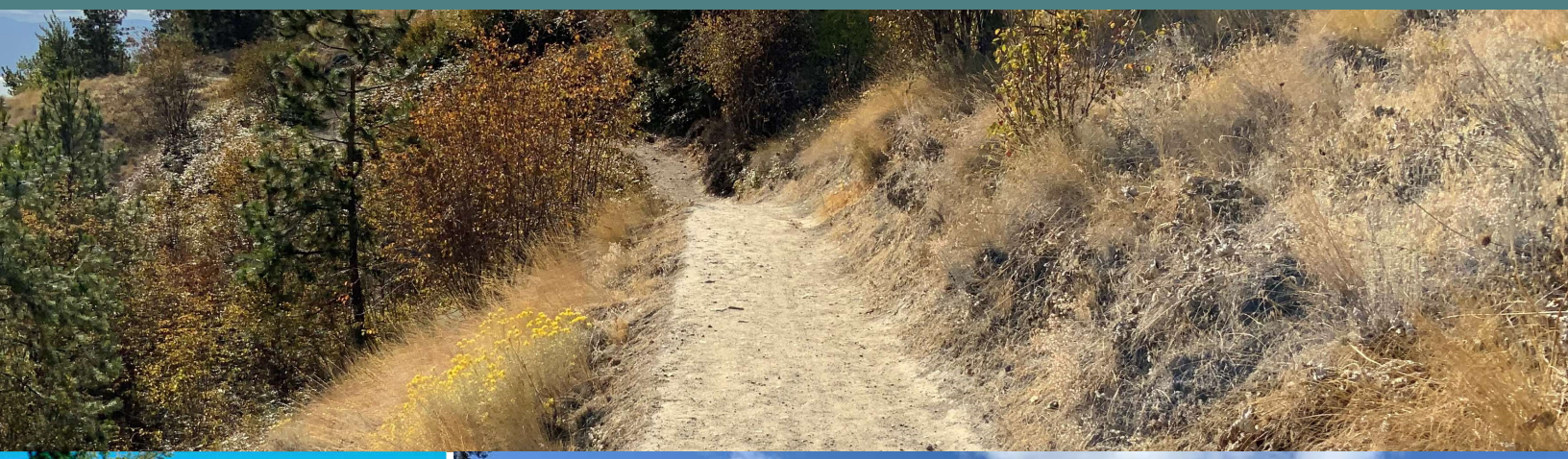
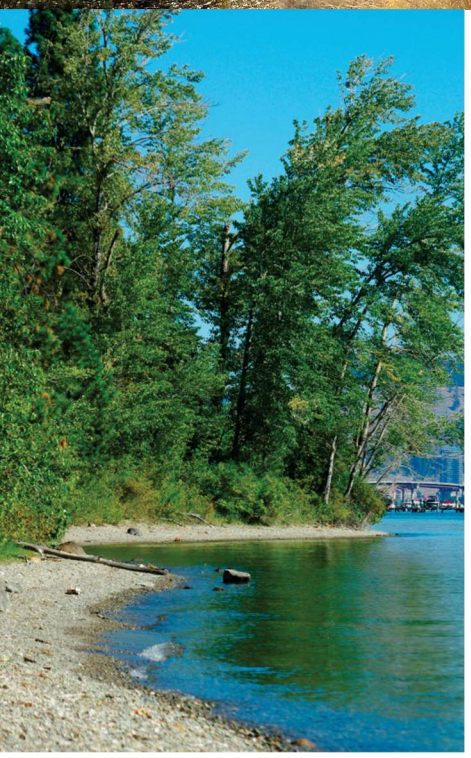
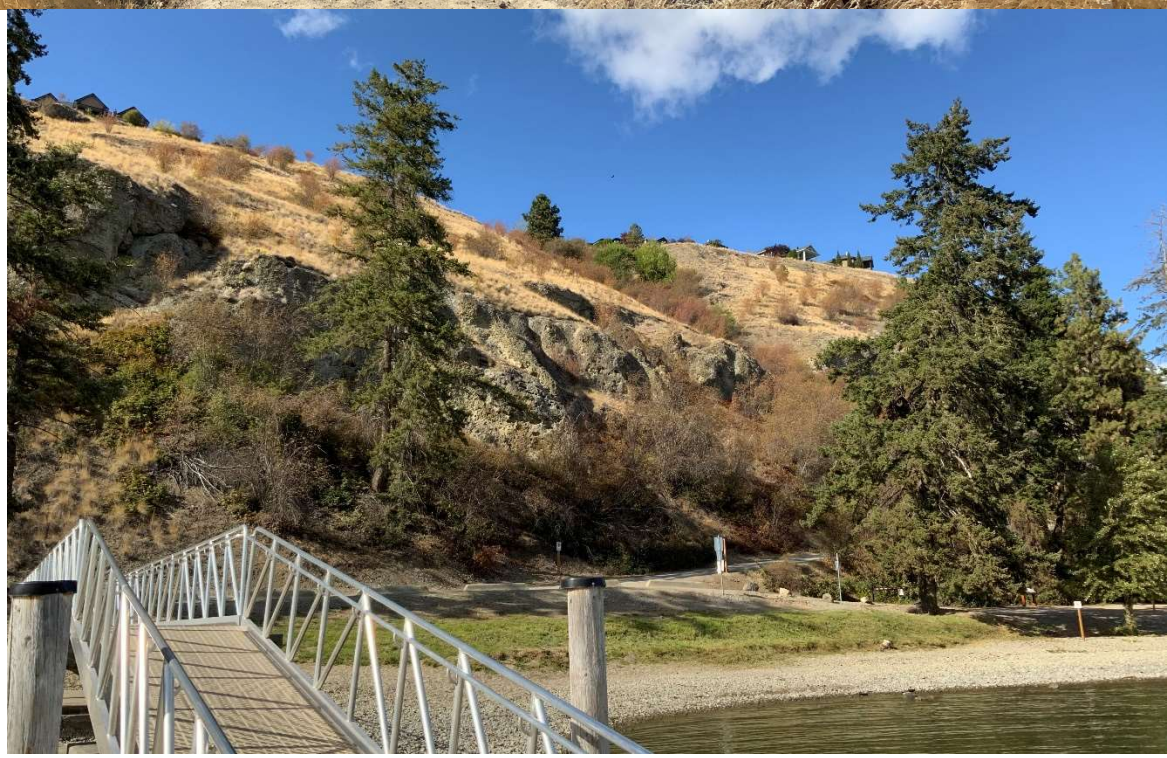
KALAMOIR REGIONAL PARK MANAGEMENT PLAN:

20-YEAR UPDATE







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Environmental Consultants Ltd.

Regional District of Central Okanagan

BENCH

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LAND ACKNOWLEDGEMENT

The RDCO acknowledges our presence on the traditional, ancestral, and unceded tn̓xʷúlaʔxʷ (land) of the syilx / Okanagan people who have resided here since time immemorial. We recognize, honour, and respect the syilx / Okanagan lands upon which we live, work, and play.

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

Kalamoir Regional Park (the Park) is a 27.6-hectare natural park located in West Kelowna along 1.8 km of Okanagan Lake foreshore. It encompasses increasingly rare and remnant grasslands, cliff and talus habitats. The Park is vast with ecological diversity, ranging from dry steep upland habitats to moisture receiving gullies containing spring features. The Park is bordered by residential communities to the north, south and west. It contains a network of natural surfaced trails that traverse the upland slopes and waterfront. The Park is commonly utilized for hiking, dog walking, biking, access to the lakefront and swimming via a universally accessible canoe/kayak launch and floating dock.

The Kalamoir Park Management Plan establishes the framework and guidance for the management and development of the regional park over the next 20 years, including the vision and strategic goals that align with regional priorities and commitments to protect the natural environment and to provide an accessible, inclusive, sustainable, and resilient park, while meeting the public, community, wildlife and cultural needs. The management plan takes into account the Regional Board's current strategic priorities including increasing population growth, accessibility, climate change, health and wellness, transportation, and reconciliation.

A comprehensive community engagement process was held to gather park usage information and Park priorities to inform the Management Plan. Phase I of the engagement consisted of an on-line survey to determine how residents and park users utilize the park and to gather feedback on priorities for improvement. The survey results with 483 respondences indicated priorities such as trail and parking improvements, retention of wildlife and habitat conservation, enhancement of neighborhood access, and the need for updated signage.

Phase II of the engagement consisted of sharing two draft parking lot designs and one trail concept with stakeholders at a stakeholder meeting, and with the public at an open house and at an on-line forum. The public and stakeholders were asked what they liked the most and least about the changes to parking and trails and to provide comments. More than 100 people attended the open house in Kalamoir Regional Park, and 119 people visited the on-line forum, with 47 people contributing to the forum discussion.

Nine Strategic Goals were created to achieve the vision for the Park, which include meeting and anticipating future challenges (e.g. population growth, climate change impacts, and recreational demands); provide accessible recreation; protect the natural environment and sensitive ecosystems; wildlife connectivity; foster various recreation and environmental experiences; advance regional transportation initiatives through multi-modal trails; promote reconciliation with the syilx / Okanagan people; use innovative and sustainable practices within the park to build climate adaptability and resiliency; and, foster relationships with external partners.

For each Strategic Goal, several objectives and actions were recommended and then matched with corresponding items from the capital and operational development plans. These recommendations include capital projects, such as parking area improvements, constructing a Midway Parking Area, trail and bridge improvements (Upper Rim Trail, Casa Loma Boardwalk, Sunnyside Trail and Waterfront Trail), replacement of the entrance sign, and repaving Collens Hill Road, and operational activities, such as trail maintenance, wildfire mitigation, invasive species management, swim grids and buoys, and contract services.

The implementation plan includes a cost breakdown for each of the capital and operational actions over 5-year increments, with consulting and contingencies built into the estimates. These tangible action items will help meet the nine Strategic Goals and vision statement for the Park, allowing the natural environment and park visitors to coexist for generations. Beyond the 20-year scope of the Park Management Plan, work is expected to continue to collaborate with municipal partners on shared interests, like creating additional parking outside of the park and linking to future transportation networks.

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1.0 INTRODUCTION

1.1. Purpose

The Kalamoir Regional Park Management Plan establishes the framework and guidance for the management and development of the regional park over the next 20 years. The management plan provides the vision and strategic goals that align with regional priorities and commitments to protect the natural environment and to provide accessible, inclusive, sustainable, and resilient regional parks while meeting the public, community, wildlife and cultural needs.

1.2. Location, Regional & Environmental Context

Kalamoir Regional Park (the Park) is a 27.6-hectare park located in West Kelowna within the Regional District of Central Okanagan (RDCO) (Figure 1-1). The Park is located along an approximate 1.8 km foreshore of Okanagan Lake, encompassing increasingly rare and remnant grasslands, cliff and talus habitats. Kalamoir Park is vast with ecological diversity, ranging from dry steep upland habitats to moisture receiving gullies containing spring features. The Park is bordered by Okanagan Lake to the east and residential communities to the north, south and west. Kalamoir Regional Park contains a network of natural surfaced trails, 4.5 kilometers of designated trails and over 1.0 kilometers of informal trails, that traverse the upland slopes and waterfront. The Park is commonly utilized for its hiking, biking, dog walking and access to the lake front and swimming via a universally accessible canoe/kayak launch and floating dock. The Park is a natural area surrounded by residential development and adjacent neighbourhoods (i.e., Casa Loma, Lakeview Heights, and Sunnyside).

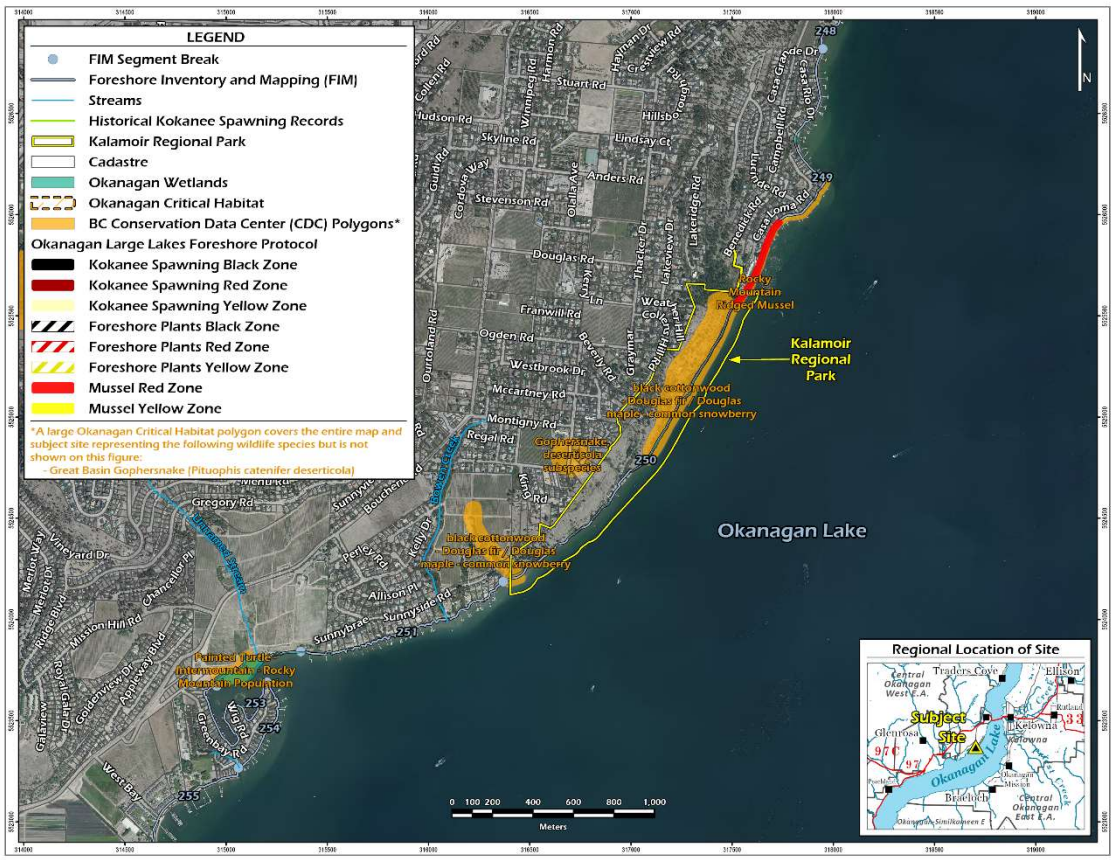


Figure 1-1. Park Location

1.3. Planning Process and Policy Context

The Kalamoir Regional Park Management Plan (the Management Plan) process began in 2021 in collaborations with Ecoscape Environmental Consultants Ltd. (Ecoscape), RDCO staff, Westbank First Nation (WFN), the public and stakeholders including Friends of Kalamoir, Community Recreational Initiatives Society, Central Okanagan Land Trust, Central Okanagan Naturalists' Club, Casa Loma Community Association, Casa Loma Lakeshore Resort Strata, Gellatly Bay Trails and Parks Society, Lakeview Heights Community Association and the Trail of the Okanagans Society. The Management Plan area encompasses all 27.6 hectares of the Park. The Management Plan provides the historical background, current and projected status of ecological and recreational features within the Park. The Management Plan provides a set of 20-year management goals and priorities that will provide direction for present and future management decisions associated with the Park and natural environment.

Several regional bylaws, planning documents and resources informed the development of the Management Plan and are described below.

Official Regional Park Plan for the Central Okanagan (Bylaw #884), 2000

The Official Regional Park Plan for the Central Okanagan (Bylaw #884) (ORPP) is a high-level guidance document for the acquisition, planning, management and operation of Regional Parks. Kalamoir Regional Park is classified as a Regional Natural Area Park in the ORPP. Regional Natural Area Parks are described as areas containing regionally significant features such as vegetation communities and wildlife habitat and can provide opportunities for increasing the awareness and understanding of the natural environment in the Central Okanagan. Development in these areas are to be limited to internal trails, open spaces, unique landscape features and interpretive facilities and nature study areas. Facilities and amenities must adhere to environmentally appropriate design criteria and parking should be provided as necessary to accommodate user access.

Kalamoir Regional Park Management Plan (2005-2025)

In 2004, the RDCO undertook the development of a 20-year management plan for Kalamoir Regional Park with the assistance of a technical working group consisting of community members, government agencies and non-government organizations. The management plan objectives included the protection of the natural environment, management of public use to protect park resources, restoration of degraded natural areas, and to provide opportunities for outdoor activities. Kalamoir Regional Park was identified as an integral component of the Okanagan Trail 2000 project, to develop a regional trail route linking communities for pedestrian and cyclists through the Central Okanagan from Peachland to Lake Country. In November 2005, the RDCO Regional Board approved the management plan.

Biophysical Inventory for Kalamoir Regional Park

Ecoscape was retained by the RDCO in 2012 to complete a baseline biophysical inventory and environmental assessment of the Park. The inventory and assessment summarizes and describes bioterrain and landform information, documents and describes existing aquatic and terrestrial habitats, provides an overview of existing and potential wildlife species occurring within the Park, assesses the potential for at risk species, and identifies potential management zones within the Park.

The biophysical inventory was updated in 2022 as part of this management plan and changes are provided in Appendix A.

RDCO Regional Parks Design Guidelines

The RDCO Parks Design Guidelines provides resources, design guidelines, and specifications to build and maintain park infrastructure and trails. The design guidelines include standard design details for five trail classifications based on trail width, surfacing material, desired slope and trail use.

Memorandum of Understanding for the Protection and Conservation of Cultural Heritage Sites in Regional Parks

In 2017, the Westbank First Nation (WFN) and the RDCO entered into a Memorandum of Understanding for the protection and conservation of cultural heritage sites in regional parks. The RDCO and WFN acknowledge the land throughout the Central Okanagan have been used by the syilx / Okanagan people since time immemorial and regional parks are situated within the WFN and syilx / Okanagan people traditional, ancestral and unceded territory. The WFN is the recognized custodian of knowledge for their traditional use and cultural information. Both parties agree to work collaboratively towards the shared goals on the protection and conservation of the cultural, heritage and archaeological values found in the regional parks in a manner that is based upon mutual, respect, honor, and recognition.

RDCO Parks Community Wildfire Protection Plan (CWPP)

The CWPP was conducted in 2021 as an update to the 2010 CWPP. The 2010 plan provided fuel management activities to treat high risk fuel areas within the RDCO parks. Since 2010 many of these activities had been completed, fuel types had changed, fuel loading had increased, and total park area increased. The updated CWPP was a response to the current and predicted future wildlife risks for regional and community parks and provides recommendations to reduce community vulnerability and increase public awareness. Three primary actions included fuel treatments for the four highest priority areas within the regional parks, supporting, coordinating or encouraging multi-jurisdictional emergency exercises and develop, coordinate and/or participate in a community FireSmart resiliency committee.

Regional Bicycling and Trails Master Plan (RBTMP)

The RBTMP is an update to the 2012 Transportation Master Plan to reflect changes and updates to the additional trail connections, active transportation plans, and provincial and federal active transportation design criteria. The plan was developed through the Sustainable Transportation Partnership of the Central Okanagan, which includes the RDCO, City of West Kelowna, WFN, the District of Lake Country, the District of Peachland and the City of Kelowna. The plan proposes a 193 km trail network, where only 82 kms existed in 2020. The network is made up of a primary regional “spine” system that would provide a continuous corridor for commuters and recreational users to link urban and town centers and regional destinations in the Central Okanagan. The RBTMP proposes an alternative external linear trail and cycling transportation corridor connection through Kalamoir Regional Park to build future linkages in the regional network.

Climate Projections for the Okanagan Region

A Climate Projection Report was developed for the Okanagan Region to align with goals set out by the British Columbia Climate Action Charter and includes climate projections for both 2050 and 2080. The 2050 projections are to assist with medium-term planning purposes whereas the 2080s projections provide guidance for long-term planning and decision-making.

2.0 PARK OVERVIEW

2.1. Site Description & Environmental Values

The Park occurs within the Okanagan Very Dry Hot Ponderosa Pine Variant (PPxh1) which is the driest forested regions in BC. The climate consists of hot dry conditions in the summer, and cool conditions with little snow in the winter. Historically, fire has played an essential role in the ecology of this zone. The PPxh1 is dominated by open canopy forests of Ponderosa pine with a bunchgrass understory.

The Park contains five BC Red-listed ecosystems, which are recognized as being threatened or endangered. These include the forested, riparian, and grassland communities, which are all regionally significant ecosystems. The other two forest ecosystems within the Park are BC Blue-listed, meaning they are of special concern. Overall, the Park is characterized by grassland and open woodland with gravel beaches, rocky shoreline, rock outcrops, and riparian communities.

2.2. Park History

The Park is largely a glacial lacustrine escarpment adjacent to Okanagan Lake that was originally comprised of six upland parcels secured through subdivision development applications dating between 1921 and 2001. The Park has a long history as a public park in various forms and over the years, the park has evolved from a small community park to a Class 'C' provincial park and finally as a regional park.

Highlights – Chronology of Park Acquisition

- 1921, 1950 — Casa Loma Park and Kalamoir Park were created through plans of subdivision and vested to the Crown.
- Late 1950s — The Lakeview Irrigation District requested the Province of B.C. designate Casa Loma Park and Kalamoir Park as a Class 'C' provincial park, to provide local recreational amenities and to permit a local park board appointed by the Minister to manage the park.
- 1959 — The two parks were designated as Kalamoir Park, a Class 'C' provincial park. The park was administered by the Province of B.C. from 1959 to 1983 with the assistance of a local Board of Directors.
- 1973 -1975 — BC Parks appoints a new Kalamoir Park Board to manage the park. Park improvements were carried out which included the construction of the park trail system, picnic areas, washroom, and paved road to the beach. A seasonal lifeguard was hired in 1975 and red cross swimming lessons were offered to the public.
- 1982 — The RDCO made application to the Province of B.C. for the Crown lands, known as Kalamoir Park.
- 1982 — A small parcel of land, dedicated as Park, was obtained through a subdivision process and added to the Kalamoir Park.
- 1983 — The Province of B.C. transfers the ownership of Kalamoir Park to the RDCO through a Crown Grant for park purposes. The park is now known as Kalamoir Regional Park.

- 2001 A subsequent small parcel of land, dedicated as Park, was obtained through a subdivision process and added to Kalamoir Regional Park. The park is now comprised of six parcels of land.

- 2005 RDCO obtains a 10-year licence of occupation from the Province of B.C. over portions of the unsurveyed Crown foreshore fronting onto Kalamoir Regional Park.

- 2015 RDCO renews the Crown foreshore tenure, in the form of a 30-year licence of occupation, over portions of the unsurveyed Crown foreshore on Okanagan Lake fronting onto Kalamoir Regional Park for park purposes, designated swim areas and non-motorized boat access to the lake.

- 2020 Kalamoir Regional Park's four original land parcels (formerly Casa Loma Park and Kalamoir Park) and the discontinued, closed road allowance within the park were consolidated to form one large lot.

In 2020, the City of West Kelowna (CWK) acquired an undeveloped lot through a subdivision process, as a future addition to Kalamoir Regional Park. The lot has been included in the preparation of this park management plan. A formal operational agreement between RDCO and CWK will be required to allow the RDCO to operate and maintain the lot as part of the park.

Currently the park boundary is bound by Collens Hill Road on the west, Okanagan Lake to the east, Casa Loma neighborhood to the north and Sunnyside neighborhood to the south. The park stretches along approximately 1.8 km of Okanagan Lake foreshore and 200 m inland at its widest location (Figure 2-1). The RDCO has secured various Crown Land Tenure's over the years to increase the usability of the foreshore and provide access to the lake.

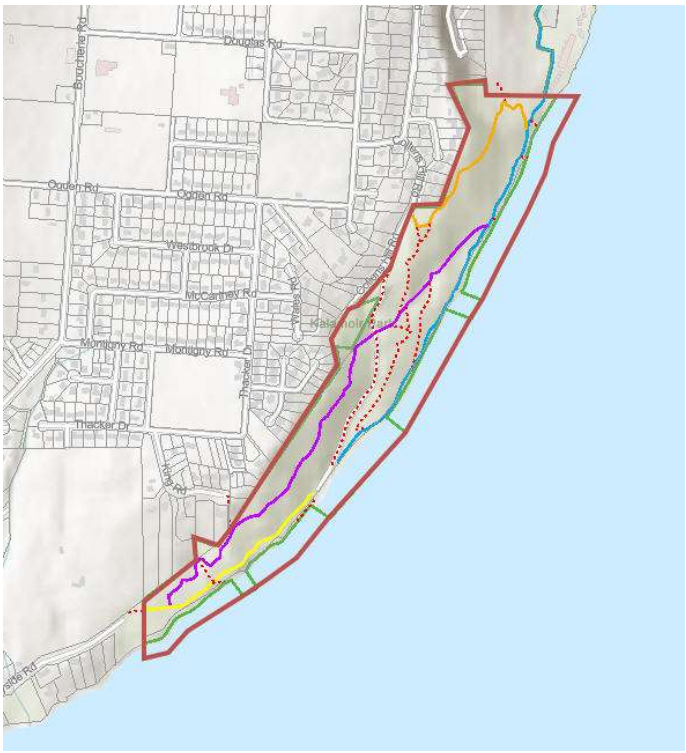


Figure 2-1. Park Boundary, including Crown Land Tenure areas, trails and roads

2.3. Indigenous History

The area encompassed by Kalamoir Regional Park is the traditional territory of the syilx / Okanagan people. There is evidence that the syilx / Okanagan people fished in Okanagan Lake and hunted on lands now occupied by the park. When Europeans began populating the area, disease and rapid cultural changes reduced the numbers of syilx / Okanagan people here. The syilx / Okanagan people were assigned to reserve areas in the vicinity of Kalamoir Regional Park (I.R. # 9 and I.R.# 10) in 1877 and 1888, respectively, and much of their traditional territory was taken over by European descendants, cleared and converted to farms. European settlers pre-empted much of the land near the park, and clearing for farming activities altered the landscapes from their original forested nature. Subsequent land uses have erased most traces of the original culturally significant areas, with only a few specific archaeological finds (hunting artifacts and middens) remaining in the vicinity of the Park.

The trail network in the Park includes the Upper Rim trail or tk'iwlxəx tqiltk q'ax which is a close translation but literally translates to "to climb up on top of trail". This particular region was commonly used by syilx Okanagan people to hunt and gather resources. The area closer to the shoreline was often used as a campsite but people would regularly use these trails to gather resources.

The Sunnyside trail translates to sx̌əlx̌aʕlt x̌yaɬnxʷilxʷ q'ax. It is recognized that this area was known to the settlers and pioneers as "sunny side" as this face of the terrain receives a lot of daylight sun. Because of the large amounts of sun, this area is known to grow many of the indigenous plants and medicines that have been harvested for generations. Food and medicines such as rosehips, Saskatoon berry, arrow-leaved balsam root, juniper, ponderosa pine and many others were harvested along these trails. cnitkʷ q'ax refers to the shoreline trail and is a good fit for this trail located along the waterfront. Water is considered one of the sacred elements vital to human and non-human existence and therefore, has always been held in high regard. There are various ceremonies related to water that acknowledge its physical and spiritual role in the community. Some celebrations connect water to other resources and/or people while others are specific to water and all it provides. It is acknowledged that nx̌ax̌ʔitkʷ, commonly referred to as the Ogopogo, represents our relationships to the lake and water. The nsyilxcən word nx̌axʔitkʷ translates to "the sacred spirit of the lake" and does not just refer to the illusive creature that may or may not roam throughout Okanagan Lake. The spirit of the lake refers to all animals and plants within the lake and everything that surrounds and flows into the lake. More importantly, the spirit of the lake is dependent on our connection to it and how we acknowledge that connection.

According to the Provincial records, there are no previously recorded archaeological sites located within the Park. Although, there are no registered archaeological sites on record, this does not preclude the potential for archaeological sites or diminish the historical presence of the syilx / Okanagan people on the land.

2.4. Park Amenities, Features & Uses

Amenities

- Three designated public swimming areas: one large swimming area located in the center of the park foreshore that can be easily accessed from the Collen Hill Road entrance and two smaller swimming areas located to the north and south of the central swimming area, with easy access from the Sunnyside Road or Casa Loma entrance;
- Universally accessible floating dock with canoe/kayak launch and swim raft located within the central beach and swim area near the parking lot;
- Picnic tables, washrooms and park benches;

- Gravel beach areas along the Okanagan Lake foreshore;
- Three designated off-leash dog beach areas;
- Four designated trails: Waterfront Trail cnitkʷ q'ax, Mike Passmore Trail, Upper Rim Trail tk'iwlxəx tqiltk q'ax, and Sunnyside Trail sx̌əlx̌aʕlt x̌ya̓łnxʷilxʷ q'ax.
- Over one kilometer of narrow, informal trails throughout the Park that allow for movement and connection between the main trails and down to the waterfront;
- Wayfinding signs for designated trail assigned dual language trail names written in English and nsyilxcən, the syilx / Okanagan language. Waterfront Trail cnitkʷ q'ax (refers to the shoreline trail), Upper Rim Trail tk'iwlxəx tqiltk q'ax (meaning "to climb up on top of trail"), and Sunnyside Trail sx̌əlx̌aʕlt x̌ya̓łnxʷilxʷ q'ax (translates to the sunny side trail);
- Interpretive and educational signage is located throughout the Park;
- One main gravel surfaced parking lot in the park with access from the Collens Hill Road entrance and public street parking along Sunnyside Road, Benedick Road and Casa Loma Road;
- Small informal parking area for 2 cars located mid-way along the access road in the park; and
- Large wooden boardwalk and smaller wooden foot bridges built over sensitive habitat are located throughout the Park.

Features

- Diverse ecosystems rich with native plants and tree species – ranging from dry grassland areas with arrowleaf balsam root, prickly pear cactus and Oregon grape to open ponderosa pine forest;
- A Special Preservation area that provides critical habitat for snake species at risk;
- Red- and Blue-listed ecosystems that support a variety of rare and listed- wildlife;
- Abundant birds and wildlife in the park provide opportunities for viewing and connecting with nature; and
- Undisturbed and natural areas of Okanagan Lake foreshore for public enjoyment.

Uses

- Main uses include hiking, swimming, kayaking, dog walking, picnicking and biking. The 4.5 kilometers of designated trails are used mostly for walking, running, hiking and on-leash dog walking;
- The Waterfront cnitkʷ q'ax and Sunnyside sx̌əlx̌aʕlt x̌ya̓łnxʷilxʷ q'ax trails are natural surfaced, multi-use trails located along the Okanagan Lake foreshore and are heavily used by hikers, dog walkers, runners, occasional mountain bikers and commuters;
- Okanagan Lake and beach areas used by swimmers, sun-bathers and non-motorized boaters/kayakers;
- No motorized boat launching permitted from the foreshore or floating dock; and
- Biking occurs predominantly on the Waterfront and Sunnyside Trails and are used by some cyclists as a commuter route to connect to adjacent Active Transportation corridors in West Kelowna and beyond.

2.5. Site Analysis

The Park's amenities, features, uses and condition were determined through mapping existing amenities and uses such as the trails, parking areas, and accessible floating dock, and the condition was evaluated based upon the updated Biophysical Inventory (see Appendix A). A map of existing amenities is provided in Figure 2-2. The site analysis map illustrates that the Park activities are located throughout the Park, with high use areas centralized around the lake (i.e., trails, dock, and beaches) as well as the parking areas and washrooms.

Vehicle access into the Park is limited to Collens Hill Road and limited street parking is available from Sunnyside Road, Casa Loma Road and Benedick Road. Multiple trail access locations are available for cyclists, hikers, dog walkers and recreation users from the Casa Loma area to the north, the Sunnyside Road neighbourhoods to the south and Collens Hill Road to the northwest.

The existing Sunnyside and Waterfront trails adjacent to the lake vary in trail types, width, slope, and difficulty. The Sunnyside and Waterfront trails will require trail improvements, such as widening and boardwalk installations to accommodate shared use, reduce user conflicts, increase public safety, improve accessibility and meet the future desired design criteria for a Type 2 Standard Multi-use Trail.

Numerous informal and unsanctioned trails crisscross the hillside and connect with the main designated trails in the Park. These trails will need to be re-evaluated occasionally to determine which trails require improvements and which trails require to be decommissioned.

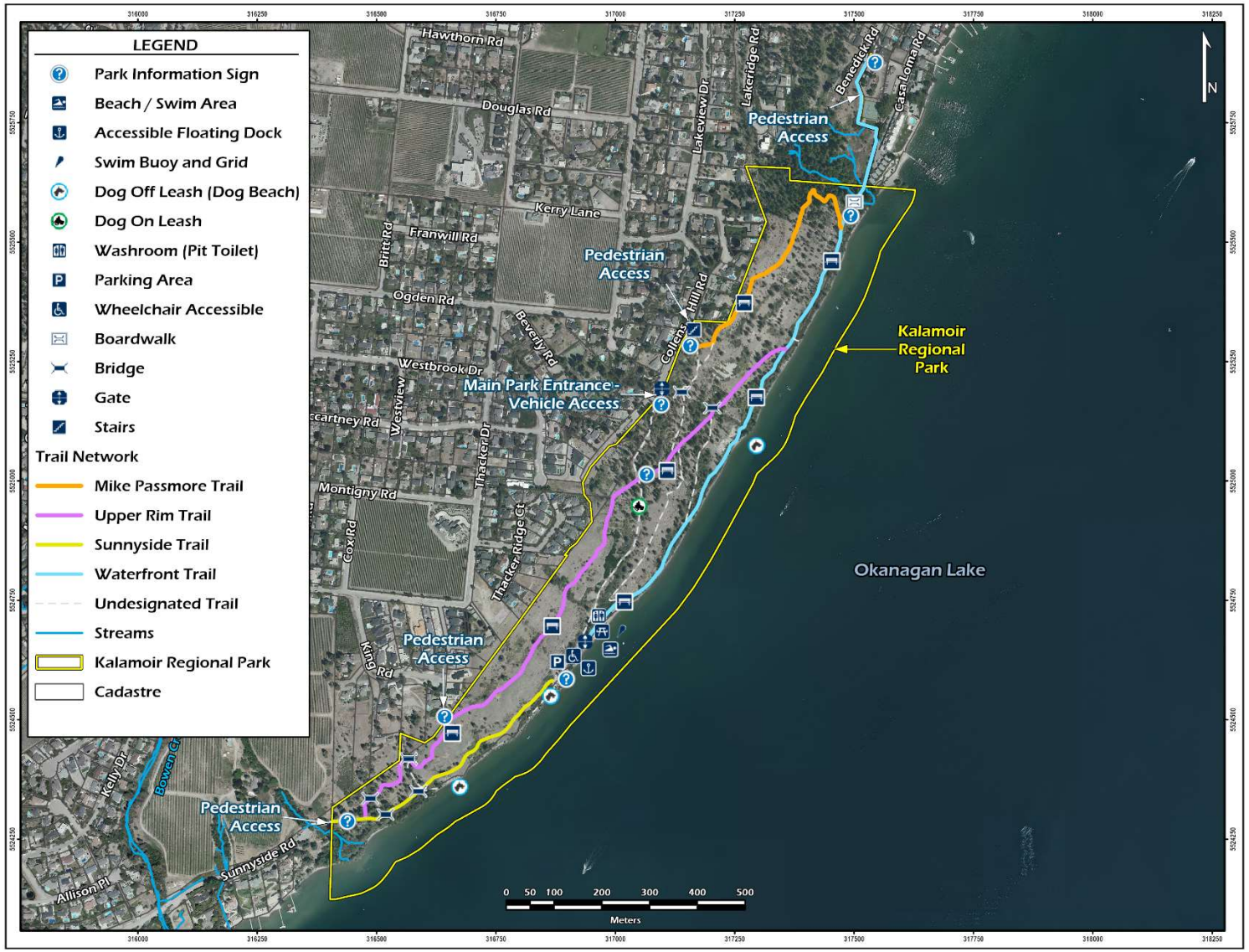


Figure 2-2. Site Analysis

2.5.1 Climate Change Impacts & Adaptations

A Climate Projection Report was developed for the Okanagan Region to align with goals set out by the British Columbia Climate Action Charter. Key projections for 2050 and 2080 include:

- Warmer temperatures are predicted year-round, resulting in longer warm seasons, and shorter cold seasons over time.;
- Considerably hotter summers are anticipated. By the 2050s, the region can expect an average of 22 days above 30°C per year and 36 days per year by the 2080s. This change is more pronounced in the valley bottoms, with approximately 50 additional days above 30°C by the 2080s, on average, compared to the past. Temperatures can be expected to surpass 43°C on an annual basis in the populated areas of the Okanagan region by the end of the century;
- Increased duration of growing season is projected to increase from about 5.5 months to almost 7 months by the 2050s, and almost 8 months by the 2080s;
- Winter nighttime low temperatures are projected to warm more than other seasons. By the 2050s, there will be 28% fewer frost days, which will have an impact on invasive species, agriculture, and streamflow;
- Increased precipitation across all seasons, with the exception of summer. The average expected precipitation will increase during the spring and autumn months by 17% by the 2080s. This can lead to more frequent flooding and landslides, as well as stress to ecosystems and infrastructure. Whereas summer is expected to remain the driest season and become drier. By the 2080s, the region can expect 23% less precipitation in the summer; and,
- With warmer annual temperatures, the winter “season” is expected to shorten while the summer “season” will lengthen, causing spring-like conditions earlier and autumn-like conditions later in the year.

The primary adaptation strategy to minimize the impacts and intensity of climate change experienced locally is an aggressive reduction of greenhouse gas (GHG) emissions. The ability to limit GHG emissions is intrinsically linked to how far apart communities are from one another, and how people and goods move between them.

The Regional District is adapting and building resiliency in the Park through the development, operations and maintenance of Park assets to address climate change impacts and from increasing population demands and Park usage.

Parks and multi-modal, shared use trails provide connectivity to active transportation corridors that connect communities and neighbourhoods for pedestrians and cyclists and provide low-carbon transit options.

Building trails and amenities using sustainable materials increases the life cycle of the Park assets and reduces the frequency of replacement or upgrades. Surfacing trails with aggregate materials can aid in reducing soil erosion and drainage issues due to climate change impacts from flooding and drought conditions and improve accessibility.

The installation of wooden boardwalks over sensitive areas, such as riparian habitats and scree slopes, aids in preserving natural areas, reduces erosion and soil disturbance, and protects valuable habitat for reptiles and wildlife under the changing climatic conditions.

2.6. Strengths, Weaknesses, Opportunities & Threats Analysis

Strengths

- Multi-modal recreation trails;
- Established user base with an active stake in the wellbeing of the Park;
- Universally accessibly dock and canoe/ kayak launch;
- Access to Okanagan Lake and foreshore beach areas
- Mosaic of functioning ecosystem habitats, including those that are rare and at-risk;
- Diversity of wildlife; and,
- Rocky outcrops that provide a safe haven for species at risk, particularly reptiles.

Weaknesses

- Active sediment and erosion concerns due to steep slopes and seasonal flooding;
- Invasive plant species population/seed bank that has the potential to spread throughout the Park and adjacent properties;
- Wildfire risk due to fuel loads and need for fuel mitigation;
- Limited parking available within the park; and
- Limited opportunities for developing new trails due to park size and topography.

Opportunities

- Collaborate with WFN to incorporate Indigenous knowledge of syilx places that hold cultural value and traditional ecological knowledge (TEK) to carry out ecological restoration, protection and conservation work in the Park;
- Partner with WFN to develop, incorporate, and deliver syilx/ Okanagan language and cultural values into park programming, interpretation, and park signage;
- Work with municipal partners, City of West Kelowna, Friends of Kalamoir, stakeholders and volunteers to advance the park goals and implement recommendations; and
- Upgrade the Waterfront and Sunnyside Trails from Sunnyside Road to Casa Loma to provide a wider, accessible trail for increased multi-use, improved accessibility, and to decrease Park users conflicts.
- Support and advance regional trail and transportation initiatives and projects such as the Okanagan Trail 2000, Regional Active Transportation Plan, Sustainable Transportation Partnership of the Central Okanagan (STPCO), and RDCO Regional Growth Strategy.

Threats

- Impacts of climate change, such as drought, flooding, wildfires, soil erosion, and temperature extremes on park ecosystems and assets;
- Introduction and facilitation of invasive species encroachment from disturbance following trail upgrades, wildfire fuel reduction projects, natural disturbances (flooding, fire, etc.);
- Increasing urban density and increased population over the next 20-years may increase user and wildlife conflicts, intensify the pressure on core habitat areas and amenities maintenance requirements; and
- Impacts and overuse of park trails and amenities by increasing number of park visitors will diminish the park visitor experience and protection of the environment.

3.0 COMMUNITY ENGAGEMENT PROCESS

3.1. Phase I

As part of the update to the Plan, the public, stakeholders, WFN and not-for-profit partners were encouraged to participate in the first of two phases of public engagement (Phase I) in the form of an online survey. The first phase of public consultation was to determine how residents and park users are currently utilizing the park and to gather feedback on priorities for improvement.

The Phase I online survey was open to the public between February 25 and March 15, 2022 with the use of Bang the Table software. The survey was advertised on the RDCO website and Castanet. In addition, several stakeholder groups were sent engagement letters and notified of the online survey. The survey included yes and no questions, multiple choice, custom responses/comments and the ability to place a point with associated comments on an interactive map. A total of 483 individuals participated in the survey. Appendix B provides a summary of the results from Bang the Table.

3.2. Phase II

Following the feedback from Phase I, a conceptual plan was developed (see Section 4.5). Phase II community engagement included presenting the concepts in a stakeholder workshop and to the public via the RDCO Your Say online platform and a public open house.

3.2.1 Stakeholder Workshop

As part of this phase of engagement, a total of seven stakeholder groups attended an in-person workshop on March 29th, 2023, and one stakeholder provided feedback electronically. Stakeholders were asked to comment on what they liked most, what they liked least, and other comments for each concept. The stakeholders were generally supportive of the lower-parking, mid-parking and secondary access concepts including the accessibility upgrades, and mixed feedback was received regarding the multi-use trail. Appendix C provides a summary of the feedback provided for each concept.

3.2.2 Public Engagement

The RDCO Your Say online forum was open for feedback on the concepts prepared between April 5 to 29, 2023. Participants were asked to comment on what they liked most and least about changes to the parking areas, what they liked most and least about changes to the trails, and any other comments. A total of 119 people visited the online forum and 47 people contributed to the forum discussion, for a total of 86 comments. As with the stakeholder workshop, most participants were generally supportive of the lower-

parking, mid-parking and secondary access concepts including the accessibility upgrades, and mixed feedback was received regarding the multi-use trail.

A pop-up open house was held at the Park on April 16th, 2023. Over 100 people came to the open house to provide their feedback on the concepts. A survey was provided that asked what do you like most and least about the changes to the parking areas; what do you like most and least about changes to the trails; and other comments.

Online forum and open house survey results are provided in Appendix D.

4.0 MANAGEMENT PLAN

4.1. Vision

The Park is located along the foreshore of Okanagan Lake within a sensitive mosaic of Ponderosa pine forest and grasslands nestled in a suburban landscape of the City of West Kelowna. The Park is an inviting destination for people of all generations to enjoy and appreciate nature. Whether hiking, biking, swimming, or kayaking there are many ways to immerse yourself in the park and interact with the surrounding natural and cultural landscape. With the ever-increasing pressure of climate change and development, stakeholders, residents and our partners have strived to establish a 20-year park management plan that preserves the natural and cultural environment for future generations to enjoy.

As part of the management plan, an updated vision statement was developed to guide future development, operations and stewardship of the park for the next 20-years.

Vision Statement

Kalamoir Regional Park's natural scenery, Okanagan Lake shoreline and upland grassland ecosystems are an enticing and welcoming destination for park visitors and wildlife. The park is a place of solitude, appreciation, and inspiration for the public to experience and connect with nature while participating in outdoor recreational pursuits for generations to come.

4.2. Strategic Goals

The management plan strategic goals provide the framework and direction for the future park development, operations and maintenance, and resource requirements needed to carry out the long -term implementation plan. The strategic goals in turn are linked to key priorities, accompanying objectives and recommended actions as presented in Section 4.8.

- **SG-1** To meet the present and anticipated future population growth, climate change impacts, and increased recreational demands of residents of the Central Okanagan.
- **SG-2** To provide enhanced park accessibility and inclusivity for people of all ages and abilities.
- **SG-3** To protect and maintain the natural environment and sensitive ecosystems.
- **SG-4** To ensure connectivity between the regional park and adjacent natural area corridors for wildlife.
- **SG-5** To provide a range of outdoor recreation experiences and opportunities for environmental education and stewardship.

- **SG-6** To provide shared, multi-modal trails to meet future increased usage and advance regional transportation initiatives.

- **SG-7** To promote and advance reconciliation with the syilx / Okanagan people through collaboration on park development, interpretive programs, and management activities.

- **SG-8** To adopt and implement innovative management practices and sustainable materials in the park development and operations to build climate adaptability and resiliency.

- **SG-9** To strengthen and foster relationships and develop partnerships opportunities with external partners.

4.3. Carrying Capacity

The carrying capacity of a park is described as the maximum number of park users that can occupy an area without compromising the environmental integrity or park user experience. Carrying capacity concerns both humans and wildlife that occupy the Park. The RDCO estimated that the Park experiences about 55,000 visits annually. The growth of the Central Okanagan is predicted to grow 36.2% by 2034 or an average annual growth of 1.56%, which is slightly greater than the previous 10-years. Consequently, it is anticipated that visits to the Park will increase to at least 80,000 by 2043 and without appropriate management strategies, the condition of the park and user experience may be impacted.

When managing the carrying capacity and visitor use of the park, the overall goal is to provide high-quality visitor experiences and satisfaction while protecting the natural and cultural values of the space.

Several core capacity types such as – environmental, social (experiential), managerial, and cultural capacity were taken into consideration as part the development of the park management plan.

- Environmental (ecological and biophysical) capacity can be viewed as how resilient the ecosystems are to the demands placed upon it. The demands may originate from natural and environmental factors and visitor use which impacts the vegetation, soils, wildlife, biodiversity, water quality and park trails.

- Social (experiential) capacity is how people use the land or area before the user experience and satisfaction is diminished. Examples of some impacts that can reduce the user experience include crowding, perception of safety, user conflicts, wildlife – human conflicts, trail conditions, number of trail users, parking capacity or lack of parking spaces.

- Managerial capacity is the amount of park management resources (financial budget, park space, park facilities and amenities, staffing) available to meet the park's vision and goals and public expectations.

- Cultural capacity is how cultural values, knowledge, resources and practices are connected to the land or a specific place are respected, protected and supported.

The Park is also subject to seasonal use increases and crowding during the summer season which can lead to conflict. Parking is limited during peak times, in the evenings and weekends or summer, leading to users parking in non-designated areas causing soil erosion and disturbance. Trail braiding and the use of unsanctioned trails further contributes to natural area degradation. Therefore, future upgrades to the Park will be required to address and accommodate increased Park visitors and different kinds of use without compromising the Park user experience or the natural environment.

4.4. Management Zones

The ORPP defines five management zones, which are all represented in the Park, reflecting the diversity of features found in the Park. The management zones include Special Preservation, Ecosystem, Natural Environment, Outdoor Recreation, and Park Services. The zones are used to determine the general uses the lands in each category can support and define the development activities that can occur within each management zone. The zones are described as follows and displayed in Figure 4-1.

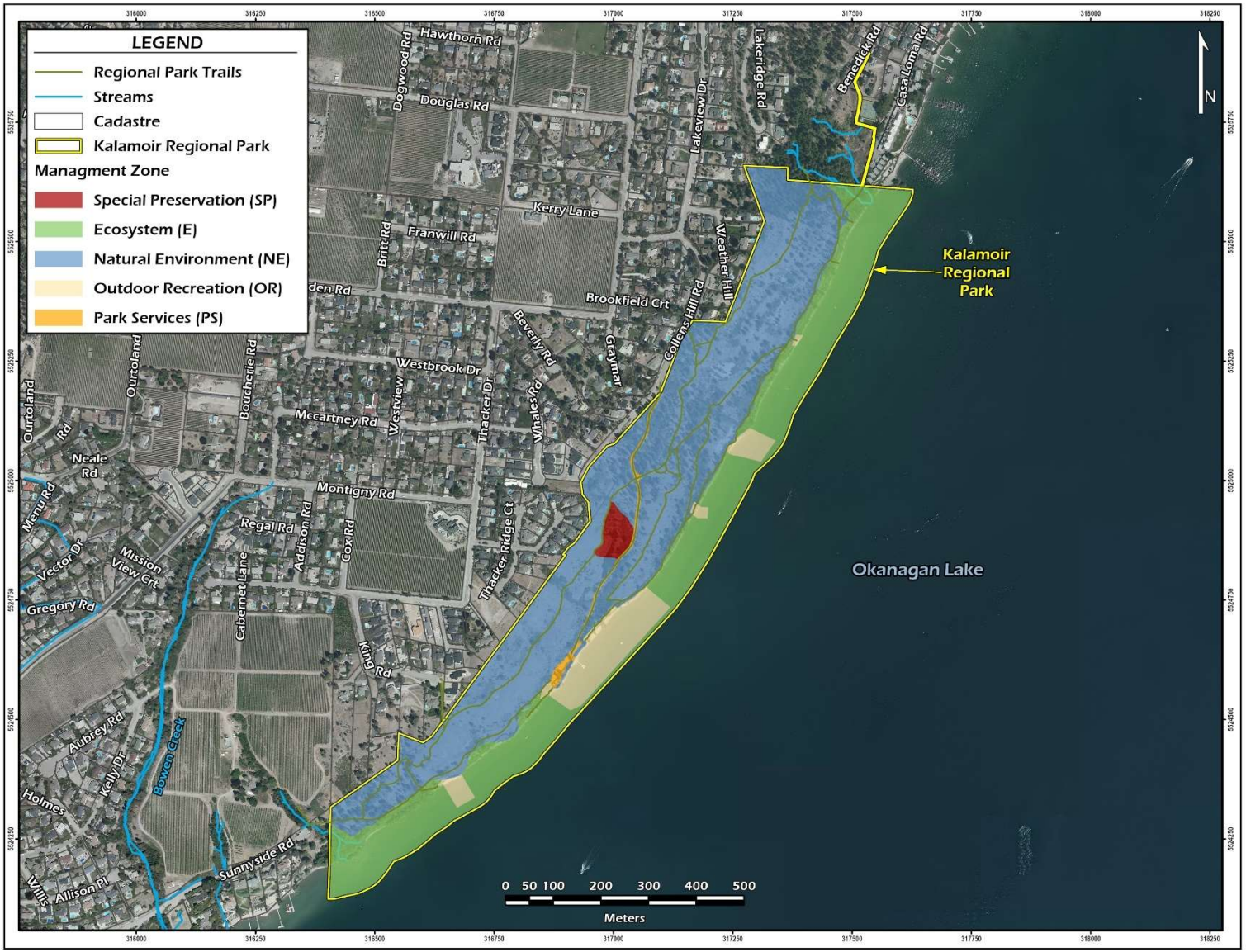


Figure 4-1. Park Management Zones

4.4.1 Special Preservation

Special preservation zone refer to areas or features that warrant conservation and protection due to the unique, threatened, or endangered natural or cultural features and/or are considered a representative feature/area of the natural environment in the region.

This zone in the Park is limited to a sparsely vegetated bedrock outcrop and talus slope. The feature is located northwest of Collens Hill Road near the center of the Park. Rocky outcrops are often encrusted with a diversity of lichen species, which are adapted to the dry and nutrient poor nature of the sites. Coupled with this, these sites are also extremely important to reptile species as they typically provide critical security and denning habitat. Furthermore, sparsely vegetated sites with warm aspects provide important basking habitat for reptiles. Whereas ungulates such as deer rely on them in the winter, as they maintain minimal snowpack. Sparsely vegetated sites are sensitive to anthropogenic disturbance as lichen species can be easily trampled.

Special Preservation Management Zone – Bedrock Outcrop/Talus Slope

Development in this area should be avoided, and when unavoidable, limit development to minimize disturbance and in consideration of the critical habitat and species that rely upon it.

4.4.2 Ecosystem

Conservation and the perpetuation of ecosystems with minimal anthropogenic interference and impacts is the primary focus of this zone, some of which may be sensitive/ listed ecosystems that may support species at-risk or concern. These zones can offer an opportunity for park users to experience the Park's natural environment and cultural values through recreational activities, so long as the activities do not conflict with the maintenance of the ecosystems themselves.

Ecosystem Management Zone – Riparian and undisturbed Okanagan Lake aquatic habitats

This zone in the Park includes the BC Red-listed (endangered or threatened) Black cottonwood / Douglas-fir – Common Snowberry Red-osier Dogwood riparian habitat associated with Okanagan Lake and Bowen Creek, and the lake's open water / aquatic habitats, including the Okanagan Large Lakes Foreshore Protocol Red Colour Zone for Freshwater Mussels. The Foreshore Inventory Mapping (FIM) current and potential Aquatic Habitat Index (AHI) for FIM Segment 250, which is adjacent to the Park were ranked as very high. The ranking parameters include the foreshore protocol (e.g., presence of the critical habitat, such as

mussel colour zones) and upland conservation zones as determined from the Sensitive Ecosystem Inventory.

Given the rate of growth within the Okanagan Valley, and the overall development pressure on Okanagan Lake, efforts should be made to minimize shoreline disturbance and to maintain its natural state well into the future. As such, development and recreational activities should be limited in this zone. If development is required in this zone, consideration should be given to locations which will have minimal impacts on the ecosystems. Decommission and restoration of unsanctioned trails and disturbed areas is a priority.

4.4.3 Natural Environment

Natural environment zones contain natural ecosystems that may support at-risk species. Recreational activities should be limited to those that require minimal services and amenities, and motor vehicle access excluded through this zone. Development within these zones should be limited to trails and trail infrastructure supporting moderate volume use. Focus is balanced between ecosystem and low-intensity recreational use.

Natural Environment Zone – Grassland and open ponderosa pine habitats

This zone encompasses the majority of the Park, including all of the grassland and open canopy ponderosa pine forest habitats. Grasslands are extremely fragile and are very prone to anthropogenic disturbance of the cryptogamic soil crust, facilitating infestation by non-native Eurasian species (e.g., tree of heaven). Cryptogamic soil crusts are an assemblage of bacteria, cyanobacteria, green algae, mosses, liverworts, micro fungi and lichen living symbiotically. The cryptogamic crust promotes soil structure and formation, protection of the soil surface from erosion, increases water infiltration and provides a stable rooting soil structure for other flora species. Cryptogamic crusts are incredibly sensitive to disturbance and take a long time to recover, if at all. Once the cryptogamic crust has been disturbed, the soil structure and functionality become less suitable to native species but some invasives can thrive under these conditions, such as the tree of heaven seen in the Park. Many of the grassland areas in the Okanagan have been so heavily impacted that they no longer resemble the native community but are better described as "weed fields". For this reason, the preservation of high-quality grassland and associated cryptogamic crust within Park is that much more important.

Coniferous woodlands provide important habitats for a suite of wildlife. The ponderosa pine is of particular importance to two rare woodpeckers; the white-headed and Lewis' woodpeckers for feeding and nesting. Woodpecker cavities are also utilized by secondary cavity nesters including the Blue-listed Flammulated Owl, whose habitat is restricted to ponderosa pine and interior Douglas-fir. Ponderosa pine is of further importance to other species, especially when the trees are located in close proximity to water and riparian habitats, such as in the Park.

Development should be limited to permeable trails and signage. Every effort to maintain ecosystem health, protect wildlife trees and the cryptogamic crust of the grasslands through the prevention of unsanctioned trails should be conducted. Areas of disturbances in the grasslands should be reseeded with native grasses to limit the establishment of invasive plant species and weeds.

4.4.4 Outdoor Recreation

Outdoor Recreation Zone – Existing trails and designated beaches

The outdoor recreation zone contains the main park amenities and is managed with focus on providing moderate to high intensity recreational use of the main trail network and park amenities such as the floating dock for canoe/kayak launching, designated swim areas, dog off leash beach areas, viewpoints, wayfinding and interpretive signage.

Motorized boat launching is not permitted from the park foreshore and the accessible floating dock.

The recreational areas are located across all zones or in proximity to the other management zones in the Park and support passive recreational activities and nature appreciation.

Existing and future trail connections allow access to other management zones within the Park and can be planned and designed to redirect park users from more environmentally sensitive areas and assist in reducing user conflicts. Development of new trails is limited due to the number of existing trails and sloped topography within the Park. Where feasible, look to formalize and upgrade existing informal trails instead of constructing new trails.

4.4.5 Park Services

The park services zone includes areas that are currently developed and disturbed by anthropogenic activities such as the non-permeable and paved roads, parking areas and buildings. This zone provides locations within the Park that support the operations and maintenance functions and vehicular access.

The Parks Services zone in the Park includes the Collens Hill Road entrance, internal access road, and parking areas.

Development and expansion is limited within the zone due to space constraints and future parking areas will need to be located in other management zones.

Park Services – Existing Parking and Collens Hill Road

4.5. Asset Management

Kalamoir Regional Park contains a number of defined trails, boardwalks, simple washrooms, small bridges, signage, fencing, and parking lots. In general, these assets have been constructed with consideration given to the natural elements of the park. These park assets should be included within the RDCO's Asset Management Plan system and reviewed regularly to ensure that sufficient funding is considered and

allocated to maintain or replace these assets to meet service level requirements. Any major maintenance or replacement should be considered and planned within a 20-year capital plan.

4.6. Stewardship and Partnerships

Since the Park's inception from a small community park to a regional park, there has been strong support, community interest and long-term commitment by not-for-profit organizations, partners, volunteers and the public to provide a natural open space park with recreational amenities and lake access for all to enjoy.

The RDCO and our external park partners and stakeholders have fostered collaborative relationships and opportunities to advance shared common interests and goals for Kalamoir Regional Park.

Some of our partners and stakeholders include:

- City of West Kelowna
- Westbank First Nation
- Casa Loma Community Association
- Community Recreation Initiatives Society (CRIS)
- Friends of Kalamoir
- Gellatly Bay Trails and Parks Society
- Lakeview Heights Community Association

4.7. Development Concept Plan

Following public engagement, three primary park improvement/ capital development projects for the Park are proposed over the next 20-years:

1. Conduct trail upgrades on the Sunnyside Trail and Waterfront Trail to a Type 2 Standard Multi-Use Trail with a 2.4 m wide gravel-surfaced trail, as site conditions permit. Explore the need to construct a secondary alternate access trail from the Sunnyside Road park entrance to accommodate 2-way directional passage for pedestrians and cyclists as increased Park users on the trails are anticipated over the next 20-years and will assist in improving accessibility in the park (Figure 4-2). Associated proposed trail improvements include elevated boardwalks, retaining walls, wayfinding signs, and timber guardrails, which will facilitate 2-way passage and protect the surrounding natural environment.
2. Expansion and upgrades to the lower parking lot (Figure 4-3). Upgrades include a vehicle turn-around; paved, accessible parking for three vehicles; timber guardrails to designate the multi-use trail for bikes and separate Park users from vehicular access; and provide a safe, designated, and paved crossing to access the beach and trails across the parking lot; and,
3. Expansion and upgrades to the existing informal midway parking area along Collens Hill Road within the park (Figure 4-4), including nine gravel parking stalls, a hammerhead turn-around, and a bear-proof disposable bin.

   Concepts have been prepared by BENCH and are provided below.

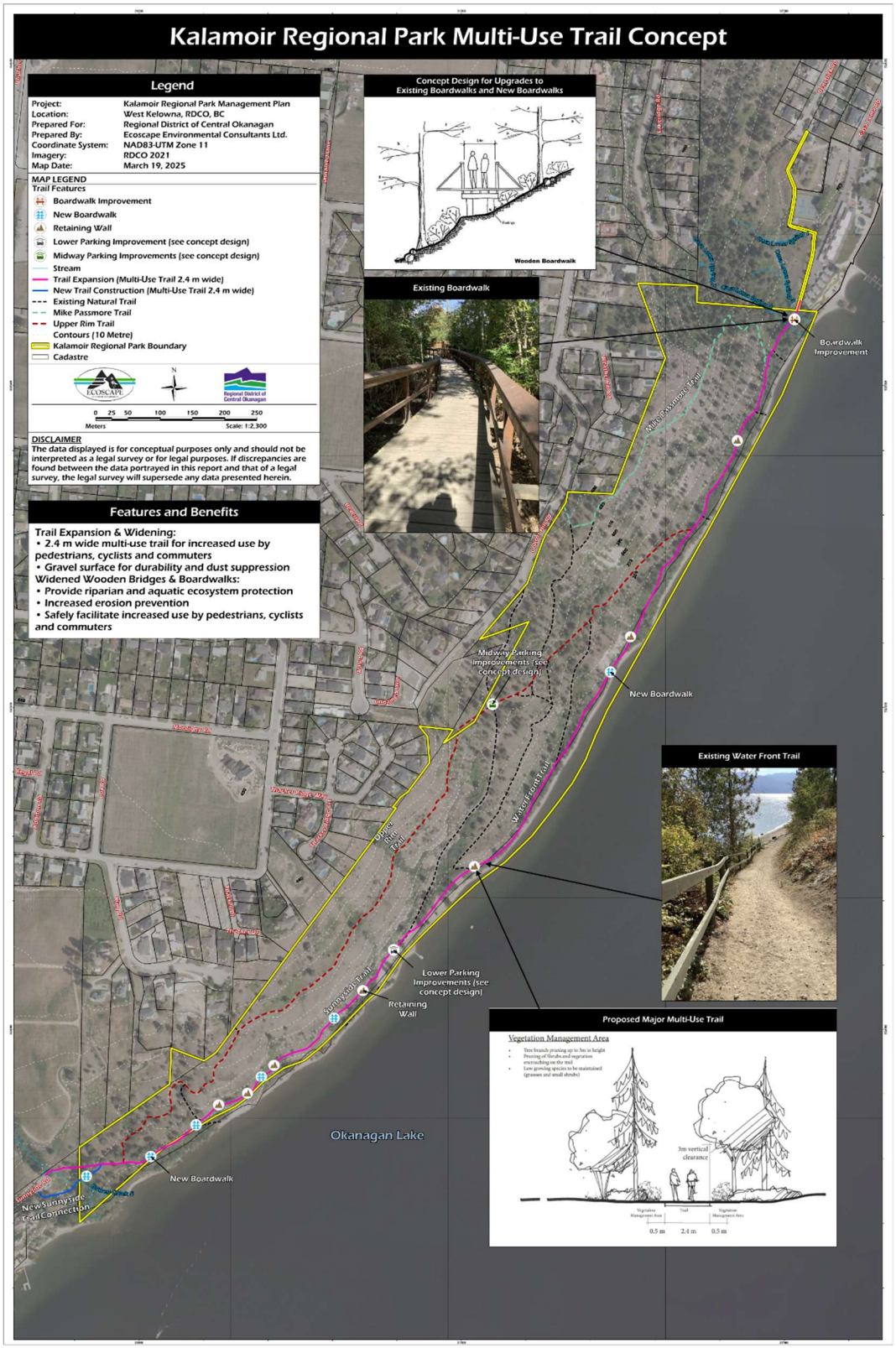
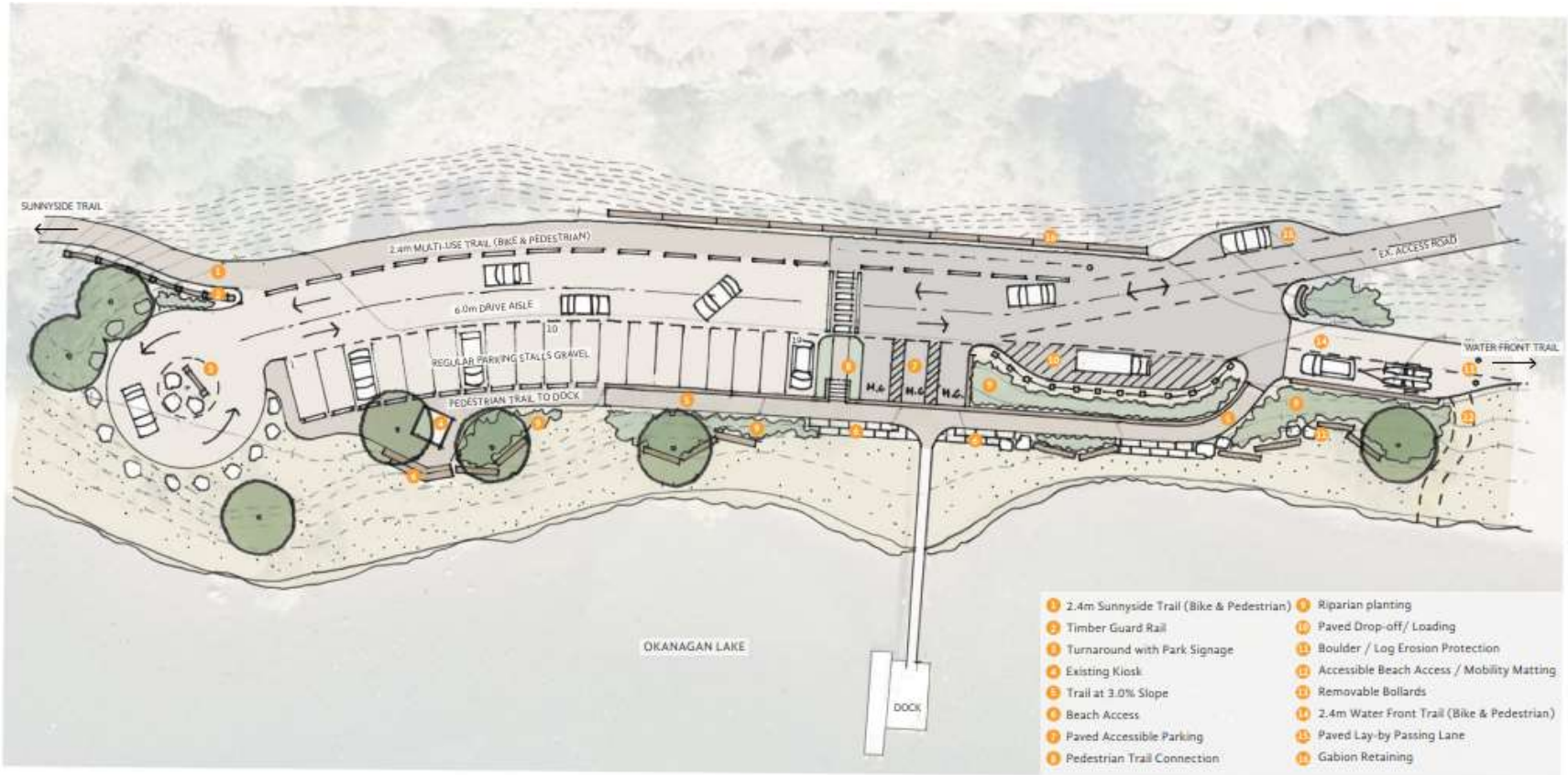


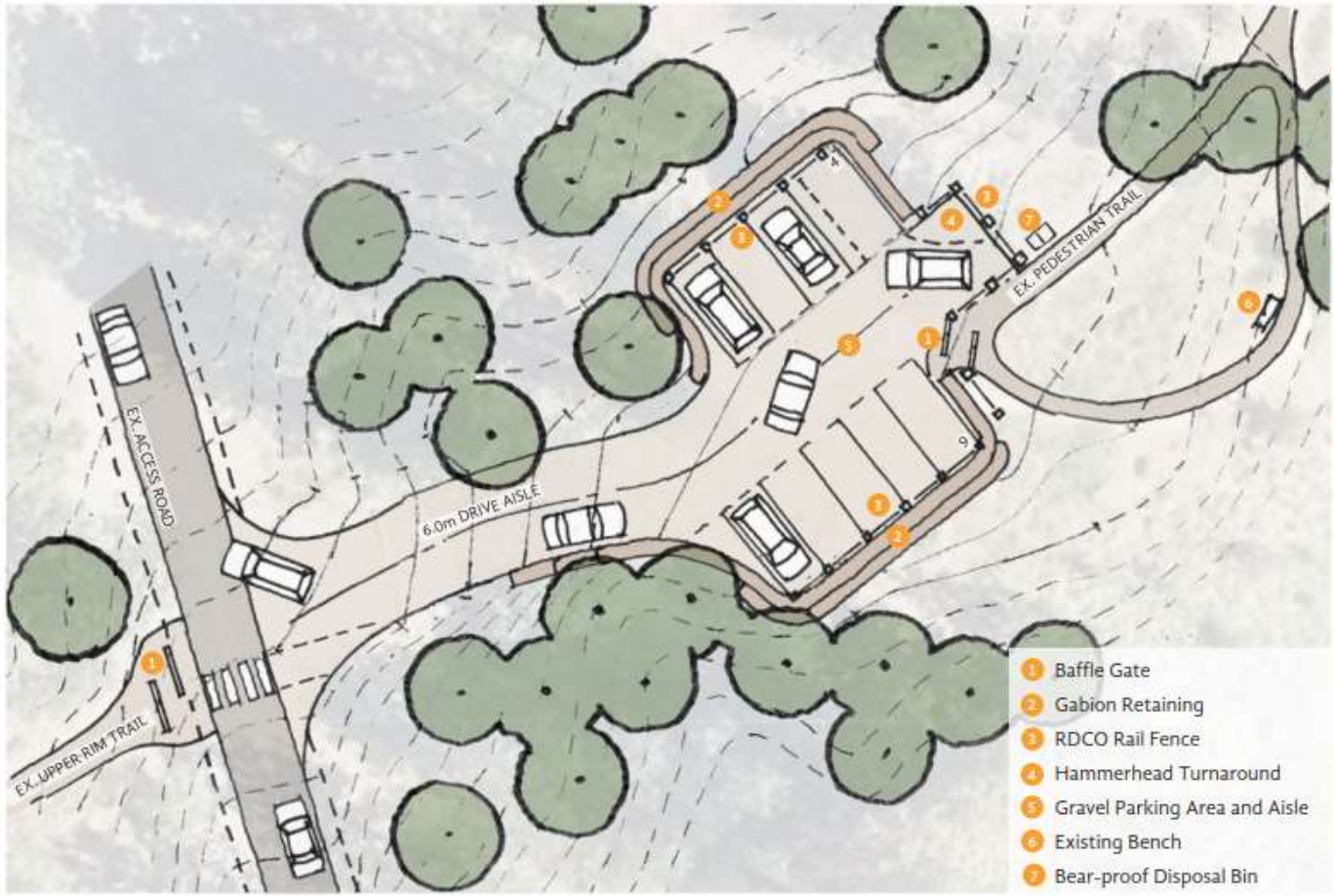
Figure 4-2. Trail Upgrades Concept. Designed by BENCH and figure prepared by Ecoscape.



FEATURES:

- 19 parking stalls + 3 accessible/loading stalls
- 2.4m wide multi-use trail (bike & pedestrian)
- Paved entrance with accessible drop-off area
- Accessible trail connection to dock
- Improved shoreline riparian enhancement and erosion prevention
- Gate replaced with removable bollards
- Lay-by passing at entrance

Figure 4-3. Lower Parking Lot Concept Design. Design and figure prepared by BENCH.



FEATURES:

- Gravel parking area (9 stalls)
- 6.0m parking drive aisle
- Hammerhead turnaround
- Retaining with cut and fill in distrubed areas
- Improved trail signage + trail connection

Figure 4-4. Midway Parking Concept. Design and figure prepared by BENCH.

4.8. Goals, Objectives & Recommended Actions

The management plan has been broken into several key priorities that encompass the following areas: environment and conservation; climate adaptability and resiliency; recreation and access; operational safety and security; and stewardship and partnerships. These priority areas aided in the identification of objectives, based on the strategic goals and management zones, and recommended actions to achieve these goals. Each objective and recommended action were matched with an associated action item from the capital and operational development plans. The Park's management objectives, goals and recommendations are provided below.

Strategic Goal	Objective and Recommended Actions	Action Item
	Maintain and protect ecosystems from degradation and disturbance impacts (natural and human caused)	
SG-1 To meet the present and anticipated future population growth, climate change impacts, and increased recreational demands of residents of the Central Okanagan. **SG-6** To protect and maintain the natural environment and sensitive ecosystems.	• Exposed and disturbed soils during development should be seeded with a suitable native assemblage to outcompete invasive establishment • Minimize ground disturbances in undisturbed areas during maintenance activities to preserve natural areas and prevent the introduction of new invasive plants • Managing the tree of heaven population with mechanical methods alone will not eradicate the population; as such, chemical methods should be conducted in conjunction with hand-removal of seedlings • Protect and implement bio-control agents to control invasive species in partnership with the Province of BC • Limit Park user access to the foreshore to the designated public swim and dog beaches • Maintain trail network so that it does not intersect critical habitat or BC Red-listed riparian communities	OPM-01, OPM-04, OPM-05
	Preserve sensitive and critical habitat and protect wildlife, including species at-risk	
SG-4 To ensure connectivity between the regional park and adjacent natural area corridors for wildlife.	• Boardwalks should be utilized when necessary to prevent trail impacts on sensitive steep slopes and ephemeral gullies • Keep development of trails and amenities out of the Special Preservation areas or in critical habitat and locate Park user activities away from these areas • Inform the public of appropriate activities in each management zone through signage and education	CAP-04, CAP-10, OPM-01, OPM-03

Strategic Goal	Objective and Recommended Actions	Action Item
	• Installation of seasonal signage to inform Park users of reptile activity or install barriers to prevent conflicts • Monitor for reptile activity, and adjacent trails / Collens Hill Road should be temporarily closed if it is found that Park users and/or vehicles are causing harm to reptiles	
	Respond to and increase Park resiliency to climate change impacts (pests, invasive plants, drought, flooding, and wildfires)	
SG-8 To adopt and implement innovative management practices and sustainable materials in the park development and operations to build climate adaptability and resiliency. **SG-1** To meet the present and anticipated future population growth, climate change impacts, and increased recreational demands of residents of the Central Okanagan.	• Protect wildlife trees that provide for avian species that function as natural predators to pests • Utilize native plant species when undertaking restoration and enhancements within the Park • Protect the riparian and foreshore habitats as a flood mitigation measure • Utilize bioengineering techniques to mitigate and stabilize soils and foreshore areas from flooding and erosion • Work with Friends of Kalamoir and volunteers to conduct invasive species and weed inventory and monitoring, removal events, with a focus on removing tree of heaven seedlings within three months of germination, when hand-pulling and mulching is still feasible. • Maintain and construct trails and infrastructure that are climate resilient • Relocate low lying sections of trail to higher ground or utilize elevated boardwalks where feasible • Undertake wildfire mitigation projects, consideration given to include controlled and cultural burns to prevent wildfires in the Park and protect the natural environment and Park infrastructure • Carry out fuel management treatments in conjunction with RDCO Parks Community Wildfire Protection Plan recommendations	CAP-07, CAP-08, CAP-12, CAP-13, OPM-03, OPM-04, OPM-06

Strategic Goal	Objective and Recommended Actions	Action Item
	Minimize greenhouse gas emissions in the Central Okanagan and regional parks and increase carbon sequestration	
SG-1 To meet the present and anticipated future population growth, climate change impacts, and increased recreational demands of residents of the Central Okanagan. **SG-6** To provide shared, multi-modal trails to meet future increased usage and advance regional transportation initiatives.	• Use low carbon materials and methodologies when improving Park amenities when feasible • Increase carbon sequestration through vegetation management, ecosystem restoration and planting of native trees and shrubs • Widening trail to safely support increased Park users and promote low-carbon transit opportunities through the Central Okanagan (i.e. cycling)	CAP-02, CAP-03, CAP-04
	Facilitate a safe visitor experience and minimize potential conflicts among user groups	
SG-6 To provide shared, multi-modal trails to meet future increased usage and advance regional transportation initiatives.	• Widen the Waterfront Trail to a 2.4 m wide standard multi-use trail to accommodate increased Park users, improve accessibility and public safety, while balancing the protection of the natural environment. • Maintain Sunnyside Trail width to narrow multi-use standard, carry out safety improvements (guardrail fencing, bridge/boardwalk replacements, surfacing, address hazards, signage) and invertebrate habitat protection on rock scree slopes. • Encourage cyclists to use the designated Sunnyside and Waterfront Trails • Educate the park users on trail etiquette and develop signage on trail code of conduct for shared use. • Install wayfinding and speed limit signs for cyclists • Install “Walk Bike” signage where necessary for cyclists • Improve the existing parking lot area to ensure access as population increases over the next 20-years	CAP-01, CAP-02, CAP-03, CAP-04, CAP-05, CAP-10, OPM-01

Strategic Goal	Objective and Recommended Actions	Action Item
	• Minimize wildlife attractants from Park users via the use of wildlife proof waste and recycling bins	
	Accommodate and provide amenities for park users of all abilities	
SG-2 To provide enhanced park accessibility and inclusivity for people of all ages and abilities.	• Maintain and upgrade Park amenities to accommodate increasing Park users as the population increases over the next 20-years • Construct and upgrade trails in accordance with the Regional Park Design Guidelines where feasible • Maintenance of road surfaces and amenities for accessibility • Provide paved parking lot and parking stalls for improved accessibility to the floating dock and beach • Improve access to the beach area and lake by installing mobility mats • Increase accessibility in the Park by identifying, removing and preventing barriers.	CAP-01, CAP-03, CAP-04, OPM-01, OPM-07
	Incorporate First Nation culture and heritage in the Park	
SG- 7 To promote and advance reconciliation with the syilx Okanagan people through collaboration on park development, interpretive programs, and management activities.	• Develop and replace existing trail signs with syilx names and information on cultural heritage • Work with WFN to develop and provide cultural and heritage programs, events and interpretive content • Work with WFN on incorporating traditional ecological knowledge and practices into planning of habitat restoration and fuel management projects • Develop a native plant species list for ecosystem and habitat restoration in conjunction with WFN	CAP-10, OPM-03
	Maintain and support park operations	
SG-2 To provide enhanced park accessibility and inclusivity for people of all ages and abilities. **SG-1** To meet the present and anticipated future population growth, climate change impacts, and increased recreational demands of residents of the Central Okanagan.	• Minimize wildlife attractants from Park users via the use of wildlife proof waste and recycling bins • Maintenance of road surfaces, trails, and amenities to accommodate projected increases in population and Park usage over the next 20 years • Regular inspection of interpretive, wayfinding, and educational signage for readability • Monitor and prohibit motorized boat access to the foreshore beach and swim areas to protect swimmers	CAP-11, CAP-12, CAP-13, OPM-01, OPM-02, OPM-03, OPM-04, OPM-07, OPM-08

Strategic Goal	Objective and Recommended Actions	Action Item
	• Monitor trail conditions and park amenities for wear and tear and need for increased maintenance due to higher usage • Renewal and replacement of park amenities to be coordinated with the regional parks asset management plan and schedule • Assess the informal and unsanctioned trails for future upgrades or decommissioning • Seek external grant funding opportunities to assist in delivery of habitat restoration, wildfire mitigation and capital renewal project work	
	Build and support existing and new partnerships with external partners - City of West Kelowna, WFN, Friends of Kalamoir and volunteers	
SG-9 To strengthen and foster relationships and develop partnerships opportunities with external partners. **SG-5** To provide a range of outdoor recreation experiences for environmental education and stewardship	• Engage the public and volunteers to support and advance environmental stewardship initiatives and activities through events and park programs • Host volunteers in parks events for fuel management (fire mitigation, Clean-up and FireSmart education) and invasive weed pull events with the Friends of Kalamoir and volunteers • Host volunteers in Parks event - Friends of Kalamoir and RDCO Pancake Breakfast • Support external partners in regional initiatives to advance connectivity between Active Transportation corridors • Support municipal partners in shared park interests to acquire future access, trailheads and parking areas	OPM-05, OPM-06

5.0 IMPLEMENTATION PLAN

The 20-year Plan for the Park provides estimated capital and operational costs for the management challenges, goals and recommendations provided in Section 4.8, including the concepts presented in Section 4.5. These preliminary cost estimates will become more accurate with further design work and site assessments.

Capital costs include physical assets that can depreciate over time such as structures, parking areas, kiosks, trails, etc. Each capital cost has been estimated in 2024 dollars and includes a 10% construction contingency and 15% consulting fees to accommodate detailed design and build-out. The rate of inflation, outside of the short-term recommendations, was not included in these estimates. Additionally, these terms apply to the BENCH cost estimates for the trail and parking areas upgrades. Whereas operational costs include day to day expenditures, such as planning tasks, volunteer events and salaries and do not depreciate over time. Operational costs have been estimated in terms of either being Park Visitor Services (PVS), Park Resource Operations (PRO), Parks Planning and Capital Projects (PPC), or Park Administration (PA).

The following section provides a breakdown of total capital and operational costs in five-year increments for each management concern for the next 20-years.

5.1. Twenty-Year Plan and Budget

Action Item	Division	Action	Short Term (Year 1-5)	Short-Medium Term (Year 6-10)	Medium-Long Term (Year 11-15)	Long Term (Year 16-20)	Total (Year 1-20)
Capital Costs							
CAP-01	PPC	Lower Parking Improvements - upgrades to parking layout, accessibility, signage, paving, safety barriers and trail connections. Improvements to accessibility and access to the park, meets regional board strategic priorities.	$620,000				$620,000
CAP-02	PPC	Sunnyside Trail Improvements – no trail widening (maintenance), safety improvements to trail (guardrail fencing, bridge replacements, signage), invertebrate protection on rock scree slopes.	$125,000				$125,000
CAP-03	PPC	Waterfront Trail Improvements including trail upgrades up to 2.4 m wide and trail intersection upgrades. Improvements support increased accessibility and meet regional board strategic priorities. This trail is defined as a multi-use trail.	$500,000				$500,000
CAP-04	PPC	Casa Loma Boardwalk Upgrades, including geotechnical/structural engineer consulting, replace existing deck with 2 m wide deck	$100,000				$100,000

Action Item	Division	Action	Short Term (Year 1-5)	Short-Medium Term (Year 6-10)	Medium-Long Term (Year 11-15)	Long Term (Year 16-20)	Total (Year 1-20)
		boards and railing as part of the parks asset renewal program.					
CAP-05	PPC	Collens Hill Road Parking Area - construct new small 9 car stall parking area mid way down road, including park amenities (benches, signage, waste bins, and dog bag dispensers). New parking area assists with expanding parking within the park and meets strategic priorities of the Regional Board.		$180,000			$180,000
CAP-06	PPC	Collens Hill Road Parking Area - Construct Washroom.			$50,000		$50,000
CAP-07	PPC	Washroom Replacement – remove and replace existing washrooms at main beach area.		$60,000			$60,000
CAP-08	PPC	Upper Rim Trail Improvements - clear and grub trail edges, replacement of small wooden bridges, install safety guardrails and fences where needed.		$240,000			$240,000
CAP-09	PPC	Park Entrance Sign - replace entrance sign at Collens Hill Road, Benedick Road & Sunnyside Roads.	$20,000			$25,000	$45,000

Action Item	Division	Action	Short Term (Year 1-5)	Short-Medium Term (Year 6-10)	Medium-Long Term (Year 11-15)	Long Term (Year 16-20)	Total (Year 1-20)
CAP-10	PPC	Park Signs - review and update wayfinding, kiosks, location (YAH), lectern, information, regulatory, and interpretation signage.	$10,000	$10,000	$10,000	$10,000	$40,000
CAP-11	PPC	Collens Hill Road-Repave Park access road			$400,000		$400,000
CAP-12	PPC	Upgrade and/or replace park assets, in conjunction with the regional parks asset management program, condition assessments, and capital replacement schedule. (see action items in this implementation table).					
CAP-13	PPC, PRO	Park Management Plan Review – plan to be reviewed every 5 years and updated at year 20.				$40,000	$40,000
Subtotal			**$1,375,000**	**$490,000**	**$460,000**	**$75,000**	**$2,400,000**
Operational & Maintenance Costs							
OPM-01	PRO	Trail maintenance and repairs	$7,500	$7,500	$7,500	$7,500	$30,000
OPM-02	PPC	Pavement condition assessment for Collens Hill Road		$20,000			$20,000

Action Item	Division	Action	Short Term (Year 1-5)	Short-Medium Term (Year 6-10)	Medium-Long Term (Year 11-15)	Long Term (Year 16-20)	Total (Year 1-20)
OPM-03	PRO	Wildfire Mitigation - Prescriptions & Fuel Management Treatment, as per RDCO Parks CWPP & CWRP		$75,000			$75,000
OPM-04	PRO	Wildfire Mitigation - Treatment for Tree of Heaven	$10,000				$10,000
OPM-05	PRO, PVS	Work with Friends of Kalamoir & volunteers on Fuel Management Clean up Events	$5,000	$5,000	$5,000	$5,000	$20,000
OPM_06	PRO, PVS	Work with Friends of Kalamoir & volunteers on invasive weeds removal events	$5,000	$5,000	$5,000	$5,000	$20,000
OPM-07	PRO	Install swim grid, logs, buoys and signage for swim areas	$25,000	$25,000	$25,000	$25,000	$100,000
OPM-08	PRO	Contract Services - Washroom Maintenance	$58,000	$60,000	$63,000	$66,000	$247,000
Subtotal			**$110,500**	**$197,500**	**$105,500**	**$108,500**	**$522,000**
Total			**$1,485,500**	**$687,500**	**$565,500**	**$183,500**	**$2,922,000**

6.0 FUTURE AREAS OF PARK INTEREST

Park area expansion is limited due to urban development and existing residential neighborhoods adjacent to the Park. Continue to work with municipal partners to support and collaborate on shared Park interests when opportunities become available. Shared interests may include securing and improving new trail access locations, connectivity to Active Transportation corridors, and creating additional trailhead and parking areas beyond the Park boundaries. Okanagan Lake foreshore interests focus on riparian habitat conservation and provision of passive recreation opportunities.

APPENDIX A: Biophysical Inventory 2022 Update

Ecosystem Polygons

- Polygon 1 extends further north capturing more area along the shoreline.
- The 2012 polygon 2 has been split into multiple polygons. It now consists of 3, 4, 5 and 6.
- The park boundary now extends further east into Okanagan Lake. This addition is polygon 2.
- The 2012 polygon 4 has been split into multiple polygons. It now consists of polygon 7, 8, 9, 10 and 11.
- The 2012 polygon 5 has been split into multiple polygons. It now consists of polygon 7, 8 and 10.
- The 2012 polygon 7 is now polygon 12.
- The 2012 polygon 6 is now captured in polygon 1.
- The 2012 polygon 8 is now polygon 13.

Environmental Sensitivity

The environmental sensitivity mapping remains similar to the 2012 data with the majority of the park within the High rating and both the northeastern and southeastern corners with Very High ratings. The changes to the 2022 polygons include adding the area that extends into Okanagan Lake (polygon 2) which is mapped as Very High.

Proposed Management Zones

The proposed management zones in 2022 have modestly changed from 2012. The differences are an addition of a Park Services area which follows an existing road/trail, the addition of a Special Preservation area within polygon 6 and polygons 1 and 2 are designated as Ecosystem with small areas of Outdoor Recreation.

APPENDIX B: Summary of Phase I Community Engagement

Introduction

Ecoscape Environmental Consultants Ltd. (Ecoscape) was retained by Regional District of Central Okanagan (RDCO) to prepare a 20-year Management Plan Update for Kalamoir Regional Park. A previous Management Plan, in consultation with the public, stakeholders and a technical committee was developed in 2005. The Plan update will take into account the Regional Board's current strategic priorities, increasing population growth, climate change, increasing park use and the park carrying capacity.

As part of the update to the Plan, the public, stakeholders, Westbank First Nation and not-for-profit partners were encouraged to participate in the first of two phases of public engagement (Phase I) in the form of an online survey. The first phase of public consultation was to determine how residents and park users are currently utilizing the park and to gather feedback on priorities for improvement. The purpose of this appendix is to summarize the key results of the Phase I survey and how they relate to the primary objectives for the 20-year park management plan.

Public Engagement Plan

From the survey results, the initial primary objectives point to the following:

- Trail and parking improvements;
- Promote wildlife and habitat conservation;
- Enhancement of neighborhood access; and,
- Updated signage including, but not limited to park boundaries, directional, cultural/environmental information.

The feedback provided will be considered for incorporation where possible into a draft concept plan. At that time, the second phase of public engagement will take place to gather input on conceptual plans. Following the end of Phase II, the final management plan will be prepared for consideration by the RDCO Board.

Phase I Engagement

The Phase I online survey was open to the public between February 25 and March 15, 2022 with the use of Bang the Table software. The survey was advertised on the RDCO website and Castanet. In addition, Friends of Kalamoir, Casa Loma Community Association and Lakeview Heights Community Association were sent engagement letters and notified of the online survey. The survey included yes and no questions, multiple choice, custom responses/comments and the ability to place a point with associated comments on an interactive map.

A total of 483 individuals participated in the survey. The following subsections summarize the results provided by Bang the Table of the Phase I survey.

Phase I Survey Results

Of the 483 individuals that participated, 63% were female with 55-64 years old and 35-44 years old being the most common age classes of respondents, at 25% and 22.7%, respectively. Most respondents visit the park with their dog (48.4%) and have been to the park more than five times (32.6%). The most enjoyable activity in the park was overwhelmingly walking/hiking with 91.3% of respondents selecting this activity, followed by walking a dog (53.7%), wildlife viewing (51.9%), swimming (50.4%) and meeting with friends and/or family (47.7%). Alternatively, the most common response to any activities that detract from your enjoyment of the park was off-leash dogs (37.9%), dog droppings (31.8%), and crowding (25.3%).

Overwhelmingly, respondents felt somewhat or very satisfied with the accessibility, hours of operation and overall safety of the park, as well as recreational opportunities and overall enjoyment of visiting the park.

Trails, Parking and Services

It was generally found that trail and parking conditions were considered somewhat satisfactory, at 46.3% and 35.9%, respectively. However, most respondents found that they were somewhat dissatisfied with the parking availability. When asked about the condition of the trails in relation to biking limitations, the majority of respondents reported that the trails within the park are too narrow (41.7%) or too steep (28.3%) for biking. Many comments identified the trail between Sunnyside Road and the parking area/beach as being too steep or too narrow. When asked what should be prioritized over the 20-year management plan, creating new parking areas and access trails was found to be a high priority for most respondents at 34.6%, however increasing access to cycling was not found to be a priority (40.3% answered not a priority).

Overwhelmingly, respondents found that the park was very clean (51.2%) and there was good garbage bin availability and washroom access. A total of 36.3% of respondents indicated they "did not know" with regards to recycling bin availability, which may indicate they did not know if there were any available.

Wildlife and Habitat Conservation

Wildlife and habitat conservation were found to be the most important theme for the 20-year park management plan, with the seven questions related to this theme having the greatest percentages of high priority responses out of the 22 options. The top three "high priority" responses for priorities for the management plan were as follows:

1. Protect natural plants and wildlife (69.2%);
2. Protect wetland habitat (56.9%); and
3. Restore disturbed natural areas (46.0%).

Fire and fuel mitigation efforts were also found to have a high priority according to 42.7% of respondents. Decommissioning trail segments in sensitive habitats, implementing erosion control measures and storm water management were found to be of moderate priority, at 34.7%, 43.6% and 38.9%, respectively. Currently, most respondents were very satisfied with the protection of natural areas within the park (49.5%).

Neighborhood Access

The majority of park users access the park via their car (68.0%), by walking (46.15%) followed by biking (21.1%) (**Figure 1**). Controlling motorized access through the park was found to be a high priority for the 20-year management plan according to 36.9% of respondents.

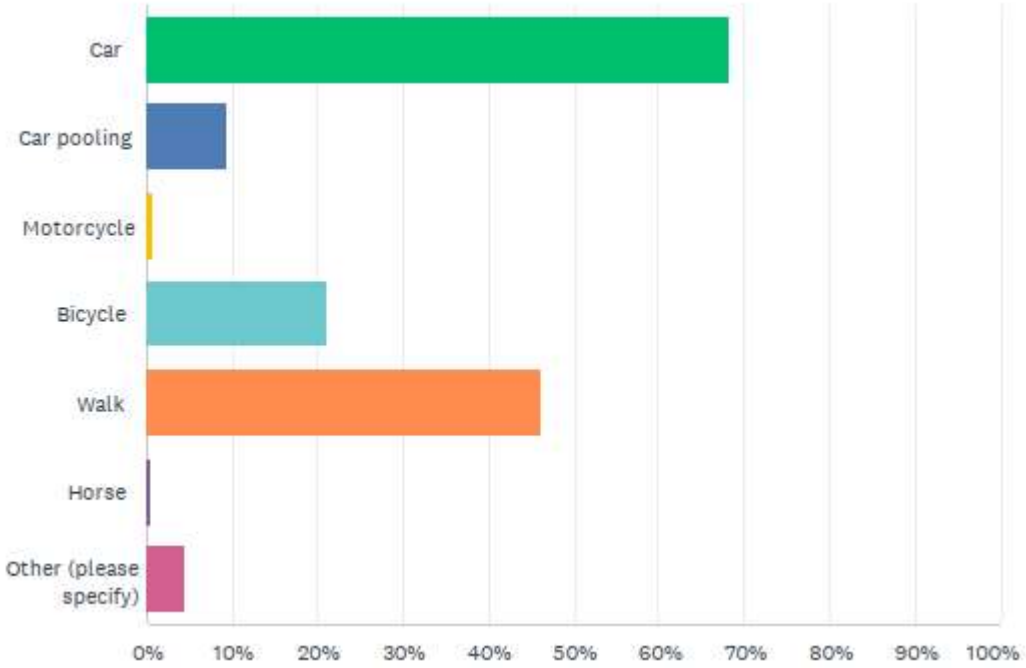


Figure 1. Percentage of respondents that indicated a mode of transportation typically used to access Kalamoir Regional Park.

Signage

Respondents were generally satisfied with the current park signage, with 42.8% very satisfied with the directional signage and 45.7% very satisfied with the information panels. Education primarily had very or somewhat satisfied responses (32.2% and 35.4%, respectively); however, 23.9% of respondents said they did not know, which may indicate they are not aware of any educational signage within the park (**Figure 2**).

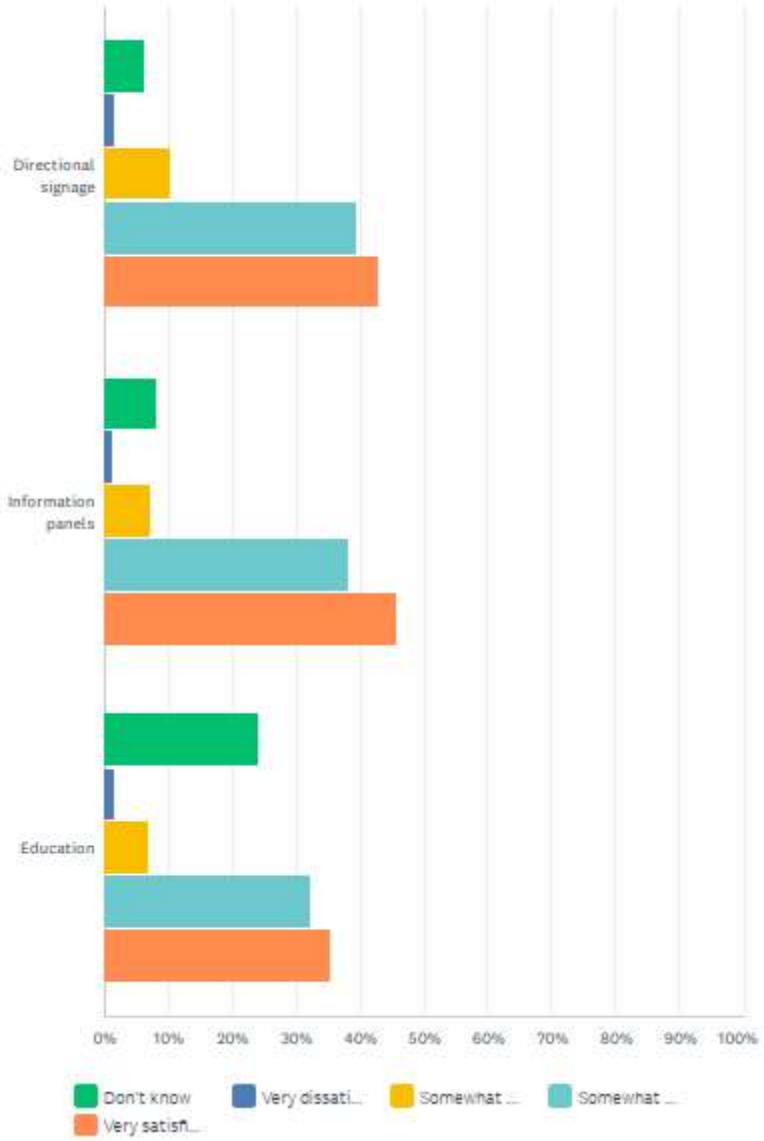


Figure 2. Levels of satisfaction with directional signage, information panels, and education in Kalamoir Regional Park.

When asked what should be prioritized over the 20-year management plan, improving directional signage and providing more interpretative/educational signage were not found to be priorities (39.2% and 39.8% found these items to be low priorities).

APPENDIX C: Summary of Phase II Stakeholder Engagement

Stakeholder Workshop

A stakeholder workshop was held on March 29th, 2023 to gain feedback on the concepts prepared. A total of seven groups attended in person, and one stakeholder provided feedback electronically. Stakeholders were asked the following questions for each concept:

- What do you like most?
- What do you like least?
- Other comments.

Summary of Feedback

Secondary Access Route from Sunnyside Drive Concept

- Concerns of secondary access requiring tree removal, fill importation, and increased public access that could cause parking issues at the south end of the Park.
    - Parking delineation at the end of the cul de sac outside of the Park should be implemented to improve efficiency of access.
- Safety concerns with increased biking traffic, particularly with concern to the upper trails and the impact of e-bikes in the Park.
- Concern with proposed width of 2.4 m
- It was seen as a positive that no other new trails are proposed with the exception of this concept.

Lower Parking Lot Concept

- Concern with only half proposed to be paved.
    - Paving allows for lines to be drawn to define parking stalls.
    - Wheelchairs can manage hard pack gravel; it does not need to all be paved from an accessibility perspective.
- Concern with whether there is room to park a truck and trailer.
    - The roundabout needs to be able to accommodate that scenario.
    - Unloading areas and truck and trailer parking should be designated.
- Retaining wall on lower side may impact ability for the Community Recreational Initiatives Society (CRIS) to unload kayaks, as they need room on both sides.
    - Provide access trail from accessibility parking area to the north of the dock by altering the retaining wall to allow for access and foreshore launching of kayaks.
    - Provide an access ramp from the unloading zone.
- Safety benefits of separating park users from parking area.
- Update the kiosk and have a “call for action” note to allow for donations to the Park.
- The beach protection was favoured, more shade trees should be planted.
- Concern as to whether a fire truck could access this parking lot and use the round-about.
- Concern surrounding foreshore flooding.
    - Mitigated via boardwalks.
- Turn around and accessibility access were seen as positives.
- Delineation between people beach vs. dog beach is perfect.

Mid-way Parking Concept

- Desirable concept provides needed parking for locals and dog walkers accessing the upper trails.
- Noted concerns with reversing out of parking stalls, will require a 3-5 point turn.
    - Consider a better approach angle to mitigate this and allow for easier turnaround.
- Ideal an area previously disturbed is being utilized to minimize disturbance to natural areas.
- Suggested that parking stalls have fun names (i.e., Stellar's Jay, etc.) to encourage people to park appropriately.
- No concerns with Park users walking through the parking lot to access either end of the trail.
- Suggested that washrooms be installed, without it, Park users will find a place to use the washroom here.

Trail Improvements Concept

- The proposed brush clearing of 1 m on either side of the trail upgrades may confuse the visually impaired (brush against the legs help them navigate where the edge of the trail is)
- Prefer if bikes did not have access to all trails as it would change the nature of the Park.
- Concerns with increased traffic and encouraging cyclists though the Park.
    - It's not necessarily about encouraging cyclists, but more about making the trails safer by widening them.
    - Any improvement to the trails will encourage many cyclists.
- Consider using the "Taco Design", which can avoid large cuts in steeply sloped areas and prevent the need for extensive retaining walls – design being used in trail corridor between Peachland and Goats Peak.
- Suggested "no biking "signs be installed at the upper trails.
    - Upper trails have existing erosion and are occasionally utilized by extreme mountain bikers, which could create conflicts.
- Concerns with regard to conflicts between different users (i.e., hikers, dog walkers, cyclists).
- How does a commuter route through the Park align with the Conservation Park status.
- Concern with regard to conflicts with wildlife and impacts on wildlife movement through the Park.
- As the population grows and access increases, the Park may be loved to death.
    - Concern with providing all amenities and activities to all people.
- Increasing the trail from the proposed 2.4 m width to 3 m would allow for wheelchair access.
- Baseline Park user numbers should be compared against park users' numbers post-construction.
- Agreed lower trail could be improved, but suggested it not be as wide as 2.4 m.
- Upper trails, boardwalks, and bridges should be maintained.
- Recommended that trail improvements be 3 m wide vs. 2.4 m to match the Active Transportation Design, which connects at either end of the Park. Boardwalks should at least be 3 m as the railings contain the width.

Appendix D: Phase II Summary of Public Open House and Online Forum and Informational Handout

Public Open House and On-line Forum

A public open house was held on April 16, 2023 from 10 am to 2 pm in Kalamoir Regional Park and an on-line forum was open to the public between April 5 – April 29, 2023, to gain feedback on the prepared parking lot and trail concepts. More than 100 people attended the open house in Kalamoir Regional Park, and 119 people visited the on-line forum, with 47 contributing to the forum discussion. The public was asked the following questions:

- What do you like most and least about changes to parking areas?
- What do you like most and least about changes to trails?
- Other comments?

Summary of Feedback

Secondary Access Route from Sunnyside Drive Concept:

- Parking delineation at the end of the cul de sac outside of the Park should be implemented to improve efficiency of parking and access.
- Safety concerns with increased biking traffic and especially with e-bikes.
- Concern with the increased widening of the trail and the secondary access route and their impacts on the natural environment.

Lower Parking Lot Concept:

- Most respondents had favorable comments pertaining to the lower parking lot concept. Sixteen people explicitly stated that they liked the proposed design.
- Paving of half the parking lot.
    - Gravel is more sustainable and better for the environment.
- Intersection of the trail and parking lot
    - Three people felt the parking lot should be designed so that the trail does not cross it.
    - Two people felt that there were safety concerns with the trail crossing the parking lot.
    - There was mixed input on whether physical barriers are needed where the trail crosses the parking lot.
    - Others felt the trail crossing should be well defined with pavement markings, speed bumps and signage.
    - There was one comment that angle parking should be considered for easier and safer exit of stalls.
    - Others felt that the 2.4 m bike / pedestrian path was not needed in the parking lot and that the space would be better used for parallel parking.
    - Another concern was the excavation of the steep embankment and the proposed retaining wall, both of which will have impacts to the natural environment.
- There was mixed input on the turnaround at the end of the parking lot
    - Two people commented that the turnaround was not necessary and instead it could provide extra parking.
    - Several others had favorable comments about the turnaround.
    4.
- Handicap access was seen as a positive of the parking lot design.
    - One person commented that it was amazing to have a wheelchair accessible beach.

- Mobility access routes should be positioned close to Handicap parking spaces
- The pedestrian trail connection should not have stairs. It needs a ramp to allow handicap access from parking to trail and dock.

Mid-way Parking Concept:

- Most respondents had favorable comments pertaining to the mid-way parking lot concept, including:
  - Nice use of middle ground
  - Liked the idea of formalizing the mid-way parking lot
  - Desirable concept provides needed parking for locals and dog walkers accessing the upper trails.
- Other comments included:
  - Concerned there may be loss of a picnic table and viewing spot?
  - Don't put parking in one of the nicest parts of the park.

Trail Improvements Concept:

- Thirty-one people supported the idea of widening the trail, while 46 people were opposed, largely due to the concern that a wider trail would lead to more bikes, higher speeds and great user conflicts.
- Comments in support of the trail widening included:
  - Widening the trail will ensure a more enjoyable experience for all.
  - Like the boardwalk idea to reduce the impact to the environment.
  - The proposed trail widening does not consider handicap access, ideally it would be constructed so it is suitable for wheelchair and hand bike accessibility.
  - Recommended that trail improvements be 3 m wide vs. 2.4 m to match the Active Transportation Design, which connects at either end of the Park.
  - It's not necessarily about encouraging cyclists, but more about making the trails safer by widening them.
- Comments from people opposed to the trail widening:
  - Widening trails only encourages more speed….bikers need to heed the warning….DEAD SLOW.
  - This is a nature trail, not a commuter route.
  - I do not like the boardwalk idea and I am concerned about the impact of the trail widening on the gullies and steep slopes.
  - The Sunnyside trail should not be widened, but improved for walkers, not bikers.
  - Any improvement to the trails will encourage more cyclists.
  - Concerns regarding conflicts between different users (i.e., hikers, dog walkers, cyclists).
  - Concern with providing all amenities and activities to all people.
  - Agreed, the lower trail could be improved, but suggested it not be as wide as 2.4 m.
  - Concerns with increased traffic and encouraging cyclists though the Park when there are other alternative commuter routes.

General Comments:

- Park Access and Parking outside of the Park
  - Encourage active transportation (cycling, hiking, strollers) access to the park to reduce the need to expand parking for vehicles.
  - Close to 10 people suggested that improvements to the parking areas at both Sunnyside and Benedick Road trailheads is needed to encourage foot and cycle traffic and to reduce the need for expanded parking within the park.

    - Multiple people commented that baffle gates restrict access to people with mobility challenges (e.g., use of a hand bike). Is there a different type of barrier that doesn't exclude those with mobility challenges?
    - The proposed parking improvements are not enough. Formalizing alternative parking outside the park should be considered.
- Dogs
    - Would like to see upgrades to the dog beaches. Dogs are off leash, but with no fences, there is no stopping a dog from venturing elsewhere.
    - Dog beaches should not be fenced, if a dog cannot be controlled, the animal should not be in the park.
    - The size of the dog beaches should be increased
    - Multiple people highlighted the need for more control of off leash dogs and more trash receptacles available for dog owners.
- Bikes
    - Bikes should be prohibited on upper trails due to safety concerns.
    - Bikes should be restricted to a single trail through the park.
    - Electric bikes should not be allowed in the park
    - Prefer if bikes did not have access to all trails as it would change the nature of the Park.
    - Suggested "no biking "signs be installed at the upper trails.
- Signage
    - Reduce signage, as there are already too many.
    - Signs should be placed on uphill side of trails to not ruin the viewscape.
    - Signage improvements needed.
- Park Acquisition
    - Multiple people commented that the acquisition of additional park land in West Kelowna should be considered to reduce increasing pressure on Kalamoir Park.
    - Several others highlighted the opportunity to expand Kalamoir Park above Casa Loma Resort.
- Other
    - A larger buoyed swim area with buoys indicating metres would be a low-cost improvement.
    - Conservation of this park is the mandate, and it should be managed as such.
    - Cement pads to level picnic tables would be nice.

Kalamoir Regional Park Management Plan

Open House

April 16, 2023

1450 K.L.O. Road
Kelowna, BC, V1W 3Z4
rdco.com

Regional District of Central Okanagan

Land Acknowledgement

The RDCO acknowledges our presence on the traditional, ancestral, and unceded tm̓xʷúlaʔxʷ (land) of the syilx / Okanagan people who have resided here since time immemorial. We recognize, honour, and respect the syilx / Okanagan lands upon which we live, work, and play.

Introductions

Park Overview

Features, Amenities & Uses

- 27.6-hectares along ~1.8 km foreshore of Okanagan Lake, encompassing increasingly rare grasslands, cliff and talus habitats
- 4.5 km of designated trails and 1.1 km of informal trails
- Hiking, biking, dog walking, swimming, beach access and universally accessible dock for canoe and kayak launching
- Trail connectivity to adjacent neighbourhoods
- Natural open space habitat for wildlife

Park Management Plan

Purpose:

- To guide the future development, operations and management of the Kalamoir Regional Park over the next 20 years.

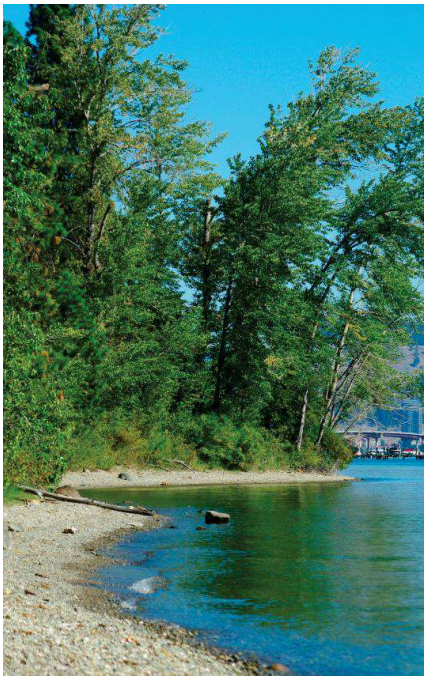
Management Objectives:

- To meet the present and anticipated future population growth, climate change impacts and increased recreational demands of residents of the Central Okanagan
- To protect and maintain the natural environment, including regionally significant or under-represented in regional parks or protected areas within the RDCO
- To ensure connectivity between regional park and protected areas through natural area corridors
- To provide a range of outdoor recreation experiences and opportunities for environmental education

Park Management Plan

Process:

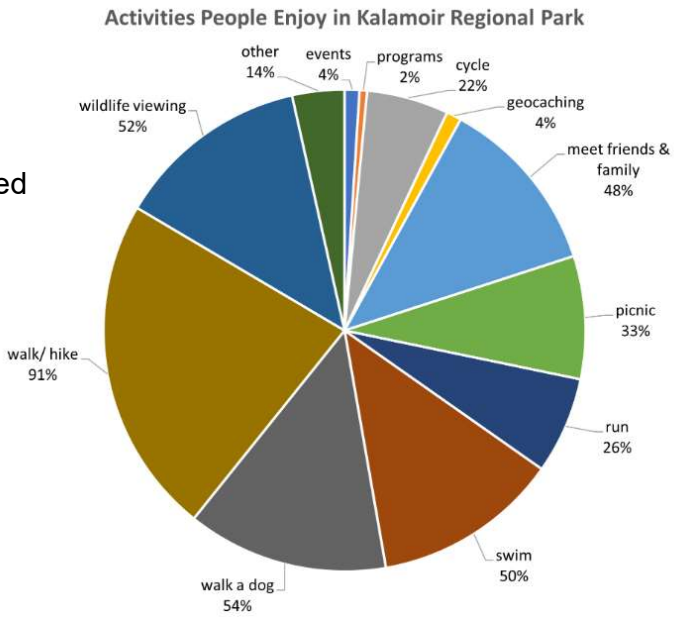
1. Public use survey completed in March 2022
2. Stakeholder workshop – conceptual park designs for feedback
3. Public open house (Pop-up in the Park on April 16th)
4. Yoursay.rdco.com – online public engagement on concept designs
5. Draft management plan
6. Final management plan – Summer 2023



Phase I – Public Survey

Results

- 483 survey responses received in 2022
- The majority of respondents felt satisfied or very satisfied with the accessibility, hours of operations, safety of the park, recreational opportunities and overall enjoyment when visiting the park
- Most enjoyable activities: walking/hiking, walking a dog wildlife viewing, swimming, and meeting with friends and/or family
- Activities that detract from your enjoyment of the park: was off-leash dogs, dog droppings, and crowding



Phase I – Public Survey

Trails, Parking & Services

- Trails and parking conditions were considered somewhat satisfactory, 46% and 36% respectively
- Trails in the park were too narrow or too steep for biking, such as the trail between Sunnyside Road and the parking area/beach
- Creating new parking areas and access trails was a high priority for respondents (34%)
- Increasing the access to cycling was not a priority for 40% of respondents

Phase I – Public Survey

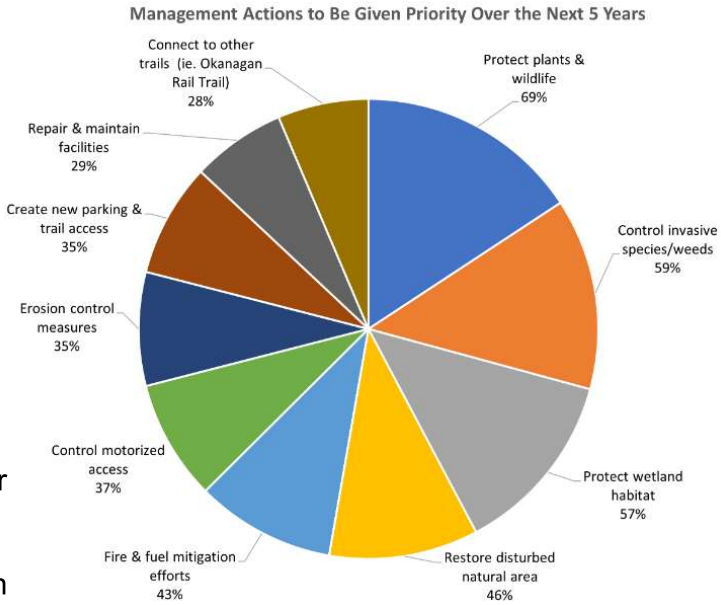
Neighbourhood Access & Signage

- The majority of park users access the park via their car (68.0%), by walking (46.15%) followed by biking (21.1%)
- Controlling motorized access through the park was found to be a high priority for the 20-year management plan
- Respondents were generally satisfied with the current park signage
- Education primarily had very or somewhat satisfied responses
- Improving directional signage and providing more interpretative/educational signage were not found to be priorities for the next 20-years

Phase I – Public Survey

Wildlife & Habitat Conservation

- Wildlife and habitat conservation were found to be the most important theme for the management plan
- Top 3 priorities were protect natural plants and wildlife, protect wetland habitat and restore disturbed natural areas
- Fire mitigation efforts were found to have a high priority
- Decommissioning trail segments in sensitive habitats, implementing erosion control measures and storm water management were found to be of moderate priority
- Most respondents were very satisfied with the protection of natural areas within the park.



Conceptual Designs

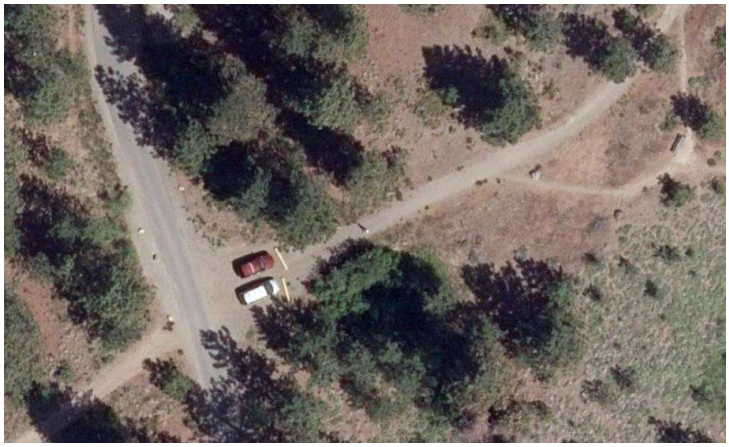
Primary Focus

- Sunnyside and Water Front Trail improvements
- Parking area improvements
- Promote wildlife and habitat conservation
- Update signage such as park boundaries, directional and cultural/environmental information

Midway Parking Area Concept Design

Existing

- Two informal gravel parking stalls next to Collens Hill Road with cars backing up into roadway
- Upper Rim Trail intersects with Collens Hill Road and parking area



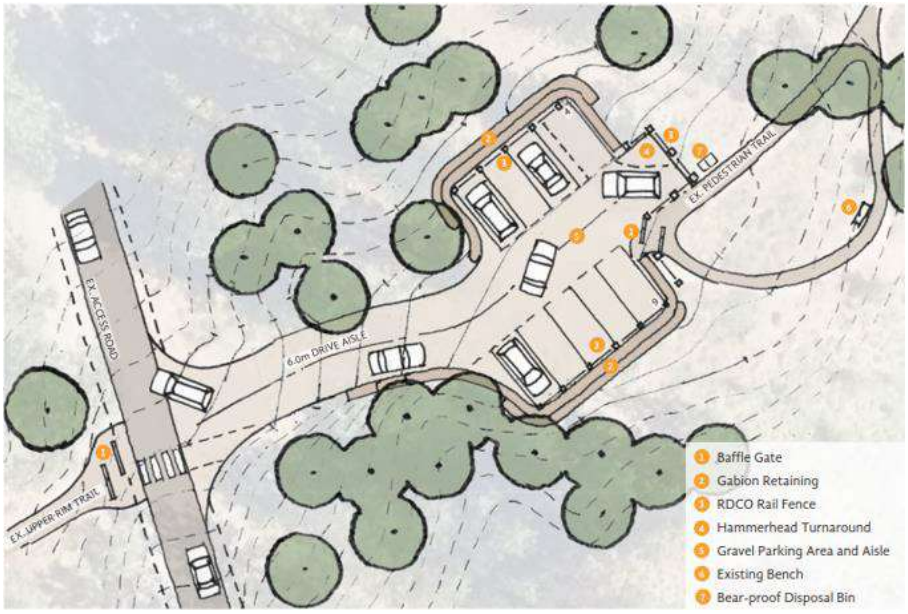
Proposed Improvements will…

- Formalize and construct future parking area
- Improve sight lines and safety for trail users and vehicle circulation
- Reduce parking congestion in lower parking area

Midway Parking Area Concept Design

Features

- Gravel parking area (9 stalls)
- 6.0 m parking drive aisle
- Hammerhead turnaround
- Retaining with cut and fill in disturbed areas
- Improved trail signage & trail connection
- Baffle gate at Upper Rim Trail
- Improved circulation and sight lines



Lower Parking Area Concept Design

Existing

- Informal gravel parking stalls (17 stalls plus 2 accessible stalls)
- Gravel trail access to beach, lake and accessible dock
- Challenging to turn vehicles around if parking lot is full
- No separation between trail users and vehicles in the parking area

Proposed improvements will

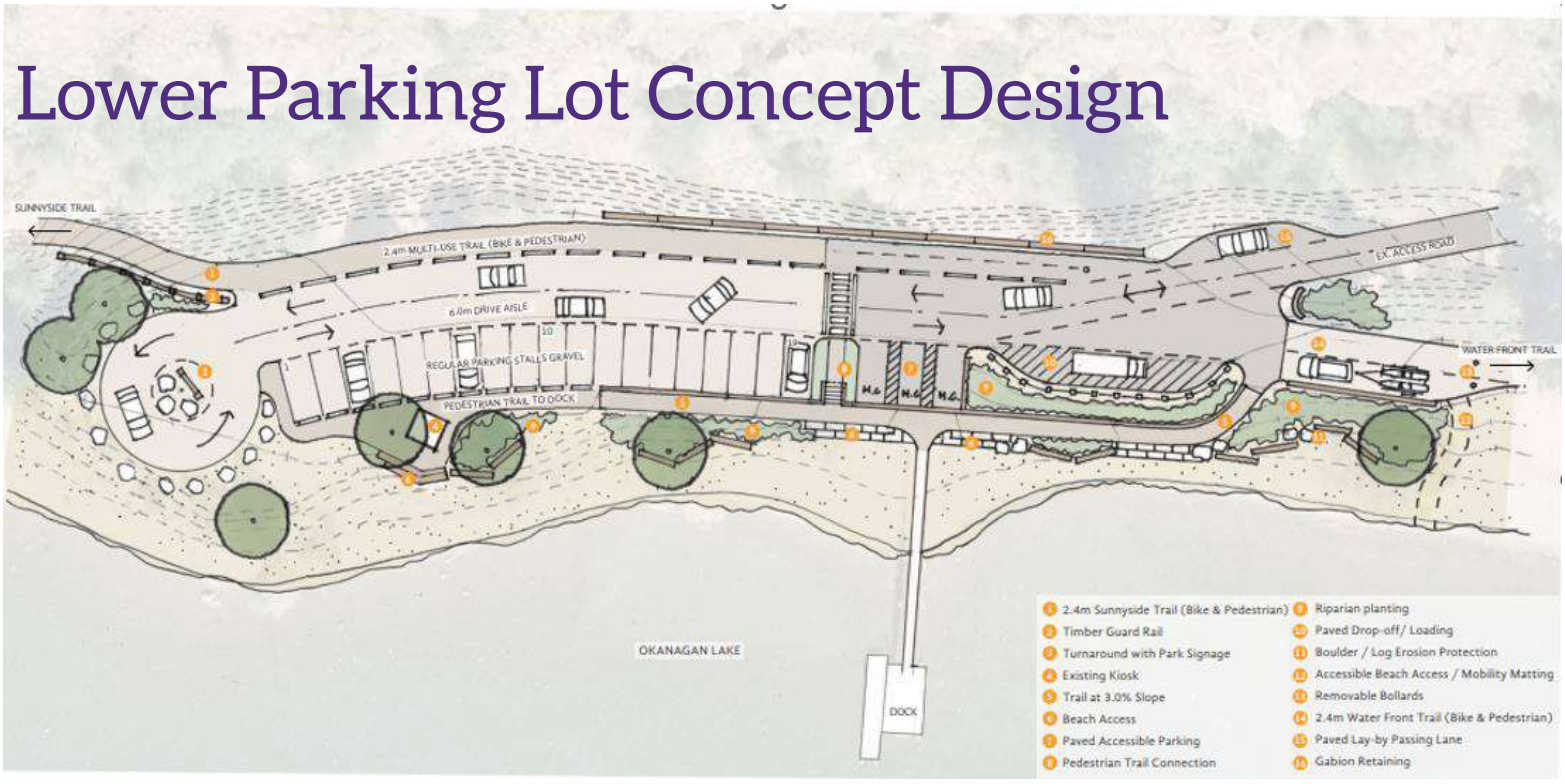
- Formalize the parking stalls and improve overall vehicle circulation
- Provide accessible paved parking stalls and loading area
- Provide safe, accessible (paved) access to beach from parking

Lower Parking Lot Concept Design

Features

- Gravel parking area (19 stalls)
- Paved accessible parking (3 stalls)
- 2.4 m wide multi-use gravel trail
- Paved parking entrance with accessible drop-off area
- Accessible trail connection to the canoe and kayak dock
- Separated multi-use trail and vehicle parking area
- Improved shoreline and riparian enhancement and erosion protection
- Improved vehicle and pedestrian circulation

Lower Parking Lot Concept Design



Trail Conditions & Improvements

Existing

- Trails vary in width from single track to 1.8 m wide on the Water Front and Sunnyside Trails.
- Trail grades vary from level ground to 15% grade or more
- Challenging grade/approach for cyclists and pedestrians from Sunnyside Road to and from lower parking area.
- Narrow trail sections with limited areas to step aside for passing
- Sections of steep and rocky scree side slopes
- Erosion along sections of trails due to increased trail use, natural sluffing of native soils, periodic flooding

Trail Design Process

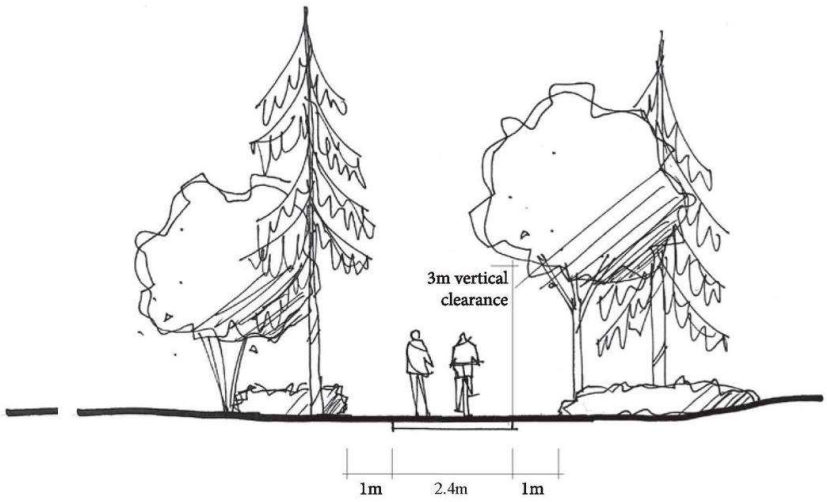
Considerations given to

- Reduce trail user conflicts by widening trail and provide areas to safely step aside
- Facilitate safe passage and protect the natural environment with boardwalks, timber guardrails and retaining walls to prevent erosion
- Improve existing trails instead of building new trails to reduce impacts to natural environment
- Public education and signage on shared multi-use trails such as Sunnyside and Water Front Trails
- Provincial and Regional initiatives for multi-modal transportation corridors (i.e. BC Active Transportation)
- Accessible BC Act – improve accessibility to Okanagan Lake, dock and trails

Trail Improvements – Concept Design

Multi-Use Trail Design

- RDCO Regional Parks Design Guidelines for Type 2: Standard Multi-use Trail
- 2.4 m wide gravel surface
- Improve accessibility by reducing trail grades, where feasible



Trail Connection Concept

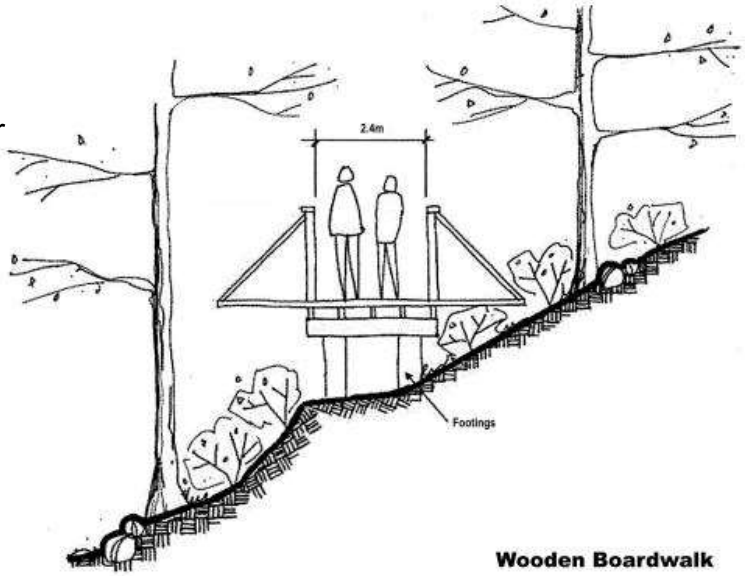
Secondary Connection

- Construct secondary multi-use trail connection with safe grade and approach for cyclists and pedestrians
- Boardwalk over Bowen Creek
- 2.4 m wide gravel trail

Trail Improvements – Concept Design

Boardwalk Upgrades

- RDCO Regional Parks Design Guidelines for trail and boardwalk
- 2.4 m wide timber boardwalk with handrails
- Elevate to allow passage underneath by animals & snakes
- Mitigate erosional impact on side slopes and vegetation



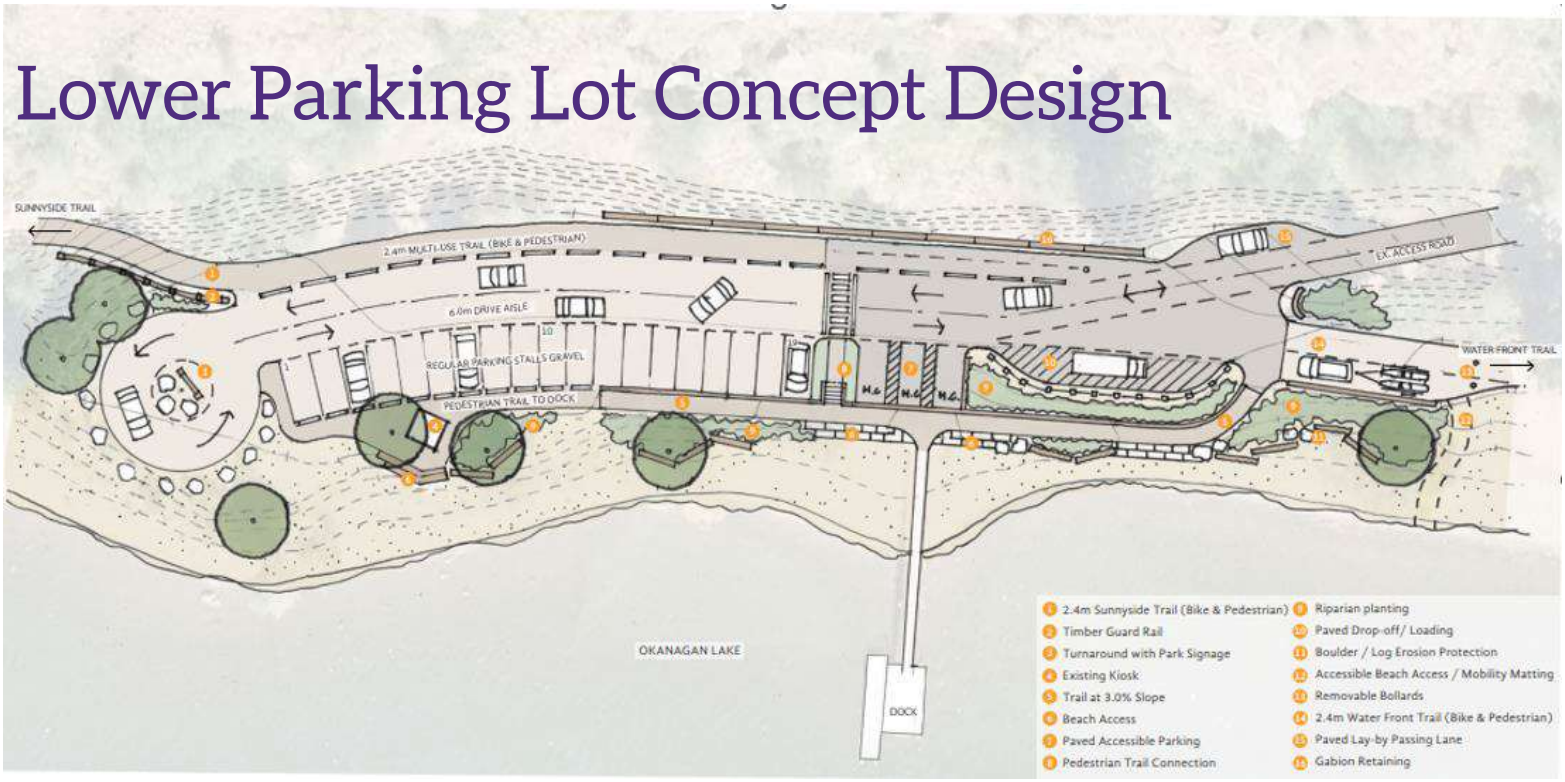
What do you think about the Lower Parking Area Concept?

What do you like most?

What do you like least?

Other comments?

Lower Parking Lot Concept Design



Lower Parking Area Concept Design

Existing

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- Gravel trail access to beach, lake and accessible dock
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Proposed improvements will

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- Provide accessible paved parking stalls and loading area
- Provide safe, accessible (paved) access to beach from parking

Lower Parking Lot Concept Design

Features

- Gravel parking area (19 stalls)
- Paved accessible parking (3 stalls)
- 2.4 m wide multi-use gravel trail
- Paved parking entrance with accessible drop-off area
- Accessible trail connection to the canoe and kayak dock
- Separated multi-use trail and vehicle parking area
- Improved shoreline and riparian enhancement and erosion protection
- Improved vehicle and pedestrian circulation

What do you think about the Trail Connection & Improvements?

What do you like most?

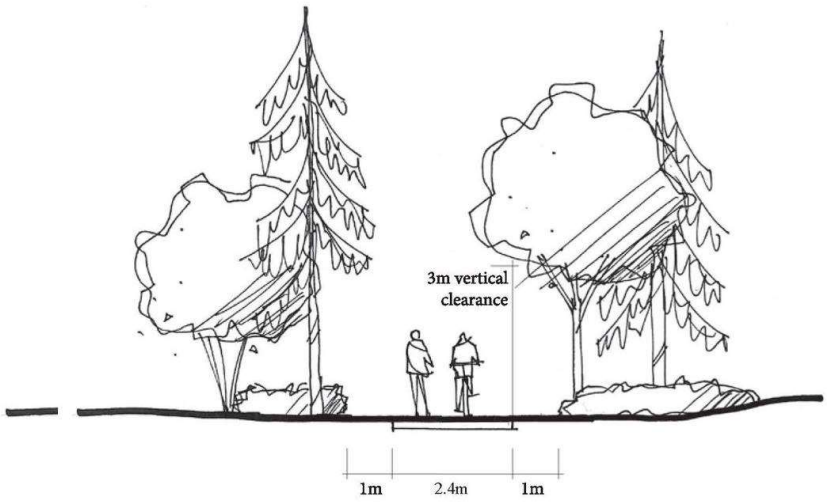
What do you like least?

Other comments?

Trail Improvements – Concept Design

Multi-Use Trail Design

- RDCO Regional Parks Design Guidelines for Type 2: Standard Multi-use Trail
- 2.4 m wide gravel surface
- Improve accessibility by reducing trail grades, where feasible



Trail Design Process

Considerations given to

- Reduce trail user conflicts by widening trail and provide areas to safely step aside
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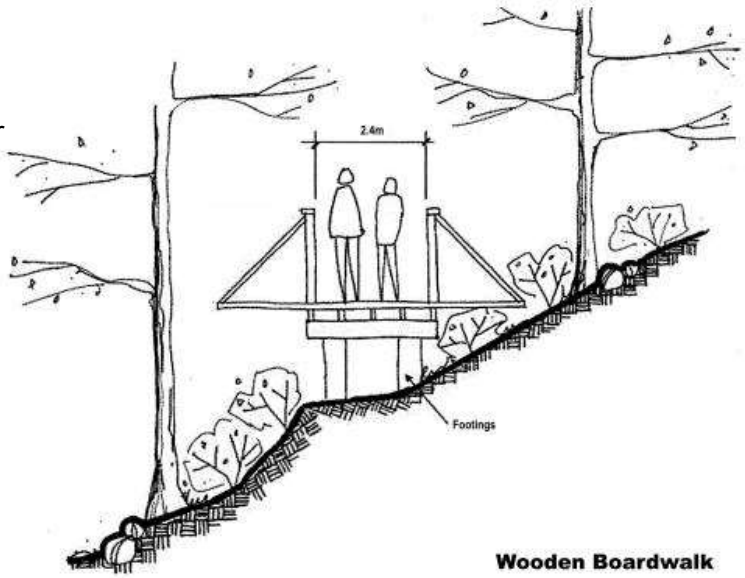


What do you think about the Mid Parking Area Concept?

What do you like most?

What do you like least?

Other comments?

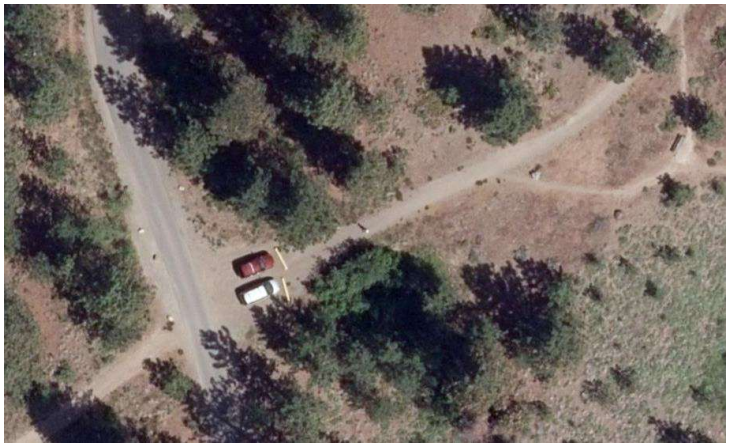
Midway Parking Area Concept Design

Existing

- Two informal gravel parking stalls next to Collens Hill Road with cars backing up into roadway
- Upper Rim Trail intersects with Collens Hill Road and parking area

Proposed Improvements will…

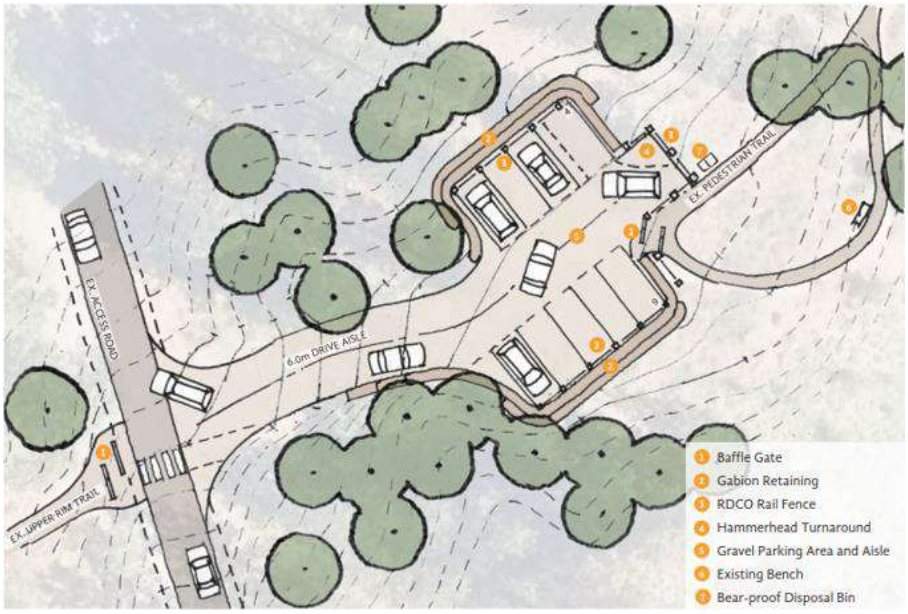
- Formalize and construct future parking area
- Improve sight lines and safety for trail users and vehicle circulation
- Reduce parking congestion in lower parking area



Midway Parking Area Concept Design

Features

- Gravel parking area (9 stalls)
- 6.0 m parking drive aisle
- Hammerhead turnaround
- Retaining with cut and fill in disturbed areas
- Improved trail signage & trail connection
- Baffle gate at Upper Rim Trail
- Improved circulation and sight lines



Feedback

How you can provide feedback

- Online at Yoursay.rdco.com between April 5th to 29th
- Public Open House (Pop up in Kalamoir) on April 16th from 10:00 am to 2:00pm

Thank you!