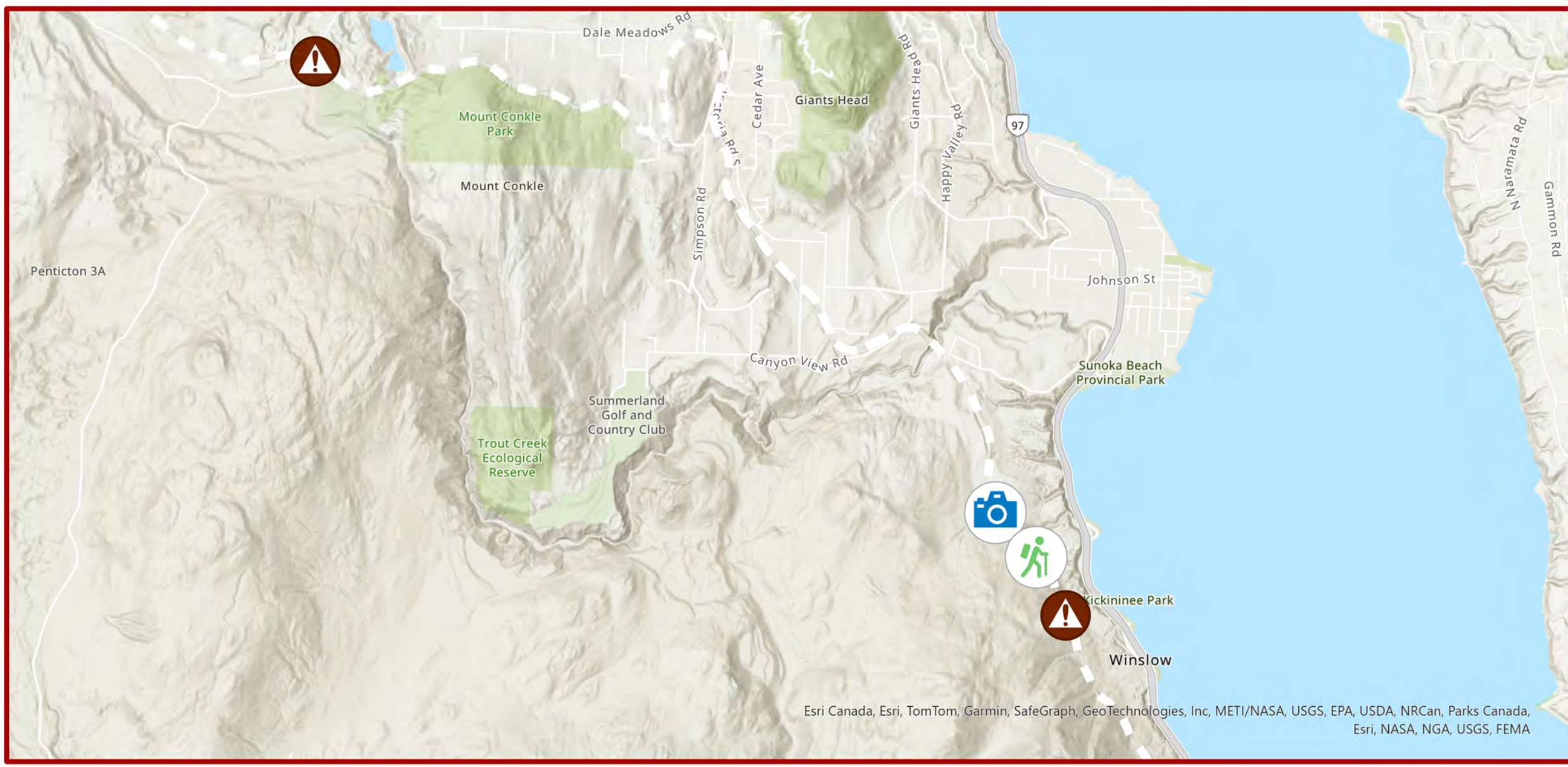
Legend

Shape Your City		Comment Upvotes*	
(A)	Lacking Amenities	●	1
(⚠)	Poor Conditions	●	4.5
(↔)	Limited Connection	●	7
(⚠)	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		
---	KVR		
■	Parks and Natural Areas		

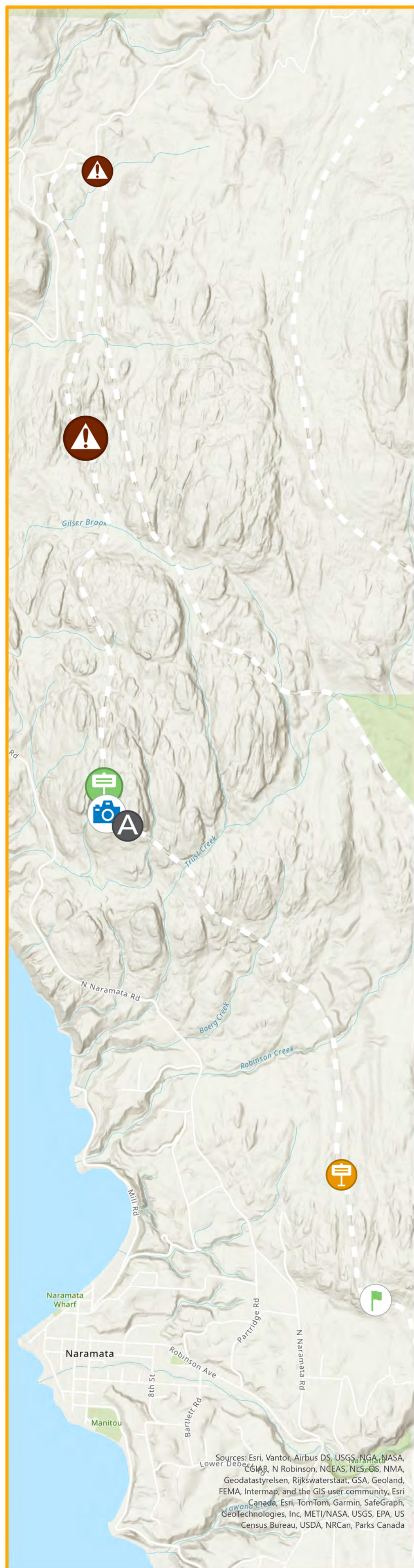
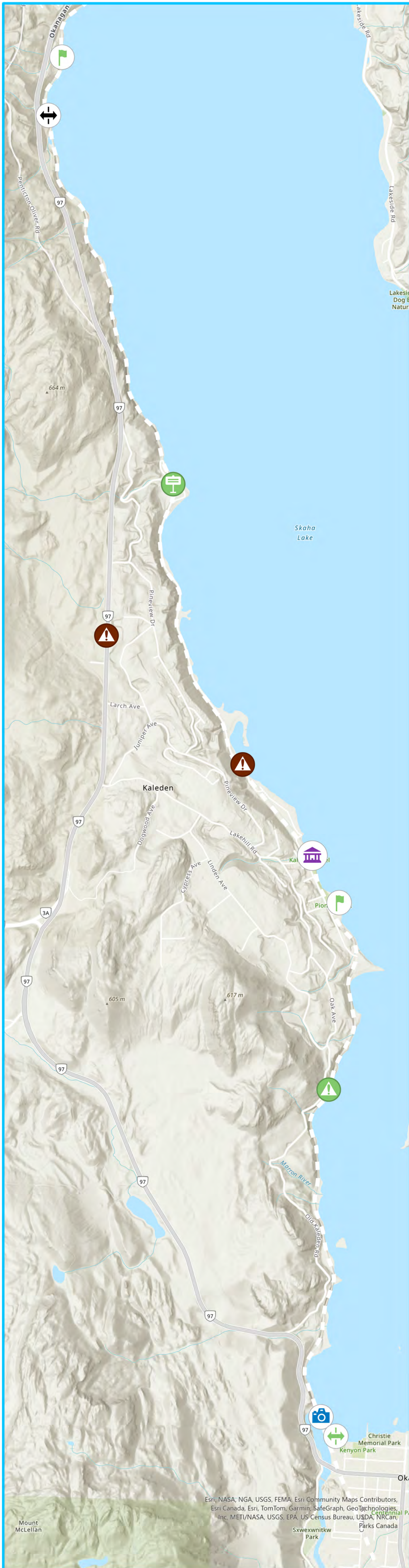
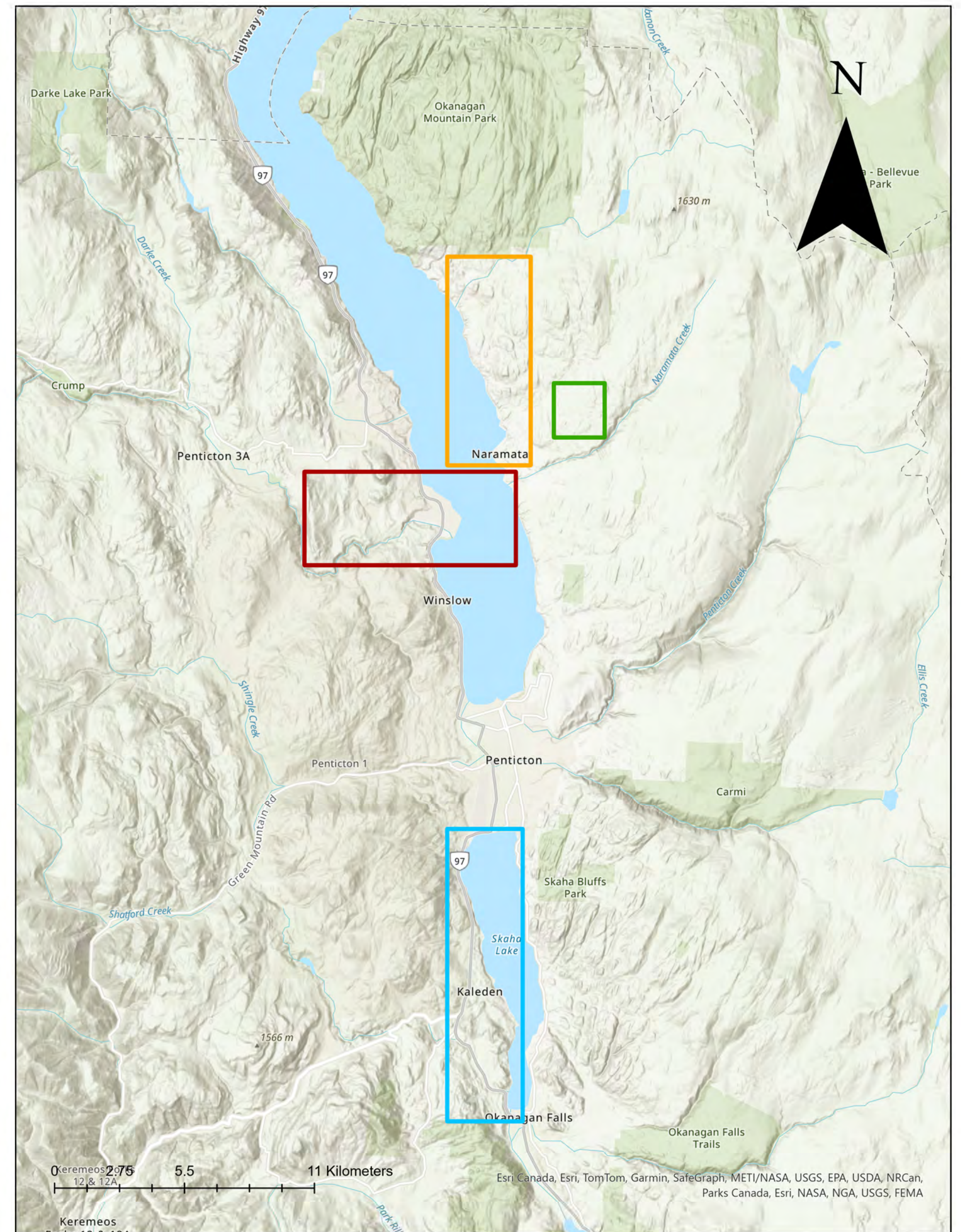
*Larger symbols represent comments that received a higher number of upvotes

0 0.25 0.5 1 1.5 Kilometers

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

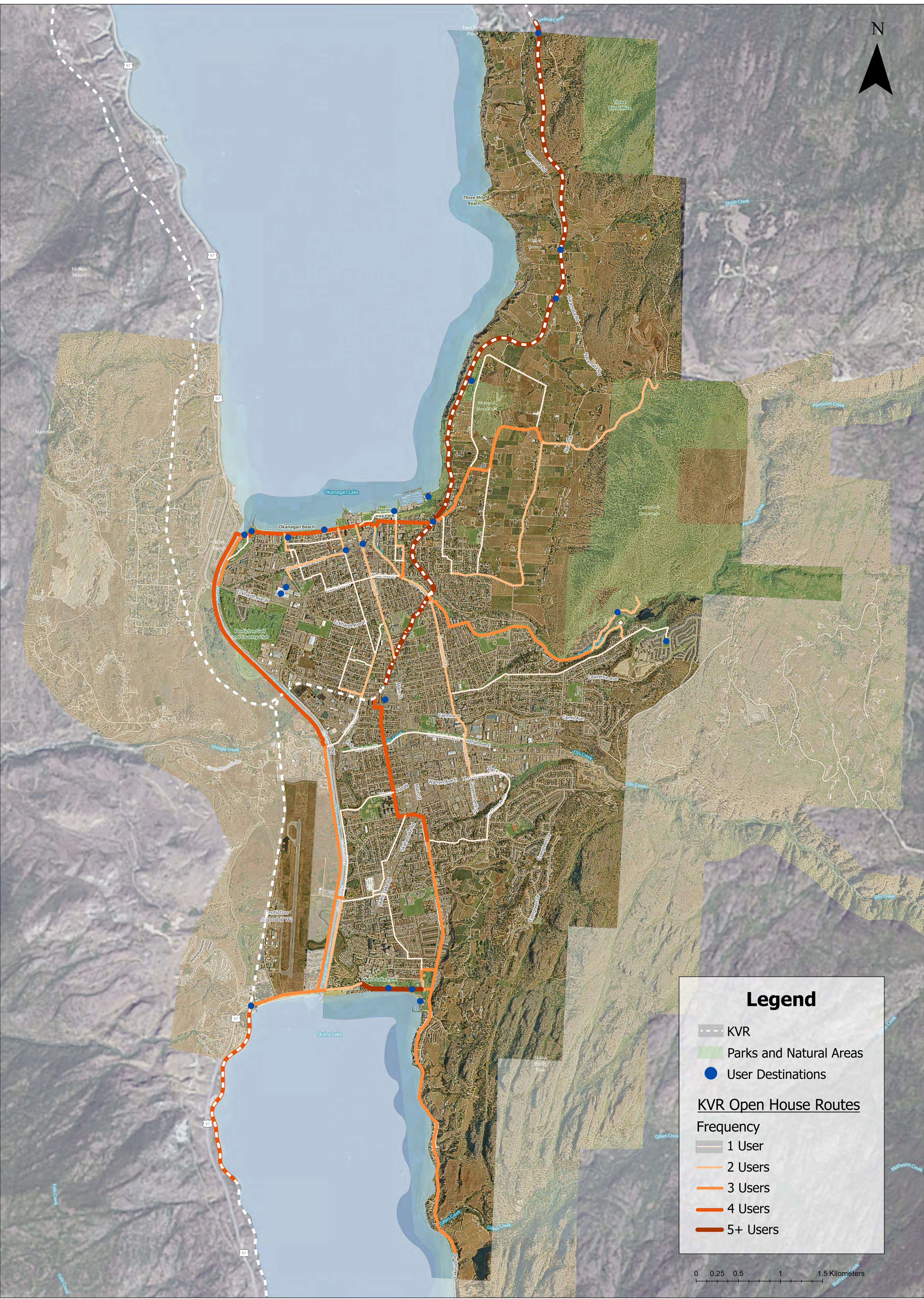
*Larger symbols represent comments that received a higher number of upvotes

- KVR
- Parks and Natural Areas

Eri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, US Census Bureau, USDA, NRCAN, Parks Canada

Sources: Esri, Vantox, Airbus DS, USGS, NASA, CGIA, N Robinson, NCEAS, NLS406, NMA, Geodatenzentrum, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, US Census Bureau, USDA, NRCAN, Parks Canada

KVRTS - Phase 2 Open House Engagement



Legend

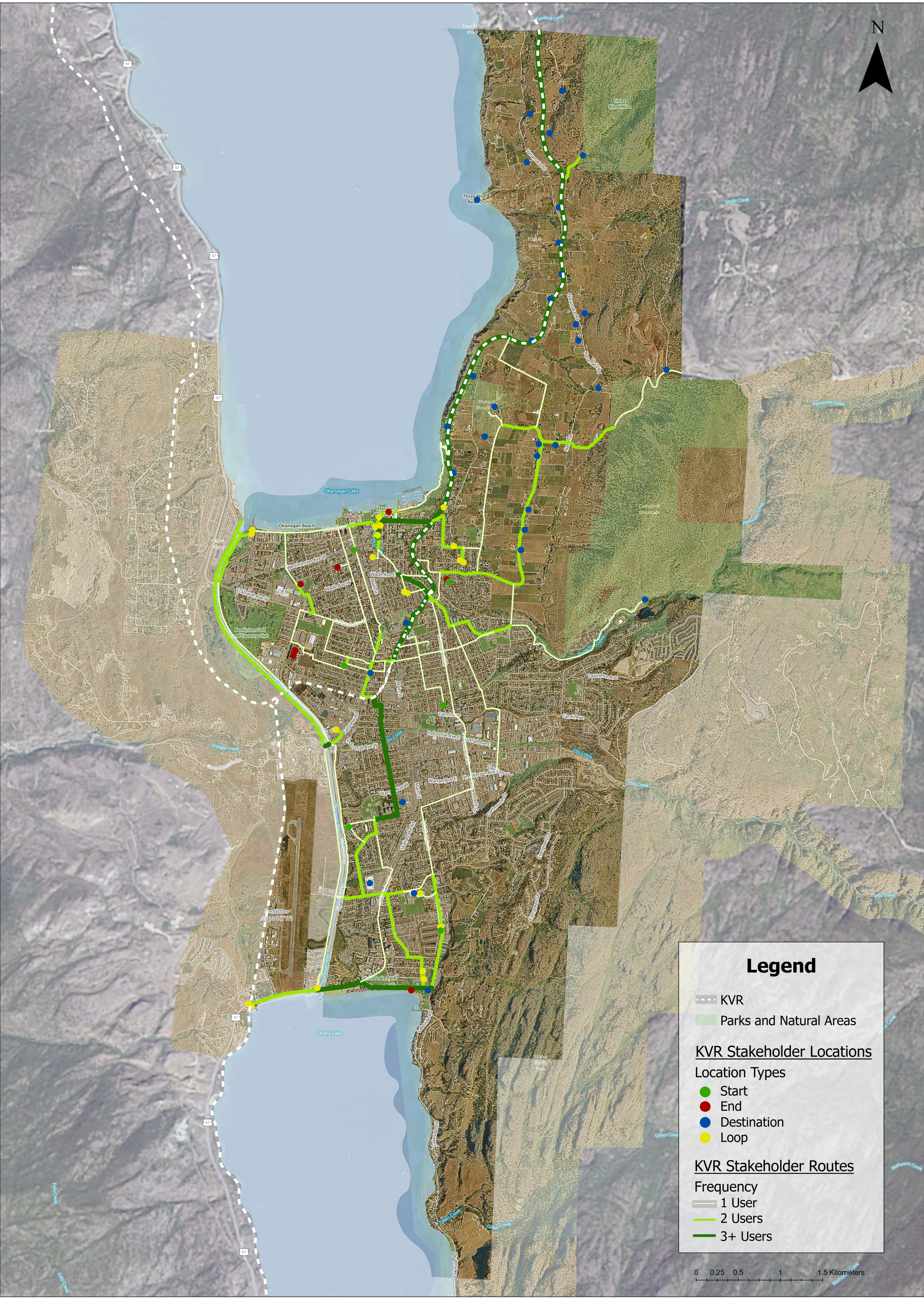
- KVR
- Parks and Natural Areas
- User Destinations

KVR Open House Routes Frequency

- 1 User
- 2 Users
- 3 Users
- 4 Users
- 5+ Users

0 0.25 0.5 1 1.5 Kilometers

KVRTS - Phase 2 Stakeholder Engagement



Legend

- KVR
- Parks and Natural Areas

KVR Stakeholder Locations

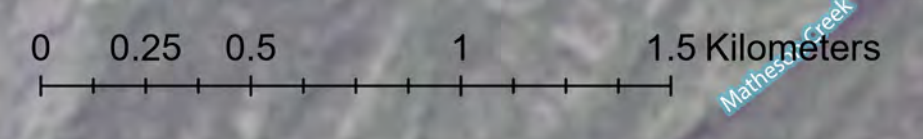
Location Types

- Start
- End
- Destination
- Loop

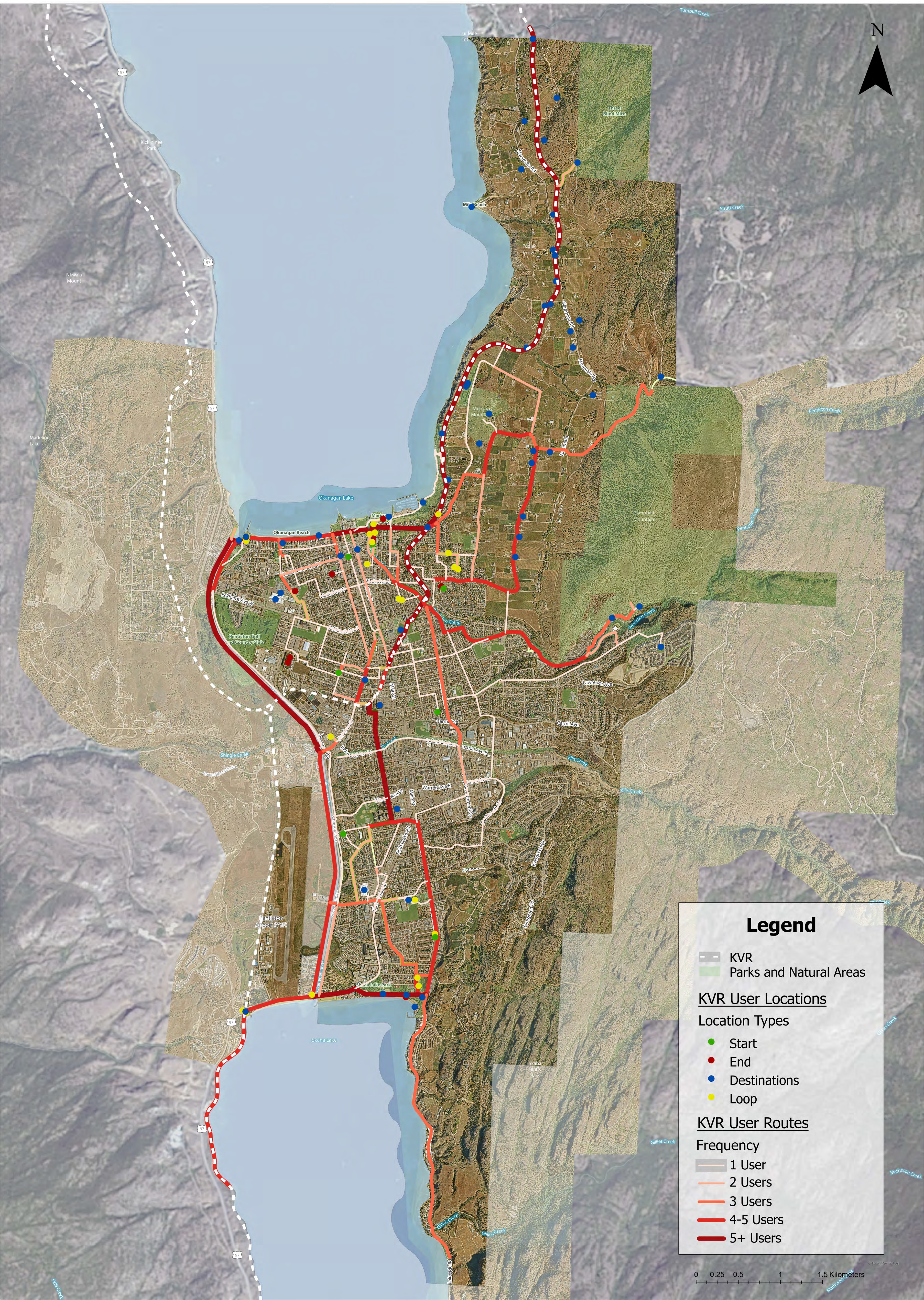
KVR Stakeholder Routes

Frequency

- 1 User
- 2 Users
- 3+ Users



KVRTS - Phase 2 Engagement Responses



Legend

- KVR
- Parks and Natural Areas

KVR User Locations

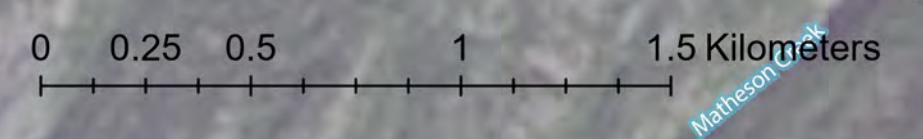
Location Types

- Start
- End
- Destinations
- Loop

KVR User Routes

Frequency

- 1 User
- 2 Users
- 3 Users
- 4-5 Users
- 5+ Users



Date: February 24, 2026
To: Parks and Recreation Advisory Committee
From: Ysabel Contreras, Parks Planner
Address: 2458 McGregor Drive ; 1051 Penticton Avenue

File No: 6240-01

Subject: McGregor Park and McNicoll Park Upgrades – Engagement Plan

Staff Recommendation

THAT the Parks and Recreation Advisory Committee receive into the record the report dated February 24, 2026 titled “McGregor Park and McNicoll Park Upgrades – Engagement Plan”.

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. Each project includes planning and design in 2026, followed by construction in 2027.

City staff are proposing to undertake preliminary public engagement to better understand how each park is currently used, how often, types of activities taking place, and by whom. This preliminary data collection will help ensure the design process is based on current/future conditions and community patterns. Additionally, findings from the 2025 Community Survey confirms that parks and sportsfields ranked among the top investment priorities for residents, highlighting the importance of gathering accurate information to guide upcoming design decisions and better support community park needs and investments.

McGregor Park

McGregor Park (0.24 acre) is located in southwest portion of Penticton and was originally established in the 1980s, making it one of the oldest parks in the city. The park remains underdeveloped, and its aging infrastructure (ex. irrigation, swing set, fencing) has exceeded its serviceable life. Current use appears to be informal and limited, primarily consisting of nearby families and young children who use the space on an occasional basis.



Figure 1 – McGregor Park Project Boundary

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 their vision for the park, assess its necessity, and optimize the usage of these neighbourhood assets. Early planning for this site will also consider its

proximity to the former Parkway School and ensure that any proposed upgrades complement rather than duplicate amenities in adjacent parks and recreation areas. Given this context, staff will begin preliminary engagement in spring 2026 to document current use, explore long-term vision of the park, and preferences for maintaining, enhancing, or repositioning amenities. These insights will inform the development of design concepts and support future planning decisions.

McNicoll Park

The McNicoll Park project (5.3 acre) proposes the replacement of the current irrigation system, which is approaching 40 years old. The system has exceeded its expected lifecycle and currently presents operational and maintenance challenges for the Parks Department. This work aligns with the PRMP and the 2010 Irrigation Master Plan recommending ongoing irrigation improvements to improve asset conditions and reduce maintenance demands. As part of the planning and design process of this upgrade, City staff will assess the opportunity to reconfigure or convert the existing 2,975 m² cinder track to additional turf, which could expand infield capacity and better support multi-sport programming. To ensure the renewed design responds to current usage patterns, staff will conduct engagement with user groups, nearby residents, and the broader community to collect current and future needs of the site. The feedback gathered will guide decisions on site layout, irrigation coverage, and identify other potential changes.



Figure 2 – McNicoll Park Project Boundary

At this stage, the public will not be asked to review or provide feedback on design options. Instead, the purpose of engagement is to gather baseline information about how each park is currently used and what future needs should be considered.

Proposed Engagement Process

The proposed timeline outlines the three-phased process occurring at key points throughout 2026 to inform concept development and refinement. Community engagement will begin in Spring 2026 and input gathered during each phase will guide decisions before the project advances to construction in 2027. Note, the engagement process shown may be adapted for both projects if early engagement indicates no significant changes to the site. In such circumstances, a simplified or streamlined process may be implemented.



Figure 3 – Engagement Process

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 preliminary engagement is complete, staff will prepare design concepts 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 McGregor Park and McNicoll Park projects support Council’s priority to build a safe, resilient, livable, and accessible community by renewing aging infrastructure and enhancing existing park spaces that supports healthy and vibrant neighbourhoods. These projects also reflect community priorities, as the recent Community Survey has shown that residents rank parks and sports fields as the top investment areas.

Engagement for McGregor Park aligns with recommendations of the Parks and Recreation Master Plan which calls for replacing playgrounds every 20 years and engaging with neighbouring residents to identify future vision for the park, including whether the park should remain in its current location. Although McGregor Park is small and primarily serves the immediate neighbourhood, the southwest area of Penticton is currently underserved in park space compared to other parts of the city, highlighting an equity gap in access to recreation amenities. Additionally, the PRMP and Official Community Plan recommend a target of 2.5 hectares of active parkland per 1,000 residents. As Penticton’s population grows and density increases, the city’s ability to meet this standard is declining. This downward trend and current shortage of active parks in the area reinforces the need to invest in existing parkland to ensure we continue to meet community needs.

For McNicoll Park, the full irrigation system replacement requires a comprehensive site overhaul, which presents an opportunity to reassess the site layout before finalizing the new irrigation design and installation. Engagement with user groups and the public will help determine whether modifications such as reconfiguring the existing six-lane cinder track or improving track conditions should be considered to better support current or future programming.

To ensure upgrades are made by how each space is currently used, and how it is anticipated to be used in the future, staff will initiate public engagement for both projects to collect baseline information that will inform the concept design development. Final design components will be subject to the available funding envelope for each project, and any additional work outside the budget may require additional funding.



Figure 4 – Existing park supply and distribution map, showing the park gap area

Alternate recommendations

THAT the Parks and Recreation Advisory Committee provide additional feedback on the proposed engagement process.

Respectfully submitted,

Ysabel Contreras,
Parks Planner

Concurrence

General Manager
of Infrastructure

