



LAKE COUNTRY

Life. The Okanagan Way.

Pelmewash Parkway

Public Engagement and Concept Plan

October 2013

October 31, 2013

Mr. Mark Koch
District of Lake Country
10150 Bottom Wood Lake Road
Lake Country, BC V4V 2M1

Dear Mark,

Re: Pelme wash Parkway Public Engagement and Concept Plan

We are very pleased to submit this document that summarizes the work completed on this contract. Our team was impressed with the participation of the community, and with the passion and enthusiasm for this project.

We wish you all the best in your future phases of planning and ultimately, in the construction of the Pelme wash Parkway.

Sincerely,
CATHERINE BERRIS ASSOCIATES INC.

Catherine Berris, RLA, RPP, FCCLA
Principal



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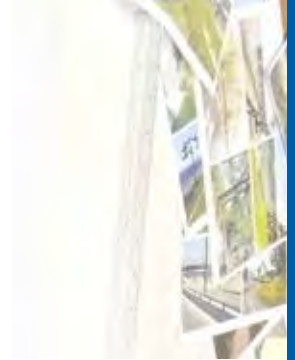
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EXECUTIVE SUMMARY

During the summer of 2013, construction was completed on the Winfield to Oyama Highway Project, relocating Highway 97 away from the foreshore of Wood Lake. With that relocation, the District and the Ministry of Transportation and Infrastructure (MOTI) agreed to turn the previous highway over to the District for conversion to a local road corridor serving alternative transportation and water-oriented recreation opportunities. Through a public voting process, the corridor was named Pelmewash Parkway.

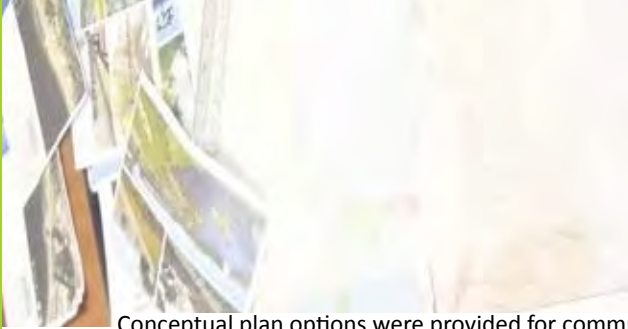
The purpose of this project was to analyze opportunities and constraints, to conduct a public engagement process to identify community interests for the corridor, and to prepare a concept plan for future corridor development, environmental protection, and community amenities. A process that took place from January to October of 2013 included multiple community engagement opportunities.

The land use along the corridor is rural residential, agricultural, and there are three commercial properties that are older resorts with varying degrees of current operation. In the centre of the corridor, Crown land extends from the uplands down to the shoreline. This area supports recreation use and a trail system that connects up to Spion Kop Mountain. Highway pull-outs along the shoreline are used fairly extensively for lake access by fishers and as highway rest areas for picnicking and enjoying the lakeshore.

There are significant Kokanee spawning areas in the lake, and natural forested areas upland from the shoreline. A synthesis of environmental information identifies the Kokanee habitat sensitivity along the shoreline, the environmental setbacks relevant to corridor development, and proposed connections to terrestrial habitat for wildlife. An analysis of the corridor explores the opportunities for pedestrian and bike paths and recreation use of highway pull-outs.

A guiding framework synthesized from the community engagement includes a vision, objectives and program of activities and amenities. Design criteria provide direction for maximizing recreation and tourism opportunities, minimizing potential conflicts, and protecting and enhancing environmental resources. The vision is as follows:

The Pelmewash Parkway is a beautiful and peaceful destination that provides safe public access to and along the waterfront of Wood Lake. This unique corridor promotes healthy lifestyles, with recreation and social opportunities for people of all ages and abilities. It also protects and enhances the natural habitat, supports economic and cultural development, connects trail networks, and strengthens communities.



Conceptual plan options were provided for community input. The preferred concept plan has the following key characteristics:

- Reduce the width of the road, retaining two-way traffic along Pelme wash Parkway, with a 2-lane road with a centre line (6.4 m wide) at the north and south ends, and a narrower 2-lane road with no centre line (6m wide) for 1.2 km through the centre portion of the corridor.
- Provide a lakeside walkway and a separate bikeway between the walkway and the road with grass and trees between these paths where space permits. Combine the walkway and bikeway into a multi-use path where necessary due to space restrictions.
- Distribute parking pockets among existing pull-outs and at the north end of the corridor, as space permits, and surround parking areas with greening (trees, shrubs and grass).
- Use trees, shrubs and grass to restore existing pullouts and locations where paving is removed.
- Add recreation amenities to selected pullouts based on space available and environmental considerations. Recreation amenities will include: picnic areas, washrooms, defined swimming areas, boat launches for small boats, public parking, boardwalk or viewing platforms, trail connections to Spion Kop, and support infrastructure (garbage cans, picnic tables, benches, bike racks, interpretive signs, water fountains, etc.).
- Protect and enhance Kokanee habitat, e.g., site amenities to avoid sensitive habitat, remove old fill, and grade shoreline to a more natural condition.
- For special events and/or long term, consider closing the midway portion of Pelme wash Parkway to through traffic (with the exception of emergency and maintenance vehicles). If a decision is made to close this portion of the road in the future, provide parking areas and turn-arounds at each public road terminus.



The order-of magnitude cost estimate is in the range of 12 to 13 million dollars.

The preferred concept plan is a guide to what can happen along the corridor. Many additional steps will be required before construction can occur. The next step is the preparation of a preliminary design plan and more detailed cost estimate. These can be used to secure funding for projects and to establish a phased approach for construction of Pelme wash Parkway. Detailed design can then occur for those projects.

The community is extremely enthusiastic about the future potential of this corridor and is looking forward to implementation of the plans.

1.0 INTRODUCTION



1.1 Project Context

The District of Lake Country, located in the Central Okanagan of British Columbia between Kelowna and Vernon, was incorporated in 1995. It has about 12,000 residents, and has been experiencing rapid growth. The community is comprised of four wards; Carrs Landing, Okanagan Centre, Oyama and Winfield.

Oyama is located at the north end of Wood Lake, and Winfield is situated just south of the same lake. Until 2013, Highway 97, the major transportation corridor running north-south through the region, travelled along the west shoreline of Wood Lake. It was located within a narrow corridor between steep hillsides and the shoreline, and the very high volume of cars and trucks posed safety and environmental concerns, in addition to detracting from recreation and tourism opportunities on Wood Lake (see **Figure 1**).



Figure 1: Pelmevash Parkway Context



During the summer of 2013, construction was completed on the Winfield to Oyama Highway Project, relocating Highway 97 away from the foreshore of Wood Lake. With that relocation, the District and the Ministry of Transportation and Infrastructure (MOTI) agreed to turn the previous highway over to the District for conversion to a local road corridor serving alternative transportation and water-oriented recreation opportunities.

During the highway construction phase, the District held a public engagement program that resulted in 'Pelmewash Parkway' being selected as the name for the corridor. The name was used by First Nations and was the original name of Wood Lake. The District is situated in the traditional territory of the Okanagan Indian Band (OKIB), has worked to develop a strong relationship with the Band, and sees this project as another opportunity to create partnerships with the OKIB.

The Official Community Plan (OCP) for Lake Country states the following regarding the Wood Lake Bypass: "It is anticipated that the section of highway along Wood Lake will be transferred to the community for use as a traffic calmed lakeside road that will integrate cycling paths, walkways and other recreational opportunities." One of the OCP recommendations is as follows: "Undertake a study into potential commercial opportunities resulting from the realignment of Highway 97 and the potential for increased uses on the roadway along Wood Lake."

Council approved an allocation in the 2012 Capital Budget to complete phase one of the planning of the parkway. Subsequent funds have been allocated for the next phase of work, which will include preliminary site design and costing.

1.2 Project Purpose

The purpose of this project was to analyze opportunities and constraints, to conduct a public engagement process to identify community interests for the corridor, and to prepare a concept plan for future corridor development, environmental protection, and community amenities.

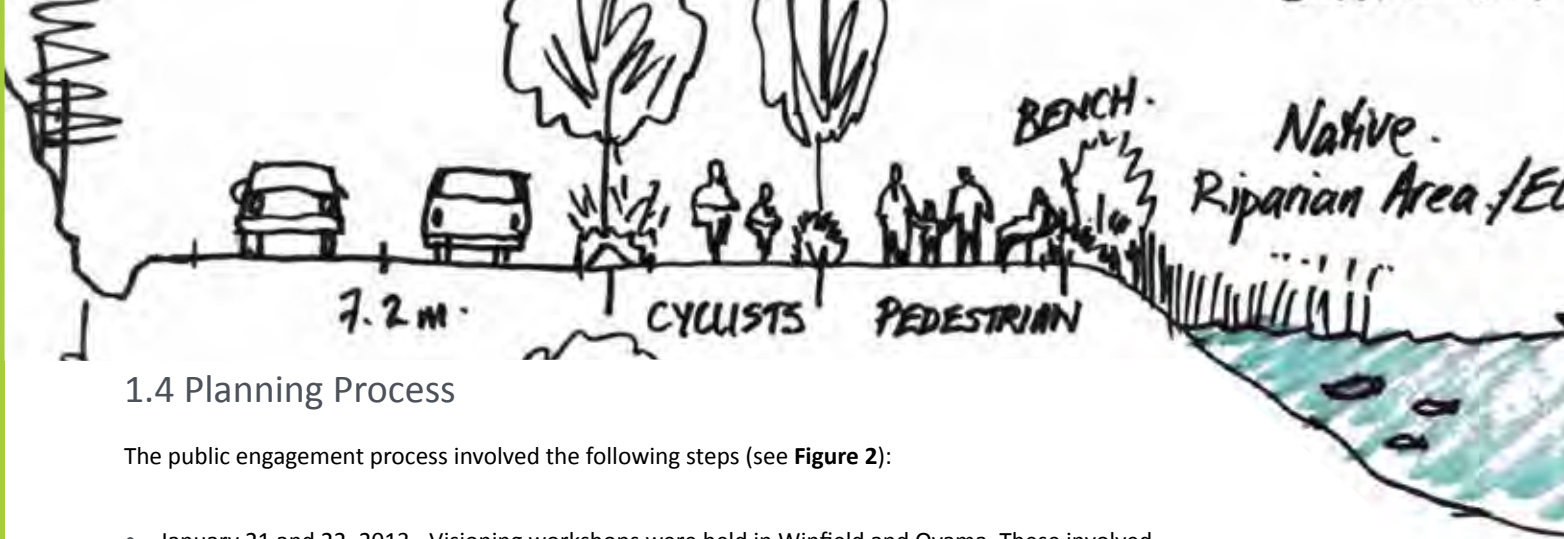
The study area encompasses all lands within the previous Highway 97 highway right-of-way along Wood Lake, extending to the high water line of the lake, and beyond where warranted for recreation or environmental purposes. The south end of the corridor begins where Pelmewash Parkway intersects with the ramp connected to the new highway, and the north terminus of the corridor is Oyama Road.



1.3 Key Considerations

The following were some of the key considerations that were addressed through the planning process:

- The corridor presents an outstanding opportunity to serve as a recreation and active transportation link through part of the Okanagan Valley. This is a regional greenway opportunity that is mentioned in planning processes from Peachland to Salmon Arm, and the interest likely extends beyond those communities.
- A variety of permanent and seasonal residents and tourists have interests in the corridor for activities such as hiking, biking, nature appreciation, beach use, fishing, and non-motorized and motorized boating. Winter activities include ice fishing, and could potentially expand to include cross-country skiing and other activities.
- The Wood Lake corridor will connect with Spion Kop Mountain on the highlands west of the corridor, with proposed trails connecting to the lakeshore trail.
- There have been discussions regarding the vision for a corridor adjacent to Wood Lake, but a vision supported by the community and Council has not been adopted.
- The sensitive Kokanee habitat along the shoreline presents opportunities for habitat enhancement and nature interpretation. It is important that any new infrastructure respect the Kokanee habitat as the fishery in the lake has been declining.
- There is a potential for economic opportunities associated with tourism that could generate revenue to help offset the cost of development and operations along the corridor. These opportunities will need to be compatible with the vision for the lake in terms of recreation, and environmental protection and enhancement.
- Sanctioned access to the lake is a primary concern, as documented in the Major Lakes Recreational Marine Facilities Study. Some boaters, particularly fishermen, have been using the highway pull-outs as access points to launch their boats. The only public boat launch is located in Oyama at the northeast corner of the lake, and it is constrained by the railway and lack of adequate parking. There is a private boat launch in Turtle Bay at the southwest corner of the lake that also has constraints mainly related to available parking.
- Through Official Community Plan surveying, it was determined that the sixth highest community issue (out of 16) was to increase access points to the waterfront for public use and parkland (84.4% of respondents). Purchase of waterfront land can be cost prohibitive, so the District is looking for unique ways of using Pelme wash Parkway for public use.
- Multiple levels of government, including First Nations, have interests in the future of this corridor.
- The corridor has cultural significance for First Nations; implementation of many segments of the plan will involve discussions with the First Nations as described in the Protocol Agreement.



1.4 Planning Process

The public engagement process involved the following steps (see **Figure 2**):

- January 21 and 22, 2013 - Visioning workshops were held in Winfield and Oyama. These involved map displays and interactive workshops with an audience response system (see **Appendix A** for a summary of input).
- January 30, 2013 - A workshop with youth involved discussion and sketching of ideas for the corridor (see **Appendix B** for a summary of input).
- March 6, 2013 – A design workshop was held with interest groups. After a short presentation, participants explored two high-level design options at a planning table and a design table, where an artist sketched ideas generated (see **Appendix C** for a summary of input).
- May 13, 2013 – A design workshop open to the community was held. Participants reviewed analysis panels and participated in a planning table and a design table, also supported by an artist (see **Appendix D** for a summary of input).
- September 24, 2013 - At this open house, potential design strategies and options were presented for consideration. A comment form was made available at the meeting and online table (see **Appendix E** for a summary of input).

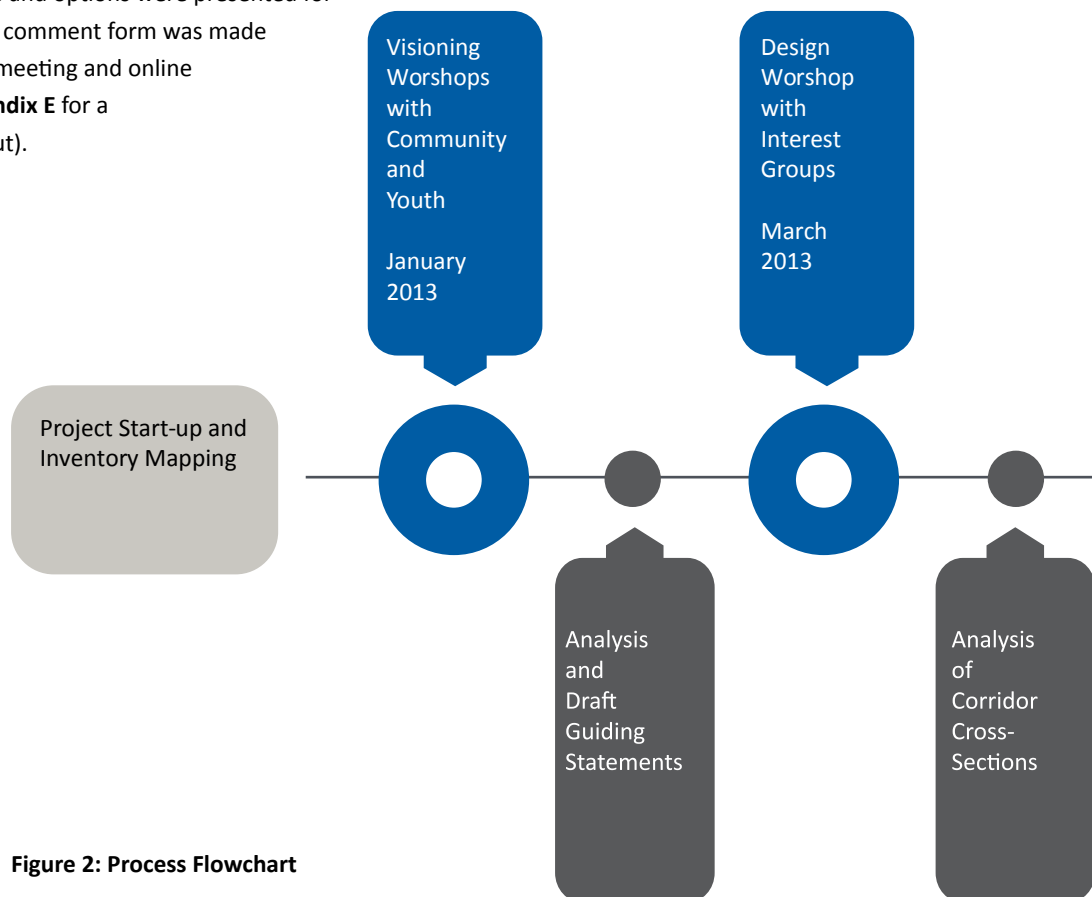


Figure 2: Process Flowchart

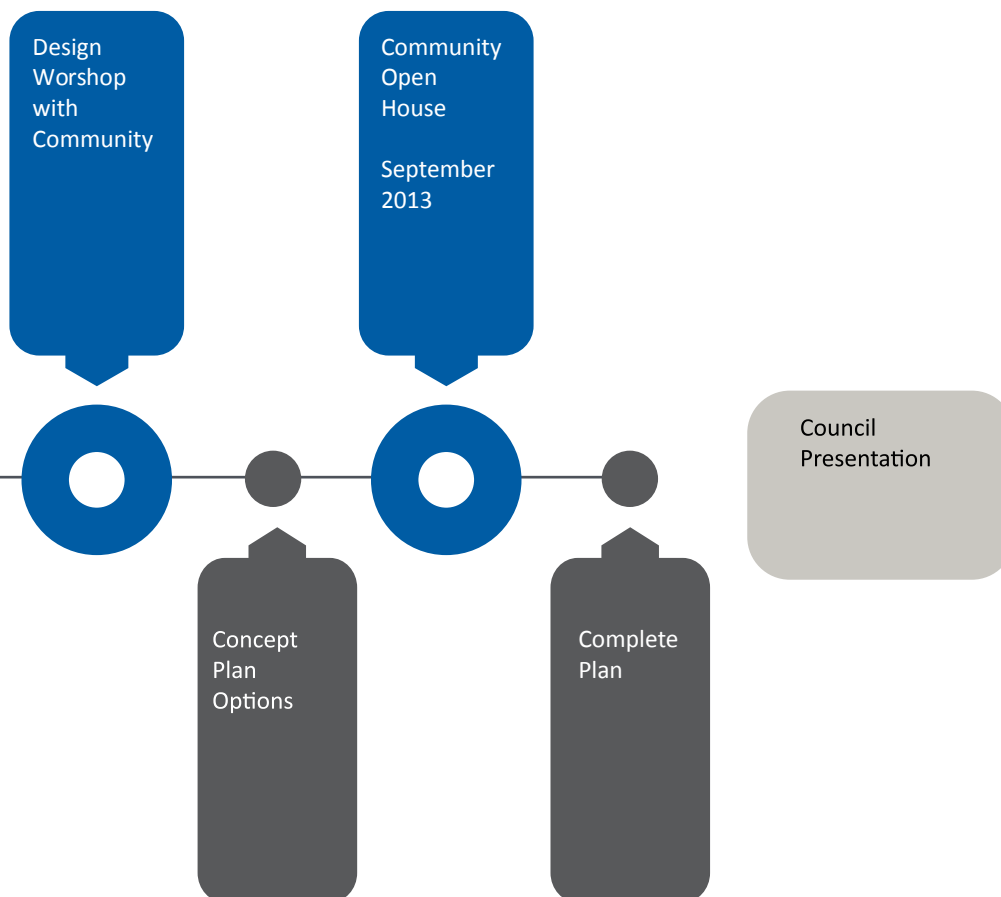
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1.5 Supporting Information

A number of planning documents provided background information for this contract, including the following plans and studies:

- Official Community Plan
- Wood Lake Foreshore Inventory Mapping
- Major Lakes Recreational Marine Facilities Study
- District of Lake Country Integrated Transportation Framework
- Central Okanagan Regional Active Transportation Master Plan
- Spion Kop Trail Mapping
- Liquid Waste Management Plan
- Water Master Plan
- Oyama Recreation Corridor Plan
- Oyama Sector Plan



2.0 SITE INVENTORY AND ANALYSIS

2.1 Land Use

The existing land use along the Pelme wash Parkway corridor is reflected in the zoning designations (see **Figure 3**).

At the north end of the corridor, there is some agricultural land. Pockets of rural residential use include the Cornwall subdivision in the north and Ponderosa Road near the south. There are three commercial properties, known as Teddy Bear Lodge (that also includes the Wood Lake Terrace Campground), Swiss Village, and the old Adventure Land. These are all older resort properties with varying degrees of current operation. Two of the properties, Swiss Village and old Adventure Land, have private land on the shoreline east of the road.

In the centre of the corridor, Crown land extends from the uplands down to the shoreline. This area is not designated as a park, but it supports recreation use and has the potential to become parkland in the future. There is a trail system on this land that connects up to Spion Kop Mountain, Two underpasses along the new Highway 97 allow for trail connections from the upland area down to the Pelme wash Parkway, and The Lakes development is also linked to these trails.

Highway pull-outs along the shoreline are used fairly extensively. Fishing boats are the primary users, with the larger pull-outs being used as boat ramps and for parking vehicles and trails. Most of the use occurs in the summer, but there is also ice fishing when the lake is frozen. The pull-outs are also used as highway rest areas for picnicking and enjoying the lakeshore.

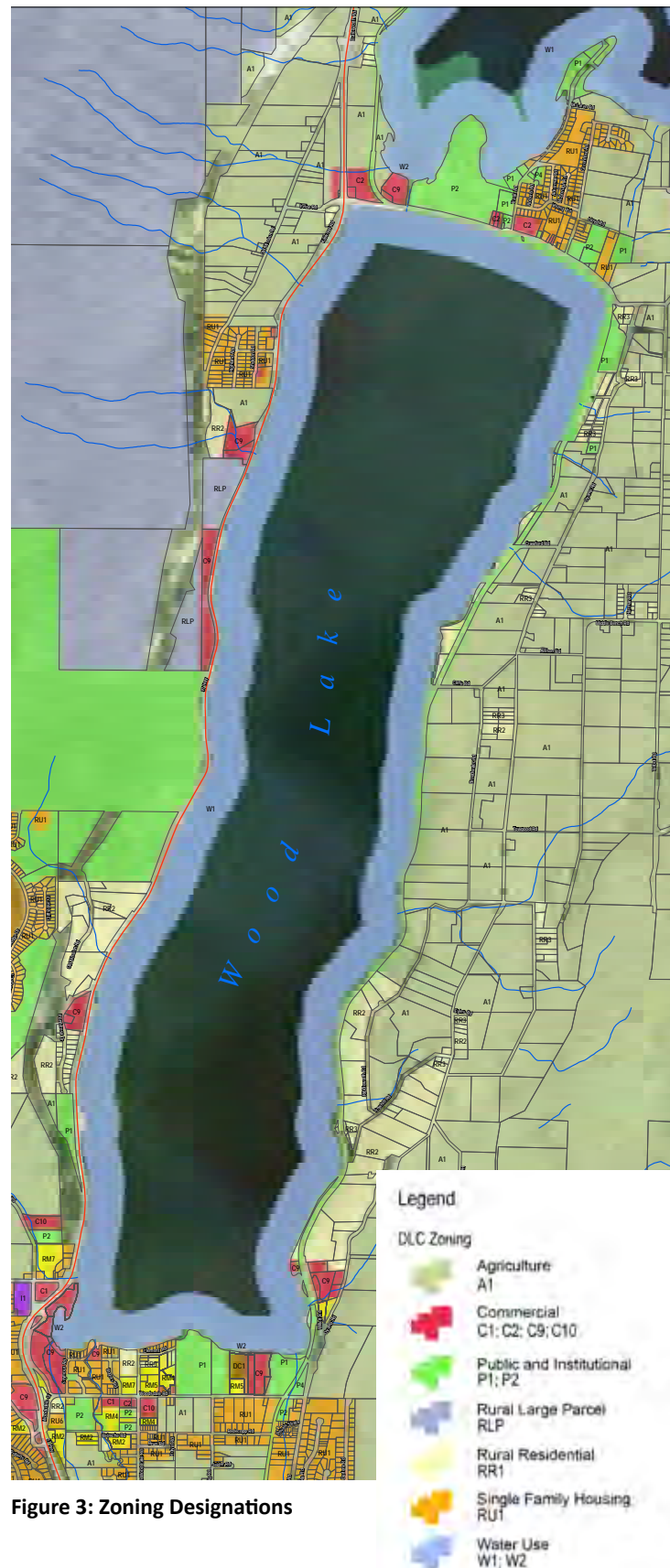


Figure 3: Zoning Designations

2.2 Environment

There are various sources of environmental information related to the corridor. The Foreshore Inventory Mapping and Sensitive Ecosystem Inventory provide an overview of environmental resources on the foreshore and land, respectively (see **Figure 4**). There are significant Kokanee spawning areas in the lake, and natural forested areas upland from the shoreline.

The Biodiversity Conservation Strategy provides insight into the relative biodiversity of aquatic and terrestrial resources (see **Figure 5**). This source indicates that most of the critical Kokanee habitat is in the central and south portion of the shoreline. The upland is primarily low or very low in terms of its biodiversity; there are some moderate and high ratings on the Crown land in the Spion Kop Area.

For this project, the consulting team compiled the environmental information into the key parameters relevant to the planning of the Pelmewash Parkway (see Figure 6). This map illustrates the Kokanee habitat sensitivity to potential development, the setbacks relevant to corridor development, and proposed connections to terrestrial habitat for wildlife.



Figure 4: Foreshore Inventory Mapping and Sensitive Ecosystem Inventory



Water zones are categorized as High (Red - Preservation Area to Avoid), Moderate (Yellow - Possible Recreation Zone), and Low (Green - Potential Recreation Zone) risk for activities associated with instream recreation and park-type development. The analysis is subjective based on a review of Aquatic Habitat Index data, presence and density of Kokanee shore spawning, Okanagan Large Lakes Protocol zones, and presence of aquatic vegetation. Protection and enhancement of Kokanee habitat is particularly important because the fishery has been declining in Wood Lake in recent years.

Wildlife corridors are based on biodiversity data combined with a review of physical topography that may act as barriers to movement (e.g., cliffs).

Setbacks in the District of Lake Country are governed by several pieces of legislation. The District's OCP contains guidelines for assessments to determine appropriate setbacks. The OCP is consistent with the provincial Riparian Areas Regulation, which requires an assessment by a Qualified Environmental Professional (QEP) for all works occurring within 30 metres of a watercourse. Since the Pelmeash Parkway plan will contain amenities within the 30 metre Riparian Assessment Area, detailed assessments will be required prior to construction. The general intent of any riparian or foreshore development is to achieve "no net loss" in productive habitat, and if possible, to obtain a net gain in productive habitat.

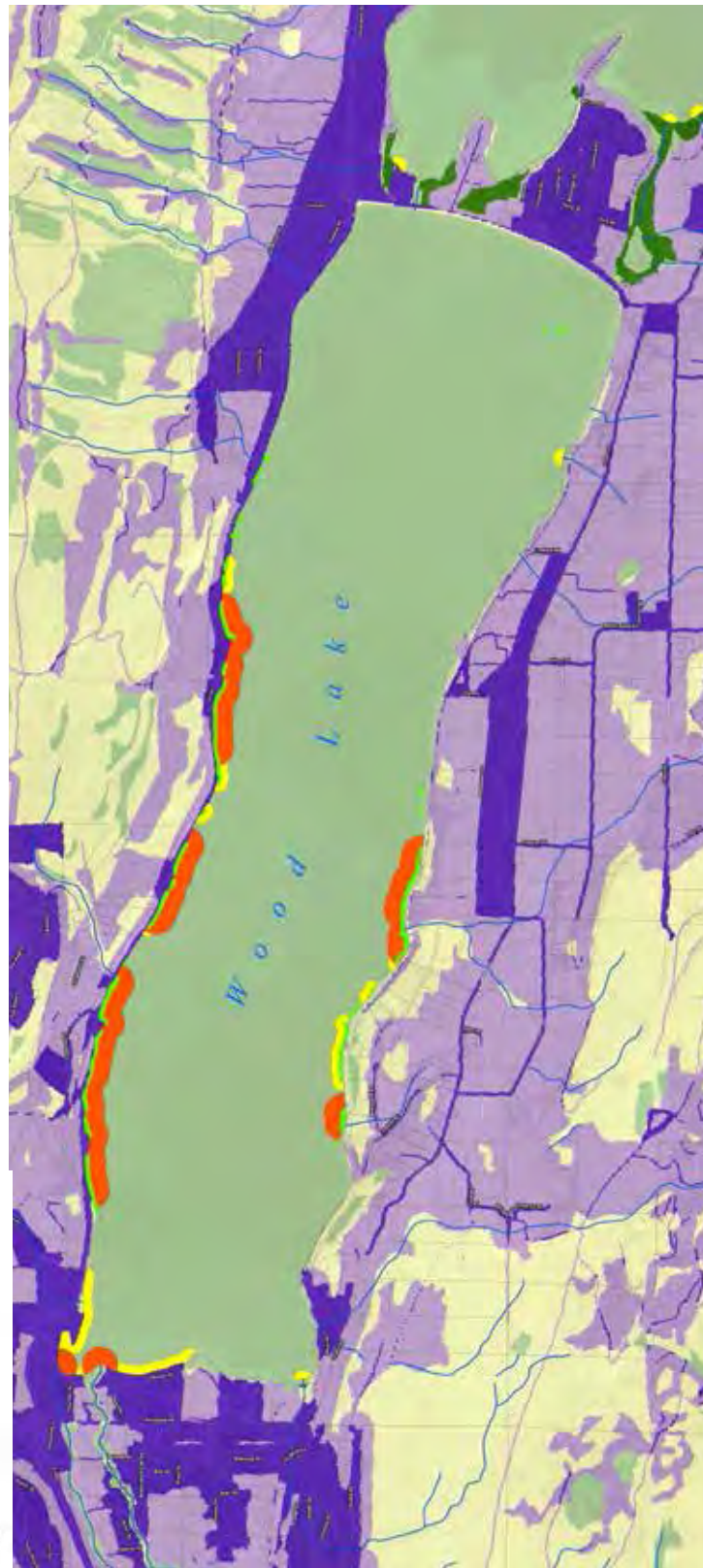
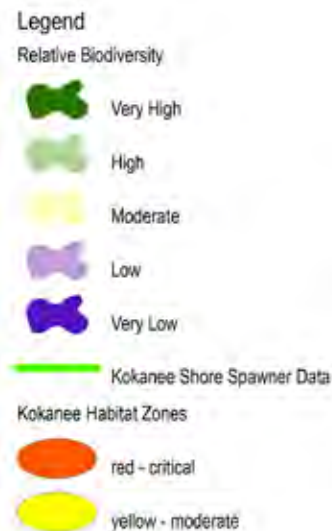


Figure 5: Biodiversity Conservation Strategy

The map identifies potential piers, boat launches, restoration areas and enhancement areas. Some of the potential locations have higher environmental risks, and may require more extensive permitting or restoration. When preparing concepts for restoration, it will be important to consider the types of habitat that would be present, the species of concern, and the end objectives. Plantings are important, and the restoration should also include instream enhancements, removal of historical fills into the lake and other measures that could result in net benefits for habitat.

2.3 Highway Pull-outs

The areas previously used as pull-outs along the highway have the greatest potential to support recreation nodes along the corridor. In order to determine the potential of the nodes, an inventory was conducted (see **Appendix F**). **Figures 7 and 8** show the locations of the pull-outs and provide a summary of the characteristics of each node, including the size, elevation above high water, existing conditions (boat launch, no-post barrier, lake edge/bottom condition), ease of water access, environmental sensitivity, and recreation potential.

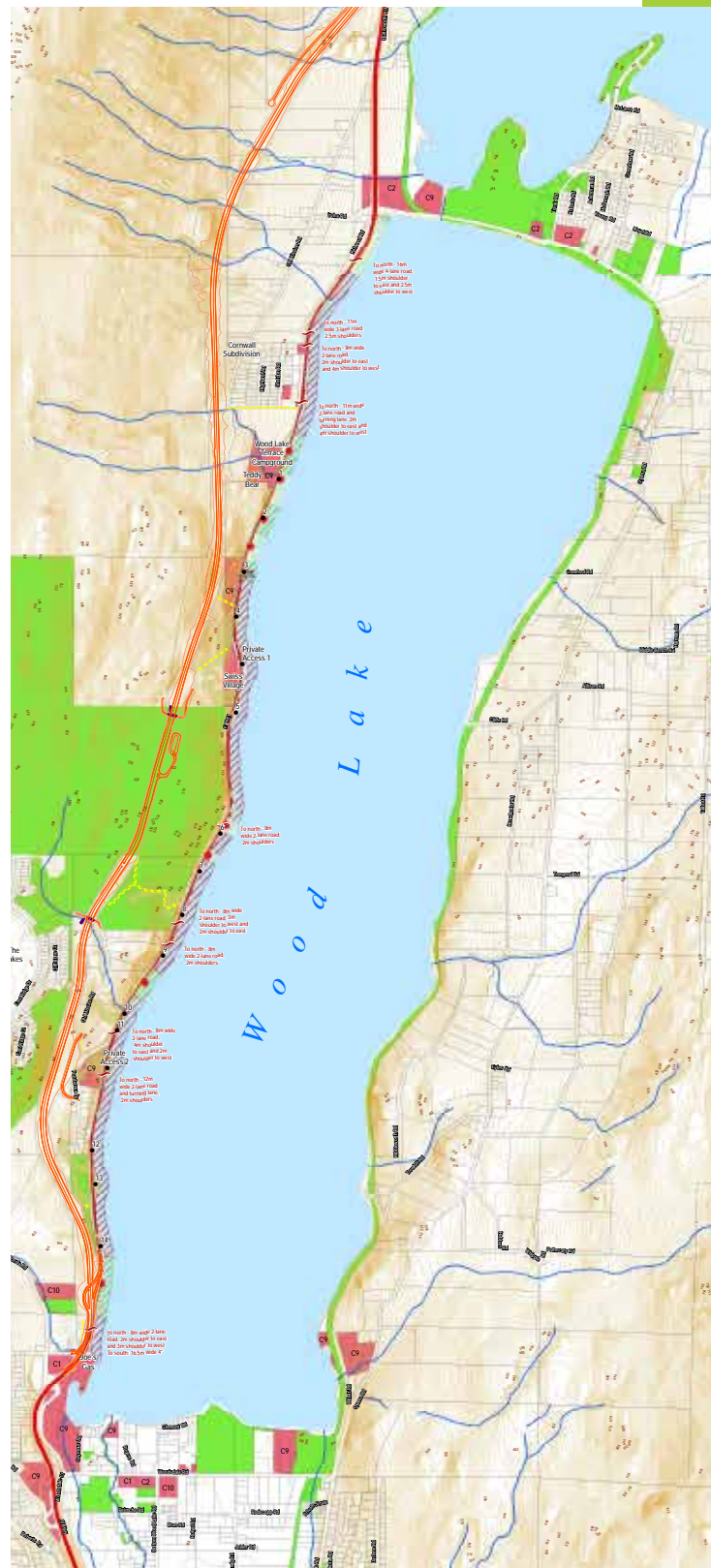
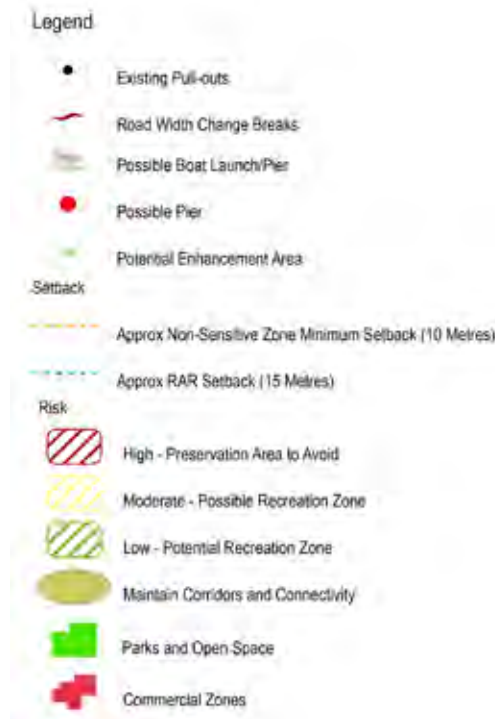


Figure 6: Compilation of Environmental Information and Pullout Locations



ID number	Area	Size Ranking	Elev. Above Lake	Boat Launch	Concrete Barrier	Water Access	Env. Summary	Lake Bed at Shoreline	Rec. Potential
1	320m ²	Small	2m	Yes	No	Good	Yellow	rocky	Pier within recreation zone
2	1000m ²	Medium	3m	No	No	Moderate	Green	rocky	Pier within recreation zone
3	1000m ²	Medium	2m	No	No	Moderate	Green	rocky	Boat launch/pier within recreation zone
4	1200m ²	Large	2m	No	No	Moderate	Red	rocky	Environmental enhancement area
5	2000m ²	Large	3m	Yes	No	Good	Red	rocky	Riparian restoration area
6	780m ²	Medium	3m	No	No	Moderate	Red and Green	rocky	Pier within recreation zone at north end
7	1200m ²	Large	3m	No	No	Moderate	Red	rocky	Environmental enhancement area
8	750m ²	Medium	4m	Yes	No	Good	Red	rocky	Environmental enhancement area
9	520m ²	Medium	3m	No	No	Moderate	Red	rocky	Environmental enhancement area
10	390m ²	Small	3m	No	Yes	Difficult	Red	rocky	Environmental enhancement area
11	100m ²	Small	4m	No	No	Difficult	Red	rocky	Environmental enhancement area
12	270m ²	Small	6m	No	No	Difficult	Red	gravel	Environmental enhancement area
13	2400m ²	Large	4m	No	Yes	Difficult	Red	gravel	Riparian restoration area
14	400m ²	Small	5m	Yes	No	Good	Red	gravel	Environmental enhancement area
Criteria									
Small: 0-500m ²						Good: with boat launch, or elev. below 3m with no barrier			
Medium: 501-1000m ²						Moderate: elev. between 3 and 4m with no barrier			
Large: over 1000m ²						Difficult: elev over 4m, or with barrier			

Figure 7: Pull-out Inventory Table



2.4 Analysis of Corridor Space

The existing road through the Pelmewash corridor varies from an 8 metre (m) wide 2-lane paved surface with 2 m wide gravel shoulders on each side up to a 16 m wide 4-lane paved road with the same shoulder widths. Figure 6 illustrates the existing road widths along the corridor. In most locations, except at pull-outs, there is minimal space available for transportation beyond this infrastructure. On the uphill side, there is a drainage ditch and hillsides, some very steep. On the lake side of the road shoulder, the shoreline is very close, with some areas having a strip of riparian vegetation.

Figure 8 illustrates where the developable portion of the corridor is more or less than 20 m wide. Based on preliminary investigations, it was determined that the future road may vary between 6 m and 7.2 m wide. Precedent images of roads with those widths helped to convey these options to the community.

EXISTING SPACE AVAILABLE

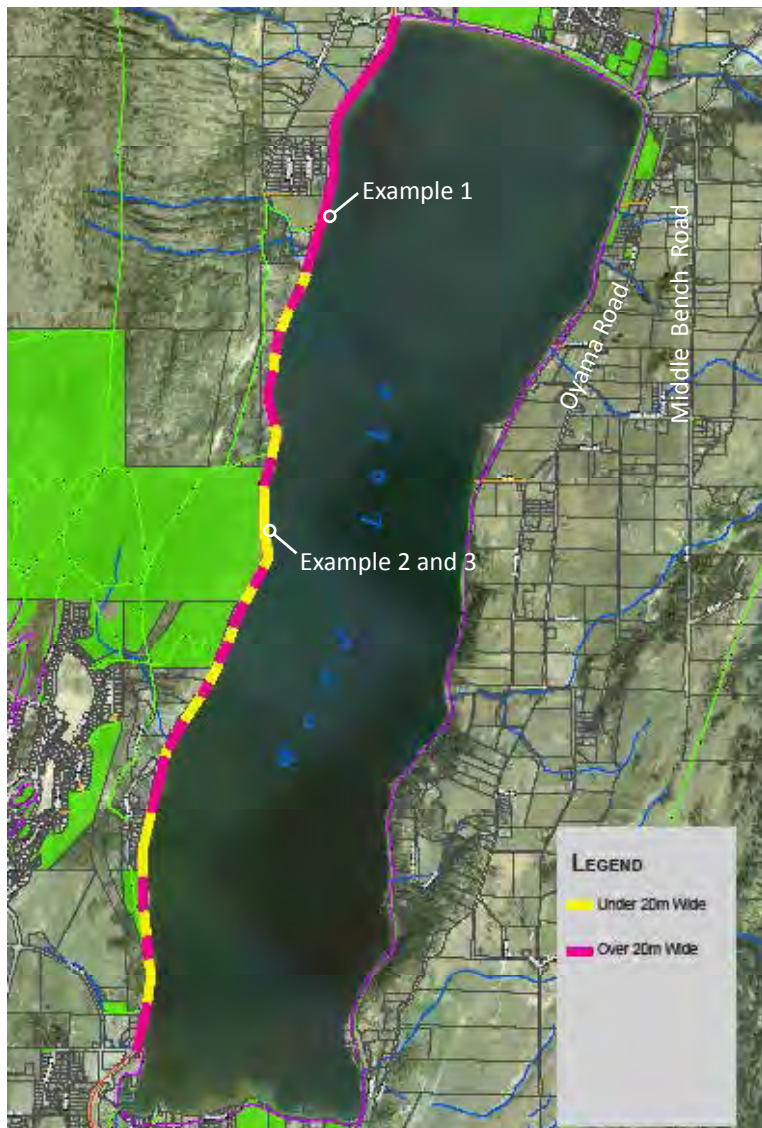


Figure 8: Existing Road Widths (See next page for examples)

PRECEDENT ROADS

NARROW ROAD



Middle Bench Road
Width: 6m
Shoulders: 0.5m

WIDER ROADS



Carrs Landing Road
Width: 7.2m
Shoulders: 0.5m (officially 1.2m)



Oyama Road
Width: 7.2m
Shoulders: 0.5m

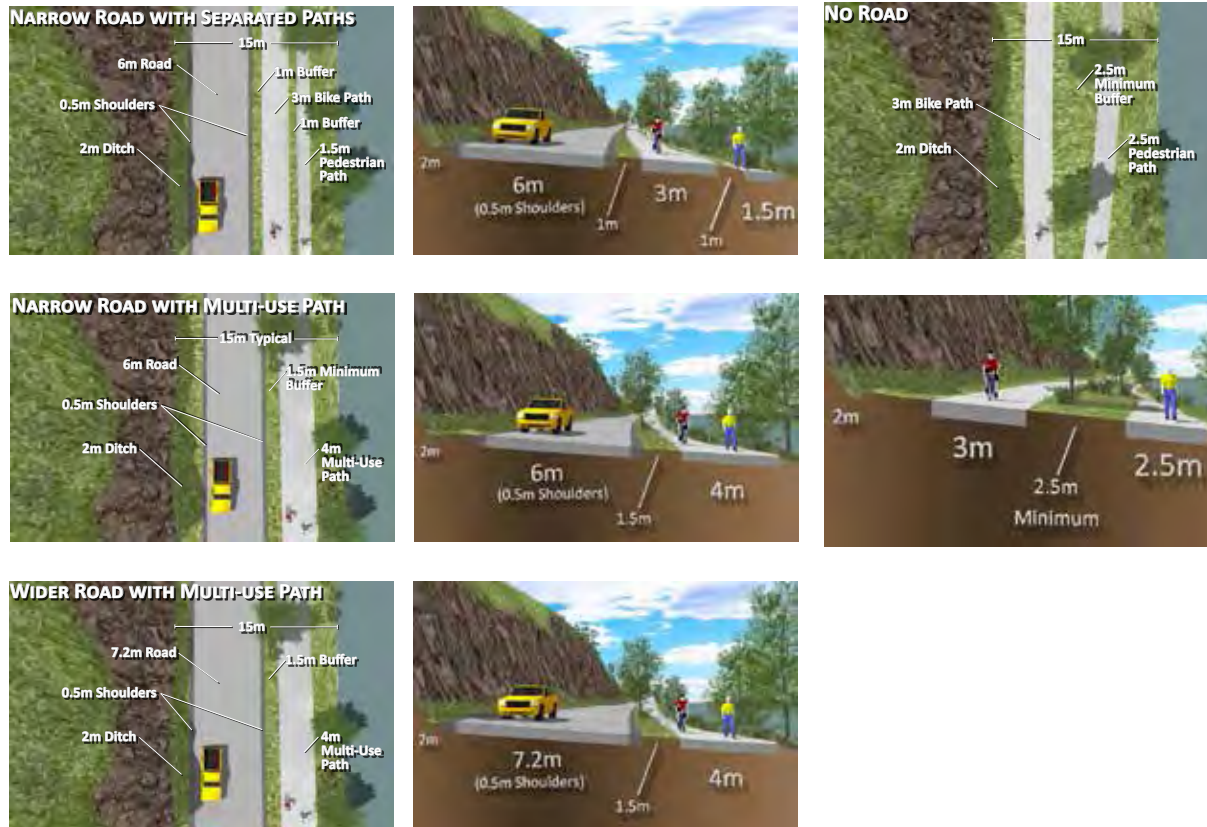
During the early phases of public engagement, it became clear that there was interest in separated bike and pedestrian paths. **Figure 9** illustrates an analysis of the potential to accommodate separate bike and pedestrian paths with green space between them, as the ideal design, with one shared multi-use path as an alternative where space is limited. Both potential road widths are illustrated. The analysis addresses the wider portions of the corridor (over 20 m), the narrower sections (under 20 m), and it also considers the potential for no road with public access through the centre portion of the corridor (refer to section 4.0 for more discussion of this).

DESIGN IDEAS

EXAMPLE 1: WIDER SPACE AVAILABLE (OVER 20m)



EXAMPLE 2: NARROW SPACE AVAILABLE (UNDER 20m)



EXAMPLE 3: NARROW SPACE AVAILABLE (UNDER 20m)

Figure 9: Potential Road and Path Widths

3.0 GUIDING STATEMENTS



The guiding framework provides direction for the planning and design of the Pelmewash Parkway. The vision, objectives and program are synthesized from the community engagement conducted over the course of the project. The design criteria are based on the community input as well as a technical analysis of the site and relevant background information.

3.1 Vision

The vision is expressed in the present tense since it is how we hope the parkway will be described in the future:

The Pelmewash Parkway is a beautiful and peaceful destination that provides safe public access to and along the waterfront of Wood Lake. This unique corridor promotes healthy lifestyles, with recreation and social opportunities for people of all ages and abilities. It also protects and enhances the natural habitat, supports economic and cultural development, connects trail networks, and strengthens communities.

3.2 Objectives

1. Establish a unique character that showcases the natural setting, arts and culture, and history of the District.
2. Promote diverse recreation opportunities and multi-modal alternative transportation during all seasons with designs that respect environmental values.
3. Enhance community pride and social connections with spaces that support large and small events and gatherings.
4. Increase trail connectivity with regional corridors and nature trails.
5. Manage vehicular traffic to promote safety and to minimize the impacts of vehicles on recreation activities.
6. Protect and enhance the aquatic and terrestrial ecosystems that are critical to many species.
7. Provide environmentally sensitive access to the lake for water-based recreation and nature appreciation.
8. Encourage commercial and tourist activities that are compatible with the vision.
9. Retain vehicular access to all private properties.
10. Phase in parkway improvements based on the availability of funding.

3.3 Program

The program lists the amenities to be included in the development of the parkway. Some program elements are essential and are supported by most participants in the planning process. Other program features are optional, to be considered in future phases of planning.

Essential Features and Amenities

The following features and amenities will be included in the design of the corridor:

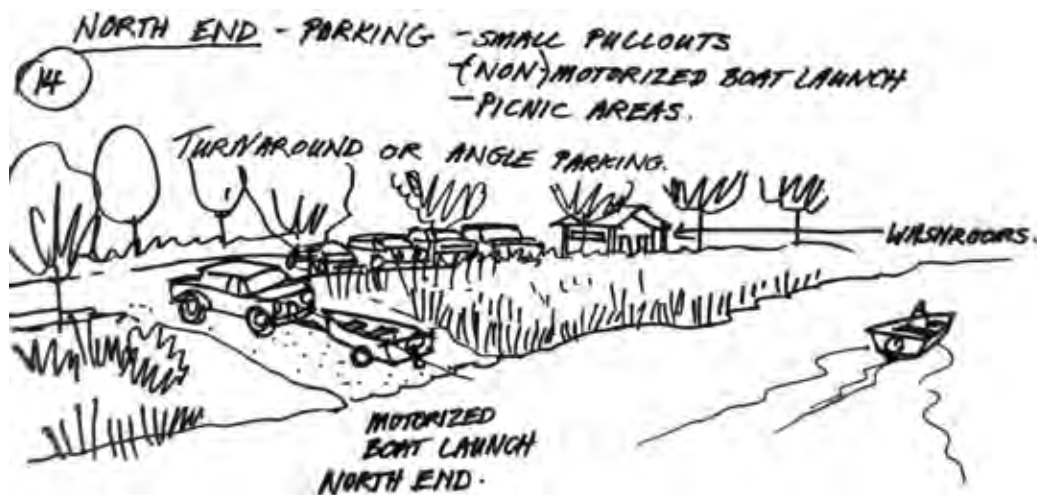
- Narrowing of road
- Paths (for cycling, walking, mobility aids, cross-country skiing and related modes of travel)
- Stabilization of rock slopes
- Picnic areas
- Washrooms
- Defined swimming areas
- Boat launches for small car-top boats
- Public parking
- Boardwalk or viewing platforms (depending on habitat sensitivity)
- Public art
- Support infrastructure (garbage cans, picnic tables, benches, bike racks, interpretive signs, water fountains, public phone, etc.)

- Trail connections to Spion Kop
- Kokanee habitat protection and enhancement, e.g., remove old fill and grade shoreline to a more natural condition
- Riparian habitat improvements for aquatic and terrestrial areas

Optional Recreation Amenities

The following amenities may be included in the design of the corridor:

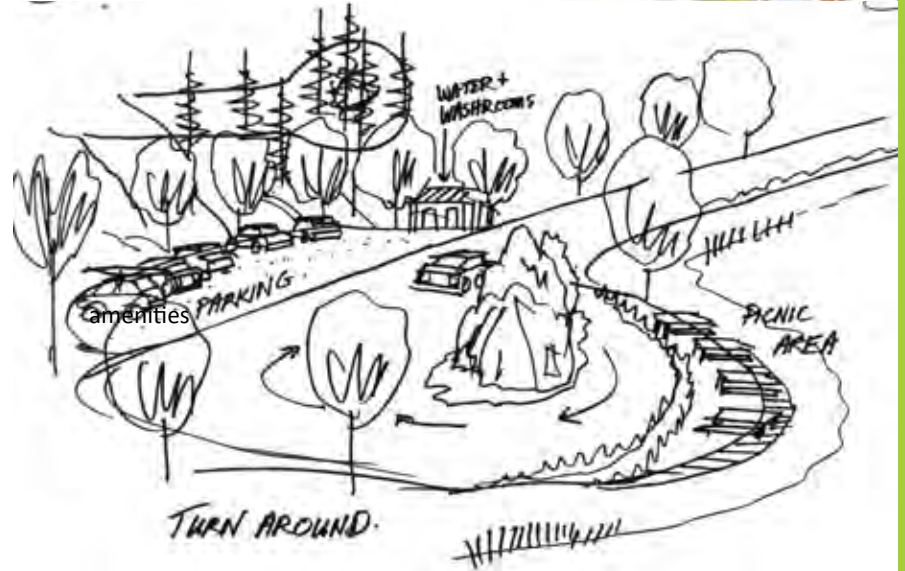
- Space for mobile food vendors
- Public pier/wharf
- Play areas
- Dog off-leash area
- Beach volleyball court
- Badminton court
- Interpretive centre
- Event site (e.g., stage location, amphitheatre)
- Mountain Bike / BMX features
- Small dock (seasonal)
- Ice skating areas
- Change rooms
- Boat launch for small motor boats on trailers



Optional Activities and Amenities with Potential Economic Return

Space for the following activities and may be included in the design of the corridor:

- Vendor areas (fruit stands, bait shack, ice cream stand, hot dog stand, etc.)
- Community market (art, artisans, agriculture products, etc.)
- Boat / bike rentals
- Pay parking (very low public support)
- Concession



Recreation Amenities on Private Land that would Enhance Opportunities

Some members of the community indicated that the following amenities would help to enhance recreation and tourism activities. Because of limited space on public land, the primary opportunities for these amenities is on private land:

- Restaurant / pub / cafe
- Campground

Recreation Amenities Excluded from the Design

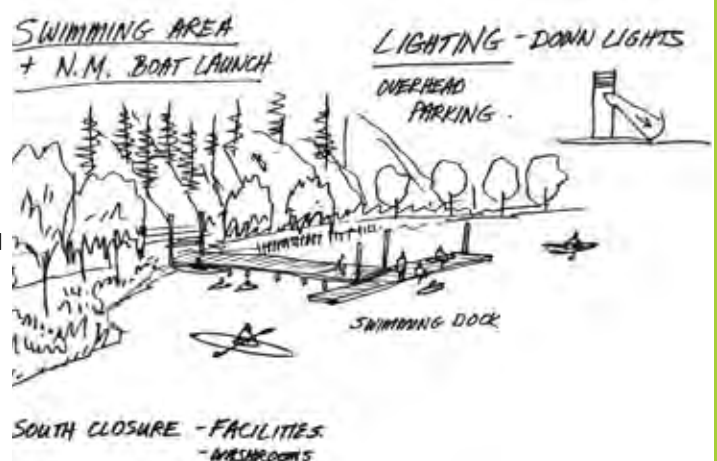
Some members of the community expressed interest in the following amenities during the first phase of consultation. These are excluded from the plan for the reasons noted below:

- Boat launch (ramp) for large motor boats with space for parking vehicles and trailers - the lack of sufficient space for trailer parking combined with the environmental sensitivity of the shoreline make this unfeasible. The District is considering other locations for launching of large motor boat, particularly the north-east corner of the lake.
- Marina - the lack of space combined with the environmental sensitivity of the shoreline make this unfeasible
- Spray park – very low public support, better is a more central location

3.4 Design Criteria

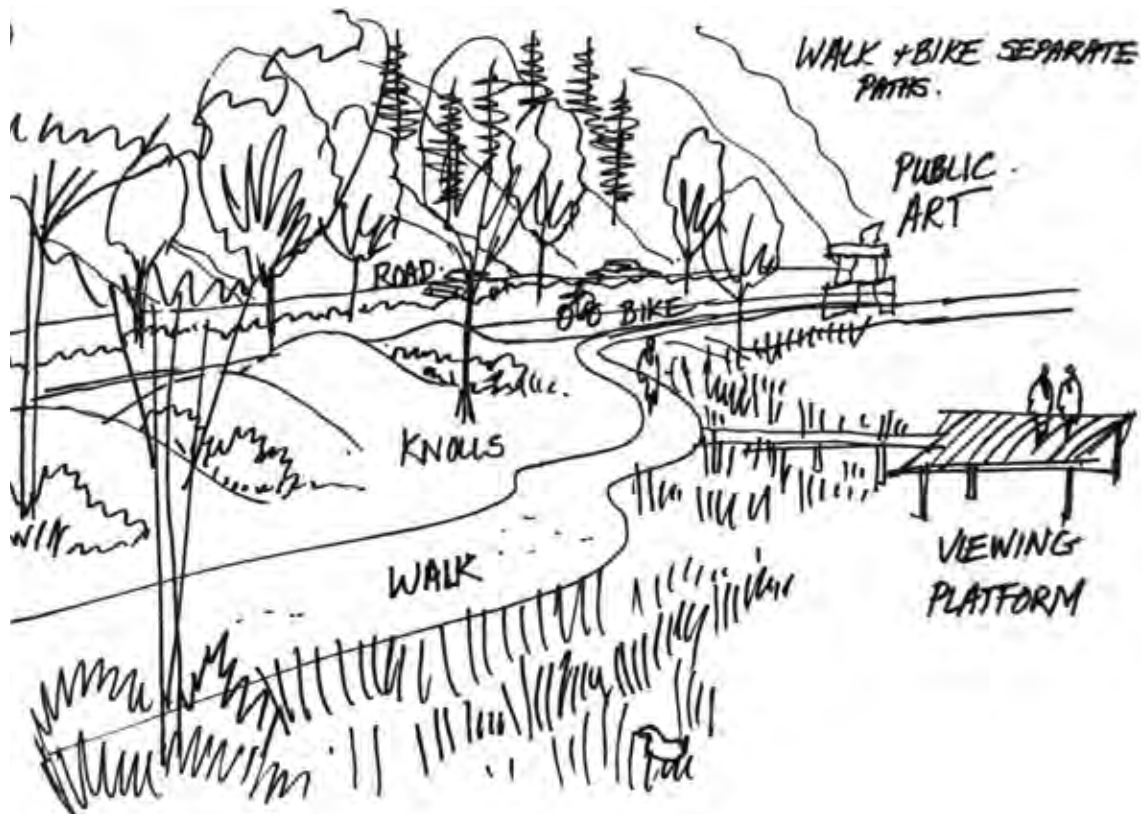
The following are criteria for the planning and design:

- Avoid disturbances in key habitat areas (e.g., Kokanee spawning habitat, wetlands) and minimize disturbance in environmentally sensitive and significant areas of lower value.
- Design the major lakeside trail to be multi-use and universally accessible.
- Separate the public road and parking areas from the major path and shoreline use areas to the degree possible.
- Use existing paved areas for parking where possible.
- Separate power boats from swimming areas.
- Encourage new commercial developments to use green building approaches, e.g., alternative energy, passive solar, rainwater management on site, native planting, xeriscape.



The following are criteria specific to environmental resources along the lakeshore, including Kokanee spawning habitat and wildlife:

- Create well-defined, limited access to the lake at key locations that have lower environmental risks rather than along the entire shoreline to reduce the risk of inadvertent habitat destruction.
- Incorporate signage indicating areas of higher environmental value.
- Keep beach areas as small as possible to meet needs. Imported sand, substrate disturbances (e.g., roadway fills or sand for beaches), and other types of foreshore disturbance can result in significant impacts to fisheries and aquatic resources and ultimately affect populations. The only lakebed substrate disturbances that are appropriate are restoration activities, such as fill removal or Kokanee spawning habitat improvements, or small temporary disturbances associated with construction (e.g., pile driving for piers).
- Protect lake water quality by directing surface runoff into pretreatment areas such as swales and constructed wetlands that capture contaminants and fine sediments.
- Avoid clearing native vegetation, and increase native shoreline vegetation.
- Avoid any disturbances to existing aquatic vegetation, especially emergent vegetation which can be important for nesting.
- Restore degraded shoreline by incorporating appropriate natural features and use materials such as live vegetation and natural rock to improve spawning habitat.
- Maintain key linkages to upland and adjacent terrestrial areas. This will allow for the movement of both small and large wildlife to critical riparian areas along the lake.



NODES

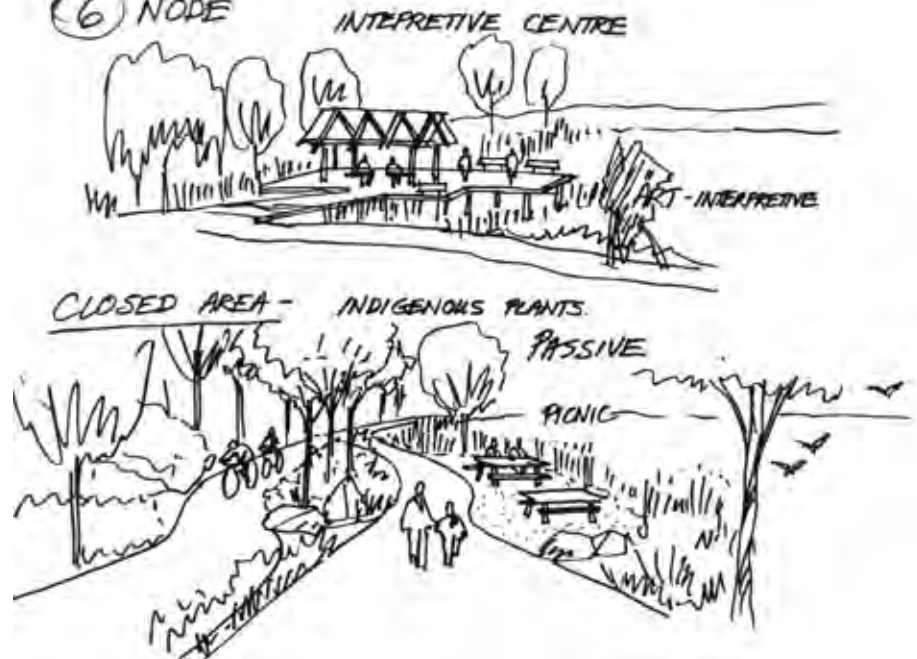
③ CAR-TOP BOAT LAUNCH

① MINOR - QUIET - PICNIC/BENCH



- Prevent the establishment of invasive or noxious weeds both during and post construction to allow the establishment of native plant communities.
- Develop a focused restoration plan that targets specific species (e.g., Kokanee spawning habitat improvement) and ecosystems so that restoration efforts will benefit a broad range of terrestrial and aquatic ecosystems and species.

⑥ NODE





4.0 CONCEPT PLAN

4.1 Concept Plan Options

During the first phase of community engagement, there was a significant amount of attention focused on the transportation role of the road. Some community members expressed interest in having the centre portion of the road, adjacent to the Crown upland, closed to through public traffic. Others felt strongly that the entire road should remain open to through traffic.

For this reason, the second round of community engagement, the design workshops, explored those two road options as an organizing structure for the corridor, with other amenities varying around those transportation approaches, as follows:

- Option 1 - Maintain Pelme wash Parkway as a through public road.
- Option 2 - Maintain Pelme wash Parkway as a public road from Winfield north to “Old Adventure Land” and from Oyama south to Swiss Village, with the remainder as a paved alternative transportation route accessible to service and emergency vehicles.

The two options were explored in terms of road cross-sections, design ideas and potential amenities at the pull-outs. Despite the many factors to consider, the road transportation options were dominating discussions as there were people with strong preferences for both options.

For this reason, it was determined that the third phase of community engagement would direct the focus away from these options. It was determined that if the centre portion of the road were ever to be closed to through traffic, it might begin as part of special events, and in any case, it would be a long-term proposition.

4.2 Preferred Concept Plan

The preferred concept plan is based on the community input received (see Pull-out Map). It was presented in draft form as an option at the public open house in September 2013 (see Appendix E for a summary of the community input). The concept plan provides a general layout of potential road widths, paths, parking areas, types of recreation sites, and recreation amenities. This is not a design plan. The specifics of path layout, parking locations and number of spaces, and additional recreation amenities will be determined during future phases

of planning and design. The concept plan is based on the following design strategies.

Road

Reduce the width of the road, retaining two-way traffic along Pelmevash Parkway, as follows:

- 2-lane road with a centre line (7.2m wide) at the north and south ends
- narrow 2-lane road (6m wide) for 1.2 km through the centre portion

Commuter bikers will be able to use this road due to the slow traffic speed and low volume.

After the open house, District staff indicated that the wider portions of the road at the north and south ends of the corridor could be 6.4 m wide in keeping with the District's Transportation for Tomorrow Plan.

Paths

Provide a lakeside walkway and a separate bikeway between the walkway and the road with grass and trees between these paths where space permits. Combine the walkway and bikeway into a multi-use path where necessary due to space restrictions.

Parking

Distribute parking pockets among existing pull-outs and at the north end of the corridor, as space permits, and surround parking areas with greening (trees, shrubs and grass).

Greening

Use trees, shrubs and grass to restore existing pullouts and locations where paving is removed, using native species as much as possible.

Recreation Amenities

Add recreation amenities, including launching for car-top boats (no trailers), to existing pullouts based on space available and environmental considerations.





Centre Portion of Pelmewash Parkway

For special events and/or long term, consider closing the midway portion of Pelmewash Parkway to through traffic (with the exception of emergency and maintenance vehicles). If a decision is made to close this portion of the road in the future, provide parking areas and turn-arounds at each public road terminus.

4.3 Order-of-Magnitude Cost Estimate

The District requested an order-of-magnitude cost estimate to accompany the concept plan (see **Figure 10**). Because these numbers are so preliminary, they have been calculated to include a 35% contingency plus 15% for design fees.

Item	Order-of-Magnitude Cost Estimate
Road Narrowing and Path Construction – includes asphalt removal, road resurfacing, construction of bike and pedestrian paths including site preparation, base course and surfacing (paved for bikes, gravel for pedestrians)	\$4,500,000
Large Recreation Sites – includes restoration to grass and plantings, gravel parking areas, play areas, washrooms, picnic facilities, other features (e.g., event space, boardwalks, pier, public art) – 4 sites @average \$1,500,000 each	\$6,000,000
Moderate Recreation Sites – includes restoration to grass and plantings, picnic facilities, other features (e.g., gravel parking, boat launch – 4 sites @average \$360,000 each	\$1,440,000
Small Recreation Sites – includes restoration to grass and plantings, picnic facilities, limited other features (e.g., gravel parking, swimming access) – 7 sites @average \$130,000 each	\$910,000
Total	12,850,000

Figure 10: Order of Magnitude Cost Estimate

4.4 Next Steps

The preferred concept plan is a guide to what can happen along the corridor. Many additional steps will be required before construction can occur. The next step is the preparation of a preliminary design plan and more detailed cost estimate. These can be used to secure funding for projects and to establish a phased approach for construction of Pelmewash Parkway. Detailed design can then occur for those projects.

The community is extremely enthusiastic about the future potential of this corridor and is looking forward to implementation of the plans.



Appendix A

Visioning Workshop Summary



Input from Consultation, January 21 - 22, 2013

Introduction

On January 21 and 22, 2013, visioning workshops with the public were held in Winfield and Oyama, respectively. The purpose of these workshops was to inform participants about the Pelmeash Parkway planning process, and to request their perceptions about:

- The activities of interest to them
- The most important values and features of the corridor
- Their concerns about the corridor in relation to the future
- A vision and objectives for the Pelmeash Parkway
- Amenities to be included in the concept plan
- Economic development opportunities for the parkway

After a presentation and discussion about the project, participants were asked the above questions. The workshop methods included brainstorming as a large group, and answering questions, preparing lists, and expressing priorities through an audience response system. The following is a summary of the input received at the workshops.

Numbered responses indicate the order of priority as expressed through the voting software. Brainstorming summaries are provided to elaborate on the numbered points.

Winfield Workshop – January 21, 2013

	Activity	Number
Activities of Interest (including number of responses)	Walking / jogging	35
	Beach activities, e.g., swimming	33
	Biking	32
	Small craft, e.g., canoeing, kayaking, electric motors	29
	Nature appreciation /stewardship	29
	Arts, culture, community events	25
	Fishing	17
	Commercial uses/tourism	17
	Power boating	12
	Private land access	6

Most Important Values and Features of the Corridor

	<ul style="list-style-type: none"> Riparian habitat and associated ecology – restoration of the riparian area, Kokanee spawning habitat Access to the lake and green space – safe, easily accessible Use for community activities – walking, dogs, Wood Lake Kokanee recreational fishery (valued at \$500k - \$1 million/year)
--	--

Concerns about the Corridor in Relation to the Future

	<ul style="list-style-type: none"> Environmental impacts - on aquatic inshore habitat Vehicular traffic, road noise, excessive speed Commercialization, congestion, overdevelopment, residential encroachment Restricting use for specific groups Increase in number of power boats Privatization – this is a great opportunity for a unique community feature Safety (for pedestrians, bikes, dogs) Loss of vehicular access between Oyama and Wood Lake/Winfield Privatization
--	---

Vision

	<ol style="list-style-type: none"> Access to waterfront Encourage active lifestyles Keep it public Preserve / enhance natural habitat – water and land Accessible to all Safety and cleanliness Family-friendly / quiet Unique and different Support economic development Brings community together
--	---

Brainstorming Summary

	<p>Improve access to the water</p> <p>Make it a public space available to the whole community – accessible to all, encourage community involvement</p> <p>Protect and enhance the natural habitat – birds, fish</p> <p>Make it a green natural space – trees, water, land</p> <p>Emphasize this as a walking and biking corridor</p> <p>Provide a variety of physical activities and recreation for families, children, youth</p>
--	---

Objectives

	<ol style="list-style-type: none"> Promote diverse recreation opportunities Unique people corridor Minimal commercial activities Traffic calmed corridor Non-through public road Access to Spion Kop trails Enhance economic development
--	---



	8. Improve safety
	9. Through road
	10. One way road
Brainstorming Summary	
	Promote health through outdoor recreation and physical activities
	Respect the carrying capacity of Wood Lake
	Minimize disturbance of Kokanee spawning habitat
	Provide a traffic-calmed corridor, e.g., speed control, one-way or limited vehicle access
	Continue community engagement
	Create a unique people corridor with no motorized vehicles
	Retain vehicular link between Winfield and Oyama (for social sustainability)
	Explore potential for increased tourism, through heritage and culture, as well as lake sport sites
	Give arts/culture equal attention to sports when considering amenities, involve Arts Advisory Committee from the beginning
	Keep power boats away from public access area including swimming areas
	Provide access for Milfoil control machines
Amenities and Activities	
	1. Picnic areas – washrooms, tables, parking, etc.
	2. Cycling/walking route
	3. Public pier or boardwalk
	4. Play areas – youth and child friendly
	5. Swimming facilities
	6. Small boat launch area
	7. No large boat launch
	8. Public Boat launch – motorized with parking
	9. Dog off-leash areas
	10. Transit
Brainstorming Summary	
	Walking and biking paths
	Picnic/rest areas with picnic tables, benches, trees, BBQs, firepits, parking
	Public ‘beach’ areas
	Bike racks
	Washrooms
	Garbage cans
	Public wharf, pier, boardwalk (fully accessible, with lights)
	Trail head access to Spion Kop at north and south ends
	Dog access to water, dog off-leash area
	Portable vendors
	Interpretive signage (habitat and heritage)
	Heritage site for First Nations (archaeological site), information on early settlers of the Wood Lake area
	Children’s spray park
	Beach volleyball court/badminton

	Boat launch (for small and non-motorized boats) with parking for boat trailers (away from lake)
	Public parking
	Sculpture park, arts and culture
	Swimming platform and rope swing
	Linear obstacle trail for bikes and skateboards
	Electric recharging station
	Solar panel shade structures for parking/beaches
	Water fountains
	Emergency phone access
	Ice skating park
	Event hosting site
	Events such as swimming, biking
Economic Development	
	1. No marina
	2. Protect/enhance Kokanee fishery
	3. Cafes, restaurants, shops, mobile vendors
	4. Rentals of non-motorized recreation
	5. Outdoor performance or event space
	6. Arts/culture/nature centre
	7. Tourist attractions, e.g., zip line
	8. Campground
	9. Marina
	10. Pay parking
Brainstorming Summary	
	Commercial development
	Limit/restrict economic development
	Rentals of non-motorized boats, bikes
	Public/private transit system
	Boat launch
	Pay parking at either end of pathway
	No pay parking
	Community outdoor/nature theatre/stage for entertainment
	Portable food vendors
	Tourism attractions like cafés/restaurants/shops
	Summer coffee shop, public vendors on weekends
	Work with existing resort owners for consistent, quality improvements
	User pay winter trails (snowshoe/telemark x-country)
	Purchase old Adventureland property for a municipal campground
	Incorporate green building/outdoor design into Artwalk

Oyama Workshop – January 22, 2013

	Activity	Number
Activities of Interest (including number of responses)	Walking / jogging	38
	Biking	35
	Small craft, e.g., canoeing, kayaking, electric motors	31
	Beach activities, e.g., swimming	31
	Fishing	26
	Nature appreciation /stewardship	23
	Arts, culture, community events	22
	Commercial uses/tourism	19
	Power boating	12
	Private land access	10
Most Important Values and Features of the Corridor		
	Lake access, useable/accessible beach areas	
	Recreation opportunities - hikes/walks, flat road for cycling	
	Opportunity for economic development and tourism	
	Beauty, peace and quiet, nature	
	Safe lake use for recreation	
	Access to the crown land adjacent	
	Travel from Oyama to Winfield	
	Pure and clean water	
	Lake Country cohesiveness	
	Public transit	
Concerns about the Corridor in Relation to the Future		
	Overuse of lake – crowded (tourists), over-development, too much commercial development, pollution in corridor	
	Environmental impacts – fish, introduction of non-indigenous plants	
	Traffic – trucks, speed	
	Loss of vehicular route for residents and transport of apples	
	Safety for pedestrians and cyclists	
	Fear that plan will be too costly to build and maintain and property taxes will rise	
	Rock falling, unstable	
	That the available land is too narrow	
	Too many power boats	
	No boat moorage	
	Loss of parking	
	Repaving and maintenance of road	
Vision		
	1. Recreation – walk/cycle, etc.	
	2. Safety –road, rock, lake	
	3. Nature and habitat protection	

	4. Lake recreation, beaches
	5. Economically viable
	6. Access
	7. Quiet, relaxing place
	8. Community gathering space
	9. Culture
	10. Interpretation and education

Brainstorming Summary

	Natural beaches
	Areas for cultural and sculpture events
	That the vision be broad, sports and culture, young and seniors, etc
	Maintain community, have a place for people to meet and play
	Safety rock stabilization
	Stress free relaxation and recreation
	A quiet area for swimming, walking, fishing etc
	Family and friends embracing the outdoors
	Full time and part time residents
	Linear park
	Cycling loop around Wood Lake
	Walking trail linking Vernon to Oyama

Objectives

	1. Keep the road open
	2. Protection of riparian area
	3. Non-motorized foreshore
	4. Traffic calming, low speeds
	5. Limited development
	6. No truck traffic
	7. Public Transit
	8. Discontinuous public road
	9. Motor boats on foreshore
	10. Traditional First Nations names

Brainstorming Summary

	Keep existing road maintained
	Vehicle/pedestrian/cyclist separation
	Keep the corridor clean
	Free parking
	Attractions and new retail should not outcompete established local business
	Naming of sites with First Nations terms
	Keeping it a parkway with minimal building other than out houses
	Keep truck traffic off it – car use only at lower speed
	No traffic –calming devices so fruit can be transported to the packing house without bruising
	No speed bumps



	Speed bumps needed
	Access to homes and businesses from road
	Open up old boat launches for small boats
	Protection of Kokanee and white fish spawning
	Road closed from Ponderosa to Swiss Village
	Spend tax dollars elsewhere in Lake Country
	Close on Sundays to motorized traffic in summer
	One food establishment with take-out available
	Do not pave anything else
Amenities and Activities	
	1. Bike and walking paths
	2. Picnic areas, garbage
	3. Washrooms
	4. Swimming areas, docks, beaches, playgrounds
	5. Historical markers, signs, interpretation
	6. Parking
	7. Boardwalk – walking, fishing
	8. Boat launch
	9. Marina
Brainstorming Summary	
	Boardwalk trail for walking/biking and fishing
	Allow dogs on leash, dog bags for pick-up, signage to control our dogs
	Fish, nature and historic interpretive areas and signs
	Bike racks
	Benches honouring locals
	Boat launch, marina and parking
	No large marina
	Trail heads
	Natural amphitheatre and other seating areas
	No beach improvements
	Beach improvements
	Art in seating areas
	More swimming area (with docks) e.g. 2km of swimming less boats
	Properly maintained (or portable) toilets and garbage disposal areas (with pick up)
Economic Development	
	1. Fruit stands, signs
	2. Restaurant, pub
	3. Kayak/bike rentals
	4. Small vendor markets, ice cream, hot dogs, etc.
	5. Art and artisan vendors
	6. Pay parking
	7. Fish shack – tackle, bait

Brainstorming Summary

Huge potential for cycling attraction around Wood Lake
Municipal signage for farm-gate fruit sales
Small community market
Focus commerce on local agriculture, arts and artisans

Mayor and Council – January 21, 2013


The Mayor and Council worked together on the vision portion only, with the following result.

Vision	
	1. Recreation destination
	2. Natural greenway
	3. Tourism showcase
	4. Healthy environment
	5. Encourages healthy lifestyle
	6. Accessible
	7. Cultural showcase
	8. Community resource, source of pride
	9. Highly used
	10. Connects neighbourhoods



Appendix B

Youth Workshop Summary



Pelmewash Parkway – Youth Consultation Session January 30, 2013

Nine youth (grades 8 to 11) attended the session along with Rob Geier (Councillor and Teacher). Participants: Nic Marshall, Nathan Brown, Georden Turrell, Jennifer Kowitzki, Alex Geen, Dylan Gubler, Taylor Schilling, Acacia Service, Tyson Meraw.

Gabi Haas facilitated the session, with support from Steve Schaffrick and Mark Koch.

An introduction to the session was provided by Mark Koch. Mark talked about the status of Highway 97 and once the new bypass opens how the current section along Wood Lake would no longer be a Provincial Highway, but would be turned over to the District of Lake Country. He explained that we will be preparing a concept for the “Pelmewash Parkway” a name which was chosen as it was the First Nations name for Wood Lake.

Gabi introduced the tasks which was to think about a Vision (the big picture) for the area, to develop a list of possible Amenities (the fun stuff), and then to put their ideas onto the aerial maps. They worked in two groups.

The Vision

Keep the road access open:

- Create a safe corridor
- No trucks
- Reduced speed zone
- Control speed with speed bumps
- Create broad shoulders for cycling and walking
- Keep road open to service the watershed

Close the road:

- Close a portion of the road (middle section)
- Close the whole road

Public Waterfront:

- Keep entire waterfront public (no public access on east side of road)
- Lots of beach access (7 stickies)

Natural Areas:

- Natural vegetation
- Improve riparian area
- Increase tree planting
- Green spaces. Gardens
- Green areas

Recreation Areas:

- Bike trails
- Variety of facilities (see amenity section)

Increased Property Values:

- Once this area is converted to parkland, it will enhance property values in the area

Amenities

Cycling:

- Bike path
- Cycling paths
- eparate cycling path

Hiking:

- Maintain access to hiking trails (Spion Kop)

Sport Courts:

- Basketball courts (4)
- Volleyball courts
- Tennis courts

Indoor Recreation Facility

- Indoor basketball court
- Sports Hall (gym)
- Outdoor recreation areas adjoining facility
- First nations recreation hall
- Roller rink

Children's Play Area

- Pack with things could have fun on and not get hurt
e.g. Merry-Go-Round

Public Art Areas

- Sculptures

Interpretive Centre

- Kokanee
- First Nations
- Educational
- Information Centre

Motorized Boat Launch (4)

Small Craft Launch Area

Boardwalk (2)

- Along lake
- Hanging over edge of lake

Fishing Pier (3)

- Designated fishing areas

Dog Beach

Public Washrooms

Swim/fun areas on/in lake:

- Non- motorized wake board cable park
- Swimming pier or docks
- High diving board
- Rope swing
- Zipline
- Lots of public swim areas
- Concession stand or mobile vendors – ice cream summer, hot cocoa winter
- Lights, benches
- Parking areas

There was some discussion about the winter use of this area, such as a designated, maintained skating area, a mobile concession (hot drinks).

Two concepts were created by the participants.





Appendix C

Interest Group Design Workshop Summary



A design workshop with interest groups was held on March 6, 2013. The agenda was as follows:

5:00 - 5:30: Introductions, presentation of analysis and guiding framework, instructions for group work

5:35 - 6:45: Workshop Session 1: Option 1 - Maintain Pelme wash Parkway as a Through Public Road

Two groups worked concurrently, one group on planning for the entire corridor (what goes where?) and the other on design ideas (what will it look like? - walkways, bikeways, picnic areas, shoreline recreation, etc.)

6:50 - 8:00: Workshop Session 2: Option 2 - Central portion of Pelme wash Parkway is an Alternative Transportation Route

Participants switched between planning and design tables and worked on planning and design ideas for Option 2.

8:00 - 8:30: Discussion of the ideas and options generated, ideas common to both groups, questions and discussion, next steps

Common Design Elements

There was a significant amount of consistency in many of the ideas generated by both groups, with the common ideas as follows:

Overall

- Keep as green and natural as possible
- Remove as much asphalt as possible

Road

- New narrow road to be as close as possible to the inland edge of the corridor – need to determine if it is necessary to retain the gravel shoulder
- New road to be as narrow as possible – 7.2 metres (to be confirmed)
- Need to slow traffic – ideas include: narrow surface, trees close to road, one-lane sections (chicanes), gentle speed humps

Walkway and Bikeway

- Preference is for separated walkway and bikeway with grass and trees between
- Combine walkway and bikeway only when necessary due to space restrictions - where they are combined, use a painted line or barrier to separate the modes, alternative in tight sections is an on-road bike lane
- Walkway to be closest to the lake
- Bikeway to be between the walkway and road

- Walkway and bikeway should be paved to allow for roller blading and other wheels



Vegetation and Landscape

- Enhance riparian areas – restore Kokanee habitat, remove non-native invasive species (elm trees) and plant native trees (cottonwoods) and shrubs, including wild berries, e.g., Saskatoon
- Possible wetland at north end as it is high value area with Kokanee and bird habitat
- Green up existing pull-outs with grass and trees to the degree possible
- Plant many trees along the paths and in nodes

Boat Launches

- There are only two potential locations for a motor boat launch along the corridor:
 1. The very north corner of the lake; however it may be too shallow and weedy (parking could be angle parking on the old highway north of the lake and/or south of the launch)
 2. Pull-out #3; however there is no space for parking in this location unless the commercial land across the road is willing to accommodate this
 3. The District is planning to improve the boat launch on the north-east shoreline, and there is an existing launch at Turtle Bay (trailer parking is a problem).
- Include at least two locations for launching of car-top boats (no trailers), with a small amount of parking at or near each

Parking

- Consider parking north of the Oyama intersection along the old highway
- Provide parking areas at either end of the corridor to enable people to walk, bike, and potentially take a shuttle (transit)

Amenities

- Consider access for ice fishing and skating (beach or pier)
- Provide space for seasonal or event-based art activities - displays, public art, sales
- Include benches throughout for resting, gathering
- Focus on natural play areas (rocks etc.) rather than play equipment
- Provide entrance signs to Pelmewash Parkway – Lake Country style, e.g., rock
- Provide at least two sets of washrooms - composting and dry wipe for now – potentially serviced by sewer and water later
- Provide interpretive information on historic (First Nations and post-contact) and cultural sites and natural features (lake, vegetation, birds, fish, etc.)
- Include distance markers and way-finding signs



Design Ideas Specific to Option 1 – Through Public Road

- Controlled crosswalks with flashing light at strategic points, e.g., trail crossings to Spion Kop

Design Ideas Specific to Option 2 – Alternative Transportation Section

- Turn-around with facilities at each end of road – with washrooms, water
- Closed portion of corridor – very green natural space
- Provide a loop trail that includes the shoreline and Spion Kop
- Phase in road closure, starting with reduced road access

Design Options

The following ideas do not necessarily have as broad a base of support as the previous lists:

- Memorial to commemorate deaths along the corridor
- Lighting along walkways (down lighting) and in parking lots (no sky glare)
- Frisbee golf in Spion Kop
- Adult/outdoor exercise equipment
- Provide space for seasonal vendors, food concession, coffee shop
- Don't need entertainment space and commercial uses – have these in Oyama and Winfield (including Beasley Park)
- Boardwalk over the water in some non-sensitive areas (could be clear plexiglass)
- Shaded seating (roof above)
- Farmer's market near Gatsky's
- Space for vendor stalls between bikeway and road
- Walk-out launch on dock for universal accessibility

Pull-out Options

The following are options for the design of the pull-outs, with abbreviations as indicated:

NM = Non-Motorized

W/C = Washrooms

SP – Spion Kop

Pull-out #	Option 1 – Through Public Road CB	Option 1 – Through Public Road L & G	Option 2 – Alternative Transportation Section CB	Option 2 – Alternative Transportation Section L & G
North End		Commercial opportunities to complement Oyama and existing businesses	Bird-watching area north of creek, family activities at north end – nature play, exercise, mini-BMX	
1	NM Boat launch, swimming, W/C	Picnic	Picnic	
2	Parking for #1	NM Boat drop	Parking for #3	
3	Picnic	NM Boat Launch	NM Boat launch, pier 2 - 3	
4	Picnic		Picnic	
Private Access 1			Parking on road, turn-around	
5	Picnic		Staging area for SP trails, seating, W/C	Turn-around with picnic, water, W/C
6	Cultural/interpretive site with viewing deck		Pier with public art (landmark at point), swimming (no boats), memorial	Interpretive/culture centre with public art, Kokanee, history,
7	Picnic		Picnic	
8	Picnic		Staging area for SP trails, seating, W/C	
9	Parking for #9 - 10		Picnic	
9 – 10	NM Boat launch, swimming, W/C		Swimming area	NM boat launch, swimming area (dock)
10	Parking for #9 - 10		Picnic	Parking
11	Picnic		Parking on road, turn-around	Parking on road, turn-around
12	Parking for #13		Picnic	
13	Large grassy picnic area with W/C		Art Trail (sculptures) on cultural site upland	Viewing platform, bike knolls, public art
13 - 14		Interpretive area with wetland (filled bay), First Nations culture, seating		
14	Picnic		Picnic	

Management Ideas and Considerations

- Purchase upland properties if funds are available in the future
- Phase in project as funds become available
- Consider personal/public liability of docks
- Maintenance needs to be considered
- No dogs off-leash anywhere, allow dogs on walkway on leash



Appendix D

Community Design Workshop Summary



Design Open House Summary

A design open house with the community was held on May 13, 2013 at the Seniors Activity Centre in Winfield. Attendance was approximately 95 people, with many from Oyama. The format was as follows:

- Members of the public were invited to drop in between 5:00 and 8:00 pm
- Displays included environmental and land use maps, inventory of road pull-outs, and information compiled from previous community sessions including draft guiding principles, design and planning sketches, and design ideas for the corridor based on potential road and trail widths
- Community members were invited to provide their ideas to an artist and/or a planner for illustration, or to write their comments on flip charts

This document provides a record of the written comments. These have been divided into topic areas to provide an overview of the input received.

General Positive Remarks

- Good idea, like this idea
- The drawing plans are excellent
- A safe place for a family to walk, bike play, swim, picnic

Comments and Ideas on Trails/Paths

- Create recreational area with bike paths and walkways
- Make a bike path and rec area along the lake
- Bike/walking path, eventually more amenities
- Environmentally pleasing walking/biking paths
- Share pedestrian/cycling path
- Save money! Combined
- Bike lane shared with pedestrians is fine
- Multi-purpose path for bicycling and walk/runners
- Consider 1 bike/walk path with a centre line –somewhat like Stanley Park seawall
- Separate pathways for bikes and pedestrians
- Would like to see a separate bike path on west side of lake
- Separate – road, biking, walking
- Separate bike path with barrier, not a painted line!
- Separate biking/walking paths as wide as possible. Consider how fast road bikes can travel. Safety first
- Jogging trail

- Request for a 1.5 m. bike lane for road cyclists to travel 20-35 km/hr
- Bike lane dedicated for road cyclists traveling 20-30 +km/hr
- Paved path for rollerblading
- Bike is great but paved so can roller blade too
- Running track surface for pedestrian path – rubber, plastic, nature friendly, safe



Type of Road

- Work to change “type” of road – slower, more beautiful, through – narrowing, vegetation along edge, stops of interest
- If the road is left open reduce speed to 30km/h with some speed bumps
- Close hwy with emergency access or slow the road – speed bumps etc.
- Slow traffic no trucks
- If road kept – adapt like English laneway high grasses, narrowed areas for slowing traffic if must stay there
- Calmed traffic all through
- Light standards along the P. Parkway (not like downtown Kelowna) Solar

Keep the Road Open to the Public

- Road connects our community and our history
- Please do not close highway – Emergencies Lake Country economy depends on through traffic. Leave everything alone for a few years – see what happens
- Need highway as through road emergency services
- We do need 2 Hwys! Close off Hwy for through traffic would calm traffic speed and leave more opportunity for trails
- Thru access very important to locals, keep it open
- Closing the road will discourage traveling tourist to pull off and stop
- Closing road will eliminate the best tourist attraction in valley
- Road is vital to tourism
- Keep road open charge for motorized boater’s access
- Don’t close the road
- Transit will bypass not serve locals
- Prefer to keep road open – connections to trail heads/Spion Kop Park would still be possible!
- Do not block off Hwy - risk exposure for emergency services unacceptable
- It is our road my kids want it open to drive between!
- Yes narrow road
- Do not block off highway



- Public transit to Oyama would be best value if road stays open
- Maintain flow through traffic on existing Highway
- Closing the road adds to Carbon footprint 15km from Swiss Village to Timmies for a coffee
- I like option #1 a scenic route for locals and tourists alike
- The viability of Oyama's economy relies on the Old Hwy staying open to through traffic. Please don't close it!
- No road closure when it is decided what to do people should have a vote on it
- One way road with bike lanes and separate walking paths – space for demonstration net zero housing
- Keep the road open for all to enjoy! Option 1
- Would like to see the Hwy remain open. Closing it should not be an option! The economy of Oyama depends on it!
- Please do not close road use common sense
- Road is vital for local businesses
- The beautiful drive from Winfield to Oyama, is the nicest drive in Okanagan – even better than Naramata
- Look up the word “egress” Think Sea to Sky and realize it still gets blocked off. Secondary road means something
- Yes to narrow, traffic calmed road. Permit only (temporary) truck traffic. Consider 1 bike/walk path with a centre line – somewhat like Stanley Park Seawall
- Use speed bumps and road narrowing to force very slow speeds so bikes and pedestrians (children) are safe
- Keep road open with bike and walking paths
- Leave road as is for now. Reduce speed limit to 50/1m forget bike lanes, they're not necessary
- Keep road open. Try to separate non-motorized traffic from motorized. Limit speed
- Do not close road stay open for through traffic
- Option #1 5 like, 2 dislike
- Don't shut the road slowing traffic ok
- Middle section open but must have calmed traffic
- Road not to close. 7.2 m road with bike path would be ok
- Need to keep road open! Most important keep natural beauty of lakeshore
- Road open please – separate biking path and walking path as space allows
- Leave road open as is – 2 lanes – there are people that live along it.



- Keep road open it is a connecting lifeline between Oyama and the rest of the Lake Country
- The road should be kept open for local residents' use, reduced speed
- Keep Road Open
- Who wants to go up to the new highway when they only want to go to Oyama?
- Slow speed limit to 40. Make a small road going straight through for locals
- Reduce speed but keep road open
- Yes to narrow, traffic calmed road. Permit only (temporary) truck traffic
- Keep road open 50-60km
- Please keep the road open all the way!! Option 1 keep road open. Slow down traffic

Close Portion of the Road to the Public

- Close road – turn into park with bike paths, pedestrian paths, rest areas make this area special
- Can close road in centre so access from both sides (no through traffic) and narrow roads so no speeding. An area to be proud of
- Block off highway no thru road
- Option #2 4 likes
- Close road in center – more recreation, more park like, quieter for everyone, safer biking and walking
- Use option 4
- I like the road closure proposal
- Like the concept of closing the road at mid-point
- Consider quiet – no traffic- reflect by lake. Local people and tourists enriched
- Close the road for safety
- Close the highway – provides a safe, non-hilly area for residents, families, tourists to relax and enjoy Lake Country's vistas!
- Close road, 50K for traffic areas, bike paths
- We don't need 2 highways, close through road
- Close the highway to discourage local 'speeding'/unsafe driving. Picnics, biking races/triathlons/1/2 marathons etc. to fuel the economy of Lake Country. Fitness/Tourism!!
- Option 2 – keep the road open for local traffic, parkland where room allows
- Prefer Option 2 with road access for emergency middle only, could alternate access with alternate conveyance rideshare/Transit



Comments and Ideas on Pull-outs/Day Use Areas

- Picnic area with a dock. Playground and room for food trucks
- Landscaping to create rooms, quiet places to enjoy the views, boat launching area – car top
- Limit commercial outlets along parkway (seasonal food services etc ok!)
- Have spaces, maybe a couple, that would allow a small drawing class, or nature talk
- Linear park including exercise station (see Nelson) open clearings for yoga, tai chi – local classes moved outdoor
- Boat launches, day use, biking/rollerblades
- Fishing for kids
- Gathering spaces/clearings which focus on lake not pathway – children’s art, yoga, native plants around, clearing, lake, hall, grasses
- Place picnic tables in spots along the way, leave vegetation natural around picnic tables.
- Picnic tables in niches of vegetation – not lawns – like lookout – State Park – Oregon
- If red zone then no activities should be riparian only with view/walk bike but no parking/picnic etc.
- Couple pull-outs for picnics etc not camping
- Any chance of a sandy beach along the way?
- Parking for parks, boat launch, commercial recreation areas etc.
- Like public pier/wharf idea
- Love the ideas for potential economic returns plan to install access to power for community market vendors
- Need one or two restaurants (nice) on the beach plus a few seasonal vendors
- Need 1 or 2 restaurants
- Would like to see limited commercial spaces for private business/food/trucks/coffee/cafes
- Bike rentals!
- Washrooms, public dock
- Like the idea of Electric recharge station – include e-bike charging ie. 110v

Public Art

- Public art installations along parkway
- Include public art to make parkway more interesting
- Recognize First Nations - Totem pole carved by them erected
- Involve First Nations in some way, perhaps through art



- Places for public art
- Look for ways to add design elements to functional items, such as signs, benches, etc.
- Bicycle paths with stops to look at art, viewpoints with interpretive signs
- Sculpture would interest

Boats and Boat Launches

- No more boat launches. Too many big boats mean disaster!
- No additional motorized boat launches, small lake
- Non-motorized boat access only
- No boat launch
- No boat launches for power boats. The lake is very busy as it is now – often unsafe
- Hand launch only
- Boat launch for fishing boats, canoes, kayaks
- Need boat launch area
- Need a boat launch yes yes
- Possible boat launch

Other – Project-related

- Riparian along lake: regardless of plan, did not see it specifically identified i.e. the actual set back
- Something similar to Peachland
- It is rocky cannot change topography riparian area
- Biking, hiking up high enough to enjoy the beauty
- Also keeps direct path from Winfield to north end of Wood Lake beaches





Appendix E

Open House Summary

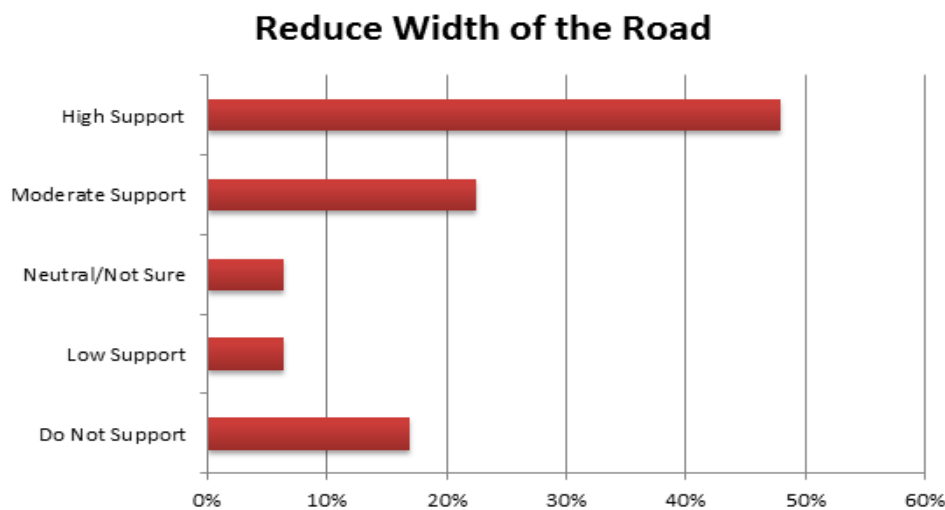
The final open house with the community was held on September 24, 2013 at the District Hall in Winfield. Attendance was approximately 82 people, and there were 143 responses to the survey, which was available at the open house and online. The following is a summary of the input received. The entire survey response, which is over 30 pages long, is available online or from the District. Comments are indicated here by listing the topics covered, and the number of comments pertaining to each topic.

Question 1

Reduce Width of the Road

Reduce the width of the road, retaining two-way traffic along Pelme wash Parkway, as follows:

- 2-lane road with a centre line (7.2 m wide) at the north and south ends; plus
- Narrow 2-lane road (6 m wide) for 1.2 km through the centre portion; and
- commuter cyclists will be able to use this road due to the slow traffic speed (50 kph) and low volume Please indicate your degree of support for the proposed road design



Comment Topics

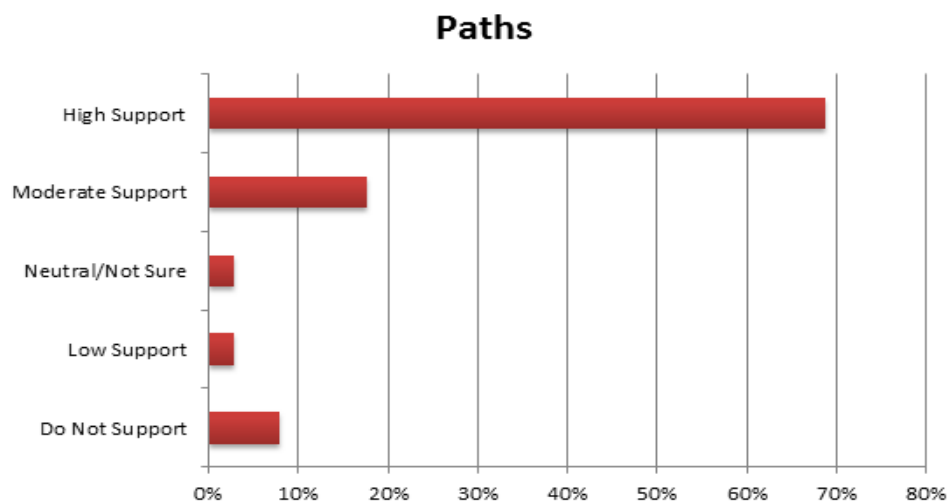
- Create a balance for motorists and cyclists (15)
- Middle section should be closed (13)
- Middle section should be narrowed (9)
- Comments about the speed limit along the Parkway (9)
- Keep the road open to the public (8)
- Close or reduce access for commercial vehicles (3)
- Comments and ideas on pull-outs/day use areas (3)
- Roadway Maintenance (2)
- Comments about access to parking (2)
- General positive comments (2)

Question 2



Paths

- Provide a lakeside walkway; plus
- Provide a separate bikeway between the walkway and the road with grass and trees between these paths where space permits; and
- Combine the walkway and bikeway into one multi-use path where necessary due to space restrictions. Please indicate your degree of support for the proposed path design



Comment Topics

- Support for separation between pedestrians and cyclists (17)
- Support for a combined pathway for cyclists and pedestrians (10)
- Concerns over costs and/or maintenance (6)
- General Positive Comments (6)
- Comments about greenery and other public amenities/features (5)
- Maintain existing roadway to accommodate vehicular, cycling, and pedestrian traffic (3)
- Type of pathway (2)
- Keep the Parkway open (1)
- Increase traffic calming measures (1)

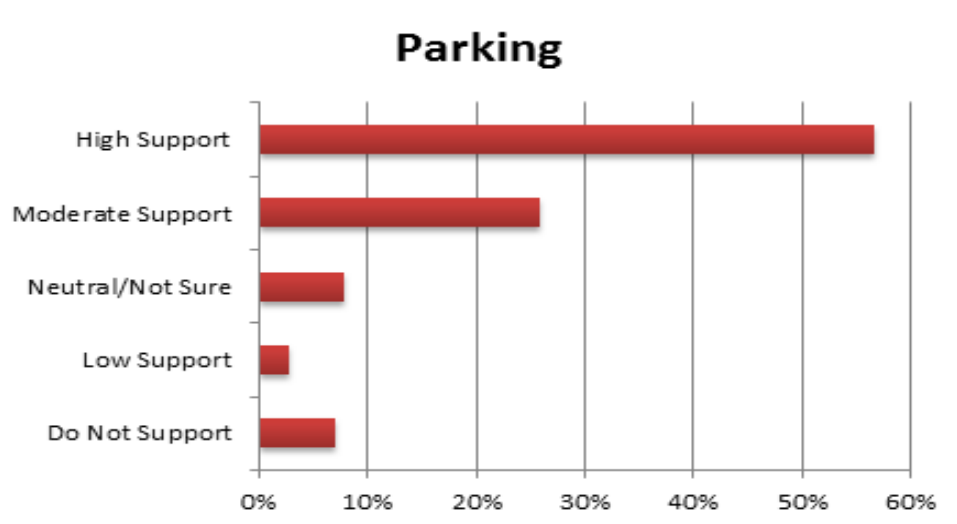


Question 3

Parking

- Distribute parking pockets among existing pull-outs and at the north end of the corridor, as space permits; and
- Surround parking areas with greening (trees, shrubs and grass)

Please indicate your degree of support for the proposed parking design



Comment Topics

- In support of additional parking (10)
- In support of parking at north and/or south end only (9)
- Parking for RV's and other recreational vehicles (6)
- Concerns about parking (5)
- Comments about greenery and other public amenities/features (5)
- Opposed to additional parking space (3)
- Opposed to parking at the north end (2)
- General positive comments (1)

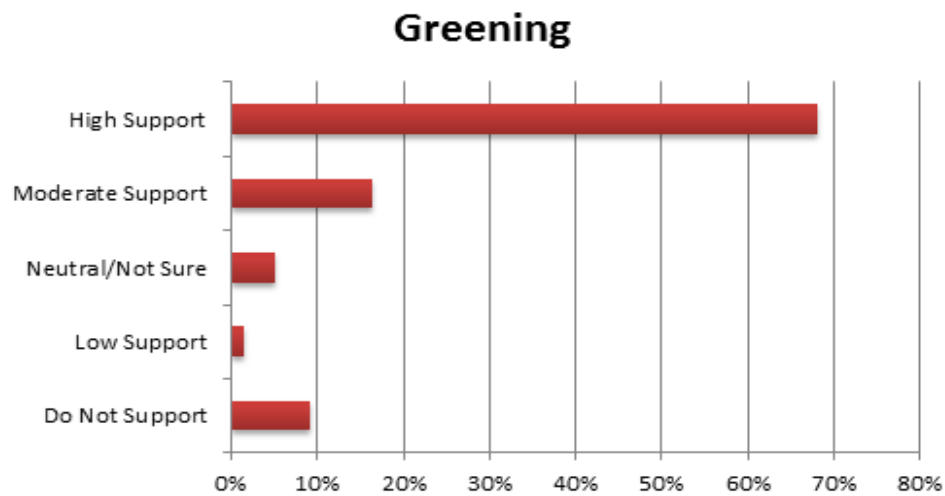


Question 4

Greening

- Use trees, shrubs and grass to restore existing pullouts and locations where paving is removed.

Please indicate your degree of support for the proposed greening



Comment Topics

- Comments about greenery and other public amenities/features (17)
- Maintain existing pullouts and/or paved areas (5)
- Supports restoring existing pullouts and other paved areas (4)



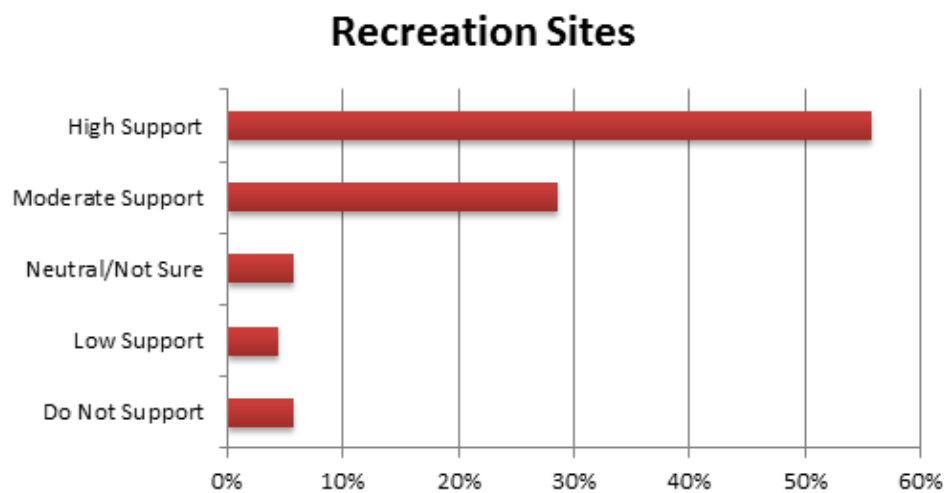
Question 5

Recreation Sites

Add recreation amenities, including launching for car-top boats, to existing pullouts based on space available and environmental considerations (see plan). The plan includes:

- Five major recreation sites; as well as
- Two launch sites for small boats and two staging areas for Spion Kop trails; and
- Picnic areas at the remaining pullouts.

Please indicate your degree of support for the proposed layout of recreation amenities.



Comment Topics

- Limited support of additional recreational amenities (9)
- Boat launches – not for larger motor boats (8)
- Boat launches for larger motor boats (7)
- In support of additional recreational amenities (7)
- Eating/Picnic areas (3)
- Boat launch locations (2)



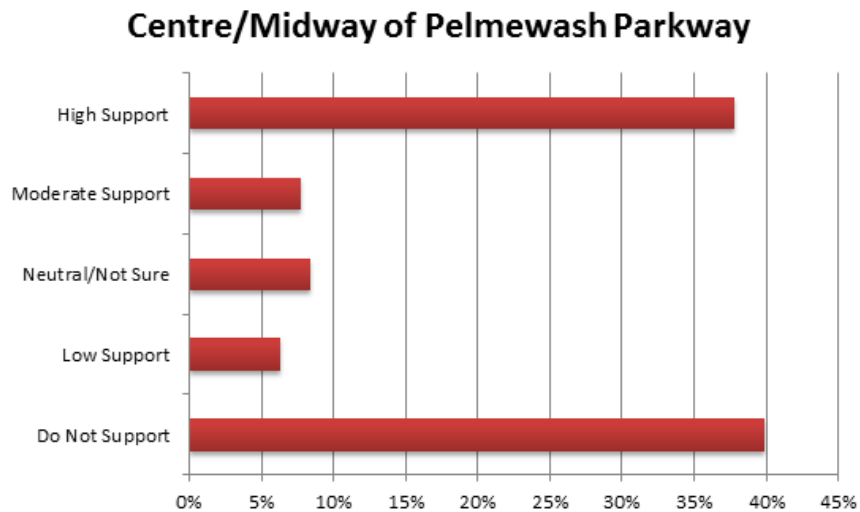
Question 6

Centre/Midway of Pelmewash Parkway

For special events and/or long term, consider closing the midway portion of Pelmewash Parkway to through traffic (with the exception of emergency and maintenance vehicles).

If a decision is made to close this portion of the road in the future, provide parking areas and turn-arounds at each public road terminus.

Please indicate your degree of support for the proposed strategy for the centre portion of road.



Comment Topics

- Support for the entire parkway staying open to the public (31)
- Support for closing the midway for special events or trial basis (15)
- Support for permanently closing the middle section (10)
- Support for cycling amenities (1)



Question 7

Recreational activities

Certain amenities and features will definitely be included in the plan, such as a walkway, bikeway, parking, greening (trees, grass and shrubs), environmental restoration and enhancement, picnic areas, trail links to Spion Kop, stabilization of rock slopes, and support infrastructure (garbage cans, picnic tables, benches, bike racks, interpretive signs, etc.).

Which additional recreation amenities would you like to see included in the Pelmewash Parkway design, recognizing that improvements may need to be phased in over many years (check as many as apply)

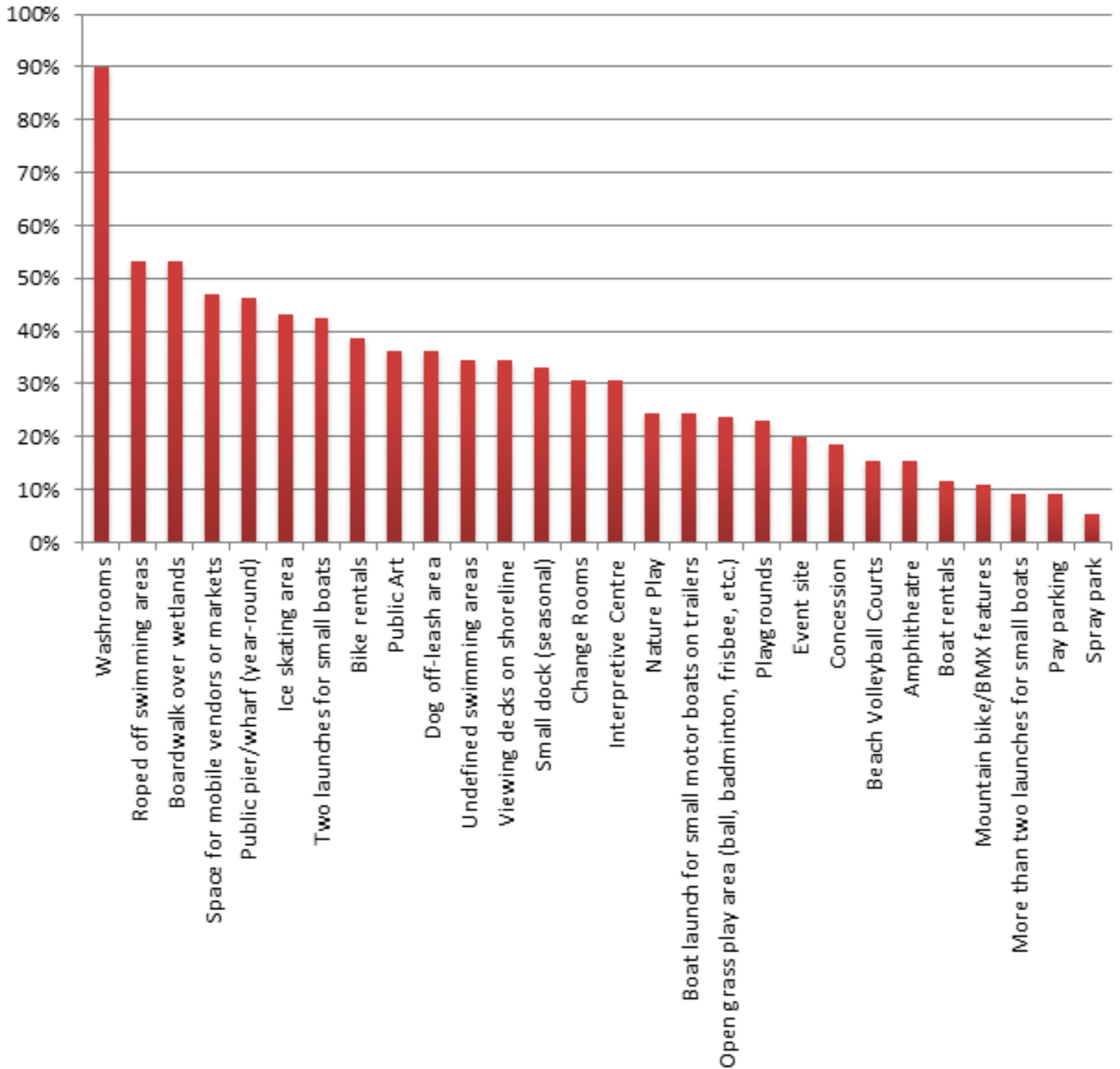
Comment Topics

(NOTE: some people mentioned multiple activities in their answer)

- Not in support of additional/certain recreational activities (23)
- In support of washroom facilities (3)
- In support of a swimming area or pier (3)
- In support of food and beverage facilities (3)
- In support of playground areas (2)
- Unsupportive of pay parking (2)
- In support of an off leash dog area (2)
- In support of interpretive centre or signage (2)
- In support of any activities that would increase tourism (1)
- In support of trails (1)
- In support of boat launches (1)
- In support of a skating area (1)



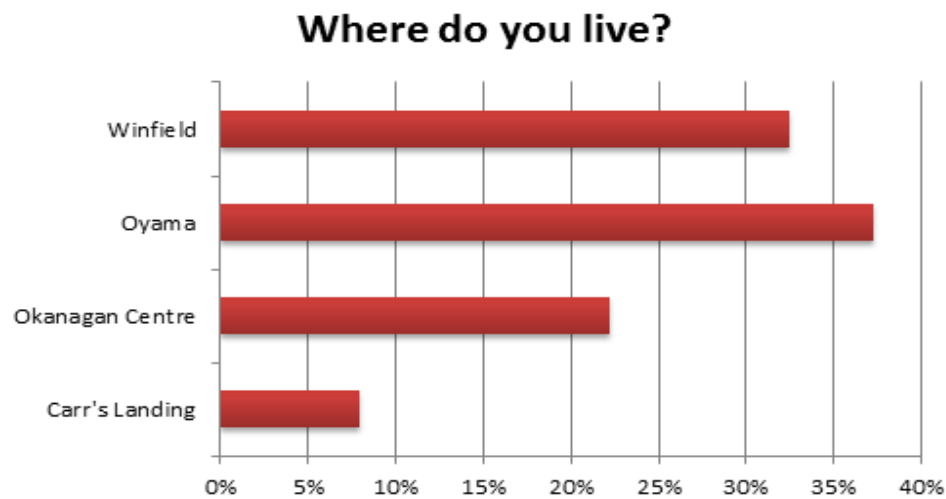
Recreation Amenities





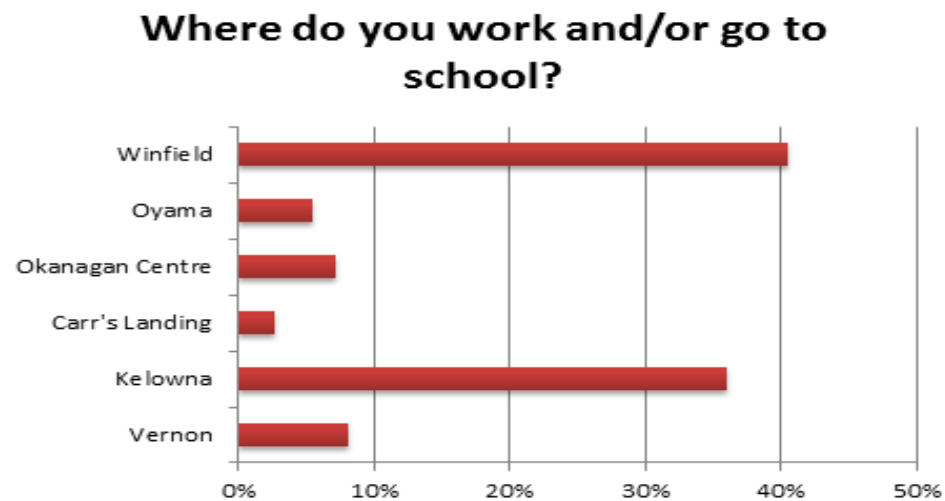
Question 8

Where do you live?



Question 9

Where do you work and/or go to school?





Question 10

Additional Comments/Feedback

- General positive comments (16)
- Restrict/limit access to vehicle traffic (11)
- Keep the area as natural as possible (8)
- Maintain/improve access to the area (8)
- In support of a re-vote on the name (8)
- Supportive but cautious (6)
- Opposed to any development (4)
- Improve cycling and walking facilities (4)
- Build on the success of others (3)
- Improve roads/other infrastructure/services (3)
- Consider residents in the area (3)
- In support of development that will increase tourism (3)
- Boat launches (3)
- Concerns over public safety and cleanliness (2)
- Public art/landscaping (2)





Appendix F

Highway Pull-out Inventory

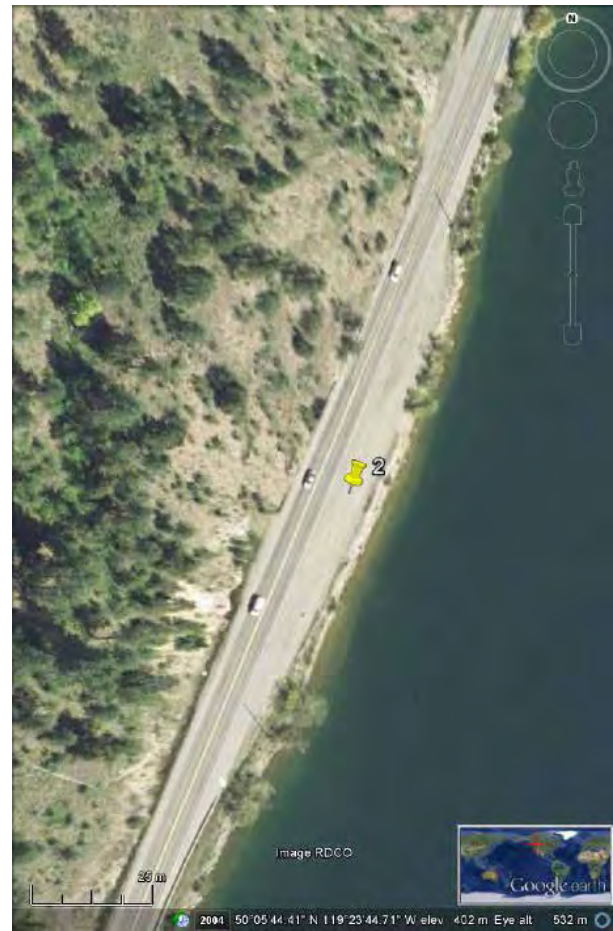
**PELMEWASH PARKWAY
Road Pull-Out #1**

ID number	1		
Area	170m ²		
Size Ranking	Small		
Elev. Above Lake	2m		
Boat Launch	Yes		
Concrete Barrier	No		
Water Access	Good		
Env. Summary	Yellow		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Pier within recreation zone		



**PELMEWASH PARKWAY
Road Pull-Out #2**

ID number	2		
Area	1000m ²		
Size Ranking	Medium		
Elev. Above Lake	3m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Moderate		
Env. Summary	Green		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Pier within recreation zone		



PELMEWASH PARKWAY
Road Pull-Out #3

ID number	3		
Area	1000m ²		
Size Ranking	Medium		
Elev. Above Lake	2m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Moderate		
Env. Summary	Green		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Boat launch/pier within recreation zone		



PELMEWASH PARKWAY
Road Pull-Out #4

ID number	4		
Area	1200m ²		
Size Ranking	Large		
Elev. Above Lake	2m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Moderate		
Env. Summary	Red		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Environmental enhancement area		



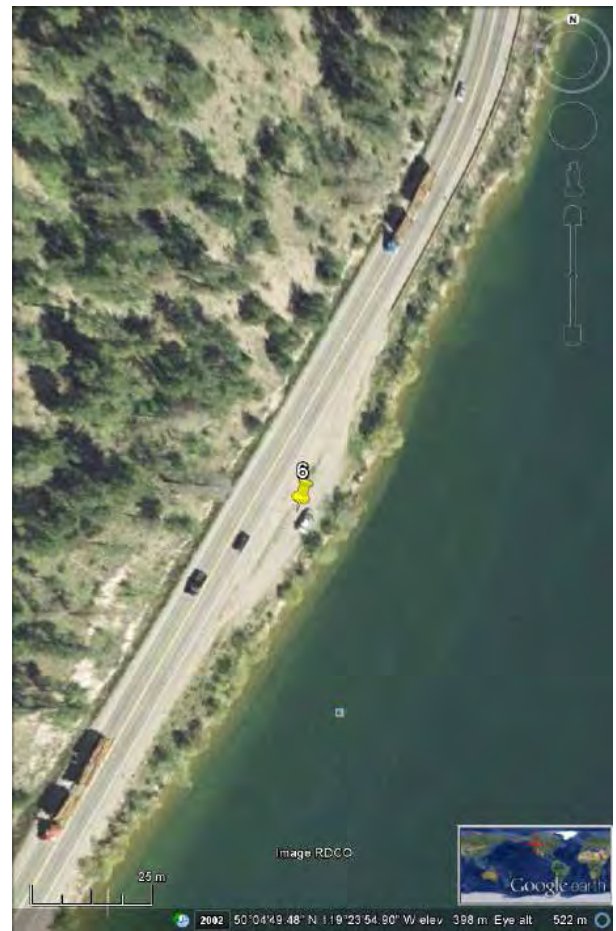
PELMEWASH PARKWAY
Road Pull-Out #5

ID number	5		
Area	2000m ²		
Size Ranking	Large		
Elev. Above Lake	3m		
Boat Launch	Yes		
Concrete Barrier	No		
Water Access	Good		
Env. Summary	Red		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Riparian restoration area		



PELMEWASH PARKWAY
Road Pull-Out #6

ID number	6		
Area	780m ²		
Size Ranking	Medium		
Elev. Above Lake	3m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Moderate		
Env. Summary	Red and Green		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Pier within recreation zone at north end		



PELMEWASH PARKWAY
Road Pull-Out #7

ID number	7		
Area	1200m ²		
Size Ranking	Large		
Elev. Above Lake	3m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Moderate		
Env. Summary	Red		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Environmental enhancement area		

PELMEWASH PARKWAY
Road Pull-Out #8

ID number	8		
Area	750m ²		
Size Ranking	Medium		
Elev. Above Lake	4m		
Boat Launch	Yes		
Concrete Barrier	No		
Water Access	Good		
Env. Summary	Red		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Environmental enhancement area		



PELMEWASH PARKWAY
Road Pull-Out #9

ID number	9		
Area	520m ²		
Size Ranking	Medium		
Elev. Above Lake	3m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Moderate		
Env. Summary	Red		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Environmental enhancement area		



PELMEWASH PARKWAY
Road Pull-Out #10

ID number	10		
Area	390m ²		
Size Ranking	Small		
Elev. Above Lake	3m		
Boat Launch	No		
Concrete Barrier	Yes		
Water Access	Difficult		
Env. Summary	Red		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Environmental enhancement area		



PELMEWASH PARKWAY
Road Pull-Out #11

ID number	11		
Area	100m ²		
Size Ranking	Small		
Elev. Above Lake	4m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Difficult		
Env. Summary	Red		
Lake Bed at Shoreline	Rocky		
Rec. Potential	Environmental enhancement area		



PELMEWASH PARKWAY
Road Pull-Out #12

ID number	12		
Area	270m ²		
Size Ranking	Small		
Elev. Above Lake	6m		
Boat Launch	No		
Concrete Barrier	No		
Water Access	Difficult		
Env. Summary	Red		
Lake Bed at Shoreline	Gravel		
Rec. Potential	Environmental enhancement area		



PELMEWASH PARKWAY
Road Pull-Out #13

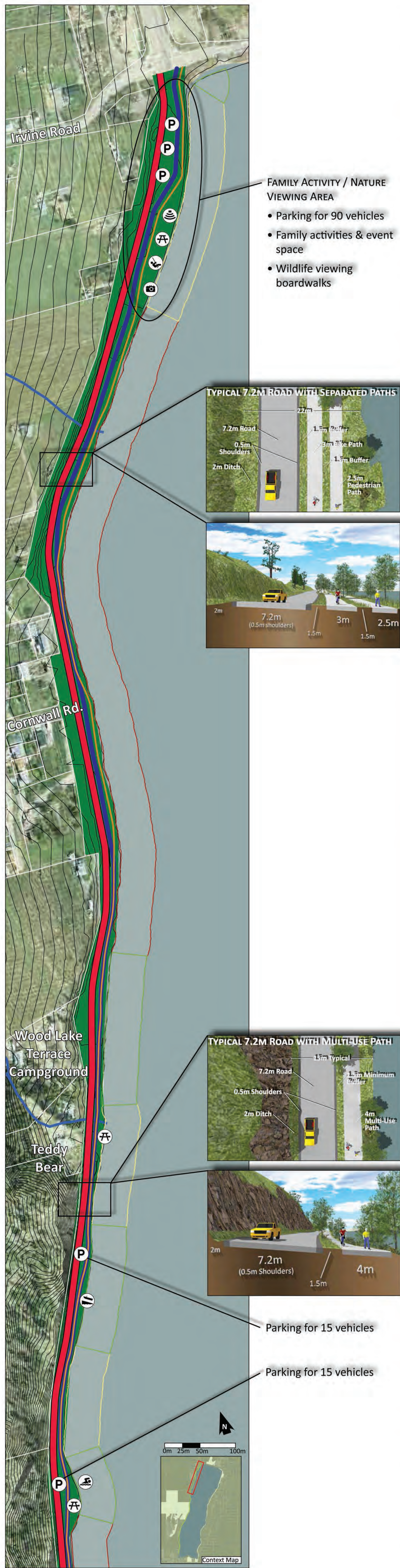
ID number	13		
Area	2400m ²		
Size Ranking	Large		
Elev. Above Lake	4m		
Boat Launch	No		
Concrete Barrier	yes		
Water Access	Difficult		
Env. Summary	Red		
Lake Bed at Shoreline	Gravel		
Rec. Potential	Riparian restoration area		

PELMEWASH PARKWAY
Road Pull-Out #14

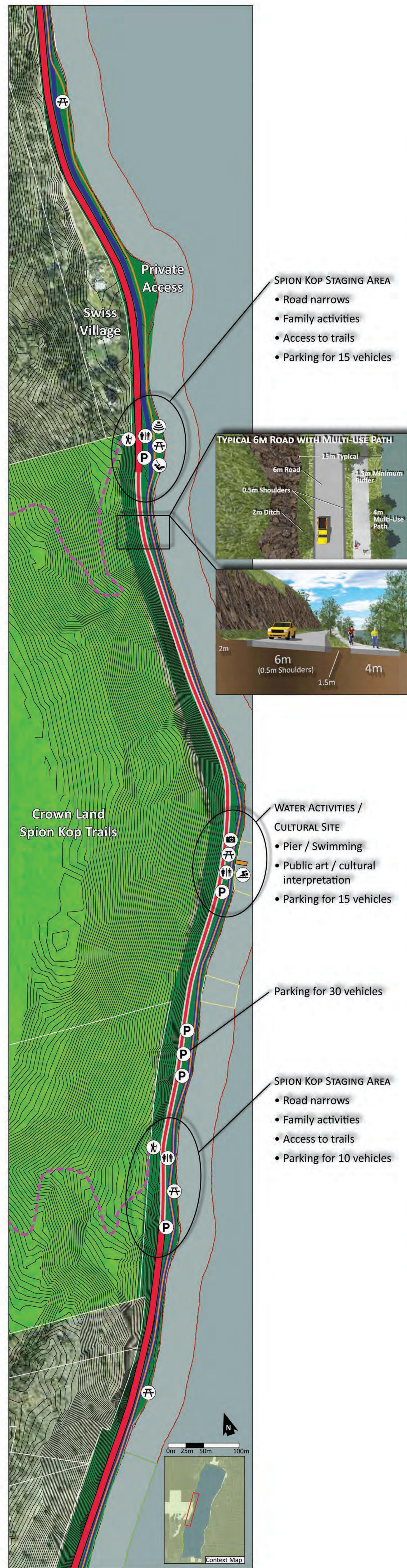
ID number	14		
Area	400m ²		
Size Ranking	Small		
Elev. Above Lake	5m		
Boat Launch	yes		
Concrete Barrier	No		
Water Access	Good		
Env. Summary	Red		
Lake Bed at Shoreline	Gravel		
Rec. Potential	Environmental enhancement area		



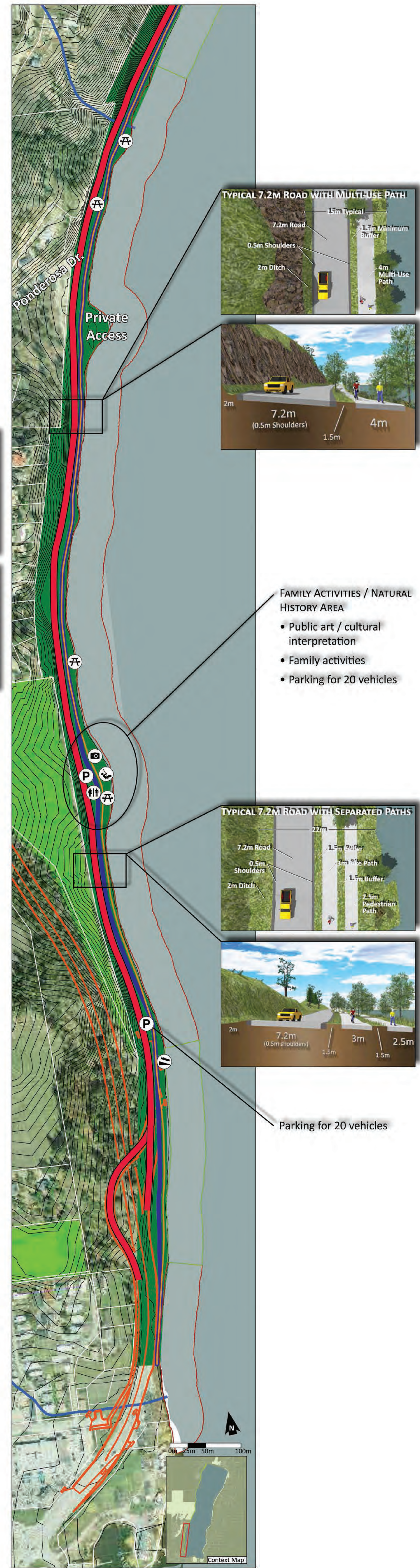
North



Centre



South



LEGEND

Corridor	Wider Road (7.2m)	Parking	Event Space	ECOLOGICAL SENSITIVITY
Park / Green space	Narrower Road (6m)	Picnic Area	Swimming	
Contours (2m)	Multi-use Path	Washrooms	Play Area	
New Highway	Bicycle Path	Art / Cultural Feature	Trail Staging	
Hiking Trail	Pedestrian Path	Boat Launch		
			High	
			Moderate	
			Low	

Concept Plan

PELMEWASH PARKWAY PUBLIC ENGAGEMENT

The workshops will request YOUR input on the vision, goals and objectives, potential activities, proposed amenities and economic development opportunities for the Pelmewash Parkway corridor.

You are invited

Lake Country community members with an interest in shaping the future are invited to come to ONE of the following workshops:

Monday, January 21, 2013

(5pm – 6:30pm)

Municipal Hall (Carr's Landing Room - accessible)
10150 Bottom Wood Lake Rd.

OR

Tuesday, January 22, 2013

(5pm – 6:30pm)

at the Oyama Community Club (upstairs)
15710 Oyama Rd.

The District is initiating extensive public outreach to ensure that Lake Country residents and stakeholders have meaningful opportunities to participate in defining the vision for the Pelmewash Parkway corridor. The goal of the public engagement process is to encourage significant public participation in the development of a comprehensive concept plan to systematically guide the future development of the Pelmewash Parkway corridor along the west side of Wood Lake.

The public engagement process starts with "power" workshops January 21 and 22, 2013 offering busy people the opportunity to provide their input with a contribution of just an hour and a half of their time. The workshops will request input on the vision, goals and objectives, potential activities, proposed amenities and economic development opportunities for the Pelmewash Parkway corridor.

Lake Country community members with an interest in shaping the future are invited to come to ONE of the workshops scheduled for January 21st and 22nd.



LAKE COUNTRY

Experience. The Okanagan Way.

PELMEWASH PARKWAY DESIGN OPEN HOUSE

The Open House will request YOUR input on the design considering what potential activities, amenities and economic development opportunities could look like along the Pelmewash Parkway corridor.



You are invited

Lake Country community members with an interest in shaping the future of Pelmewash Parkway are invited to come to a

Design Open House

Monday, May 13, 2013

(5pm – 8pm)

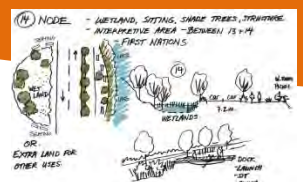
Lake Country Seniors' Centre
9832 Bottom Wood Lake Rd.

The District is continuing the extensive public outreach to ensure Lake Country residents and stakeholders have opportunities to participate in defining the vision and design for the Pelmewash Parkway corridor along the west side of Wood Lake.

Drop by anytime during the **Pelmewash Parkway Design Open House May 13th** and look at the ideas and sketches that have been generated by the community so far. **Add your new ideas.** You will be able to write these on boards or maps, or explain them to an artist who will sketch what you describe.

Keep yourself current with the process and check out the input that has been collected to date:

<http://www.okanaganway.ca/pelmewash-parkway>



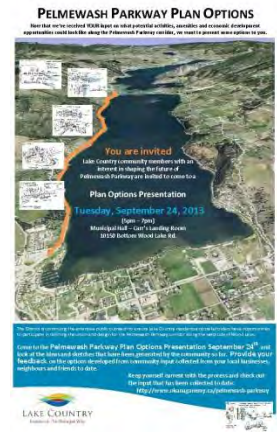
You are invited...

Lake Country community members with an interest in shaping the future of Pelme wash Parkway are invited to come to a:

Pelmewash Parkway Plan Options Presentation

Tuesday, September 24, 2103 (5-7pm)
Municipal Hall in the Carr's Landing Room
10150 Bottom Wood Lake Road, Lake Country, BC.

Keep yourself current with the process and check out the input that has been collected to date: <http://www.okanaganway.ca/pelmewash-parkway>



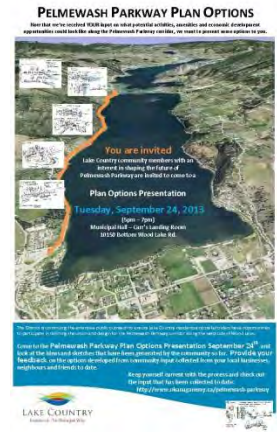
You are invited...

Lake Country community members with an interest in shaping the future of Pelme wash Parkway are invited to come to a:

Pelmewash Parkway Plan Options Presentation

Tuesday, September 24, 2103 (5-7pm)
Municipal Hall in the Carr's Landing Room
10150 Bottom Wood Lake Road, Lake Country, BC.

Keep yourself current with the process and check out the input that has been collected to date: <http://www.okanaganway.ca/pelmewash-parkway>



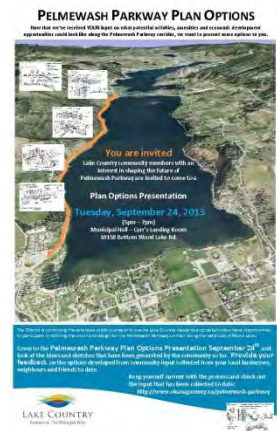
You are invited...

Lake Country community members with an interest in shaping the future of Pelme wash Parkway are invited to come to a:

Pelmewash Parkway Plan Options Presentation

Tuesday, September 24, 2103 (5-7pm)
Municipal Hall in the Carr's Landing Room
10150 Bottom Wood Lake Road, Lake Country, BC.

Keep yourself current with the process and check out the input that has been collected to date: <http://www.okanaganway.ca/pelmewash-parkway>



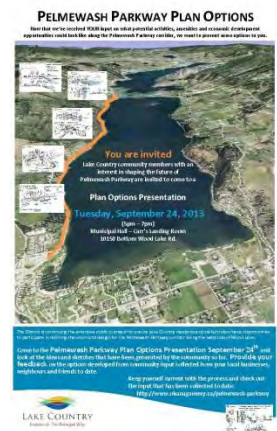
You are invited...

Lake Country community members with an interest in shaping the future of Pelme wash Parkway are invited to come to a:

Pelmewash Parkway Plan Options Presentation

Tuesday, September 24, 2103 (5-7pm)
Municipal Hall in the Carr's Landing Room
10150 Bottom Wood Lake Road, Lake Country, BC.

Keep yourself current with the process and check out the input that has been collected to date: <http://www.okanaganway.ca/pelmewash-parkway>



PELMEWASH PARKWAY PLAN OPTIONS

Now that we've received YOUR input on what potential activities, amenities and economic development opportunities could look like along the Pelme wash Parkway corridor, we want to present some options to you.



You are invited

Lake Country community members with an interest in shaping the future of Pelme wash Parkway are invited to come to a

Plan Options Presentation

Tuesday, September 24, 2013

(5pm – 7pm)

Municipal Hall – Carr's Landing Room
10150 Bottom Wood Lake Rd.

The District is continuing the extensive public outreach to ensure Lake Country residents and stakeholders have opportunities to participate in defining the vision and design for the Pelme wash Parkway corridor along the west side of Wood Lake.

Come to the **Pelme wash Parkway Plan Options Presentation September 24th** and look at the ideas and sketches that have been generated by the community so far. **Provide your feedback** on the options developed from community input collected from your local businesses, neighbours and friends to date.

Keep yourself current with the process and check out the input that has been collected to date:

<http://www.okanaganway.ca/pelme wash-parkway>

