

PEACE RIVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE MEETING

A G E N D A

for the meeting to be held on **Monday, January 20, 2020**
in the Regional District Office Boardroom 1981 Alaska Avenue,
Dawson Creek, BC, commencing at 10 a.m.

- 1. CALL TO ORDER: THE CAO OR DESIGNATE WILL CALL THE MEETING TO ORDER.**
- 2. ELECTION OF CHAIR AND VICE-CHAIR:**
- 3. DIRECTOR'S NOTICE OF NEW BUSINESS:**
- 4. ADOPTION OF AGENDA:**
- 5. ADOPTION OF MINUTES:**
 - M-1 Regional Parks Committee Meeting Minutes of February 12, 2019.
- 6. BUSINESS ARISING FROM THE MINUTES:**
- 7. DELEGATIONS:**
- 8. REPORTS:**
 - R-1 January 14, 2020 – Lyle Smith, Chief Financial Officer – 2020 Recreational Trails Grant Request – Tumbler Ridge Mountain Bike Association
 - R-2 January 13, 2020 – Trish Morgan, General Manager of Community Services & Lyle Smith, Chief Financial Officer – Site C Recreation Opportunities Plan Development and Rustic Recreation Sites Fund
 - R-3 January 10, 2020 – Trish Morgan, General Manager of Community Services – Blackfoot/Clayhurst Boat Launch
 - R-4 January 10, 2020 – Kari Bondaroff, Environmental Services Manager – 2019 Overview of Year One In-House Parks Maintenance
 - R-5 January 10, 2020 – Trish Morgan, General Manager of Community Services – Blackfoot Regional Park 5-Year Development Plan
 - R-6 December 23, 2019 – Trish Morgan, General Manager of Community Services – Montney Centennial Regional Park Update
 - R-7 January 10, 2020 – Trish Morgan, General Manager of Community Services – Peace Lookout Drainage Plan
 - R-8 January 10, 2020 – Trish Morgan, General Manager of Community Services – Prespatou Walking Trail – Permit and MoU
 - R-9 January 8, 2020 – Trish Morgan, General Manager of Community Services – Connecting Communities – Trails Project Update
 - R-10 December 17, 2019 – Trish Morgan, General Manager of Community Services – 2020 Budget Review – Function 200 Regional Parks
- 9. NEW BUSINESS:**
- 10. ADJOURNMENT:**



PEACE RIVER REGIONAL DISTRICT
REGIONAL PARKS COMMITTEE
MEETING MINUTES

M-1

DATE: February 12, 2019

PLACE: Boardroom, Regional District Office, Dawson Creek, BC

PRESENT: Directors:
Director Dan Rose
Director Karen Goodings
Director Lorraine Michetti
Director Rob Fraser

Guests:
Director Leonard Hiebert
Director Brad Stewart
Director Dale Bumstead
Jana Zelenski, Principal Landscape Architect, Lanarc Consultants - via telephone/Webex

Staff:
Trish Morgan, General Manager of Community Services
Bryna Casey, Parks and Rural Recreation Coordinator
Barb Coburn, Recording Secretary

CALL TO ORDER Shawn Dahlen, Deputy Chief Administrative Officer called the meeting to order at 1:15 p.m.

ELECTION OF CHAIR Shawn Dahlen, Deputy Chief Administrative Officer called for nominations for the office of Chair for 2019-2020.

Director Goodings nominated Director Rose for the office of Chair; Director Hiebert seconded the nomination.

Director Rose accepted the nomination. Hearing no other nominations the Chief Administrative Officer declared Director Rose as Chair of Regional Parks Committee for 2019-2020.

ELECTION OF VICE CHAIR The Chief Administrative Officer called for nominations for the office of Vice Chair for 2019-2020.

Director Goodings nominated Director Fraser for the office of Vice Chair; Director Hiebert seconded the nomination.

Director Fraser accepted the nomination. Hearing no other nominations the Chief Administrative Officer declared Director Fraser Vice Chair of Regional Parks Committee for 2019-2020. Director Rose assumed the Chair

ADOPTION OF THE AGENDA

February 4, 2019
Agenda

MOVED by Director Fraser, SECONDED by Director Hiebert,
That the Regional Parks Committee agenda for the February 4, 2019 meeting be adopted.
CALL TO ORDER: TRISH MORGAN, GENERAL MANAGER OF COMMUNITY SERVICES WILL CHAIR
ELECTIONS OF CHAIR AND VICE CHAIR
DIRECTOR'S NOTICE OF NEW BUSINESS:
ADOPTION OF AGENDA:

ADOPTION OF MINUTES:
M-1 Regional Parks Directors' Committee Minutes of September 25, 2018
BUSINESS ARISING FROM THE MINUTES:
DELEGATIONS:
D-1 Jana Zelenski, Principal Landscape Architect, Lanarc Consultants – Connecting
Communities Trails Project Update
a) Comparator Study Report
b) Options Development Summary
CORRESPONDENCE:
REPORTS:
R-1 January 28, 2019 - Bryna Casey, Parks and Rural Recreation Coordinator - Seasonal
Parks Maintenance Pilot Project
R-2 January 16, 2019 - Trish Morgan, General Manager of Community Services - 2019
Recreational Trails Grants-in-Aid Allocations
R-3 January 25, 2019 - Trish Morgan, General Manager of Community Services - 2019
Draft Regional Parks Budget
R-4 January 30, 2019 - Trish Morgan, General Manager of Community Services - Blackfoot
Park Development Update
DISCUSSION ITEMS:
NEW BUSINESS:
COMMUNICATIONS:
DIARY:
ADJOURNMENT:

CARRIED.

MINUTES:

M-1
September 25, 2018

MOVED by Director Fraser, SECONDED by Director Michetti,
That the Regional Parks Committee Meeting minutes of September 25, 2018 be adopted.
CARRIED.

DELEGATIONS:

D-1
Connecting
Communities Trails
Projects - Update

Jana Zelenski, Principal Landscape Architect, Lanarc Consultants reviewed a PowerPoint
presentation regarding proposed options for trails between Fort St. John and Charlie Lake
and between Dawson Creek and Pouce Coupe.

DELEGATIONS (CONTINUED):

D-1 (continued)
Connecting
Communities Trails
Projects - Update

MOVED by Director Michetti, SECONDED by Director Fraser,
That the Regional Parks Committee recommends that the Regional Board authorize presentations be made to councils of the City of Fort St. John, City of Dawson Creek and the Village of Pouce Coupe regarding the "Connecting Communities Trails Project" prior to engaging the public and potentially affected adjacent property owners

CARRIED.

REPORTS:

R-1
Seasonal Parks
Maintenance Pilot
Project

MOVED by Director Goodings, SECONDED by Director Fraser,
That the Regional Parks Committee recommends that the Regional Board receive the report titled "Cost Benefit Analysis – In House v. Contracted Seasonal Parks Maintenance"; further, that a two-year pilot project commencing in 2019 to employ two seasonal staff to conduct park maintenance at regional parks from April to October (7 months) in each year of the pilot project be referred to the 2019 Budget Process for consideration.

CARRIED.

MOVED by Director Michetti, SECONDED by Director Goodings,
That the Regional Parks Committee recommends that the Regional Board postpone the motion from the November 8, 2018 Board meeting that states:
"That a park caretaker for Blackfoot Park be contracted in 2019 to oversee free camping services, to provide park maintenance and to assist with the development of a plan to transition to a fee-for-service camping model at Blackfoot Park for the 2020 season."
until after the caretaker site has been constructed and is fully operational.

CARRIED.

R-2
2019 Recreational
Trails Grants-in-Aid
Allocations

MOVED by Director Goodings, SECONDED by Director Fraser,
That the Regional Parks Committee recommends that the Regional Board approve a grant in the amount of \$13,000 be provided to the Whiskey Jack Nordic Ski Club from the 2019 Recreational Trails Grants-in-Aid to construct a day lodge and an accessible pit toilet within Beaton Provincial Park.

CARRIED.

MOVED by Director Goodings, SECONDED by Director Fraser,
That the Regional Parks Committee recommends that the Regional Board approve a grant in the amount of \$38,561.25 be provided to the Prespatou Planning Committee Society from the 2019 Recreational Trails Grants-in-Aid to develop and construct a gravel walking path in Ministry of Transportation Right-of-Way that runs through the Prespatou community pending receipt of permit from the Ministry of Transportation and Infrastructure.

CARRIED.

REPORTS (CONTINUED):

R-2 (continued)
2019 Recreational
Trails Grants-in-Aid
Allocations

MOVED by Director Goodings, SECONDED by Director Fraser,
That the Regional Parks Committee recommends that the Regional Board approve a grant
in the amount of \$23,414.95 be provided to the Bear Mountain Nordic Ski Association from
the 2019 Recreational Trails Grants-in-Aid to complete a geotechnical study for the
proposed ski playground, and to improve drainage on the Wolf and Lynx trails.

CARRIED.

R-3
2019 Draft Regional
Parks Budget

MOVED by Director Fraser, SECONDED by Director Goodings,
That the Regional Parks Committee recommends that the Regional Board approve the
inclusion of the 2019 Regional Parks budget (Option A) in the 2019 Annual Financial Plan as
presented.

CARRIED.

R-4
Blackfoot Park
Development Update

Trish Morgan, General Manager of Community Services gave a brief update regarding the
progress of the Blackfoot Park developments.

Adjournment: The Chair adjourned the meeting at 3:38 p.m.

Director Dan Rose, Chair

Barb Coburn, Recording Secretary



REPORT

To: Regional Parks Committee

Date: January 14, 2020

From: Lyle Smith, Chief Financial Officer

Subject: 2020 Recreational Trails Grant Request - Tumbler Ridge Mountain Bike Association

RECOMMENDATION #1:

That the Regional Parks Committee review the grant application from Tumbler Ridge Mountain Bike Association in the amount of \$20,000 to support a Pump Track facility located in Tumbler Ridge

RECOMMENDATION #2:

That the Regional Parks Committee make recommendation to the Regional Board to include the grant commitment in the draft 2020 Regional Grants budget.

BACKGROUND/RATIONALE:

The purpose of this report is to provide the Regional Parks Committee with the information necessary to determine support for the grant application from the Tumbler Ridge Mountain Bike Association (TRMBA). The applicant has made a grant request to the Recreational Trails Grant-in-Aid program for financial assistance to support their Pump Track project. This project will see the applicant construct a looped trail that will be paved for use by bikes, scooters, and skateboards. The total cost of the project is \$250,000. For a full breakdown of costs, revenues and other funders, please see the attached budget in the grant application.

This project meets the criteria as outlined in the Recreational Trails Grant-in-Aid policy #0340-30-8 and will enhance the community and provide a free place to gather, play and exercise. It will accommodate users of all levels and ability, and is anticipated to attract interest from all areas of the region. The site will be constructed on land owned by the District of Tumbler Ridge, who will continue to operate, maintain it and cover the costs associated with the site in the future. TRMBA is registered not-for-profit society in good standing with the *Societies Act of BC*, and meets the eligibility criteria as outlined in the policy.

The Regional District only received one grant application for support from the 2020 Recreational Grant-in-Aid program. In prior years, the amount budgeted under Recreational Trails Grants-in-Aid has been \$75,000 and gets budgeted annually as part of the Regional Parks budget of the Annual Financial Plan. The annual deadline to apply is annually on November 15th and applications are to be adjudicated on the basis of need, availability of funds, and the selection criteria as identified in Section 3.8 of the Recreational Trails Grants-in-Aid Policy Statement outlined below:

Primary Criteria:

- Provides opportunities for healthy lifestyles;
- Fosters "regional pride" in the natural environment of the Regional District;
- Strives to make recreational trails accessible for multiple different user groups and those with mobility challenges;

Staff Initials:

Dept. Head:

CAO:

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January 20, 2020

- Utilizes public lands (Crown or local government) while avoiding conflict with private lands; and
- Builds on the Provincial Trails Strategy (i.e., Connecting Communities).

Secondary Criteria:

- **Geographic coverage** - ideally the regional trail system should be effectively distributed throughout the Regional District of interest to the whole region and service all residents.
- **Environmental, education or heritage representation** -potential sites should be regionally significant landscapes and represent the diverse landscapes that the region encompasses.
- **Project and ongoing operational costs** - development, maintenance and ongoing operational costs must be identified to be reasonably manageable by the organization responsible.
- **Partnerships** - fostering partnerships with interest groups or other government agencies
- **Proximity** - trails that are located in close proximity to existing trails and parks or similar amenities should be considered.
- **Already established as an unofficial trailhead** - trails that are already established or maintained in a positive manner and demonstrate a high utilization.
- **User and site safety and the capacity to maintain** - user and site must be considered to ensure the non-profit groups are able to maintain them to a reasonable and safe standard.

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee not support the grant request from the Tumbler Ridge Mountain Bike Association and make recommendation to the Regional Board that the application be denied.
2. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

- ☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

- Grant funding is payable by claim reimbursement as of April 15th of each year.

COMMUNICATIONS CONSIDERATION(S):

TRMBA will be notified in writing of the outcome of its grant application.

OTHER CONSIDERATION(S):

This is the first grant application that this organization has submitted.

Attachments:

1. TRMBA grant application
2. Recreational Trails Grant-in-Aid Policy #0340-30-8



PEACE RIVER REGIONAL DISTRICT

Recreation Trails Grants-in-Aid

Schedule "A" - Application

Date: November 14, 2019

Society Number: S00070273

APPLICANT INFORMATION

1) Name of Organization: Tumbler Ridge Mountain Bike Association

2) Contact Person: Jane Butters

Position: President

Mailing Address: PO Box 1344

Phone: 250-819-8060

Fax:

N/A

Email: tumbleridgemba@gmail.com

Website: trmba.ca

Please list our organization on the PRRD website as a "Local Community Group" ☒ Yes ☐ No (please check one)

3) Purpose of your organization & description of the types of activities your organization is involved in.

The purpose of TRMBA is to advocate for, enhance, support, develop and preserve Mountain Biking trail opportunities for local and tourist users in Tumbler Ridge. TRMBA creates and implements bicycling education and other related opportunities and events for trail users of all ages and abilities. TRMBA commits to building safe, sustainable trails and biking infrastructure. The Membership of TRMBA volunteer at events, host weekly group rides, map existing trails, do trail maintenance, trail development, stakeholder engagement, executes projects and more.

4) If applicable, does your organization own any facilities or properties? ☐ Yes ☒ No (please check one)

Please give the 9-1-1 address and legal description of the property that your organization either leases or owns.

5) Executives of Your Organization:

President/Chair

Name: Jane Butters Phone: 250-819-8060 Email: j_butters@hotmail.com

Vice President/Vice Chair

Name: Cameron Drever Phone: 250-242-7962 Email: cameron.drever@gmail.com

Treasurer

Name: Steve Tory Phone: 250-242-7195 Email: tumblersteven@gmail.com

Secretary

Name: Jennifer Nicholas Phone: 250-819-5130 Email: j.nicholas1224@gmail.com



6) Please provide a 5 year action plan for your organization.

Year 1: 2019 - Trail Master Plan Project & Website Project

Year 2: 2020- Pump Track Project

Year 3: 2021 - 1 Uphill pedal trail and 1-2 down trails & skills trails around pump track

Year 4: 2022 - 2-3 Downhill and Crosscountry Trails

Year 5: 2023 - 2-3 Downhill trails

PROPOSED PROJECT INFORMATION (please complete the questions below or attach a separate sheet)

7) Describe the project for which your organization is requesting funding.

The Tumbler Ridge Mountain Bike Association (TRMBA) is requesting \$20,000 in funding for our 2020 Pump Track Project. A pump track is a looped trail designed for all things on wheels, from bikes to scooters to skateboards. The paved facility will combine rolling jumps with turns they are accessible for all. Teaching the basic skills of carrying momentum, balance and speed by using your arms and legs to pump your bike/board/scooter around the track.

8) Describe how your project will provide opportunities for healthy lifestyles – physical, mental and spiritual.

The pump track facility will provide a free community space to gather, play and exercise. This venue will cater to all skill levels and ages and any person, local or visitor, will be able to enjoy time spent at the pump track. Biking has been proven to increase health and wellness and provides a form of low impact cardiovascular recreation. This space will improve physical health through exercise, mental health through exercise and social interaction and spiritual health through a connection with the surrounding landforms of the Northern Rocky Mountains.

9) Describe how the project will foster "regional pride" in the natural environment of the Regional District.

As a result of our location, travel to the pump track and future mountain biking infrastructure in Tumbler Ridge will generate traffic through the surrounding communities of Dawson Creek, Chetwynd and Fort St. John. This was further emphasized through the establishment of the TRMBA's group ride program, which attracted bikers from Tumbler Ridge, Dawson Creek and Chetwynd, demonstrating a sense of regional pride in the sport of mountain biking and the infrastructure that our organization is building. Long term, we hope to integrate our infrastructure into a regional mountain biking master Plan.

10) Describe how the project will make trails more accessible for multiple different user groups and those with mobility challenges.

As a paved facility, the project will be accessible to bikes, scooters, skateboards, roller blades and any other non-motorized wheeled apparatus, so long as they are able to carry momentum through the rolling obstacles and berms.



- 11) Describe how the project will utilize Crown or local government lands and measures that will be taken to avoid conflict with private lands (where applicable).

The project will be built on land owned and maintained by the District of Tumbler Ridge. This ensures the long term maintenance costs will be covered well into the future and provides stability of the project for years to come. There are no potential conflicts with private lands.

- 12) Describe how the project will build on the Provincial Trails Strategy

(http://www.sitesandtrailsbc.ca/documents/Trail_Strategy%20for_BC.pdf)

The TRMBA is looking to turn Tumbler Ridge and the surrounding region into a world-class mountain biking destination. This will be completed through a combination of environmental stewardship (working with Rec Sites and Trails BC to consult all stakeholders), collaborative planning (working with and building on the successes of other organizations such as WNMS and Grizzly Valley ATV Club), good governance, sustainable funding (Establishing relationships with the District of Tumbler Ridge and other funders to ensure long term stability), effective management, and strategic marketing.

- 13) How many volunteers does your organization have and approximately how many hours does your membership contribute each year?

The TRMBA Board and Membership (24 people total) have committed 750.6 hours to the organization in 2019 as tracked in our organization task tracking list.

- 14) If there are continuing costs to operate or maintain your project, how do you plan to meet these costs in the future?

The District of Tumbler Ridge will own, operate and maintain the project and will cover the costs associated in the future.

- 15) Please provide on a separate sheet information on how your project addresses one or more of the secondary selection criteria:

Geographic Coverage	Ideally the regional trail system should be effectively distributed throughout the Regional District. Potential sites should be of interest to the whole region in the interest of servicing all residents.
Environmental, education or heritage representation	Representative or regionally significant landscapes should be considered when developing a new trail or preserving an existing one. Potential sites should be chosen to represent the diverse landscapes that the area encompasses. Balancing wildlife values against the proposed benefits of trail development should also be considered along with the unique historic, cultural, ecological, and educational aspects of the area.
Partnerships	Fostering partnerships with interest groups or other government agencies should be considered as it will aid in offsetting costs to develop and maintain existing or future regional trails.
Proximity	Trails that are located in close proximity to existing trails and parks or similar amenities should be considered.



Already established as an unofficial trailhead	Trails that are already established or maintained in a positive manner and demonstrate a high utilization rate should be considered.
User and site safety and the capacity to maintain	User and site must be considered to ensure the non-profit groups are able to maintain them to a reasonable and safe standard expected of a natural trail for the safe enjoyment of the public.

18) TOTAL funds requested from the Regional District:

\$20,000

INCLUDED THE FOLLOWING ATTACHMENTS WITH YOUR APPLICATION

- a) Application Checklist
- b) Resolution from the society(s) board of directors authorizing the project and application to the Regional District for funding
- c) Project budget including:
 - i. Detailed cost estimates
 - ii. Sources of confirmed revenue
 - iii. Sources of revenue yet to be confirmed (i.e., pending grant applications)
 - iv. Sources of donations for labour and/or materials
- d) Three (3) quotes for any items valued at over \$3,000
- e) Current and year-end financial statements (balance sheet and income statement)
- f) Map and pictures showing the location of the project and planned route
- g) Confirmation of an agreement with Recreation and Trail Sites BC or BC Parks or a Council/Board resolution providing authorization to develop or re-establish a trail on local government property
- h) Two (2) letter of support from other organizations or groups supporting the project.



Signature of Applicant

250-819-5130

Phone



Project Budget
Tumbler Ridge Mountain Bike Association
Spring 2020 Pump Track Project

Item:	Cost:
Pump Track Construction, which includes: • Design of the Pump Track to a Red Bull Event Specification • Contractor Fees (Accommodations, Travel, etc.) • Construction of the Pump Track (Contractors and Equipment) • Quality Control/Quality Assurance during build • Meeting with District Staff to review future maintenance	\$200,000
Fencing • Materials • Layout and Installation	\$23,300
Bench Seating • Materials and Delivery	\$9,800
Signage • Sign Drafting and Design • Sign Printing • Sign Delivery and Installation	\$4,400
Project Contingency (5%)	\$12,500
Total:	\$250,000

Funding Sources Breakdown

Source:	Amount:	Progress:
Northern Development Initiative Trust	\$50,000	Secured
Tumbler Ridge Community Forest	\$30,000	Secured
Peace River Regional District Trails Grant	\$20,000	Applied
Local Major Industry	\$50,000	In Progress ⁽¹⁾
District of Tumbler Ridge	\$100,000	Apply to 2020 Grant-in-Aid ⁽²⁾
Total Secured:		\$80,000
Total Pending:		\$170,000

(1) – Amount dependant on fundraising outcome.

(2) – Amount subject to change pending fundraising outcome.

Please provide on a separate sheet information on how your project addresses one or more of the secondary selection criteria:

Partnerships

This project fosters collaboration and close partnerships between multiple groups and government agencies within the region.

- The District of Tumbler Ridge taking over the ownership and maintenance of the facility. The District owning this facility relieves financial stressed and allows us to allocate resources for other projects in the TRMBA Strategic Plan.
- TRMBA has a formal partnership with the Tumbler Ridge Global Geopark and will seek permission to use the District/Geopark shared branding scheme on all project signage.
- TRMBA works closely with the local hiking association, Wolverine Nordic Mountain Society to work on existing trail systems within Tumbler Ridge that are easily made bikeable.
- TRMBA is working closely in partnership with Rec Sites and Trails BC to obtain tenure along the stretch of ridge near Tumbler Ridge for future trail development.
- TRMBA works with many other stakeholders within the community and have had attendance at stakeholder meetings from the following groups: The Peace River Regional District, the District of Tumbler Ridge, Rec Sites and Trails BC, local woodlot owners, the Tumbler Ridge Community Forest, the Tumbler Ridge Global Geopark, WNMS, the Grizzly Valley ATV Club and Tumbler Ridge Search and Rescue.

Proximity

Both currently proposed locations for the pump track trail circuit will be located in close proximity to downtown, existing multi-use trails, sidewalks, ATV trails and hiking trails and can be accessed from any area of town safely. TRMBA's Trail Master Plan proposed linking bike specific trails to the pump track location that link up to the entire proposed trail network to come.

Environmental, education or heritage representation

The pumptrack, which will be located in the heart of Tumbler Ridge, will be the cornerstone of future mountain biking infrastructure in Tumbler Ridge. Much of this

infrastructure will be located on the adjacent Tumbler Ridge, which provides impressive views into the Northern Rocky Mountains. Coupled with the impressive geology and palaeontology of the surrounding rocks, the opportunities for educational signage at trailheads and strategic stopping points are endless.

In lieu of project quotes

TRMBA has already engaged the Canadian Ramp Company as part of the 2019 Trail Master Plan Project to fully design the pump track facility for the set amount of \$200,000. The design will be finalized and available for viewing by any interested organization in early 2020. The remainder of the project budget is \$50,000 to include signage, garbage bins, benches and picnic tables. The total project budget is \$250,000.

TRMBA can provide these designs and the financial quotes associated as soon as the final Trail Master Plan is completed provided to TRMBA in early 2020.

TRMBA has already successfully acquired a total of \$80,000 for the project. \$30,000 from the Tumbler Ridge Community Forest and \$50,000 from Northern Development Initiative Trust. The original scope of the project was for a dirt facility and TRMBA has scaled up to a paved project for the reduction of maintenance costs and for long term sustainability and usability for the community and region over a longer timeframe. TRMBA is actively fundraising and submitting grants for the remainder of the budget over the winter of 2019/2020.



To: Peace River Regional District

November 14, 2019

Re. TRMBA Board of Directors Resolution of Support for PRRD Recreational Trails Grant

To whom it may concern,

At the November 14, 2019 TRMBA Regular Board Meeting, the Board unanimously passed a motion of support to apply for the Peace River Regional District Recreational Trails Grant for the 2020 Pump Track Project.

MOVED/SECONDED

THAT the Tumbler Ridge Mountain Bike Association Board of Directors approves an application to the Peace River Regional District Recreational Trails Grant in the amount of \$20,000.

CARRIED

If you require any further information please feel free to reach out any time.

Sincerely,

A handwritten signature in blue ink, which appears to read "J Butters", is positioned below the word "Sincerely,".

Jane Butters

President

Tumbler Ridge Mountain Bike Association

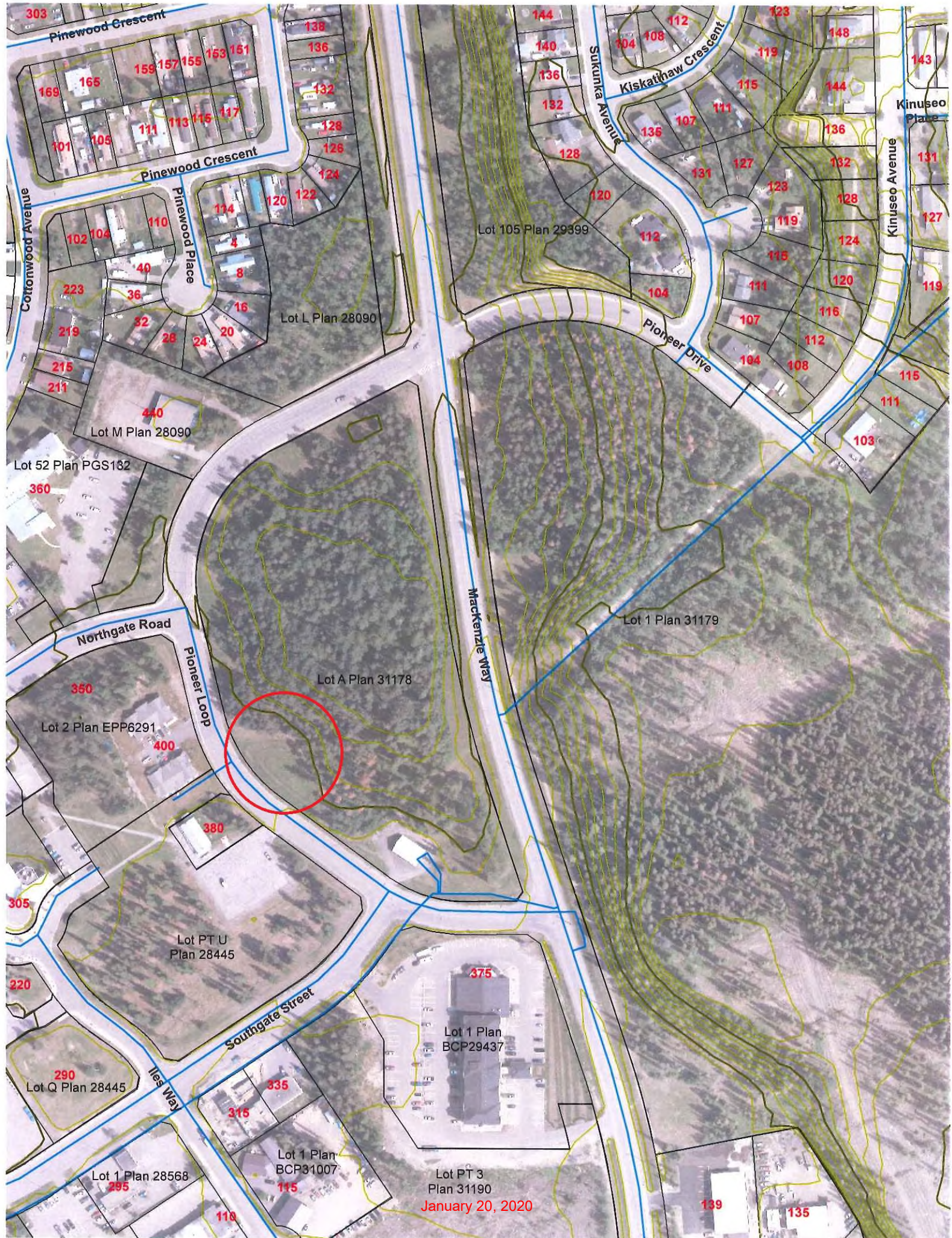
tumblerridgemba@gmail.com

(250) 819-8060

January 20, 2020

TRMBA General Ledger 2019

2019										
Income	Description	Income	Expense	CHECK	Bank Fees	Donations	Insurance	Grants / Grant ex	Memberships	Admin
Jan 7/19	Donation - Jacques Electric	\$150.00		£0.00		£ 150.00				
Jan 9/19	Donation - Finning (Prince George)	\$500.00		£0.00		£ 500.00				
Jan 10/19	Donation - Embassy Maintenance	\$100.00		£0.00		£ 100.00				
Jan 23/2019	Grant-Tumbler Ridge Community Forest	30,000.00		£0.00				30,000.00		
Feb 7/19	Donation - Conuma Coal	\$250.00		£0.00		£ 250.00				
Feb 28/18	Monthly bank fee rebate	\$1.95		£0.00	£ 1.95					
Mar 27/19	Donation - Meikle Wind Energy	\$750.00		£0.00		£ 750.00				
Mar 29/19	Monthly bank fee rebate	\$1.95		£0.00	£ 1.95					
Apr 2/19	Donation - Gear O Rama	\$200.00		£0.00		£ 200.00				
Apr 30/19	Bank account rebate	\$1.95		£0.00	£ 1.95					
May 31/19	Monthly bank fee rebate	\$1.95		£0.00	£ 1.95					
Jun 28/19	Monthly bank fee rebate	\$1.95		£0.00	£ 1.95					
July 31/19	Monthly bank fee rebate	\$1.95		£0.00	£ 1.95					
July 4/19	Grant in Aid (DTR) 50% and Fee for Service (DTR) 100%	\$24,500		£0.00				\$24,500		
Jul 31/19	Account Balance Rebate	\$1.95		£0.00	£ 1.95					
Sep 9/19	Membership Fee Deposit	\$140.00		£0.00					\$140.00	
Sep 30/19	Account Balance Rebate	\$1.95		£0.00	£ 1.95					
Oct 11/19	Donation \$60 American	\$76.74		£0.00		£ 76.74				
				£0.00						
Expenses				£0.00						
Jan 31/19	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
Jan 31/19	Overdraft interest		-\$0.01	£0.01						
Dec 31/18	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
Feb 26/19	Reimbrs application fee (Jane)		-\$50.00	£0.00						-50
Feb 26/19	Reimbrs change in director fee (Jane)		-\$15.00	£0.00						-15
Feb 26/19	Reimbrs Logo Design (Curtis)		-\$120.00	£0.00						-120
Feb 28/19	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
Mar 7/19	Reimbrs IMBA membership (Fran)		-\$75.00	£0.00						
Mar 29/19	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
Apr 23/19	Oasis Outdoor Adventure Sports Solutions Inc. (CGL Insurance Feb 25 - May 6 term)		-\$195.00	£0.00			£ (195.00)			
Apr 23/19	Oasis Outdoor Adventure Sports Solutions Inc. (D&O Insurance Policy)		-\$1,050.00	£0.00			£ (1,050.00)			
Apr 30 /19	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
May 3/19	50% of Application Fee for incorp.		-\$50.00	£0.00						-50
May 31/19	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
Jun 28/19	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
July 31/19	Monthly bank fee		-\$1.95	£0.00	£ (1.95)					
July 17/19	Cheque Order		-\$33.75	£0.00						-\$33.75
July 08/19	Reimbrs (change in directors fee)		-\$15.00	£0.00						-\$15.00
July 08/19	Reimbrs (change in directors fee)		-\$15.00	£0.00						-\$15.00
July 17,2019	Cheque order from TD		-\$33.75	£0.00						-\$33.75
July 31, 2019	Monthly Plan Fee		-\$1.95	£0.00	£ (1.95)					
Aug 14/19	50% payment of Trails Master Plan to Canadian Ramp Company		-\$22,500.00	£0.00				-\$22,500.00		
Aug 23/19	Insurance, Commercial General Liability		-\$1,000.00	£0.00			£ (1,000.00)			
Aug 30/19			-\$1.95	£0.00	£ (1.95)					
Sept 30/19	Monthly Plan Fee		-\$1.95	£0.00	£ (1.95)					
				£0.00						
				£0.00						
				£0.00						
				£0.00						
				£0.01	£ (5.85)	£ 2,026.74	£ (2,245.00)	32000	65	-332.5
Total		\$56,682.34	-\$25,173.96	£0.01	£ (5.85)	£ 2,026.74	£ (2,245.00)	32000	65	-332.5
Balance			\$31,508.38							
Balance Calculat			\$31,508.38							





Pump Track Examples





DISTRICT OF TUMBLER RIDGE

February 20, 2019

Northern Development Initiative Trust
301-1268 5th Ave
Prince George, BC
V2L 3L2

Re. Tumbler Ridge Mountain Bike Association – Pump Track Project

This letter is to provide confirmation to NDIT that Council has indicated they are willing to provide lands for the construction of the Tumbler Ridge Mountain Bike Association's Pump Track Project.

Following construction and completion of the project the District is willing to take over ownership and maintenance of the facility.

Sincerely,

A handwritten signature in black ink, appearing to be 'Jordan Wall'. The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.

Jordan Wall
Chief Administrative Officer
District of Tumbler Ridge



Tumbler Ridge Search and Rescue

PO Box 1901, Tumbler Ridge, BC, V0C 2W0



November 14th, 2019

PRRD,

Tumbler Ridge Search and Rescue is very excited about the overall goals of our local mountain bike association. They have been very responsible in consulting with us regarding the safety of their long-term plans in the area and the benefit to our community is clear.

I'd like to endorse their application for PRRD funding for a pump-track – a project that has already gained a lot of community support and should provide everyone in Tumbler Ridge with a brand new recreational opportunity.

Sincerely,

Steven Tory
President - Tumbler Ridge Search & Rescue
250-242-7195
TumblerRidgeSAR@Gmail.com

January 20, 2020

Wolverine Nordic and Mountain Society

Box 1602

Tumbler Ridge, BC

V0C 2W0



February 1st, 2019

Re. Letter of Support for the Tumbler Ridge Mountain Bike Association

The Wolverine Nordic and Mountain Society (WNMS) is pleased to provide this letter to the Tumbler Ridge Mountain Bike Association in support of their efforts to establish mountain bike infrastructure and build the biking community in Tumbler Ridge and the Peace Region.

The Wolverine Nordic and Mountain Society is Tumbler Ridge, BC's four-season non-mechanized outdoors group. The club is made up entirely of volunteers, with no paid staff, and has been registered as a non-profit society in BC since 1994. Our mission is to promote and develop all aspects of people-powered outdoor recreation in the Tumbler Ridge area. This includes the creation and maintenance of trails in the area.

WNMS is in support of the TRMBA's primary initiatives, since they complement the developments of our club. Our club supports biking, but hasn't had the specific focus on it that the TRMBA will bring. TRMBA's initiatives include completion of a Mountain Bike Master Plan, creation of a Pump Track, a Jump Trail and the development of biking trails that meet international standards within the Tumbler Ridge area. We recognise that the result of these accomplishments will have a positive effect on the community providing affordable family friendly recreation, economic diversity, business opportunity, attraction and retention of families, additional tourism and contribute to an overall healthy community.

WNMS appreciates TRMBA's initiatives and the potential benefits to the community and region. We are pleased to begin building a relationship with this new organization and hope this letter of support aids them in their efforts to secure funding and helps them gain support from other community leaders.

Sincerely,

Kevin Sharman

President, Wolverine Nordic and Mountain Society

January 20, 2020

"RIDE THE RIDGE"



Photo by Frances Proc



Photo by BLINBA

RIDE THE RIDGE
TRMB

TUMBLER RIDGE MOUNTAIN BIKE ASSOCIATION

TUMBLERRIDGEMBA@GMAIL.COM

January 20, 2020

TRMBA STRATEGIC PLAN

CONTENT

- 003 INTRODUCTION TO TRMBA
- 005 DEVELOPMENT OF TRAILS
- 007 TRAIL LOCATION
- 009 REGIONAL AND LOCAL ECONOMIC IMPACTS
- 010 SIGNAGE
- 011 MAINTENANCE
- 012 4 YEAR PROJECTION PLAN
- 015 SAFETY AWARENESS
- 016 STRATEGIES TO GROW
- 017 MEMBERSHIP DEVELOPMENT
- 018 RESEARCH

January 20, 2020

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WORKING TOWARDS BUILDING PARTNERSHIPS WITH THESE LOCAL ORGANIZATIONS



WOLVERINE NORDIC & MOUNTAIN SOCIETY
PEACE RIVER REGIONAL DISTRICT
DISTRICT OF TUMBLER RIDGE
TUMBLER RIDGE GEOPARK
TUMBLER RIDGE SEARCH AND RESCUE
LOCAL FIRST NATIONS GROUPS
GRIZZLY VALLEY ATV CLUB
TUMBLER RIDGE CHAMBER OF COMMERCE
SCHOOL DISTRICT 59
LIONS CLUB
BC AMBULANCE
TUMBLER RIDGE FIRE DEPARTMENT
AND MORE ...

INTRODUCTION TO TRMBA

“The vision of TRMBA is to contribute to a vibrant mountain biking community and a world-class biking destination here in Tumbler Ridge”

We envision Tumbler Ridge, British Columbia will featuring a series of world-class mountain biking trails, ranging from a beginner-level trail around Quality Lake to challenging cross-country trails and exhilarating downhill trails from the summit of the Tumbler Ridge Mountain. An accessible pump track and skills park in town location as well for all ages.

HISTORY:

TUMBLER RIDGE MOUNTAIN BIKING ASSOCIATION (TRMBA) IS A NON PROFIT SOCIETY ESTABLISHED IN 2018, WHICH IS GOVERNED BY A 9-MEMBER BOARD OF (MOUNTAIN BIKE ENTHUSIAST) AND DIRECTORS. THE CLUB ORIGINATED WITH A DREAM OF CREATING WORLD-CLASS MOUNTAIN BIKE TRAILS IN THE TUMBLER RIDGE AREA WHEN A FEW LOCALS HAD A DREAM TO BRING RIDING TO THE BEAUTIFUL TUMBLER RIDGE AREA. WE ARE PASSIONATE ABOUT ALL FORMS OF CYCLING AND WANT TO CREATE AN ENVIRONMENT FOR THE WHOLE FAMILY TO ENJOY! OTHER BIKING COMMUNITIES HAVE GAINED SUBSTANTIALLY FROM THE IMPACT THAT THIS SPORT BRINGS. IT ALSO CREATES A PRIDE THAT IS ALREADY FELT HERE IN TUMBLER RIDGE BUT CAN ADD TO OUR AMAZING COMMUNITY.

THE PURPOSE OF THE SOCIETY IS TO:

- ADVOCATE FOR, ENHANCE, SUPPORT, DEVELOP AND PRESERVE MOUNTAIN BIKING TRAIL OPPORTUNITIES FOR LOCAL AND TOURIST USERS;
- PROVIDE LAND MANAGEMENT SOLUTIONS AND/OR RECOMMENDATIONS TO OTHER INTERESTED GROUPS;
- CREATE AND IMPLEMENT BICYCLING EDUCATION AND OTHER RELATED OPPORTUNITIES AND EVENTS FOR TRAIL USERS OF ALL AGES AND ABILITIES.
- TRMBA COMMITS TO BUILDING SAFE, SUSTAINABLE TRAILS. TRMBA IS CONFIDENT THAT THE TRAIL SYSTEM WILL BE ECONOMICALLY AND SOCIALLY BENEFICIAL TO THE REGION. THE DIRECTORS OF TRMBA ARE COMMITTED TO MAINTAIN ANY TRAIL CONSTRUCTED.

Photo by Curtus Mieczyski

January 20, 2020

DEVELOPMENT OF TRAILS



PLAN AREA

LOCATED JUST 4 KM FROM THE HEART OF DOWNTOWN TUMBLER RIDGE, THE PARKING LOT LOCATION WILL BE THE "HUB" OF MOUNTAIN BIKING FOR THE TUMBLER RIDGE MOUNTAIN AND QUALITY LAKE TRAIL. THE TUMBLER RIDGE DOWNHILL MOUNTAIN BIKE PARK WILL BE A SHORT 3 KM RIDE FROM THE SKILLS PARK AND PUMP TRACK AREA WHICH IS EASILY ACCESSED BY THE RESIDENTS OF TUMBLER RIDGE.

AFTER EXTENSIVE RESEARCH TRMBA WILL ONLY HIRE A WORLD LEADER IN MOUNTAIN BIKE TRAIL DESIGN, DEVELOPMENT, AND CONSTRUCTION AND UTILIZE THE LOCAL BUSINESSES AND CONTRACTORS.

TRMBA WILL BE CONTINUALLY LOOKING FOR MEANS AND FUNDING TO DEVELOP NEW TRAIL, MAINTAIN EXISTING TRAIL AND IMPROVE THE RIDING AREA. IN ORDER TO MAKE THE RIDING EXPERIENCE IN THE AREA UNFORGETTABLE, TRMBA'S LONG TERM GOAL IS TO BUILD A TOTAL OF - ROUGHLY 60+ KILOMETRES OF TRAIL IN THE AREA. THE MAJORITY OF NEW TRAIL WILL BE DESIGNED TO CREATE LINKAGES AND ALTERNATE LINES FOR EXISTING TRAILS. ADDITION OF AN "UP TRACK" (TO FACILITATE RIDING AND HIKING TO THE TOP OF THE TUMBLER RIDGE MOUNTAIN). AS WELL WE HOPE TO WORK WITH OUR PARTNERS TO FINISH THE CHRIS LEGG'S TRAIL AND MAKE IT MORE FAMILY FRIENDLY.

TUMBLER RIDGE CAN OFFER A MOUNTAIN BIKERS DREAM OF ENDLESS RIDING OPPORTUNITIES FROM THE POSSIBILITY OF LONG SCENIC CROSS COUNTRY RIDING, TO THE ADRENALINE JUNKIES DOWNHILL TRAILS & THE POSSIBILITY OF ALPINE RIDING.

TUMBLER RIDGE CAN OFFER THE BEST OF ALL TYPES OF RIDING AND BECOME A WORLD CLASS MOUNTAIN BIKING DESTINATION.

DEVELOPMENT OF TRAILS CONTINUED

TRAIL STANDARDS

TRMBA UNDER A PARTNERSHIP AGREEMENT WITH RECREATION SITES AND TRAILS BC (THE AGREEMENT IS IN PROGRESS AT THIS POINT). WILL CONSTRUCT TRAILS AS PER THE AGREEMENT AND ACCORDANCE TO INTERNATIONAL MOUNTAIN BIKING ASSOCIATION OF CANADA TRAIL STANDARDS. THE AREA WILL BE MANAGED WITH A "LIGHT HAND ON THE LAND" APPROACH AND BE RESPECTFUL OF OTHER TENURE HOLDERS. TRAILS AND TECHNICAL FEATURES WILL BE CONSTRUCTED IN A SAFE AND SUSTAINABLE MANNER. MOTORIZED ACCESS WILL NOT BE PERMITTED ON THE BIKE TRAILS TO PRESERVE THE TRAILS.

January 20, 2020

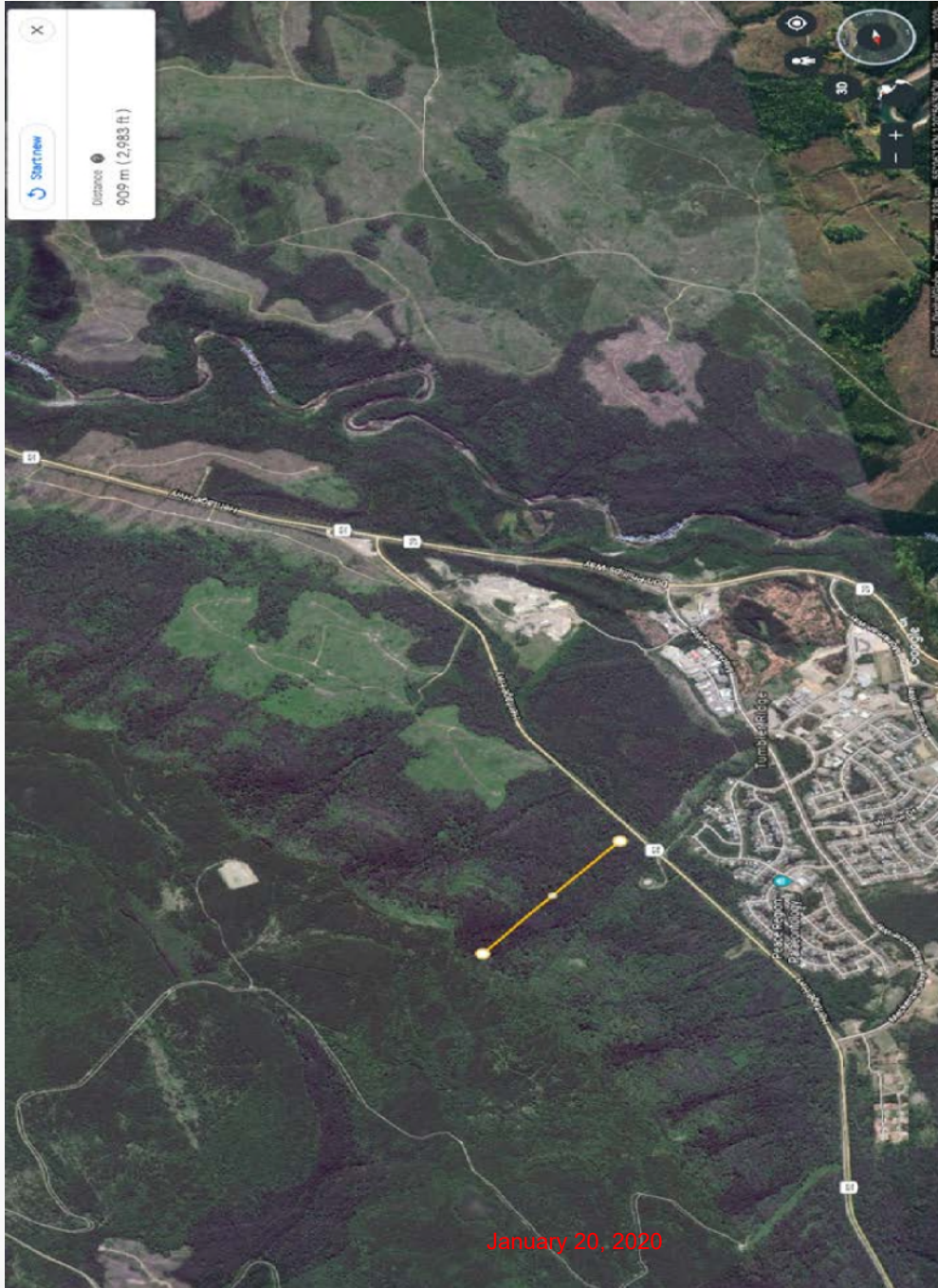
Photo by Curtis Miedzinski

APPLICATIONS FOR NEW TRAIL

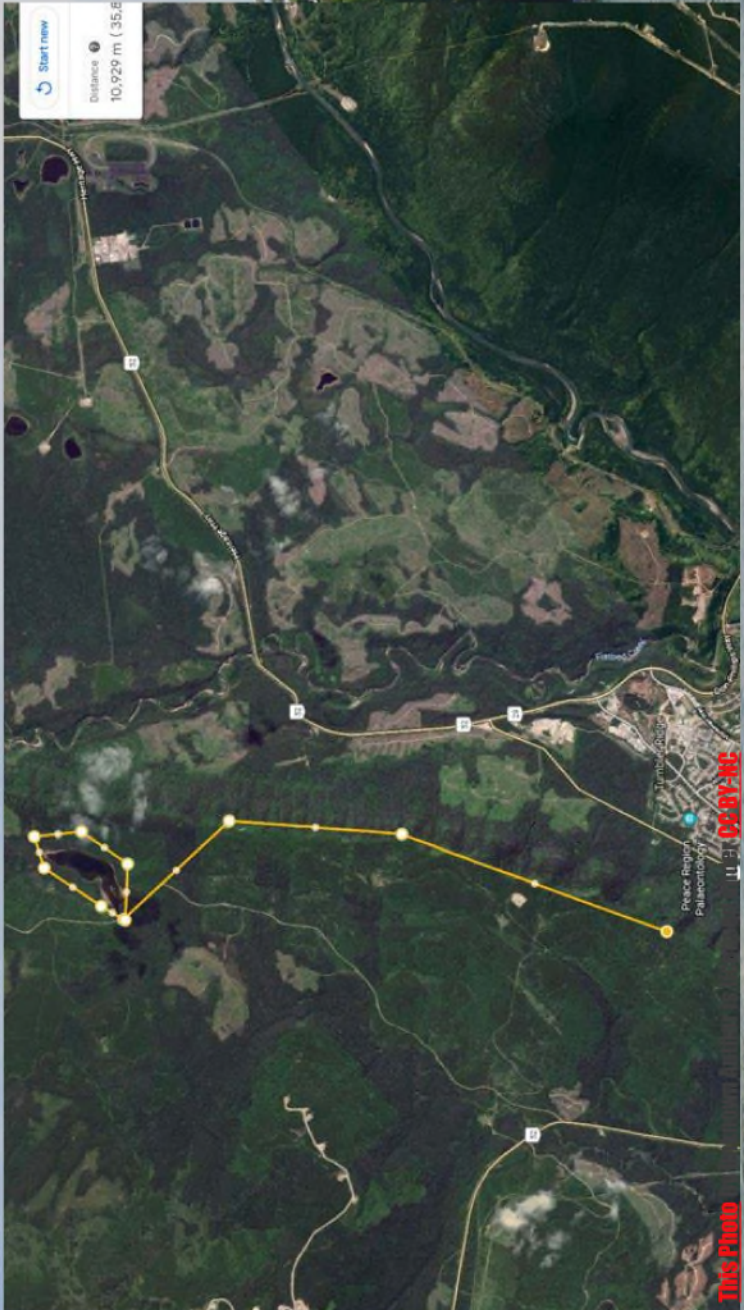
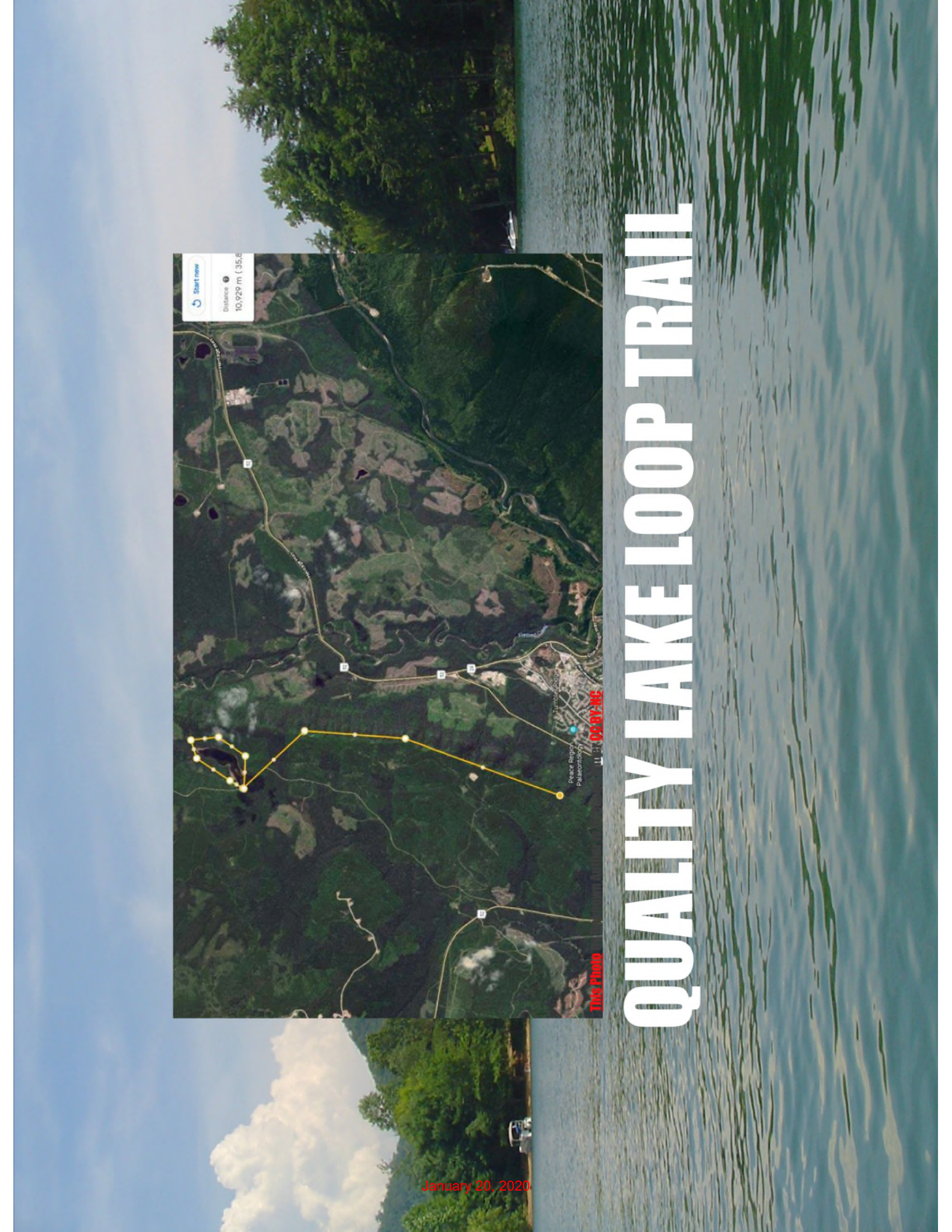
NEW TRAIL DEVELOPMENTS AND PROJECTS WILL BE SUBJECT TO AVAILABLE FUNDING. CURRENTLY THERE ARE NO PLANS FOR USER FEES ON ACCESSING TRAILS AND FACILITIES. EVENTS ARE ENVISIONED WHICH WILL LIKELY INVOLVE EVENT REGISTRATION FEES. THE RIDE THE RIDGE BIKE FESTIVAL, RIDING CAMPS, WEEKEND CLINICS AND OTHER RELATED EVENTS WILL LIKELY INVOLVE A COST GENERATING FEE STRUCTURE TO MEET THE MINIMUM ANNUAL INSURANCE FEE PLUS ONGOING MAINTENANCE COSTS. TRMBA WILL ENSURE THAT THE MANAGEMENT OF BOTH ESTABLISHED AND NEW TRAILS IS SUSTAINABLE.

PROPOSED LOCATION OF TRAILS

- THE DOWNHILL TRAILS WILL BE DESIGNED TO WORK WITH THE LANDSCAPE AND EXISTING TRAILS TO MINIMIZE IMPACT OF THE RUGGED WILDERNESS OF OUR BEAUTIFUL AREA. THE BALD SPOT TRAIL IS NOTED IN YELLOW ON THIS MAP.



January 20, 2020



QUALITY LAKE LOOP TRAIL

January 20, 2020

REGIONAL & LOCAL ECONOMIC IMPACTS

BUSINESS OPPORTUNITIES

BIKE SHOP, RESTAURANTS, HOTELS, CAMPGROUNDS, GROCERY STORES, TOUR OPERATORS

HEALTH CARE COST SAVINGS

BIKING INCREASES OVERALL HEALTH AND REDUCES RISK OF CHRONIC DISEASES FOR COMMUNITIES

ATTRACTION & RETENTION OF FAMILIES

AFFORDABLE RECREATION OPTION FOR FAMILIES

TOURISM

ADDITIONAL TOURISM DRAW FOR THE REGION, MUNICIPALITY AND THE GEOPARK. GROWTH OF OTHER TOURISM INDUSTRIES IN THE REGION

COMMUNITY PRIDE

GROWTH OF STRONG PRIDE FOR COMMUNITY BUILT AND FUNDED BIKING REGION

ATTRACTION & RETENTION OF WORKING PROFESSIONALS

WORK LIFE BALANCE FOR PROFESSIONALS TO WORK AND PLAY



January 20, 2020



Photos by Trent Ernst - Location: Tumbler Ridge

SIGNAGE

TRMBA WILL ADOPT THE TUMBLER RIDGE BRANDING THEME FOR ALL SIGNAGE WITH APPROVAL FROM THE DISTRICT AND GEOPARK

- **TRAIL MAPS WILL BE FOUND AT ALL SITE TRAIL KIOSKS, THE VISITORS CENTRE, LOCAL HOTELS, LOCAL GAS STATION, AND ONLINE AT THE TRMBA WEBSITE. SIGNS INDICATING THE LOCATION OF THE BIKING AREA WILL BE FOUND THROUGHOUT TOWN.**
- **MOUNTAIN BIKE SAFETY, ETIQUETTE AND DIRECTIONAL SIGNS WILL BE INSTALLED ON MAJOR KIOSKS AND AT ALL PARKING AREAS. SIGNS DESCRIBING THE TRAIL DIFFICULTY RATINGS WILL ALSO BE POSTED ON THE KIOSKS AND AT TRAIL HEAD TO ENSURE POTENTIAL RIDERS UNDERSTAND THE TRAIL RATING SYSTEM PRIOR TO EMBARKING ON THE TRAILS.**
- **TRAIL DIFFICULTY RATINGS WILL FOLLOW THE STANDARDS FAMILIAR TO THE PUBLIC, THAT ARE USED BY BC BIKE PARKS, MODELLED AFTER DOWNHILL SKI RUNS: GREEN CIRCLE (BEGINNER), BLUE SQUARE (INTERMEDIATE), AND BLACK DIAMOND (EXPERT) ARE PART OF ALL TRAILHEAD SIGNS. TRAIL DIFFICULTY SIGNS WILL BE INSTALLED AT ALL POINTS WHERE TRAILS SPLIT INDICATING WHICH DIRECTION IS WHAT LEVEL OF DIFFICULTY. "YOU ARE HERE" LOCATOR MAPS WILL BE INSTALLED WHERE NECESSARY.**
- **IF A CLOSURE OF THE AREA IS REQUIRED DUE TO FIRE HAZARD OR OTHER NATURAL DISASTERS, SIGNAGE ON ALL INFORMATION KIOSKS WILL BE CLEARLY POSTED. SPOT CHECKS WILL BE CONDUCTED BY TRMBA TO ENSURE THE CLOSURE IS BEING FOLLOWED.**
- **DURING CONSTRUCTION OF NEW TRAIL, A "TRAIL CLOSED" SIGN WILL BE POSTED AT THE POINT OF COMMENCEMENT OF THE TRAIL AND WILL REMAIN IN PLACE UNTIL THE TRAIL IS COMPLETED AND SAFE TO RIDE. THOSE TRAILS WILL REMAIN OFF ALL MAPS AND INFORMATIONAL SIGNAGE UNTIL COMPLETION.**

Photo by Mona Lowther

January 20, 2020

MAINTENANCE

TRAIL INSPECTIONS

- **ALL TECHNICAL FEATURES AND TRAILS WILL BE INSPECTED ANNUALLY IN THE SPRING. ALL HAZARDS WILL BE REMEDIATED IN A TIMELY MANNER. TRMBA CLUB MEMBERS WILL CONDUCT INSPECTIONS CONCURRENT WITH WEEKLY RIDES. MARKERS WILL BE USED TO NAME/IDENTIFY TRAIL FEATURES (BRIDGES, TECHNICAL TERRAIN FEATURES, BOARDWALKS. ANY ISSUES IDENTIFIED WILL BE REPORTED AND SCHEDULED FOR MAINTENANCE. SAFETY ISSUES THAT ARE IDENTIFIED WILL BE MARKED, OR TRAIL FEATURES MAY BE CLOSED/DEACTIVATED UNTIL THE PROBLEM CAN BE CORRECTED.**

- **TRMBA WILL COMMIT FUNDING TOWARDS TRAIL MAINTENANCE, AND PLANS TO USE THIS FUNDING TO CONTRACT PROFESSIONAL TRAIL BUILDING COMPANIES ANNUALLY FOR MAINTENANCE AND IMPROVEMENTS . THIS FUNDING WILL BE GENERATED FROM EVENTS, MEMBERSHIPS AND REQUESTS FOR GRANT-IN-AID FUNDING.**

VOLUNTEER WORK BEES

- **TRMBA WILL UTILIZE WORK BEES TO MAINTAIN TRAILS, BRIDGES AND TECHNICAL TRAIL FEATURES IN THE AREA. APPLICABLE SAFETY GEAR WILL BE USED WHEN REQUIRED, AND ALL WORKS WILL BE CARRIED OUT IN THE SAFEST MANNER POSSIBLE.**

January 20, 2020



Photo by BLMBA



Photo by BLMBA

Thanks to the awesome work crew that got the trails ready for the Big Pig. See More

4 YEAR PROJECTION

Year 1 (funding dependant)

- TRMBA WILL CONTRACT A WORLD CLASS PROFESSIONAL MOUNTAIN BIKE TRAIL BUILDING COMPANY TO COMPLETE A TRAIL DEVELOPMENT PLAN FOR TUMBLER RIDGE. ROUGH ESTIMATE OF \$15,000 - \$25,000 COST
- **PUMP TRACK** – PROJECTED (PENDING DISTRICT OF TUMBLER RIDGE APPROVAL) PROPOSED TRAILS THAT ARE NOT COMPLETED IN THE ONE-YEAR PLAN WILL BE CARRIED OVER TO THE 2 OR 3-YEAR PLAN. IT SHOULD BE NOTED THAT THE LOCATION/LENGTH OF TRAILS ARE ESTIMATES BASED ON TOPOGRAPHICAL MAPS. EXACT LOCATION/LENGTH WILL BE DETERMINED AFTER THE RECONNAISSANCE/LAYOUT PLAN. IS DONE ON THE GROUND. GENERALLY, ON-THE-GROUND LAYOUT OR MAPPING IS NOT DONE UNTIL FUNDING IS SECURED. ROUGH ESTIMATE OF \$20,000 - \$50,000
- **FINISH AND REFURBISH CHRIS LEGGETT'S TRAIL AND LINKING TO INTERRUPTIVE TRAIL** (PENDING DISTRICT OF TUMBLER RIDGE APPROVAL) ROUGH ESTIMATE OF \$4000
- IMPLEMENTATION OF SIGNAGE. ROUGH ESTIMATE OF \$5000
- DEVELOPMENT OF TRMBA WEBSITE. ROUGH ESTIMATE OF \$4000
- UP TRAIL (EASY GRADE ASSESS TO TOP OF TUMBLER RIDGE). ROUGH ESTIMATE OF \$210,000
- GREEN RATED 3 KM (BEGINNER) DOWNHILL TRAIL. ROUGH ESTIMATE OF \$210,000
- BLUE 3 KM (INTERMEDIATE) RATED DOWNHILL TRAIL. ROUGH ESTIMATE OF \$210,000

YEAR 2 & 3

(FUNDING DEPENDANT)

EXPANSION TO SKILLS PARK AREA

- EXTENSION TO THE PUMP TRACK AREA, BY ADDING SKILLS PARK AND DIRT JUMPS. ROUGH ESTIMATE \$20,000

QUALITY LAKE LOOP EXPANSION

- THIS TRAIL WILL CONSIST OF BOARDWALKS FOR SKILL LEVELS THE WHOLE FAMILY CAN RIDE WITH TECHNICAL AREAS. WITH THE PARKS AND RECREATION PROPOSED CAMPSITES BEING INSTALLED AT QUALITY LAKE THE MOUNTAIN BIKERS HAVE THE OPTION TO CAMP IN A MORE REMOTE SETTING. THE LAKE TRAIL WILL BE A 4 KM GREEN (BEGINNER) TRAIL FOR THE WHOLE FAMILY THAT CONNECTS TO THE RIDGE TRAIL (EXISTING QUALITY LAKE TRAIL) WHICH WILL PROVIDE A MORE "WILDERNESS" SETTING TO LEAD BIKERS TO THE DOWNHILL TRAILS. ROUGH ESTIMATE OF \$350,000

DOWNHILL TRAILS

- BLACK DIAMOND 3 KM TRAIL (ADVANCED). ROUGH ESTIMATE OF \$210,000 FOR EACH TRAIL
- BLACK DIAMOND 3 KM (ADVANCED) TRAIL
- BLUE 3 KM (INTERMEDIATE) TRAIL
- GREEN 3 KM (EASY) TRAIL

YEAR 4

(FUNDING DEPENDANT)

THE CONSTRUCTION OF 5 MORE TRAILS, 2 GREEN (EASY), 2 BLUE (INTERMEDIATE), 1 BLACK DIAMOND (ADVANCE). ROUGH ESTIMATE \$210,000 FOR EACH TRAIL, THE XC LONG LOOP TRAIL ROUGH ESTIMATE OF \$700,000

- GREEN 3 KM TRAIL (EASY)
- GREEN 3 KM TRAIL (EASY)
- BLUE 3 KM TRAIL (INTERMEDIATE)
- BLUE 3 KM TRAIL (INTERMEDIATE)
- BLACK DIAMOND 3 KM TRAIL (ADVANCE)
- LONG XC LOOP TRAIL 15 KM

YEAR 1 2019	YEAR 2-3 2020 - 2021	YEAR 4 2022
PUMP TRACK	QUALITY LAKE LOOP EXPANSION TRAIL	2 GREEN (EASY) TRAILS
FINISH CHRIS LEGGIT'S TRAIL	2 BLACK DIAMOND (ADVANCED) DOWN HILL TRAIL	2 BLUE (INTERMEDIATE) TRAILS
UP TRAIL	1 BLUE (INTERMEDIATE) DOWN HILL TRAIL	1 BLACK (ADVANCED) TRAIL
1 GREEN (EASY) DOWN HILL TRAIL	1 GREEN (EASY) DOWN HILL TRAIL	1 LONG XC TRAIL
1 BLUE (INTERMEDIATE) DOWN HILL TRAIL		

PLAN MITIGATION

IF CONSTRUCTION OR FUNDING RESTRAINTS CAUSE
DELAY IN TIMELINES, FURTHER DEVELOPMENT WILL BE POSTPONED BY ONE YEAR AS NEEDED.

SAFETY AWARENESS

1

Like most sports Mountain Biking can be a risky activity. Personal injury can occur while riding a mountain bike and the TRMBA has developed several strategies to minimize the effect of those injuries. Emergency Access Points will be marked in the field (signs and high-visibility markers) and marked on maps to indicate the best location for medical services (EMS) or search and rescue to access specific areas of trail. TRMBA will meet with the local Fire, Ambulance and Search and Rescue teams to discuss emergency access plans and routes. The majority of TRMBA board members and coaches will have taken the Wilderness First Aid course.

2

Access routes will be brushed annually or when required to provide clear emergency access routes in the event evacuations are required. All trailhead kiosks will include a clearly marked sign that contains the phone numbers for local emergency services. All sections of trail that are identified as difficult or trail features that are of notable risk are indicated with standardized warning signs. The recreation site and bike park are free for public access; however, no trail bike patrol is offered by the TRMBA. Risk management signage on kiosks indicates the assumption of risk and trail safety to the public, as well as trail use etiquette and emergency services contact information. Kiosks will also be used to post additional safety information (ex bear awareness) related to trail usage.

3

There is cell phone coverage in most of the bike park area.

4

TRMBA will maintain the appropriate General Liability Insurance as required.

5

TRMBA will use bike camps, clinics, and events such as "Open House" forums to educate the public in trail construction, maintenance, promotion, and stewardship of the Tumbler Ridge Mountain trail network. Involving youth in trail construction and maintenance functions promotes a sense of "ownership" in the trails. The existence and development of a variety of trails for every skill level is essential for the continued growth of mountain biking in our region. In addition to providing an attractive enticement to visitors to Tumbler Ridge, a challenging trail network serves to provide a dynamic alternative to the increasingly sedentary (and electronic) amusements favoured by some youth today.

STRATEGIES TO GROW THE SPORT AND CREATE FUNDING

WE PLAN TO JOIN FORCES TO OFFER THESE EVENTS WITH LOCAL GROUPS SUCH AS THE GEOPARK, WNMS OR THE HIGH SCHOOL



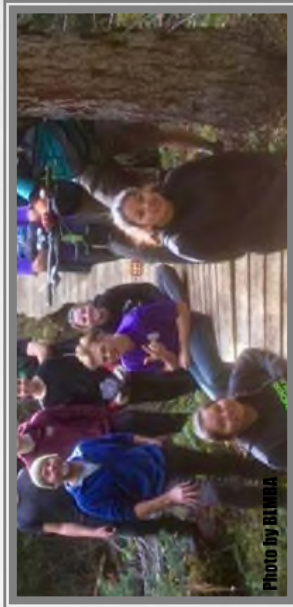
BIKE CAMPS / CLINICS

TRMBA WILL CONDUCT ANNUAL BIKE CAMPS DURING. CLASSES WILL BE AVAILABLE FOR YOUTH, AS WELL AS ADULT. LESSONS ON RIDING TECHNIQUE, SAFETY, FITNESS AND BIKE MAINTENANCE WILL BE REGULAR FEATURES. THE IMPORTANCE OF PROPER SIZED BIKES AND PROPER FITTING HELMETS IS EMPHASIZED. SOME YOUTH UPON COMPLETION OF BIKE CAMP VOLUNTEER BY ASSISTING COACHES WITH THE YOUNGER CLASSES IN BIKE CAMP, WHICH PROVIDES INVALUABLE EXPERIENCE FOR THESE YOUTHS.



ANNUAL EVENTS

TRMBA WILL HOST AN ANNUAL FAMILY EVENT WHICH WILL UTILIZE THE PUMP TRACK, DOWN HILL TRAILS AND CROSS COUNTRY TRAILS. WE PLAN TO PARTNER WITH OTHER LOCAL GROUPS AND ORGANIZATIONS TO HOST AND RUN THESE EVENTS.



HIGH SCHOOL PROGRAMS

WITH PLANS TO PARTNER WITH THE LOCAL SCHOOL DISTRICT, TUMBLER RIDGE SEARCH AND RESCUE AND THE COMMUNITY FOREST TO CREATE AND OPERATE A WORK EXPERIENCE PROGRAM FOR THE HIGH SCHOOL STUDENTS. UNDER THE SUPERVISION OF THE TRMBA EXECUTIVES, MEMBERS OF THE LOCAL HIGH SCHOOL TO LEARN HOW TO DESIGN, PLAN AND CONSTRUCT NEW TRAILS AND TRAIL STRUCTURES. ADDITION OF THESE FEATURES ENHANCES THE RIDING EXPERIENCE MAKING THE AREA AN INCREASINGLY DESIRABLE RIDING DESTINATION. MORE IMPORTANTLY, THE PROGRAM TEACHES IMPORTANT SKILLS AND DEVELOPS WORK ETHIC.

MEMBERSHIP DEVELOPMENT

TRMBA WILL MAINTAIN AN OPEN AND TRANSPARENT GOVERNANCE STRUCTURE THAT FACILITATES AND ENCOURAGES PARTICIPATION AND PARTNERSHIP. TRMBA WILL COMMUNICATE WITH ITS MEMBERSHIP AND THE PUBLIC THROUGH THE ANNUAL GENERAL MEETING, THE TRMBA WEBSITE, FACEBOOK, INSTAGRAM, EMAIL NOTICES, AND POSTINGS ON MAIN KIOSKS.

WEBSITE, SOCIAL MEDIA & EMAIL

TRMBA WILL MAINTAIN A WEBSITE AND UTILIZE FACEBOOK AND INSTAGRAM ACCOUNTS AND EMAIL MEMBERS WITH VALUABLE INFORMATION ABOUT THE CLUB AND ITS ACTIVITIES. TRAIL INFORMATION SUCH AS TRAIL NAME, LENGTH, DIFFICULTY AND STATUS

(“OPEN” OR “CLOSED”) IS ALSO INCLUDED. FEEDBACK ON THE TRAIL SYSTEM, EVENTS AND OTHER ITEMS WILL BE WELCOME THROUGH A “COMMENTS” SECTION.

ANNUAL GENERAL MEETING

TRMBA WILL HOLD A PUBLIC ANNUAL GENERAL MEETING. AT THIS TIME, THE BOARD OF DIRECTORS IS ELECTED, FINANCIAL REPORT PRESENTED, AND COMMENTS RECEIVED FROM THE GENERAL MEMBERSHIP AND PUBLIC.

TRMBA may hold “Open House” style meetings to promote the club, the sport and the trail system as desired. TRMBA may also participate in trades fairs or other similar promotional events as available, and as funding permits.

RESEARCH / ECONOMIC IMPACT STUDY

January 20, 2020

100% 9:46 PM
burnslakelakedistrictnews.com

NEWS ELECTION VIDEO CLASSIFIEDS OBITUARIES E-EDITIONS JOBS

BURNS LAKE LAKES DISTRICT NEWS





-4°



Lakes District News file photo The Burns Lake trails make a significant contribution to health cost savings as physical activity helps improve overall health and reduces the risk for chronic diseases, a recent UNBC study found.

Economic impact of Burns Lake trails

UNBC has released a study conducted in Burns Lake earlier this year

Aug. 16, 2017 1:30 a.m. / LOCAL NEWS / NEWS



"Active community, balanced lifestyles, time in nature, pride and sense of ownership" were a few of the terms used by UNBC students to describe the benefits of the Boer Mountain trails.

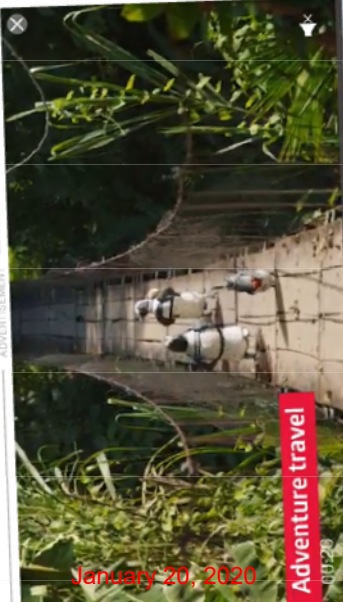


Last week, UNBC's research methods in outdoor recreation and tourism class released the results of a study conducted earlier this year in Burns Lake. The study assessed the economic and social impact of mountain biking development in Burns Lake.

Among the findings are the direct economic benefits of the trails, including the opening of Burnt Bikes and the increased clientele for restaurants, grocery stores and hotels from visitors coming to the trails. However, the study does not present specific numbers on these economic benefits.

January 20, 2020

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The largest economic contribution of the trail system are the expenditures associated with design, construction and maintenance of the trail network. Over the course of the development of the trails, the Burns Lake Mountain Biking Association (BLMBA) has received almost \$2 million in both cash and in-kind donations from various stakeholders.

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career

Black Press Me

In addition, the trails make a significant contribution to health cost savings, as physical activity helps improve overall health and reduces the risk for chronic diseases. The annual medical cost savings are estimated at \$1500 annually for those who exercise regularly, doubling that amount for those over the age of 65, according to the study.

This results in an estimation of total health care cost savings for BLMBA members of \$147,375 each year. And given that the trail network serves many more community members, as well as tourists, this number could be significantly higher.

As part of the research, UNBC students conducted face-to-face interviews and an online survey with BLMBA members. One of the main ideas raised by locals was the notion of community pride.

"Many users and members are incredibly proud of the area that they created as a community," says the study.

The trails also provide youth with the opportunity for cross-generational learning. Many of the youth who have been students in bike camps, are now taking on the roles of leading the programs and becoming mentors to other youth and children.

Furthermore, the trails are noted as being a key attractant for individuals to stay in the community. Tourists are also staying in Burns Lake because of the accessible camping near the recreation site.

"People are no longer passing through," says the study.

Volunteers – the "beating heart" of the Burns Lake trails

The volunteer hours that have contributed to the building

and maintenance of the trails at the Boer Mountain

Recreation Site have played a critical role in its success,

according to the UNBC study.

Since its inception, a total of almost 20,000 volunteer hours

have been recorded for Burns Lake Mountain Biking

Association (BLMBA) members, equating to a value just

under of \$300,000. Other organizations such as the Burns

Lake Fire Attack crew have also donated a substantial

amount of labour to the development of the trail network.

Study participants recognized how critical volunteering has

been for the trails.

"The benefits were noted not just in the tangible result of

building and maintaining the trails but perhaps more

importantly in building pride, community cohesion,

developing new friendships and a sense of ownership,"

says the study. "Future maintenance and upkeep of the trail

system will strongly depend on the continued support of

these many volunteers."

Guy Epkens-Shaffer, BLMBA president, said the UNBC

research will assist the organization with grant applications

since BLMBA will be able to present quantitative

information to funding agencies and local governments.

newsroom@ldnews.net

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CYCLING FOR HEALTH AND FITNESS

IT ONLY TAKES 2 TO 4 HOURS A WEEK TO ACHIEVE A GENERAL IMPROVEMENT TO YOUR HEALTH.

CYCLING IS: LOW IMPACT - IT CAUSES LESS STRAIN AND INJURIES THAN MOST OTHER FORMS OF EXERCISE.

A GOOD MUSCLE WORKOUT - CYCLING USES ALL OF THE MAJOR MUSCLE GROUPS AS YOU PEDAL.

EASY - UNLIKE SOME OTHER SPORTS, CYCLING DOES NOT REQUIRE HIGH LEVELS OF PHYSICAL SKILL. MOST PEOPLE KNOW HOW TO RIDE A BIKE AND, ONCE YOU LEARN, YOU DON'T FORGET.

GOOD FOR STRENGTH AND STAMINA - CYCLING INCREASES STAMINA, STRENGTH AND AEROBIC FITNESS.

AS INTENSE AS YOU WANT - CYCLING CAN BE DONE AT VERY LOW INTENSITY TO BEGIN WITH, IF RECOVERING FROM INJURY OR ILLNESS, BUT CAN BE BUILT UP TO A DEMANDING PHYSICAL WORKOUT.

A FUN WAY TO GET FIT - THE ADVENTURE AND BUZZ YOU GET FROM COASTING DOWN HILLS AND BEING OUTDOORS MEANS YOU ARE MORE LIKELY TO CONTINUE TO CYCLE REGULARLY, COMPARED TO OTHER PHYSICAL ACTIVITIES THAT KEEP YOU INDOORS OR REQUIRE SPECIAL TIMES OR PLACES.

TIME-EFFICIENT - AS A MODE OF TRANSPORT, CYCLING REPLACES SEDENTARY (SITTING) TIME SPENT DRIVING MOTOR VEHICLES OR USING TRAMS, TRAINS OR BUSES WITH HEALTHY EXERCISE.

Tumbler Ridge Mountain Bike Association

January 20, 2020

Pump Track Project Presentation
for the PRRD Grant Application



Presentation Overview

What is a Pump Track
Project Features
Location & Ownership
Economic Benefits
Social Benefits
Design & Budget
Funding
Other TRMBA Projects
Questions



What is a Pump Track?

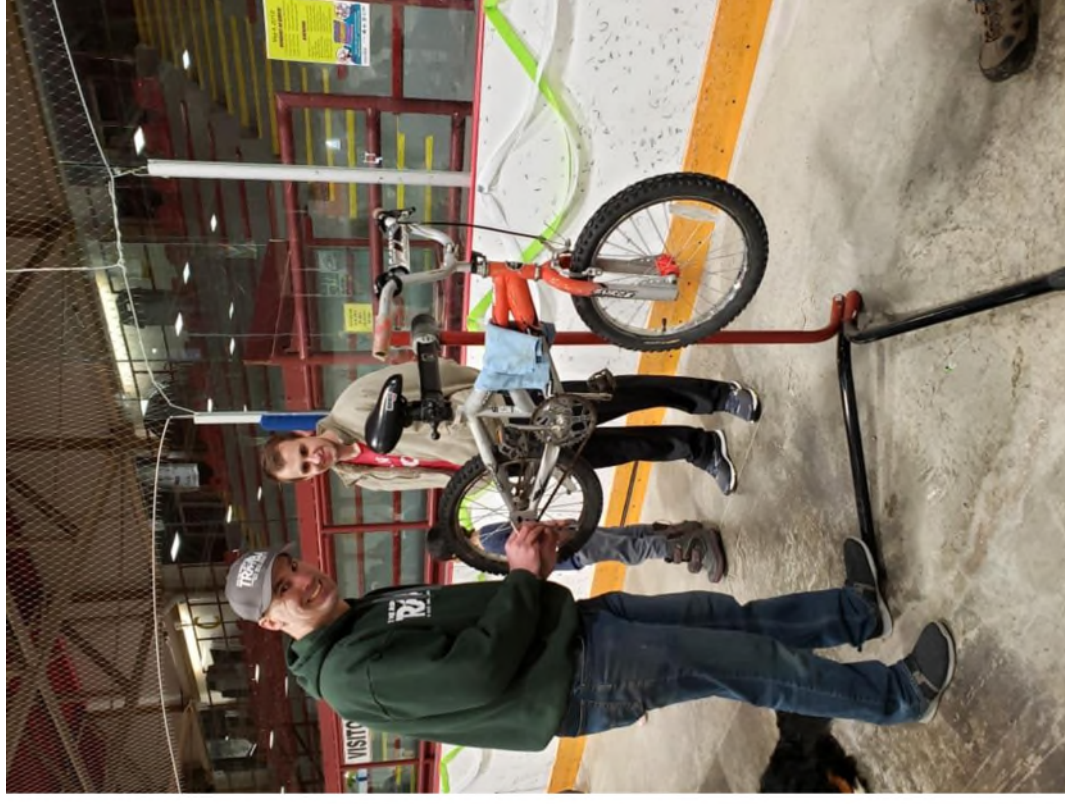


A pump track is designed for all things on wheels. From bikes to scooters and skateboards, a pump track is a playground for all wheels. By combining rolling jumps with turns they are accessible for all. Teaching the basic skills of carrying momentum, balance and speed by using your arms and legs to pump your bike/board/scooter around the track. As you get better the tracks are designed to provide more challenges for you with no changes to the construction.

Project Features

- Multi line pump track
- Skills park area (trails and features)
- Signage
- Barrier (fencing or other)
- Picnic Tables & Benches
- Garbage Bins

January 20, 2020



Location and Ownership

The pump track will be located on and owned by District of Tumbler Ridge. TRMBA had a pump track specialist in TR in fall 2019 who have provided a recommendation on location. The location is central and very close to the downtown core. TRMBA is seeking final approval on location by the end of 2019.

January 20, 2020



Economic and Social Benefits



January 20, 2020

Economic Benefits

- Increased Tourism Opportunities: Locally & Regionally
- Business Opportunities – Bike Shop, Rental Shop, Restaurants, Campgrounds, Tour Operators
- Health Care Cost Savings – Biking reduces the risk of chronic Diseases in Communities
- Attraction and Retention of Families and Professionals
- Community Pride – The growth of strong pride for community built and funded biking infrastructure

January 20, 2020



Social Benefits

- Child, Youth and Family friendly recreation
- Affordable and inclusive local recreation
- Provides an alternative for Youth to the Skate Park in the summer months
- Positive health impact on residents, young and old
- Low impact activity for all ages
- Pride for our local achievements and growth of a biking community

January 20, 2020



Budget and Design

\$250,000 Total Project Budget

\$200,000 - Paved Pump Track

Canadian Ramp Company in conjunction with Progressive Trail Design and Velosolution.

\$50,000 - Other

Signage, garbage bins, benches, picnic tables, fencing (ie. posts, logs, or fence)



Design - This important aspect of the project will be completed through the Trail Master Plan Project - Completion early 2020



FUNDING

\$80,000 Secured:

\$50,000 - Northern Development Initiative Trust
\$30,000 - Community Forest

Potential Funding Opportunities:

Peace River Regional District Grant
Large Local Fundraising Initiative (TRMBA)
District of Tumbler Ridge Grant - in - Aid
People for Biking Grant
The North Face Explore Fund Grant
Mountain Equipment Co - Op Grant

Other TRMBA Projects & Initiatives

VOLUNTEERING

Volunteering at local events:
bike rodeo, gran fondo,
emperors challenge

WEBSITE

Completed Fall 2019, funded
by NDIT and donations

GROUP RIDES & MEMBERSHIP

Launched fall 2019 with great
attendance and resgistration

INSURANCE

Three year grant from the
District of Tumbler Ridge

TRAILS

Downhill and cross-country
trails. 2021 and beyond!

MASTER PLAN

Complete early 2020, funded
by the District of Tumbler
Ridge

Thank You

January 20, 2020



**RECREATIONAL TRAILS GRANTS-IN-AID**

Department	Administration	Policy No.	0340-30-8
Section	Community Services	Date Approved by Board	February 8, 2018
Repeals		Board Resolution #	RD/18/02/30

Amended	September 3, 2015	Date Approved by Board	September 3, 2015
		Board Resolution #	RD/15/09/23
Repealed		Date Approved by Board	
		Board Resolution #	

1. Purpose

The Peace River Regional District recognizes the importance of recreational trails for its citizens in terms of enhanced quality of life, health and well-being, economic benefits, protection and conservation of the environment and preservation of local history and culture. In accordance with the Peace River Regional District's Parks and Trails Master Plan, the Regional District aims to provide support and supplemental funding for the development, maintenance and improvements of recreational trails within the region for public use.

2. Definitions

- 2.1 **Board of Directors** in this document refers to the Peace River Regional District's Board of Directors.
- 2.2 **Capital infrastructure** is defined as the addition of a permanent structural improvement or the restoration of some aspect of a property that will either enhance the property's overall value or increase its useful life.
- 2.3 **Debt** is defined as an amount owed to a person or organization for services, products or loans funds not yet paid for.
- 2.4 **Funding amendment** is defined as the reallocation of funds from a previously approved project to a new project or new project location.
- 2.5 **Minor capital equipment** is defined as equipment valued at under \$3,000 and has an extended lifetime over one year.
- 2.6 **Major capital equipment** is defined as equipment valued at over \$3,000.
- 2.7 **Operation funding** is defined as funding provided for costs to ensure the day to day operation of a trail such as insurance and supplies.
- 2.8 **Supplemental funding** is defined as funding that is an addition to other sources of funds or revenue.
- 2.9 **Wages** is defined as any payment, stipend or honorarium made for labour or services to an employee or volunteer under the direction of an employer or organization.



3. Policy

3.1 Regional Trails Grant Funding

- a. Funding for recreational trail grants will be subject to annual review by the Regional Parks Committee and must be approved by the Board of Directors in the annual financial plan.
- b. Annual recreational trail grant funding will not exceed \$75,000 per year unless determined by resolution of the Board of Directors.

3.2 Eligible Applicants

An eligible applicant must:

- a. Be a registered non-profit society in good standing with the Province of BC; and
- b. Be based in the Peace River Regional District.

3.3 Application Limit

Each organization is allowed to submit no more than one application per year.

3.4 Amount of Grant

The cost-sharing formula will be up to a maximum of a 75% Regional District contribution, with the balance being the applicant contribution.

3.5 Eligible Projects

Eligible projects must:

- a. Be for construction, renewal, maintenance or expansion of recreational trails available for public use within the Peace River Regional District;
- b. Not start construction prior to approval of the application;
- c. Be duly authorized by resolution of the society(s) making the application – joint applications for partnership projects must include a resolution by all partner organizations;
- d. Be supported by at least one of the following land tenure arrangements:
 - i. Provincial land tenure agreement which may include a Recreation and Trail Sites BC Agreement, Park Use Permit, or nominal rent tenure (e.g., license of occupation);
 - ii. Private land owned by the applicant non-profit organization; or
 - iii. Local government agreement supported by Council or Board resolution for projects on local government land, and
- e. Avoid creating interface conflict between Crown and private lands.



3.6 Eligible Costs

Eligible costs are defined as all direct costs properly and reasonably incurred and paid solely and specifically in relation to the project. Eligible costs include:

- a. Trail and amenity design and engineering costs;
- b. Construction costs;
- c. Purchase of capital infrastructure (i.e., bridges, warming shelters);
- d. Purchase of signage and trail markers;
- e. Marketing and promotion of the project upon completion;
- f. Volunteer celebration activities;
- g. Training and safety courses; and
- h. Rental of major and minor capital equipment.

3.7 Ineligible Costs

Ineligible costs include:

- a. Administrative costs and overhead;
- b. Purchase of major capital equipment purchases (i.e., mulchers, quads, etc.);
- c. Purchase of minor capital equipment (i.e., chainsaws).
- d. Payment of debt;
- e. Direct payment of wages or volunteer honorariums;
- f. Land acquisition; and

3.8 Applicant Selection Criteria

- a. Primary project selection criteria will be focused on whether the project:
 - i. Provides opportunities for healthy lifestyles – physical, mental and spiritual;
 - ii. Fosters “regional pride” in the natural environment of the Regional District;
 - iii. Strives to make recreational trails accessible for multiple different user groups and those with mobility challenges;
 - iv. Utilizes public lands (Crown or local government) while avoiding conflict with private lands; and
 - v. Builds on the Provincial Trails Strategy (i.e., Connecting Communities).
- b. Secondary consideration will be given to the degree to which projects meet one or more of the following criteria:
 - i. **Geographic coverage:** ideally the regional trail system should be effectively distributed throughout the Regional District. Potential sites should be of interest to the whole region in the interest of servicing all residents.
 - ii. **Environmental, education or heritage representation:** representative or regionally significant landscapes should be considered when developing a new trail or preserving an existing one. Potential sites should be chosen to represent the diverse landscapes that the area encompasses. Balancing wildlife values against the proposed benefits of trail development should also be considered along with the unique historic, cultural, ecological, and educational aspects of the area.



- iii. **Project and ongoing operational costs:** development, maintenance and ongoing operational costs must be identified to be reasonably manageable by the organization responsible for trail development and ongoing management.
- iv. **Partnerships:** fostering partnerships with interest groups or other government agencies should be considered as it will aid in offsetting costs to develop and maintain existing or future regional trails.
- v. **Proximity:** trails that are located in close proximity to existing trails and parks or similar amenities should be considered.
- vi. **Already established as an unofficial trailhead:** trails that are already established or maintained in a positive manner and demonstrate a high utilization rate should be considered.
- vii. **User and site safety and the capacity to maintain:** user and site must be considered to ensure the non-profit groups are able to maintain them to a reasonable and safe standard expected of a natural trail for the safe enjoyment of the public.

3.9 Mandatory Application Documentation

Applicants must submit the following documents in their application:

- a. Completed application form (Schedule 'A')
- b. Application checklist (Schedule 'D')
- c. Resolution from the society(s) board of directors authorizing the project and application to the Regional District for funding
- d. Project budget which includes:
 - i. Detailed cost estimates;
 - ii. Sources of confirmed revenue;
 - iii. Sources of revenue yet to be confirmed (i.e., other grant applications still pending decision); and
 - iv. Sources of confirmed donations for labour and/or materials.
- e. Three (3) quotes for any items valued at over \$3,000
- f. Current and year-end financial statements (balance sheet and income statement)
- g. Map and pictures showing the location of the project and planned route
- h. Evidence of a land tenure agreement with the Province of BC or local government or proof of ownership by the non-profit organization.
- i. Two (2) letters of support from other organizations or groups supporting the project

Failure to provide adequate documentation during the application process and/or comply with the eligibility requirements for funding assistance may jeopardize funding eligibility. Late applications will not be accepted.

3.10 Application Deadline

Applications must be received by the Regional District by November 15 of each year.

**3.11 Adjudication Process**

- a. The Regional Parks Committee and the Board of Directors have the have the discretion to accept, reject or amend any application. Applications may be rejected for the following reasons:
 - i. Incomplete or late applications;
 - ii. Failure to maintain society status;
 - iii. Failure to rationalize the need for funding; or
 - iv. Failure to prove that the project is in the best interest of the community at large.
- b. Upon receipt of applications, the Regional Parks Committee will meet to review all eligible applications and to make funding recommendations to the Board of Directors for final decision.
- c. All applications will be adjudicated based on need, availability of funds in the fiscal year and selection criteria noted in section 10 of this policy.
- d. Successful applicants will be advised of the Board's decision by April 15 of each year subject to the adoption of the Annual Financial Plan and funding for the grant has been approved by the Board of Directors.

3.12 Unallocated Funds

Any funds that are not allocated in a calendar year shall be utilized to reduce the tax requisition in the next calendar year.

3.13 Unspent Funds

- a. Organizations must utilize allocated funds within three (3) years of ratification by the Board of Directors and will not be permitted to carry over funds past three years.
- b. Any funds not claimed by an organization after three (3) years will be returned to the service area by resolution of the Board of Directors and utilized to reduce the tax requisition in the next calendar year.

3.14 Claim Reimbursement

- a. Approved applications must provide proof of costs by submitting invoices and a completed claim form attached as Schedule 'B'.
- b. Copies of all invoices must be submitted for expense claim reimbursement. Claims may not be made for goods or services incurred before the approval of the grant.
- c. In exceptional circumstances, organizations may request in advance the total or partial payment of the approved grant from the Regional District. Organizations must make this request in writing to the Chief Financial Officer.

**3.15 Annual Reports**

- a. All organizations that receive a Regional Trails Grant-in-Aid must complete an Annual Report as attached hereto as Schedule 'C' by the last calendar day in December.
- b. Funds for the current year will not be reimbursed to an organization until any outstanding Annual Reports for that organization have been received by the Regional District.
- c. Photos must be provided showing project progress and/or completion as part of the annual report.

3.16 Funding Amendment

- a. Organizations may apply for a funding amendment to reallocate funds already approved by the Board of Directors only in exceptional circumstances where the following may occur:
 - i. An emergency situation has occurred and if not rectified immediately it will pose a liability to the organization (e.g., major bridge crossing lost and poses a hazard to the public); or
 - ii. The location or scope of the project is required to be moved or altered to meet requirements imposed by the land owner; or
 - iii. They have completed their project with the funds allocated and have outstanding funds remaining.
- b. Applicants must provide:
 - i. a completed funding amendment form;
 - ii. a resolution of support from their organization;
 - iii. a letter from the property owner (e.g., Crown, local government, etc.) detailing why the amendment is necessary, their support of the change to the project and their authorization to proceed; and
 - iv. a map of the area(s).
- c. Staff are delegated the authority to approve utilization of excess funds to enhance the same project, to a maximum of fifteen (15) % of the total grant.
- d. The Regional Board has the discretion to approve or deny all funding amendment requests.

3.17 Recognition

- a. Grant recipients will recognize the financial contributions of the Regional District by prominently displaying a plaque or sign at the trail head.
- b. Grant recipients who maintain websites, social media sites and/or membership newsletters will provide Regional District with recognition in the form of prominently displaying a note of thanks next to the Regional District's logo.
- c. Grant recipients may be requested to issue a joint press release and photo with the Regional District from time to time.

Affiliated Procedure	
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REPORT

To: Regional Parks Committee Date: January 13, 2020
From: Trish Morgan, General Manager of Community Services & Lyle Smith, Chief Financial Officer
Subject: Site C Recreation Opportunities Plan Development and Rustic Recreation Sites Fund

RECOMMENDATION #1:

That the Regional Parks Committee recommend to the Regional Board that a letter be sent to BC Hydro to decline the invitation to lead and manage the Recreation Opportunities Plan project; and further

that should BC Hydro initiate the project, that the Peace River Regional District will consider appointing a representative(s) to sit on a working group if requested.

RECOMMENDATION #2:

That the Regional Parks Committee recommend to the Regional Board that they decline the invitation to become involved in the administration and management of the Site C – Peace River Community Recreation Site Fund.

BACKGROUND/RATIONALE:

At the June 13, 2019 meeting of the Regional Board the following resolution was passed;
That the report dated June 4, 2019 from the Chief Administrative Officer titled 'Site C Recreation Opportunities Plan Development and Rustic Recreation Sites Fund' be referred to the Regional Parks Committee for analysis and recommendation to the Regional Board.

BC Hydro is seeking feedback from the Peace River Regional District on whether there is interest in leading and project managing the Navigation and Recreation Opportunities Plan and/or administering the Rustic Recreation Sites Fund. Both programs are a result of the mitigation programs being put in place for Site C. In 2016 the Board considered the invitation to administer the Rustic Recreation Sites Fund (at that time referred to as the Community Recreation Site Fund) and by Board resolution declined the invitation.

Recreation Opportunities Plan - \$200,000

While BC Hydro will provide up to \$200,000 for development of a Navigation and Recreation Opportunities Plan (Plan) to support the region in benefiting from the new recreation opportunities created by the Site C reservoir, the Regional District does not have the capacity to lead or manage this project at this time. Further, the development of this plan is the responsibility of BC Hydro. Should BC Hydro move forward with initiating the development of a plan and a working group or public advisory team is established, the Board may wish to make one or more appointments to ensure there is representation from the Regional District.

Staff Initials:

Dept. Head: 

CAO: 

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January 20, 2020

Rustic Recreation Sites Fund - \$100,000

At the October 13, 2016 meeting of the Regional Board the following resolution was passed; *That the Regional Board provides comment to BC Hydro that it declines the invitation to become involved in the administration and management of the Site C – Peace River Community Recreation Site Fund.*

The Regional District Finance Department does not currently have the capacity to administer the Rustic Recreation Sites Fund in light of on-going software and policy updates currently being researched and/or implemented. This work is in addition to the administration of both regional and rural grant programs currently in place.

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

If the Regional District administers the Rustic Recreation Sites Fund there is concern that the Regional District will not be able to apply to the fund itself for projects.

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

Currently the Peace River Regional District is not in a position to take on the additional work proposed by BC Hydro. Given the number of grants that the Regional District already administers and the number of feasibility and capital projects underway, the staff resources do not currently exist to take on these projects.

Attachments:

1. June 4, 2019 Report from Shawn Dahlen, CAO re: Site C Recreation Opportunities Plan Development and Rustic Recreation Sites Fund
http://prrd.bc.ca/board/agendas/2019/2019-19-843156893/pages/documents/09-R-062019-06-04SiteCRecreationOppsTHBD_000.pdf



REPORT

To: Regional Parks Committee

Date: January 10, 2020

From: Trish Morgan, General Manager of Community Services

Subject: **Blackfoot/Clayhurst Boat Launch**

RECOMMENDATION:

That the Regional Parks Committee receive the report titled "Blackfoot/Clayhurst Boat Launch" dated January 10, 2020 for discussion.

BACKGROUND/RATIONALE:

At the September 19, 2019 meeting of the Board of the Peace River Regional District, the following resolution was made;

That the PRRD include a request for a Blackfoot Park/Clayhurst Bridge boat launch in the Community Measures Agreement (CMA) between BC Hydro and the PRRD.

Further it was requested that this topic be included in the Regional Parks Committee agenda for discussion.

The attached documents outline a history of the boat launch at Blackfoot Regional Park and includes all correspondence on the subject.

ALTERNATIVE OPTIONS:

- 1) That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

None at this time.

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

Attachments:

1. September 14, 2018 – Report: Blackfoot Park Boat Launch Review – Page 1 – 5
2. April 20, 2017 – Report: Blackfoot Park Boat Launch Update – Page 6 – 7
3. August 12, 2019 – Report: History of Blackfoot Regional Park Boat Launch – Page 8 – 10

Staff Initials:

Dept. Head:

CAO:

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January 20, 2020

4. September 18, 2014 – Report: Recommendations for the Blackfoot Park Boat Launch – Page 11 – 12
5. Blackfoot Regional Park Boat Launch – Board Resolutions – Page 13 – 15
6. February 22, 2018 – Letter: Comptroller of Water Rights to PRRD – Page 16 – 17
7. December 14, 2017 – Letter: MLA Bernier to PRRD – Page 18 – 19
8. November 15, 2017 – Letter: PRRD to MLA Davies – Page 20 – 22
9. November 15, 2017 – Letter: PRRD to MLA Bernier – Page 23
10. October 16, 2017 – Letter: PRRD To Comptroller of Water Rights – Page 24 – 25
11. October 16, 2017 – Letter: PRRD to MLA Bernier – Page 26 – 28
12. March 3, 2017 – Letter: PRRD to BC Hydro – Page 29
13. June 23, 2016 – Letter: Comptroller of Water Rights to PRRD – Page 30 -31
14. January 19, 2016 – Letter: PRRD to Comptroller of Water Rights – Page 32
15. August 18, 2015 – Letter: Comptroller of Water Rights to PRRD – Page 33
16. July 23, 2015 – Letter: PRRD to Comptroller of Water Rights – Page 34 – 36
17. October 29, 2014 – Letter: PRRD to BC Hydro (with supporting documents) – Page 37 – 46



PEACE RIVER REGIONAL DISTRICT

REPORT

To: Regional Parks Committee

Date: September 14, 2018

From: Trish Morgan, General Manager of Community Services

Subject: **Blackfoot Park Boat Launch Review**

RECOMMENDATION #1:

That the Regional Parks Committee receive the report titled "Blackfoot Park Boat Launch Review" for discussion.

BACKGROUND/RATIONALE:

At its April 18, 2018 meeting, the Regional Board resolved that;

Staff be authorized to research the original intention of the 2007 Water Use Plan and compile all prior correspondence regarding the Blackfoot/Clayhurst boat launch and bring all information back to the Regional Parks Committee to determine next steps.

The conditions in the 2007 Water Use Plan (WUP), for the operation of BC Hydro's Peace hydroelectric facilities, reflect the December 2003 consensus recommendations of the Peace Water Use Planning Committee. The WUP described the operating and non-operating activities that were to be implemented by BC Hydro. Access to the Peace River was required in this plan and stated as the following;

To provide safe and reliable access to and from the Peace for the full operating range at Peace Canyon Generating Station. Four sites below Peace Canyon Dam were identified for the construction and maintenance of river access. They are: Lynx Creek, Halfway River, Peace Island Park, and Clayhurst/Blackfoot Regional Park.

The intention of WUPs are "to find a better balance between competing uses of water, such as domestic water supply, fish and wildlife, recreation, heritage, flood control, and electrical power needs, which are environmentally, socially, and economically acceptable to British Columbians (BC Hydro - https://www.bchydro.com/about/sustainability/conservation/water_use_planning.html)

ALTERNATIVE OPTIONS:

- 1) That the Regional Parks Committee recommend to the Regional Board that further direction be provided to staff.

STRATEGIC PLAN RELEVANCE:

- ☐ Ensure that the Solid Waste Management Plan is operating on a fiscally defensible basis.
- ☐ Ensure effective execution of Public Safety and Emergency Services initiatives.
- ☐ Foster Collaboration on services with municipalities and electoral areas.
- ☐ Establish a strategy for coordinated advocacy on identified issues.

Staff Initials:

Dept. Head:

T. Morgan

CAO:

[Signature]

Page 1 of 5

- ☒ Manage parks and trails in the region.
- ☐ Support the agricultural industry within the regional district.
- ☐ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

None at this time.

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

A public boat launch was built at Blackfoot Regional Park to provide river access for boaters, fishermen, hunters, search and rescue groups, and for other users of the Peace River. When in operation it was the only boat launch on the Peace River between the Taylor Landing Provincial Park boat launch and the Alberta border.

Over the summers of 1994/95, the main components for this boat launch were installed located downstream from and abutting the Don Phillips Bridge. This location is reportedly vulnerable to Peace River water level fluctuation, in part due to waters generated by hydroelectric generation and seasonal precipitation. It is also indicated that this location was susceptible to damage caused by the freezing and thawing of the river.

In 1995, when the boat launch was completed, it consisted of:

- A concrete pad above the high water mark
- In-water pads
- A concrete pad below the high water mark.

Almost immediately after the launch was completed, in 1996, BC Hydro had a planned release of water to investigate a sinkhole in the dam. The release impacted the boat launch and displaced the original “in-water pads” for the boat launch approximately 60m downstream. This required repair in that same year.

In August of 2003, the boat launch was blocked off due to degradation of the boat launch area, concerns about liability, and because the boat launch was no longer considered safe for public use.

BC Hydro approached the PRRD in September of 2010 in regards to repairing the boat launch at this location. The offer came as part of the Water Use Plan imposed on BC Hydro by the Director and Comptroller of Water Rights. The Peace Water Use Plan recommended physical works for the Peace Hydroelectric System that would result in enhanced recreational access to the Peace River below Peace Canyon Dam. At this time, BC Hydro had completed a feasibility study and were moving towards a design and costing phase for upgrading the existing boat launch ramp and required the Regional District's consent to proceed. A letter of authorization was supplied from the PRRD, being the upland owner/license of occupation holder, so that BC Hydro could apply to the Province for a license of occupation for the beach site, which was supplied in September of 2010. The PRRD offered to relinquish License of Occupation for

the foreshore property between the Peace River and the Park so that BC Hydro could acquire it to construct an engineered boat launch.

In June of 2011, BC Hydro released its “Management Plan for Proposed Blackfoot Park Upgraded Public Boat Launch Site – Peace River” which outlined the project overview, description, background, location and development requirements and impacts and even went so far as to propose starting the work on the project in ‘low water’ period of summer 2012.

Then, in June of 2014, BC Hydro informed the Regional District that they were no longer planning to construct the boat launch. On June 12, 2014 Bob Gammer, Manager of Community Relations, met with Director Goodings, Director Hiebert, and Director Jarvis along with Chris Cvik, CAO and Trish Morgan, Manager of Community Services. Mr. Gammer explained that the Comptroller of Water Rights had released BC Hydro from their obligation under their Water Use Plan to construct a boat launch at the Blackfoot Park based on the following issues:

- The cost to construct the Taylor Landing boat launch was over budget due to unforeseen construction conditions.
- The Ministry of Forests, Lands, and Natural Resources Operations would not allow a parking lot to be constructed on the banks of the Peace River due to their concern for flooding.

BC Hydro was still open to considering other options for a boat launch in the vicinity of Blackfoot Park, but recommendations needed to be made by the end of summer 2014. The Community Services Staff held a public meeting on August 25, 2014 at Blackfoot Regional Park to examine the Boat Launch and to look at alternate options for water access. Over 20 members of the public came to this meeting to offer questions, comments, concerns and discuss best sites for building the new boat launch.

In September 2014, Community Services staff submitted an application to remove the boat launch, which was previously just blocked off so that people could not use it. The Regional District felt it was necessary to remove as it posed a safety hazard. All necessary approvals were received from the Province and work commenced on remediating the former boat launch area to previous condition. At this time, a recommendation by the Board was made to forward information from the August 25, 2014 public meeting to BC Hydro that identified an alternate location on BC Hydro property on the opposite side of the road from Blackfoot Regional Park. The recommendation was also made that the send a letter to the BC Comptroller of Water Rights and the Regional Water Manager with the Ministry of Forests, Lands and Natural Resource Operations recommending that BC Hydro be held accountable to fulfill their obligations under the 2007 Water Use Plan to provide safe and reliable access to the Peace River at Clayhurst/Blackfoot Regional Park.

In late October 2014, the Regional Parks Committee met with BC Hydro to discuss the recommendations from the August 25 public meeting to identify next steps. BC Hydro was open to examining the new site and planned to go back to the Comptroller of Water Rights to look at whether the Province would support and fund this new potential location, as it was not identified in the 2007 Water Use Plan. A recommendation was made to the Board to authorize that a letter be sent to BC Hydro to indicate that the PRRD would work in partnership with BC Hydro to examine the feasibility of constructing a boat launch at the aforementioned location.

On July 23, 2015 a letter was forwarded to the office of the Comptroller of Water Rights asking for authorization from that office to examine this new location (to the west of the bridge) so that BC Hydro would be able to move forward with conducting a feasibility study working cooperatively with the Regional District.

A letter, dated August 18, 2015, was then received from the Director and Comptroller of Water Rights responds that their authorization is not required for BC Hydro to provide feasibility support.

In response, on January 19, 2016 a letter was sent, on Board approval, to Comptroller of Water Rights clarifying that the Regional District is requesting that funds originally set aside for the Blackfoot boat launch be redirected to assist with the cost of conducting a feasibility study for an alternative boat launch site.

Then, on June 23, 2016, the Regional District received a letter from the Comptroller of Water Rights which denied any request for funding on the basis of;

- A new high capacity boat launch along with upland facilities have been developed at Taylor (Peace River Island Park) at an expense far greater than was originally envisioned.
- Recreational use surveys resulted in markedly less use forecasted for a boat ramp at or near Blackfoot in comparison to use at Taylor.
- No funds remain associated with the Blackfoot Launch feasibility study for re-allocation elsewhere.
- This letter stated that the “obligation for BC Hydro to conduct a boat launch feasibility study at or near Blackfoot Park was removed in 2013.”

A letter was forwarded from the Chair of The Regional District to BC Hydro to request its rationale for the cancellation of upgrades. A conference call was held on April 18, 2017 with the Regional Parks Committee members and BC Hydro Staff. BC Hydro stated that the discontinuation of the project was due to safety concerns, low expected use, and that the launch would be expensive and difficult to construct.

Staff then sent a letter on October 16, 2017, with background information to Peace River South MLA Mike Bernier to encourage him to assist in lobbying BC Hydro and the Comptroller of Water Rights for the installation of a boat launch at Peace River Regional District’s Blackfoot Park.

In November 2017, the Regional Board resolved that staff be authorized to organize a meeting with the North Peace and South Peace MLAs to discuss the boat launch project at Blackfoot Regional Park. The MLAs attended the Board Meeting of December 8, 2017. MLA Bernier provided a follow up letter after conversations with the Deputy Comptroller of Water Rights and BC Hydro. In his response, MLA Bernier stated that BC Hydro had been relieved of its obligation to construct the boat launch due to the site being not technically feasible, usage studies forecasting lower use than a boat launch at Taylor, and that costs were expected to be very high. The Comptroller Water Rights advised MLA Bernier that a letter was being sent to the PRRD to clarify his position.

A letter was forwarded to the Comptroller of Water Rights to request that that the decision to discontinue the project be revisited. A response was received in February 2018 stating that without any information contradicting the low forecasted use there is insufficient justification to revisit the Comptroller’s decision to not require additional boat ramp feasibility studies at this location.

In 2018 the Regional Board authorized that the Chair hand deliver a letter to Minister Donaldson, Minister of Forests, Lands and Natural Resource Operations and Rural Development expressing disappointment over the 2016 decision to relieve BC Hydro of its obligation to construct a boat launch at Blackfoot Regional Park and requesting that the Minister review and reconsider the decision. No response has been received to this letter.

There are residents in the Peace River Regional District would work support a boat launch at this newly proposed location, though initial cost, liability, ongoing maintenance, and safety concerns may make it impractical to move forward on any boat launch at this Regional Park.

Attachments:

1. Blackfoot Regional Park Boat Launch Resolutions
2. [March 28, 2018 – Report: Recommendations from the March 27, 2018 Regional Parks Committee](#) (link)
3. February 22, 2018 – Letter: Comptroller of Water Rights to PRRD
4. December 14, 2017 – Letter MLA Bernier to PRRD
5. November 15, 2017 – Letter: PRRD to MLA Davies
6. November 15, 2017 – Letter: PRRD to MLA Bernier
7. [October 17, 2017 – Report: Recommendation from Regional Parks Committee](#) (link)
8. October 16, 2017 – Letter: PRRD to Comptroller of Water Rights
9. October 16, 2017 – Letter: PRRD to MLA Bernier
10. April 20, 2017 – Report: Blackfoot Park Boat Launch
11. March 3, 2017 – Letter: PRRD to BC Hydro
12. [November 2, 2016 – Report: Letter of Request - Blackfoot Regional Park Boat Launch](#) (link)
13. [August 18, 2015 – Comptroller of Water Rights to PRRD](#) (link)
14. [July 23, 2015 – PRRD to Comptroller of Water Rights](#) (link – scroll down 1 page)
15. [November 29, 2014 – Report: Boat Launch on Peace River](#) (link)
16. October 29, 2014 – Letter: PRRD to BC Hydro
17. September 18, 2014 – Report: Recommendations for the Blackfoot Park Boat Launch
18. [August 21, 2007 – Peace Project Water Use Plan](#) (link)



Peace River Regional District REPORT

To: Regional Parks Committee

Date: April 20, 2017

From: Bryna Casey, Parks and Rural Recreation Coordinator

Subject: Blackfoot Park Boat Launch Update

FOR CHAIR AND DIRECTOR'S INFORMATION:

BACKGROUND/RATIONALE:

On April 18, the Chair of the Regional District, Regional Parks Committee, and staff participated in a conference call with BC Hydro staff (Bob Gammer, Alison Briggs, and Shelley Wenaas) for the purpose of clarifying the reasons for BC Hydro's discontinuation of the Blackfoot Regional Park Boat Launch Project.

BC Hydro had been required by the Comptroller of Water Rights, as part of the 2007 Water Use Plan, to ensure access to the Peace River at Blackfoot Regional Park. There was some preliminary work done on the project, including a feasibility study by BC Hydro. In 2014, BC Hydro informed the Regional District that the Comptroller of Water Rights had released BC Hydro from that obligation. The reasons for the discontinuation of the project were stated on the conference call as being;

- Safety concerns; they felt that there was no safe place to provide parking for boat launch users, annual flooding, and that the beach didn't provide a stable location to build access to a boat launch;
- Expected use; as part of the feasibility study, at least one user group was queried to their expected use of a launch at that location and the reported response is that there would have been limited use, and that there was more recreational value and use forecasted in the creation of a boat launch at the Taylor landing;
- Expensive and difficult to construct; that there could be potential erosion at the location, and that the cost of building a boat launch into a river was very high.

On that call, it was explained, that BC Hydro would only be required to build a launch at that location upon the order of the Comptroller of Water Rights. Further, BC Hydro stated that it is unlikely that they would reconsider the cancellation of the project without an order from the Comptroller of Water Rights. BC Hydro said that the Peace River Regional District may be able to provide BC Hydro and the Comptroller of Water Rights some forecasted use numbers and public comment on the potential project, which may help to build a case to reinstate the order.

In the summer of 2017, there is a Park Design Study slated to take place at Blackfoot Regional Park. As part of the community engagement, staff could ensure that the scope of the project extend to include querying the public as to their desire and potential use for the boat launch at this location, beginning to build a case for this location as the next BC Hydro funded boat launch.

BC Hydro further stated that there will be a review of the Water Use Plan in the next number of years, which may give the Peace River Regional District opportunity to provide input on the plan.

Staff Initials: *BCasey*

Dept. Head: *J. McManis*
January 20, 2020

CAO: *Ch. Birk*

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BC Hydro said that the support that they may be able to provide in moving this project forward would be to provide the name and contact information for their boat launch engineer, who may be able to provide some information on where a more suitable location may be for such a launch. No financial contribution was mentioned.

Staff have previously been directed to send background information and a request to assist in lobbying BC Hydro to Peace River South MLA Mike Bernier. This has not yet been completed, as staff were waiting for confirmation from BC Hydro as to their reasons for the discontinuation of the project.

OPTIONS:

For Director's Information

STRATEGIC PLAN RELEVANCE:

In the 2015-2018 Strategic Plan, Strategic Objective 1.6.1 is to "Implement the Regional Parks and Trails Master Plan (adopted in 2014)."

FINANCIAL CONSIDERATION(S):

None at this time

COMMUNICATIONS CONSIDERATION(S):

None at this time

OTHER CONSIDERATION(S):

None at this time

Attachments:

Letter – August 18, 2015 – Response from the Comptroller of Water Rights re: PRRD requesting Comptroller's support for BC Hydro providing feasibility study at Blackfoot Park.

Letter – June 23, 2016 – Response from the Comptroller of Water Rights responding to redirect funds originally set aside for boat launch be redirected to assist with cost of conducting a feasibility study for alternative boat launch site

Report – History of Blackfoot Regional Park Boat Launch



Peace River Regional District

REPORT

To: Regional Parks Committee

Date: August 12, 2016

From: Bryna Casey, Parks and Rural Recreation Coordinator

Subject: History of Blackfoot Regional Park Boat Launch

FOR DIRECTORS' INFORMATION:

A public boat launch was built at Blackfoot Regional Park to provide river access for boaters, fishermen, hunters, search and rescue groups, and for other users of the Peace River. When in operation it was the only boat launch on the Peace River between the Taylor Landing Provincial Park boat launch and the Alberta border.

Over the summers of 1994/95, the main components for this boat launch were installed located downstream from and abutting the Don Phillips Bridge. This location is reportedly vulnerable to Peace River water level fluctuation, in part due to waters generated by hydroelectric generation and seasonal precipitation. It is also indicated that this location was susceptible to damage caused by the freezing and thawing of the river.

In 1995, when the boat launch was completed, it consisted of:

- A concrete pad above the high water mark
- In-water pads
- A concrete pad below the high water mark.

Almost immediately after the launch was completed, in 1996, BC Hydro had a planned release of water to investigate a sinkhole in the dam. The release impacted the boat launch and displaced the original "in-water pads" for the boat launch approximately 60m downstream. This required repair in that same year.

In August of 2003, the boat launch was blocked off due to degradation of the boat launch area, concerns about liability, and because the boat launch was no longer considered safe for public use.

BC Hydro approached the PRRD in September of 2010 in regards to repairing the boat launch at this location. The offer came as part of the Water Use Plan imposed on BC Hydro by the Director and Comptroller of Water Rights. The Peace Water Use Plan recommended physical works for the Peace Hydroelectric System that would result in enhanced recreational access to the Peace River below Peace Canyon Dam. At this time, BC Hydro had completed a feasibility study and were moving towards a design and costing phase for upgrading the existing boat launch ramp and required the Regional District's consent to proceed. A letter of authorization was supplied from the PRRD, being the upland owner/license of occupation holder, so that BC Hydro could apply to the Province for a license of occupation for the beach site, which was supplied in September of 2010. The PRRD offered to relinquish License of Occupation for the foreshore property between the Peace River and the Park so that BC Hydro could acquire it to construct an engineered boat launch.

Staff Initials: *BCasey*

Dept. Head:

J. Morgan
January 20, 2020

CAO:

Ch. Birk

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In June of 2011, BC Hydro released its “Management Plan for Proposed Blackfoot Park Upgraded Public Boat Launch Site – Peace River” which outlined the project overview, description, background, location and development requirements and impacts and even went so far as to propose starting the work on the project in ‘low water’ period of summer 2012.

Then, in June of 2014, BC Hydro informed the Regional District that they were no longer planning to construct the boat launch. On June 12, 2014 Bob Gammer, Manager of Community Relations, met with Director Goodings, Director Hiebert, and Director Jarvis along with Chris Cvik, CAO and Trish Morgan, Manager of Community Services. Mr. Gammer explained that the Comptroller of Water Rights had released BC Hydro from their obligation under their Water Use Plan to construct a boat launch at the Blackfoot Park based on the following issues:

- The cost to construct the Taylor Landing boat launch was over budget due to unforeseen construction conditions.
- The Ministry of Forests, Lands, and Natural Resources Operations would not allow a parking lot to be constructed on the banks of the Peace River due to their concern for flooding.

BC Hydro was still open to considering other options for a boat launch in the vicinity of Blackfoot Park, but recommendations needed to be made by the end of summer 2014. The Community Services Staff held a public meeting on August 25, 2014 at Blackfoot Regional Park to examine the Boat Launch and to look at alternate options for water access. Over 20 members of the public came to this meeting to offer questions, comments, concerns and discuss best sites for building the new boat launch.

In September 2014, Community Services staff submitted an application to remove the boat launch, which was previously just blocked off so that people could not use it. The Regional District felt it was necessary to remove as it posed a safety hazard. All necessary approvals were received from the Province and work commenced on remediating the former boat launch area to previous condition. At this time, a recommendation by the Board was made to forward information from the August 25, 2014 public meeting to BC Hydro that identified an alternate location on BC Hydro property on the opposite side of the road from Blackfoot Regional Park. The recommendation was also made that the send a letter to the BC Comptroller of Water Rights and the Regional Water Manager with the Ministry of Forests, Lands and Natural Resource Operations recommending that BC Hydro be held accountable to fulfill their obligations under the 2007 Water Use Plan to provide safe and reliable access to the Peace River at Clayhurst/Blackfoot Regional Park.

In late October 2014, the Regional Parks Committee met with BC Hydro to discuss the recommendations from the August 25 public meeting to identify next steps. BC Hydro was open to examining the new site and planned to go back to the Comptroller of Water Rights to look at whether the Province would support and fund this new potential location, as it was not identified in the 2007 Water Use Plan. A recommendation was made to the Board to authorize that a letter be sent to BC Hydro to indicate that the PRRD would work in partnership with BC Hydro to examine the feasibility of constructing a boat launch at the aforementioned location.

On July 23, 2015 a letter was forwarded to the office of the Comptroller of Water Rights asking for authorization from that office to examine this new location (to the west of the bridge) so that BC Hydro would be able to move forward with conducting a feasibility study working cooperatively with the Regional District.

A letter, dated August 18, 2015, was then received from the Director and Comptroller of Water Rights responds that their authorization is not required for BC Hydro to provide feasibility support. In response, on January 19, 2016 a letter was sent, on Board approval, to Comptroller of Water Rights clarifying that the Regional District is requesting that funds originally set aside for the Blackfoot boat launch be redirected to assist with the cost of conducting a feasibility study for an alternative boat launch site.

Finally, on June 23, 2016, the Regional District received a letter from the Comptroller of Water Rights which denied any request for funding on the basis of;

- A new high capacity boat launch along with upland facilities have been developed at Taylor (Peace River Island Park) at an expense far greater than was originally envisioned.
- Recreational use surveys resulted in markedly less use forecasted for a boat ramp at or near Blackfoot in comparison to use at Taylor.
- No funds remain associated with the Blackfoot Launch feasibility study for re-allocation elsewhere.
- This letter stated that the “obligation for BC Hydro to conduct a boat launch feasibility study at or near Blackfoot Park was removed in 2013.”

There are residents in the Peace River Regional District would work support a boat launch at this newly proposed location, though initial cost, liability, ongoing maintenance, and safety concerns may make it impractical to move forward on any boat launch at this Regional Park.

OPTIONS:

This report is for information only.

STRATEGIC PLAN RELEVANCE:

This report supports Strategic Objective 1.6.1 stating that the PRRD shall “implement the 10 Year – Regional Parks and Trails Master Plan (adopted in 2014).”

FINANCIAL CONSIDERATION(S):

When it was constructed, between 1994/95, construction of the boat launch was funded through the “BC 21” grant provided by the Province of BC (\$6,450), the “Rendezvous ’92 Legacy Fund” (\$9,427) and through a tax requisition of \$15,360 for a total cost of \$31,237.

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

None at this time.

Attachments:

C-1 – Letter from BC Hydro (June 23, 2016)



Peace River Regional District REPORT

To: Regional Parks Committee

Date: September 18, 2014

From: Trish Morgan, Manager of Community Services

Subject: Recommendations for the Blackfoot Park Boat Launch

RECOMMENDATION 1:

That the Regional Board forward information from the August 25, 2014 public meeting at Blackfoot to BC Hydro identifying an alternative location on BC Hydro property, at Clayhurst, for the construction of a public boat launch and that a meeting be scheduled between the Regional Parks Committee and BC Hydro to discuss the option.

RECOMMENDATION 2:

That the Regional Board send a letter to the BC Comptroller of Water Rights and the Regional Water Manager with the Ministry of Forests, Lands and Natural Resource Operations recommending that BC Hydro be held accountable to fulfill their obligations under the 2007 Water Use Plan to provide safe and reliable access to the Peace River at Clayhurst/Blackfoot Regional Park.

BACKGROUND/RATIONALE:

On June 12, 2014 Bob Gammer, Manager of Community Relations, met with Director Goodings, Director Hiebert and Director Jarvis along with Chris Cvik, CAO and Trish Morgan, Manager of Community Services. Mr. Gammer explained that the Comptroller of Water Rights had released BC Hydro from their obligation under their Water Use Plan to construct a boat launch at Blackfoot Park but that they are open to considering other options for a boat launch in the vicinity of Blackfoot Park, but recommendations need to be made by the end of the summer.

From the meeting at Blackfoot Park on August 25, 2014 it was recommended that a launch be constructed on the property adjacent to Blackfoot park, also known as the "old Greene property," where the Clayhurst ferry crossing used to be located. This property is Crown land and is regularly used for camping when Blackfoot Park is full. There was consensus amongst the group in attendance that this was the only suitable location on either side of the river. A number of community members also offered to assist with the construction should it go forward.

STRATEGIC PLAN RELEVANCE: none

FINANCIAL CONSIDERATION(S): none

COMMUNICATIONS CONSIDERATION(S): none

OTHER CONSIDERATION(S):

Staff Initials:

Dept. Head:

CAO:

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Please see the attached meeting notes from the August 25, 2014 meeting.

Excerpts from the Peace Project Water Use Plan (August 21, 2007)

<http://www.ceaa-acee.gc.ca/050/documents/p63919/97604E.pdf>

1.0 Introduction

"The conditions proposed in this Water Use Plan, for the operation of BC Hydro's Peace River hydroelectric facilities, reflect the December 2003 consensus recommendations of the Peace Project Water Use Plan Committee...

The proposed conditions will change current operations at the Peace Canyon and Williston Reservoir and are expected to positively affect fisheries and wildlife habitat, shoreline conditions, flood control, and recreation interests. The proposed conditions are expected to decrease power generation revenues" (page 1).

5.4 Recommended Non-Operating Alternatives for the Peace

"The Peace Management Plan is limited to the portion of the Peace within British Columbia between Peace Canyon Dam and the BC/Alberta border. The work would be primarily conducted from Peace Canyon Dam to the Pine River confluence.

Following are the components of the Management Plan ...

Peace Access – To provide safe and reliable access to and from the Peace for the full operating range at Peace Canyon Generating Station. Four sites below Peace Canyon Dam were identified for the construction and maintenance of river access. They are: Lynx Creek, Halfway River, Peace Island Park and Clayhurst/Blackfoot Regional Park" (page 12).

7.6 Recreation

"The proposed operating conditions in this Water Use Plan are expected to have a minimal affect on the access or recreation activities on Williston Reservoir. The proposed physical works (e.g., improving or constructing reliable and safe reservoir access, debris removal, etc.) are expected to improve the recreation opportunity and public safety on Williston Reservoir...

The Peace operating regime is not changing. The proposed physical works are expected to provide safe and reliable access on the river at four locations. These are Peace Island Park, Lynx Creek, Halfway River and Clayhurst/Blackfoot Regional Park" (page 14).

BLACKFOOT REGIONAL PARK BOAT LAUNCH – BOARD RESOLUTIONS

April 12, 2018 Board Meeting:

RD/18/04/42

That staff be authorized to research the original intention of the 2007 Water Use Plan and compile all prior correspondence regarding the Blackfoot / Clayhurst boat launch and bring all information back to the Regional Parks Committee to determine next steps.

CARRIED.

March 8, 2018 Board Meeting:

RD/18/03/42

That the correspondence dated February 22, 2018 from the Office of the Deputy Comptroller of Water Rights regarding the Blackfoot Regional Park boat launch be referred to the Regional Parks Committee.

CARRIED.

January 11, 2018 Board Meeting:

RD/18/01/61

That the Peace River Regional District Board Chair hand deliver a letter to Minister Donaldson, Minister of Forests, Lands, Natural Resource Operations and Rural Development expressing disappointment over the 2013 decision to relieve BC Hydro of its obligation to construct a boat launch at Blackfoot Regional Park and requesting that the Minister review and reconsider the decision.

CARRIED.

October 26, 2017 Board Meeting:

RD/17/10/22 (26)

- 1) That staff be authorized to organize a meeting with the North Peace and South Peace MLAs to discuss the boat launch project at Blackfoot Regional Park; and
- 2) That the Regional Parks Committee and Regional Board Chair be authorized to attend.

CARRIED.

May 25, 2017 Board Meeting:

RD/17/05/36 (25)

That a letter be forwarded to the Comptroller of Water Rights to request that the decision regarding the requirement for BC Hydro (Site C) to replace the boat launch at or near Blackfoot Park be revisited, to explain the current situation and include various options for the boat launch.

CARRIED.

January 26, 2017 Board Meeting:

RD/17/01/42 (26)

That the Chair forward a letter to BC Hydro to request its rationale for the cancellation of upgrades to the Blackfoot Park boat launch.

CARRIED.

BLACKFOOT REGIONAL PARK BOAT LAUNCH – BOARD RESOLUTIONS

November 24, 2016 Board Meeting:

RD/16/11/08 (24)

That staff forward a letter, with background information, to Peace River South MLA Mike Bernier to encourage him to assist in lobbying BC Hydro and the Comptroller of Water Rights for the installation of a boat launch at Peace River Regional District's Blackfoot Park.

CARRIED.

July 14, 2016 Board Meeting:

RD/16/07/30

That the correspondence dated June 23, 2016 from the Ministry of Forests, Lands and Natural Resource Operations regarding the Blackfoot Launch Site, be referred to the Regional Parks Committee.

CARRIED.

September 3, 2015 Board Meeting:

RD/15/09/44

That a letter be forwarded to the Comptroller of Water Rights clarifying that the Regional District is requesting that funds originally set aside for the Blackfoot Boat launch be redirected to assist with the cost of conducting a feasibility study for an alternative boat launch site.

CARRIED.

November 27, 2014 Board Meeting:

RD/14/11/22 (27)

That the Regional Board authorize a letter to be sent to BC Hydro requesting that the Peace River Regional District work in partnership with BC Hydro to examine the feasibility of constructing a boat launch on Crown land adjacent to Blackfoot Park and that the details of the partnership be outlined once the Comptroller of Water Rights makes a decision whether to support the examination of the new boat launch location.

CARRIED.

September 18, 2014 Board Meeting:

RD/14/09/19 (18)

That the Regional Board forward information from the August 25, 2014 public meeting at Blackfoot to BC Hydro identifying an alternative location on BC Hydro property, at Clayhurst, for the construction of a public boat launch and that a meeting be scheduled between the Regional Parks Committee and BC Hydro to discuss the option.

CARRIED.

RD/14/09/20 (18)

That a letter be forwarded to the BC Comptroller of Water Rights and the Regional Water Manager with the Ministry of Forests, Lands and Natural Resource Operations recommending that BC Hydro be held accountable to fulfill their obligations under the 2007 Water Use Plan to provide safe and reliable access to the Peace River at Clayhurst / Blackfoot Regional Park.

CARRIED.

BLACKFOOT REGIONAL PARK BOAT LAUNCH – BOARD RESOLUTIONS

August 7, 2014 Board Meeting:

RD/14/08/17

That the Regional Parks Committee be authorized to schedule a meeting in Blackfoot Park and invite former members of the Blackfoot Park Commission, as well as other interested community members, to identify and discuss potential options for a boat launch in the vicinity of the park for presentation back to BC Hydro before the end of August.

CARRIED.



February 22, 2018

File: 76975-35/Peace

Ref: 235214

Bryna Casey
Parks and Rural Recreation Coordinator
Peace River Regional District
Box 810, 1981 Alaska Ave
Dawson Creek BC V1G 4H8

Email: prrd.dc@prrd.bc.ca

Dear Bryna Casey:

Thank you for your letter of October 16, 2017 regarding reservoir access near Blackfoot Regional Park. Your letter forwards a request from the Peace River Regional District (PRRD) Board of Directors that the Comptroller of Water Rights (CWR) revisit a decision made on October 10, 2013 to relieve BC Hydro of the requirement to improve boat ramp access at Blackfoot Regional Park.

We understand that the public currently accesses the Peace River at unsanctioned areas around, and adjacent to, the park and that the nearest formal boat ramps are a significant distance away, near Taylor and Dunvegan (1-2 hour drive). Looking at a map of the area it is also easy to understand that the informal boat ramp at this location opens up access to a long stretch of the Peace River and multiple parks, both in BC and Alberta. We therefore understand your desire to have improved boat ramp access near Blackfoot Regional Park.

The Peace Water Use Plan (WUP) Order only requires BC Hydro to study improvements to boat ramp access within Blackfoot Regional Park. That study was completed, and improved boat ramp access in the park was determined to not be feasible. Subsequently, the PRRD has previously requested that BC Hydro be required to conduct a feasibility study for an alternate boat launch location on the west side of the Don Philips Bridge on Crown property adjacent to the park (letters dated July 23, 2015 and January 19, 2016). In a letter dated June 23, 2016, the CWR declined to order a new feasibility study for an alternate boat ramp location, citing low forecasted use (based on a recreational user survey reported by BC Hydro in 2013) relative to high projected costs for boat ramp construction along the Peace River.

.../2

Ministry of Forests, Lands,
Natural Resource Operations
and Rural Development

Resource Stewardship Division

Office of the Deputy
Comptroller of Water Rights

Water Management Branch

Mailing Address:
PO Box 9340 Stn Prov Govt
Victoria BC V8W 9M1
Telephone: 778-698-7344
Facsimile: 250-356-0605

Location:
3rd Floor, 395 Waterfront Cres
Victoria BC V8T 5K7



- 2 -

At this time, without any information contradicting the low forecasted use, there is insufficient justification to revisit the Comptroller's decision to not require additional boat ramp feasibility studies near Blackfoot Regional Park.

If you have new or additional information regarding forecasted use of a boat ramp near the park, we would be happy to review that to determine whether it would impact this decision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce O'Neill", is written over a faint horizontal line.

Bruce O'Neill, P.Eng.
Deputy Comptroller of Water Rights

Constituency Office:
103, 1100 Alaska Avenue
Dawson Creek BC
V1G 4V8
Toll Free: 1-855-582-3430
Phone: 250-782-3430
Fax: 250-782-6454



Province of
British Columbia



Mike Bernier, MLA
Peace River South

December 14, 2017

Peace River Regional District
PO Box 810
Dawson Creek BC V1G 4H8

Attention: Chair Sperling

Thank you again for the opportunity to present at your Dec 8, 2017 board meeting where the board asked me to follow up on their questions around the Blackfoot Regional Park Boat launch.

At your request, I contacted both BC Hydro and the Comptroller of Water Rights to enquire on not only the history of the issue, but also future opportunities as I stressed this is something the Regional District is still hoping to have completed.

Originally, as an outcome of the Peace River Water Use Plan (Peace WUP) process, BC Hydro was required to build a boat ramp at the location of the old (now removed) Blackfoot boat ramp, immediately downstream of the Clayhurst Bridge on the south bank of the river at Blackfoot Regional Park. In 2013, though, the provincial Comptroller of Water Rights relieved BC Hydro of the obligation. The Comptroller also wrote the PRRD in 2016 to say that it would not be authorizing further works at Blackfoot Park at this time.

In April of this year, BC Hydro met by teleconference at the invitation of the PRRD to explain further the reasoning behind the cancelling of BC Hydro's obligation at Blackfoot Park.

BC Hydro stated:

1. That the sites within Blackfoot Regional Park were deemed not technically feasible as they were within the floodplain
2. The usage studies undertaken for Site C indicated that Taylor would have higher use
3. Given the costs incurred to upgrade Taylor (building a ramp in the challenging fast flowing river), that the expected cost per use at a Blackfoot Regional Park site would be even higher.

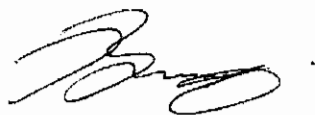
BC Hydro advises me that they explained on the conference call to the PRRD that they did not conduct the feasibility of the boat ramps internally and therefore had no engineering support that they could offer in-kind. BC Hydro does not have boat ramp engineers. They outsourced the feasibility studies to an external engineering firm. They also say they explained that they can provide the PRRD with the engineering firm's contact information and can provide information on the process/steps from feasibility through to construction if the PRRD wishes to proceed on their own and construct the ramp. In BC Hydro's opinion, all of these key reasons for cancellation continue to exist and they can confirm that there has been no further feasibility work conducted by BC Hydro as the project is cancelled as far as they are concerned and they will not be funding or constructing another boat launch.

I then had a conversation with the Comptroller of Water Rights who confirmed to me that they did relieve BC Hydro of its obligation years back. They also informed me that within the last few weeks, the PRRD office had written to the comptroller and he suggests I wait until his formal response to the board which may have more information that will clarify the situation.

I appreciate the Regional District is still eager to see another boat launch created on the Peace River at the Blackfoot Park, and once we receive correspondence from the Comptroller, it may guide the board in the direction that will need to be taken or considered, and whether the Province, or another agency is willing to financially support this initiative.

Thank you again for including me in this issue, and I will do my best to voice your concerns to the new government in hopes that there will be opportunities they can consider.

Regards,



Mike Bernier, MLA
Peace River South



PEACE RIVER REGIONAL DISTRICT

November 15, 2017

10104 100 St.
Fort St. John, BC
V1J 3Y7

via Email: dan.davies.MLA@leg.bc.ca

Attention: The Honourable Dan Davies
Peace River North Member of Legislative Assembly

On behalf of the Board of Directors of the Peace River Regional District, this letter is to invite you to a meeting with the Peace River Regional District's Regional Parks Committee members and the Peace River South Member of Legislative Assembly to discuss the Blackfoot Regional Park Boat Launch Project.

The Peace River Regional District is requesting that BC Hydro and the Comptroller of Water Rights fulfill the obligations under the 2007 Peace Project Water Use Plan. Under that plan BC Hydro had been required to provide for a boat launch to be installed at a location adjacent to Blackfoot Regional Park, on the banks of the Peace River at Clayhurst. In 2014 the Comptroller of Water Rights released BC Hydro from that obligation.

At the October 26, 2017 Regional Board meeting, the Board of Directors passed the following:
that staff be authorized to organize a meeting with the North Peace and South Peace MLAs to discuss the boat launch project at Blackfoot Regional Park.

The following is some information on the history of the boat launch and the association between the Peace River Regional District and BC Hydro.

A public boat launch was built (at the east side of the bridge) by the Peace River Regional District in 1994/95 at Blackfoot Regional Park to provide river access for boaters, fishermen, hunters, search and rescue groups, and for other users of the Peace River. When in operation it was the only boat launch on the Peace River between the Taylor Landing Provincial Park boat launch and the Alberta border. The Regional District maintained and authorized use of this boat launch until 2003, when it was blocked off due to degradation of the boat launch area and safety concerns.

BC Hydro approached the PRRD in September of 2010 in regards to repairing and upgrading the boat launch at this location, as it had been identified in BC Hydro's Peace River Water Use Plan. In June of 2011, BC Hydro released it's "Management Plan for Proposed Blackfoot Park Upgraded Public Boat Launch Site – Peace River" which outlined the project overview and even went so far as to propose starting the work on the project in the of summer of 2012.

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PLEASE REPLY TO:

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January 20, 2020

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Next, in June of 2014, BC Hydro informed the Regional District that they were no longer planning to construct the boat launch. In a meeting with PRRD staff and Directors, Mr. Gammer, BC Hydro Manager of Community Relations, explained that the Comptroller of Water Rights had released BC Hydro from their obligation under the Peace River Water Use Plan to construct a boat launch at that location. However, BC Hydro was still open to considering other options for a boat launch, but recommendations needed to be made by the end of summer 2014. The Community Services Staff held a public meeting on August 25, 2014 and with public input, discerned a superior location for new boat launch at a piece of Crown land on the opposite side of the road from the park.

In September 2014, the Regional District felt it was necessary to remove the boat launch as it posed a safety hazard. All necessary approvals were received from the Province and work commenced on remediating the former boat launch area to previous condition. At this time, a recommendation by the Board was made to forward information and suggest the alternate location from the August 25, 2014 public meeting to BC Hydro. The recommendation was also made that a letter be sent to the BC Comptroller of Water Rights and the Regional Water Manager with the Ministry of Forests, Lands and Natural Resource Operations recommending that BC Hydro be held accountable to fulfill their obligations under the 2007 Peace River Water Use Plan.

In late October 2014, the Regional Parks Committee met with BC Hydro to discuss the recommendations from the August 25 public meeting to identify next steps. As BC Hydro was open to examining the new site, they planned to go back to the Comptroller of Water Rights to look at whether the Province would support and fund this new potential location, as it specifically was not identified in the 2007 Water Use Plan. Furthermore, a recommendation was made to the Board to authorize that a letter be sent to BC Hydro to indicate that the PRRD would work in partnership with BC Hydro to examine the feasibility of constructing a boat launch at the aforementioned location.

On July 23, 2015 a letter was forwarded to the office of the Comptroller of Water Rights asking for authorization from that office to examine this new location (to the west of the bridge) so that BC Hydro would be able to move forward with conducting a feasibility study working cooperatively with the Regional District.

A letter, dated August 18, 2015, was then received from the Director and Comptroller of Water Rights responds that their authorization is not required for BC Hydro to provide feasibility support. In response, on January 19, 2016 a letter was sent, on Board approval, to Comptroller of Water Rights clarifying that the Regional District is requesting that funds originally set aside for the Blackfoot boat launch be redirected to assist with the cost of conducting a feasibility study for an alternative boat launch site.

Finally, on June 23, 2016, the Regional District received a letter from the Comptroller of Water Rights which denied any request for funding on the basis of;

- A new high capacity boat launch along with upland facilities have been developed at Taylor (Peace River Island Park) at an expense far greater than was originally envisioned.
- Recreational use surveys resulted in markedly less use forecasted for a boat ramp at or near Blackfoot in comparison to use at Taylor.

- No funds remain associated with the Blackfoot Launch feasibility study for re-allocation elsewhere.
- This letter stated that the "obligation for BC Hydro to conduct a boat launch feasibility study at or near Blackfoot Park was removed in 2013."

There are many residents in the Peace River Regional District who would support and use a boat launch at this newly proposed location, though initial cost, liability, ongoing maintenance, and safety concerns may make it impractical to move forward on any boat launch at this Regional Park without further support from outside organizations.

As you can see, the history of the boat launch at Blackfoot Regional Park is long and complicated. The Board of the Regional District hopes to work in partnership with BC Hydro to provide a feasibility study with the eventual hope of replacing the boat launch to provide public access to the river that gives our region its name.

If you are amenable to this meeting, please respond with your availability. Should you have any questions regarding our request, please feel free to contact Trish Morgan, General Manager of Community Services, at trish.morgan@prrd.bc.ca or 250-784-3218.

Yours truly,



Bryna Casey, Parks and Rural Recreation Coordinator
Peace River Regional District

Attached:

Letter – August 18, 2015 – Response from the Comptroller of Water Rights re: PRRD requesting Comptroller's support for BC Hydro providing a feasibility.

Letter – July 23, 2015 – Letter from PRRD to Comptroller of Water Rights requesting feasibility study.

Letter – June 23, 2016 – Response from the Comptroller of Water Rights responding to request to redirect funds to assist with the cost for feasibility study for alternative boat launch site.

Letter – July 19, 2016 – Letter from PRRD to Comptroller of Water rights providing clarification for original funds for boat launch be used for feasibility study.



PEACE RIVER REGIONAL DISTRICT

November 15, 2017

103-1100 Alaska Ave.
Dawson Creek, BC
V1G 4V8

via Email: mike.bernier.MLA@leg.bc.ca

Attention: The Honourable Mike Bernier
Peace River South Member of Legislative Assembly

On behalf of the Board of Directors of the Peace River Regional District, this letter is to invite you to a meeting with the Peace River Regional District's Regional Park Committee members and the Peace River North Member of Legislative Assembly to discuss the Blackfoot Regional Park Boat Launch Project.

As you may recall, the Peace River Regional District is requesting that BC Hydro and the Comptroller of Water Rights to fulfill the obligations under the 2007 Peace Project Water Use Plan. Under that plan BC Hydro had been required to provide for a boat launch to be installed at a location adjacent to Blackfoot Regional Park, on the banks of the Peace River at Clayhurst. In 2014 the Comptroller of Water Rights released BC Hydro from that obligation.

At the October 26, 2017 Regional Board meeting, the Board of Directors passed the following resolution:

that staff be authorized to organize a meeting with the North Peace and South Peace MLAs to discuss the boat launch project at Blackfoot Regional Park.

There are many residents in the Peace River Regional District who would support and use a boat launch at this location, which would provide the only boat launch to access to the Peace between Taylor and the Alberta Border. The Board of the Regional District hopes to work in partnership with BC Hydro to provide a feasibility study with the eventual hope of replacing the boat launch to provide public access to the river that gives our region its name.

If you are amenable to this meeting, please respond with your availability. Should you have any questions regarding our request, please feel free to contact Trish Morgan, General Manager of Community Services, at trish.morgan@prrd.bc.ca or 250-784-3218.

Yours truly,

Bryna Casey, Parks and Rural Recreation Coordinator
Peace River Regional District

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January 20, 2020



PEACE RIVER REGIONAL DISTRICT

October 16, 2017

Water Management Branch
PO Box 9340 Stn Prov Govt
Victoria, BC V8W 9M1

via email: ted.white@gov.bc.ca

Attention: Ted White, Director and Comptroller of Water Rights

Dear Mr. White,

At the Regional Board meeting of May 25, 2017 the Peace River Regional District Board of Directors passed the following resolution;

That a letter be forwarded to the Comptroller of Water Rights to request that the decision regarding the requirement for BC Hydro (Site C) to replace the boat launch at or near Blackfoot Regional Park be revisited, to explain the current situation, and include various options for the boat launch.

BC Hydro was required by the Comptroller of Water Rights, as part of the 2007 Water Use Plan, to ensure access to the Peace River at Blackfoot Regional Park. In 2014 however, BC Hydro informed the Regional District that the Comptroller of Water Rights had released BC Hydro from that obligation. This decision came forward despite the conditions outlined in the water use plan that "safe and reliable access" to the Peace River should be constructed and maintained at that location.

Currently, the public accesses the Peace River at unsanctioned areas around and adjacent to the Regional Park. A major barrier to robust park use at this location is the lack of appropriate locations to access the water. The nearest water access to this location is at the Peace Island Park, in Taylor, approximately 40km away by water. In a meeting in August of 2015 at Blackfoot Park with members of the public, it was proposed that there may be a more appropriate location for a boat launch on the west side of the Don Philips Bridge, on Crown property directly adjacent to the park.

The Peace River Regional District believes that BC Hydro should be required to provide access to the Peace River at or around Blackfoot Regional Park and that the decision to discontinue the project be revisited.

Should you have any questions regarding this request, please contact Trish Morgan, General Manager of Community Services at trish.morgan@prrd.bc.ca or 250 784-3218.

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January 20, 2020

Page 24

Yours truly,



Bryna Casey,
Parks and Rural Recreation Coordinator

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Letter – July 23, 2015 – Letter from PRRD to Comptroller of Water Rights requesting feasibility study.

Letter – June 23, 2016 – Response from the Comptroller of Water Rights responding to request to redirect funds to assist with the cost for feasibility study for alternative boat launch site.

Letter – July 19, 2016 – Letter from PRRD to Comptroller of Water rights providing clarification for original funds for boat launch be used for feasibility study.

Report – August 12, 2016 – Staff Report - History of Blackfoot Regional Park Boat Launch



PEACE RIVER REGIONAL DISTRICT

October 16, 2017

103-1100 Alaska Ave.
Dawson Creek, BC
V1G 4V8

via Email: mike.bernier.MLA@leg.bc.ca

Attention: The Honourable Mike Bernier
Peace River South Member of Legislative Assembly

On behalf of the Board of Directors of the Peace River Regional District, this letter is to request your assistance in lobbying BC Hydro and the Comptroller of Water Rights to fulfill the obligations under the 2007 Peace Project Water Use Plan. Under that plan BC Hydro had been required to provide for a boat launch to be installed at a location adjacent to Blackfoot Regional Park, on the banks of the Peace River at Clayhurst. In 2014 the Comptroller of Water Rights released BC Hydro from that obligation.

At the November 24, 2016 Regional Board meeting, the Board of Directors passed the following motion:

that staff forward a letter, with background information, to Peace River South MLA Mike Bernier to encourage him to assist in lobbying BC Hydro and the Comptroller of Water Rights for the installation of a boat launch at Peace River Regional District's Blackfoot Park.

The following is some information on the history of the boat launch and the association between the Peace River Regional District and BC Hydro.

A public boat launch was built (at the east side of the bridge) by the Peace River Regional District in 1994/95 at Blackfoot Regional Park to provide river access for boaters, fishermen, hunters, search and rescue groups, and for other users of the Peace River. When in operation it was the only boat launch on the Peace River between the Taylor Landing Provincial Park boat launch and the Alberta border. The Regional District maintained and authorized use of this boat launch until 2003, when it was blocked off due to degradation of the boat launch area and safety concerns.

BC Hydro approached the PRRD in September of 2010 in regards to repairing and upgrading the boat launch at this location, as it had been identified in BC Hydro's Peace River Water Use Plan. In June of 2011, BC Hydro released its "Management Plan for Proposed Blackfoot Park Upgraded Public Boat Launch Site – Peace River" which outlined the project overview and even went so far as to propose starting the work on the project in the of summer of 2012.

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January 20, 2020

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Next, in June of 2014, BC Hydro informed the Regional District that they were no longer planning to construct the boat launch. In a meeting with PRRD staff and Directors, Mr. Gammer, BC Hydro Manager of Community Relations, explained that the Comptroller of Water Rights had released BC Hydro from their obligation under the Peace River Water Use Plan to construct a boat launch at that location. However, BC Hydro was still open to considering other options for a boat launch, but recommendations needed to be made by the end of summer 2014. The Community Services Staff held a public meeting on August 25, 2014 and with public input, discerned a superior location for new boat launch at a piece of Crown land on the opposite side of the road from the park.

In September 2014, the Regional District felt it was necessary to remove the boat launch as it posed a safety hazard. All necessary approvals were received from the Province and work commenced on remediating the former boat launch area to previous condition. At this time, a recommendation by the Board was made to forward information and suggest the alternate location from the August 25, 2014 public meeting to BC Hydro. The recommendation was also made that a letter be sent to the BC Comptroller of Water Rights and the Regional Water Manager with the Ministry of Forests, Lands and Natural Resource Operations recommending that BC Hydro be held accountable to fulfill their obligations under the 2007 Peace River Water Use Plan.

In late October 2014, the Regional Parks Committee met with BC Hydro to discuss the recommendations from the August 25 public meeting to identify next steps. As BC Hydro was open to examining the new site, they planned to go back to the Comptroller of Water Rights to look at whether the Province would support and fund this new potential location, as it specifically was not identified in the 2007 Water Use Plan. Furthermore, a recommendation was made to the Board to authorize that a letter be sent to BC Hydro to indicate that the PRRD would work in partnership with BC Hydro to examine the feasibility of constructing a boat launch at the aforementioned location.

On July 23, 2015 a letter was forwarded to the office of the Comptroller of Water Rights asking for authorization from that office to examine this new location (to the west of the bridge) so that BC Hydro would be able to move forward with conducting a feasibility study working cooperatively with the Regional District.

A letter, dated August 18, 2015, was then received from the Director and Comptroller of Water Rights responds that their authorization is not required for BC Hydro to provide feasibility support. In response, on January 19, 2016 a letter was sent, on Board approval, to Comptroller of Water Rights clarifying that the Regional District is requesting that funds originally set aside for the Blackfoot boat launch be redirected to assist with the cost of conducting a feasibility study for an alternative boat launch site.

Finally, on June 23, 2016, the Regional District received a letter from the Comptroller of Water Rights which denied any request for funding on the basis of;

- A new high capacity boat launch along with upland facilities have been developed at Taylor (Peace River Island Park) at an expense far greater than was originally envisioned.

- Recreational use surveys resulted in markedly less use forecasted for a boat ramp at or near Blackfoot in comparison to use at Taylor.
- No funds remain associated with the Blackfoot Launch feasibility study for re-allocation elsewhere.
- This letter stated that the "obligation for BC Hydro to conduct a boat launch feasibility study at or near Blackfoot Park was removed in 2013."

There are many residents in the Peace River Regional District who would support and use a boat launch at this newly proposed location, though initial cost, liability, ongoing maintenance, and safety concerns may make it impractical to move forward on any boat launch at this Regional Park without further support from outside organizations.

As you can see, the history of the boat launch at Blackfoot Regional Park is long and complicated. The Board of the Regional District hopes to work in partnership with BC Hydro to provide a feasibility study with the eventual hope of replacing the boat launch to provide public access to the river that gives our region its name.

Should you have any questions regarding our request, please feel free to contact Trish Morgan, General Manager of Community and Electoral Area Services, at trish.morgan@prrd.bc.ca or 250-784-3218.

Yours truly,



Bryna Casey, Parks and Rural Recreation Coordinator
Peace River Regional District

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Letter – July 19, 2016 – Letter from PRRD to Comptroller of Water rights providing clarification for original funds for boat launch be used for feasibility study.



PEACE RIVER REGIONAL DISTRICT

Office of the Chair

March 3, 2017

BC Hydro
6911 Southpoint Drive E11
Burnaby, BC
V3N 4X8

via email: julie.fournier@bchydro.com

via email: bob.gammer@bchydro.com

Attention: Bob Gammer, Community Relations Manager, Northern Region
Julie Fournier, Peace Water License Requirements, Environmental Risk Management

Re: Clarification for project cancellation – Blackfoot Regional Park Boat Launch

Dear Mr. Gammer and Ms. Fournier;

The Peace River Regional District Board of Directors is requesting clarification as to why BC Hydro requested relief from the Comptroller of Water Rights for the construction of the Blackfoot boat launch in 2014, as there is uncertainty as to the official reasons for the termination of the project.

As you are aware, in June 2014, BC Hydro met with directors and staff from the Peace River Regional District and advised that they were discontinuing their plan to construct an engineered boat launch at Blackfoot Park on the east side of the Clayhurst Bridge. At that time the Regional District was advised that due to cost overruns at the Taylor launch that it was impractical to construct a boat launch at Blackfoot. This decision came forward despite the conditions outlined in BC Hydro's 2007 Water Use Plan that "safe and reliable access" to the Peace River should be constructed and maintained at Clayhurst/Blackfoot Regional Park.

However, based on a discussion and an email between BC Hydro staff and a Regional District Director it was suggested that the reasons for discontinuing the boat launch project at Blackfoot were not due to the cost overruns at the Taylor launch.

The boat launch was a valued piece of infrastructure by residents of the Peace River Regional District and as such, the Regional District would like written clarification on all the reasons to discontinue the project.

We look forward to receiving your reply,

Yours truly,

Brad Sperling,
Chair of the Peace River Regional District Board

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January 20, 2020

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June 23, 2016

Ref: 219790

Ms. Trish Morgan
General Manager of Community & Electoral Area Services
Peace River Regional District
Box 810, 1981 Alaska Ave
Dawson BC V1G 4H8

Dear Ms. Morgan:

This is a belated response to your letter dated January 19, 2016. I apologise for the delay.

Your letter forwards a motion by the Regional Board of Directors seeking to clarify a request for funds originally set aside for the Blackfoot launch site be made available to help fund a feasibility study for an alternate site.

In reviewing the Peace Project Water Use Plan I note there was agreement by the Peace Consultative Committee "To provide safe and reliable access to and from the Peace for the full operating range at Peace Canyon Generating Station. Four sites below Peace Canyon dam were identified for the construction and maintenance of river access. They are: Lynx Creek, Halfway River, Peace River Island Park and Clayhurst/Blackfoot Regional Park."

As a result of the Site C Environmental Assessment Certificate issued by the Province on October 14, 2014, BC Hydro is required to build three new boat launch/day use sites to be located at Hudson's Hope, Lynx Creek and Cache Creek on the new Site C reservoir. The potential of nearby land-slides into the Site C Reservoir has excluded Halfway River as an appropriate site for a new launch. As well a new high capacity boat launch along with upland facilities has been developed at Taylor (Peace River Island Park) at an expense far greater than was originally envisioned by the Peace Consultative Committee. Also, recreational use surveys resulted in markedly less use forecasted for a boat ramp at or near Blackfoot in comparison to use at Taylor. For these reasons the obligation for BC Hydro to conduct a boat launch feasibility study at or near Blackfoot was removed in 2013.

.../2

Ministry of Forests, Lands & Natural Resource Operations Resource Stewardship Division	Director's Office Water Management Branch	Mailing Address: PO Box 9340 Stn Prov Govt Victoria BC V8W 9M1 Telephone: 250-387-6949 Facsimile: 250-356-0605	Location: 3 rd Floor, 395 Waterfront Cres Victoria BC V8T 5K7 
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Ms. Trish Morgan
Page 2

I should point out that no funds remain associated with the Blackfoot launch feasibility study for re-allocation elsewhere.

I trust this provides the clarification the Board was seeking.

Yours truly,

A handwritten signature in blue ink, appearing to read "G. Davidson", with a long horizontal flourish extending to the right.

Glen Davidson, P.Eng.
Director and Comptroller of Water Rights



PEACE RIVER REGIONAL DISTRICT

January 19, 2016

Water Management Branch
PO Box 9340 Stn Prov Govt
Victoria, BC V8W 9M1

Attention: Glen Davidson, Director & Comptroller of Water Rights

RE: Blackfoot Boat Launch

Dear Mr. Davidson:

Thank you for your letter of August 18, 2015 which was reviewed by the Board of Directors on September 3, 2015. At that meeting the Board passed the following motion:

That a letter be forwarded to the Comptroller of Water Rights clarifying that the Regional District is requesting that funds originally set aside for the Blackfoot boat launch be redirected to assist with the cost of conducting a feasibility study for an alternative boat launch site.

BC Hydro has indicated a willingness to consider working in partnership with the Regional District to examine the alternative site, and as such we are requesting that funding that was originally set aside for the boat launch at Blackfoot Park should be considered to be reallocated to this project as it still supports the requirements of the Water Use Plan.

I sincerely hope that you will consider this recommendation and authorize funds to be expended so that BC Hydro may examine this new location in order to be consistent with the commitment outlined in the Water Use Plan.

Should you have any questions regarding this request please feel free to contact me at trish.morgan@prrd.bc.ca or 250 784-3218.

Yours truly,

Trish Morgan
General Manager of Community & Electoral Area Services

cc: Bob Gammer, BC Hydro

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January 20, 2020

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August 18, 2015

File: 76975-35/Peace

Lori Ackerman
Chair
Peace River Regional District
Box 810
Dawson Creek BC V1G 4H8



Dear Lori Ackerman:

Thank you for your letter of July 23, 2015 regarding the Blackfoot boat launch. From your letter I understand that, in a meeting between the Peace River Regional District (PRRD) and boaters/fishers, an alternate boat launch location to that of Blackfoot Park was identified at the west side of Clayhurst Bridge.

I am aware BC Hydro is willing to provide support on assessing the feasibility of the Clayhurst Bridge site and that a number of people who attended the above referenced meeting are able to provide construction support.

The approval of the Comptroller of Water Rights is not required to authorise BC Hydro to provide feasibility support. Applications for required authorisations from the Ministry of Forests, Lands and Natural Resource Operations would however be required to access crown land and to construct works on the foreshore and in the river channel. Those applications would need to be submitted through the nearest Front Counter BC office.

Thank you for keeping us updated on Peace River access endeavours.

Yours truly,

Glen Davidson, P.Eng.
Comptroller of Water Rights

Ministry of Forests, Lands &
Natural Resource Operations

Resource Stewardship Division

Office of the Comptroller
of Water Rights
Water Management Branch

Mailing Address:
PO Box 9340 Stn Prov Govt
Victoria BC V8W 9M1
Telephone: 250-387-6949
Facsimile: 250-356-0605

Location:
3rd Floor, 395 Waterfront Cres
Victoria BC V8T 5K7





PEACE RIVER REGIONAL DISTRICT

Office of the Chair

July 23, 2015

Water Management Branch
PO Box 9340 Stn Prov Govt
Victoria, BC V8W 9M1

Attention: Glen Davidson, Director & Comptroller of Water Rights

RE: Blackfoot Boat Launch

Dear Mr. Davidson:

The Peace River Regional District is seeking the authorization of the Comptroller of Water Rights to support BC Hydro in working with the Regional District to conduct a feasibility study to examine an alternative location for a boat launch on the Peace River at Clayhurst.

As you are likely aware, in June 2014 BC Hydro met with directors and staff from the Peace River Regional District and advised that they were discontinuing their plan to construct an engineered boat launch at Blackfoot Park on the east side of the Clayhurst Bridge. This decision, with the agreement of your office, came forward despite the conditions outlined in BC Hydro's 2007 Water Use Plan that "safe and reliable access" to the Peace River should be constructed and maintained at Clayhurst/Blackfoot Regional Park.

Following this meeting with BC Hydro, the Regional District held a community meeting at Blackfoot Park on August 25, 2014 to identify alternative options. Twenty (20) members of the public (all avid boaters some representing our local boating association) attended the August 25th meeting and identified that the location of the previous Clayhurst Ferry crossing on the west side of the Clayhurst Bridge would provide the best option for a boat launch. Individuals identified that at this location the river's current naturally slows and historically there has been a reduced risk of ice build-up over the winter. It was for these reasons that the ferry crossing was maintained here for many years.

Although it was recognized that the river bank is very steep, individuals felt that given the large size of the property (Crown land SW ¼ of LS 5 Sec 24 TP 82 R14 W6M), that a boat launch could be developed, along with a parking area and some picnic tables.

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☒ BOX 810, DAWSON CREEK, BC V1G 4H8 TELEPHONE: (250) 784-3200 or (800) 670-7773 FAX: (250) 784-3201 EMAIL: prrd.dc@prrd.bc.ca
☐ 9505 100 STREET, FORT ST. JOHN, BC V1J 4N4 TELEPHONE: (250) 785-8084 Fax: (250) 785-1125 EMAIL: prrd.fsj@prrd.bc.ca

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A number of the individuals in attendance also offered to donate their time and equipment to construct the launch in order to keep the overall construction costs low.

On October 30, 2014 the Regional District met with BC Hydro to discuss the recommendations from the public meeting. BC Hydro was open to examining the new site and suggested first that they would go back to the Comptroller of Water Rights to look at whether the Province of BC would support and fund this potential new location as they do not believe it was not identified in the 2007 Water Use Plan. If your office is in agreement, to examining this new location then BC Hydro would move forward with conducting a feasibility study working cooperatively with the Regional District.

I sincerely hope that you will consider this recommendation and authorize BC Hydro to examine this new location in order to be consistent with the commitment outlined in the Water Use Plan. The individuals who attended the community meeting are all avid boaters and have spent many years on the Peace River and we believe their expertise will be valuable in developing a new launch in a safe and cost efficient manner.

Should you have any questions regarding our request please feel free to contact Trish Morgan, General Manager of Community & Electoral Area Services, at trish.morgan@prrd.bc.ca or 250 784-3218.

Yours truly,



Leri Ackerman, Chair

BACKGROUND INFORMATION

- In 2011 the Peace River Regional District conducted a public survey as part of the development of our Parks and Trails Master Plan. Residents clearly identified that they would like more access points to the Peace River for day use and boating.
- There are very few "safe and reliable" access points along the Peace River and with the construction of Site C the number of locations will decrease.
- The lack of suitable and established boat launches along the Peace River has been identified many times over the years and for that reason the proposal of constructing a proper boat launch at Blackfoot Park was recommended in BC Hydro's 2007 Water Use Plan.
- A map has been provided and identifies boat launches on the Peace River east of Site C. As you will note there is currently only one boat launch located in BC at Peace Island Park near Taylor. The next closest boat launch is located at Many Islands Park in Alberta and is almost 200km driving distance and over 100km by boat. By establishing a launch at Blackfoot, the distances will be cut almost in half. Please see the chart below and attached map:

Boat Launches	Distance by Road (approximate)	Distance by Boat (approximate)
Taylor to Blackfoot (Proposed)	90 km	40 km
Blackfoot (Proposed) to Many Islands Park	105 km	63 km
Many Islands Park to Carters Camp	75 km	16 km
Carters Camp to Pratt's Landing (+ 2km)	28 km	23 km
Pratt's Landing to Dunvegan Bridge	46 km	30 km



PEACE RIVER REGIONAL DISTRICT

Office of the Chair

October 29, 2014

BC Hydro – Northern Region
6911 Southpoint Drive
Burnaby, BC V3N 4X8
Email: Bob.Gammer@bchydro.com

Attention: Bob Gammer, Manager of Community Relations

RE: Peace River Boat Launch near Blackfoot Park

Dear Mr. Gammer,

Further to our meeting on June 12, 2014 regarding BC Hydro's decision to discontinue the plan to construct an engineered boat launch at Blackfoot Park, the Regional District held a community meeting at Blackfoot Park on August 25, 2014 to identify alternative options.

20 members of public attended the August 25th meeting and identified that the location of the previous Clayhurst Ferry crossing on the former "Green Family" property would provide the best option for a boat launch. Individuals identified that at this location the river's current naturally slows and there is reduced risk of ice build-up over the winter. It was for these reasons that the ferry crossing was maintained here for many years.

Although it was recognized that the river bank is very steep, individuals felt that given the large size of the property (now Crown land SW ¼ of LS 5 Sec 24 TP 82 R14 W6M), that a boat ramp could be developed, along with a parking area and some picnic tables. A number of the individuals in attendance also offered to donate their time and equipment to construct the launch in order to keep the overall construction costs low.

The Regional District hopes that you will consider this recommendation. The individuals who attended the community meeting are all avid boaters and have spent many years on the Peace River. The lack of suitable and established boat launches along the Peace River has been identified many times over the years and for that

PLEASE REPLY TO:

☒ BOX 810, DAWSON CREEK, BC V1G 4H8 TELEPHONE: (250) 784-3200 or (800) 670-7773 FAX: (250) 784-3201 EMAIL: prrd.dc@prrd.bc.ca
☐ 9505 100 STREET, FORT ST. JOHN, BC V1J 4N4 TELEPHONE: (250) 785-1125 FAX: (250) 785-1125 EMAIL: prrd.fsj@prrd.bc.ca

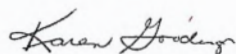
January 20, 2020

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reason the proposal of constructing a proper boat launch at Blackfoot Park was recommended in BC Hydro's 2007 Water Use Plan.

A copy of the meeting notes, pictures and map have been attached for your review. Should you have any questions about this recommendation please feel free to contact Trish Morgan, Manager of Community Services at trish.morgan@prrd.bc.ca or 250 784-3218.

Yours truly,

A handwritten signature in cursive script, appearing to read "Karen Goodings".

Karen Goodings, Chair

Peace River Regional District Regional Parks Committee Meeting

Date: Monday, August 25, 2014

Location: Blackfoot Regional Park

Present: Director Jarvis (Chair); Trish Morgan-Manager of Community Services, Jill Rickert-Community Services Coordinator (Recorder)

Community Members: Dave & Paula Friesen; Dave & Judy Russell, Tim & Charlie Hartnell, Steve Hartnell, George Streeper, Marvin Meeres, Tim Thomsen, Dwayne Shawchek, Tim Bennett (FLNRO), John Haukings (FLNRO), Dennis Nelson, Chad & Tia Esau, Donovan & Alex Giesbrecht, Perry Piper, Roni Nelson

Refreshments and a fire for roasting hotdogs prior to the meeting was supplied for everyone by the PRRD.

1. Introductions and opening remarks were stated and the meeting was called to order at 7:00 p.m.
2. Trish Morgan presented information and discussion to provide a background to the history of the boat launch located at Blackfoot Park.
 - Part of the Water Use Plan for the Peace Canyon and WAC Bennett Dam that identified Blackfoot Park as an area needing a boat launch as an obligation to communities impacted by the dams
 - Hydro approached the PRRD regarding a boat launch at Blackfoot Park in 2010
 - In 2011 a meeting regarding plans for a boat launch was held at Doe River Community Hall to discuss options
 - July 2014 Comptroller of Water Rights released BC Hydro of all obligations to land bordering river, therefore no longer obligated to PRRD to maintain/build boat launch.

Q: How much money do we have to work with?

A: TM – we don't know; FJ – need to work together on a plan that's reasonable and then approach them.

Q: What about the issues that Taylor has faced?

A: FJ – some issues occurred due to lack of knowledge regarding the nature of the rivers in the north; rivers run hard and aren't deep; unfortunately cost BC Hydro more money in the long run, important to help BC Hydro understand what needs to be done here with a good solid plan

Q: Are we restricted to the current location of the old launch?

A: TM – no not necessarily.

Comment: Ideal place would be above the bridge and upriver, out of the flood plain area to avoid the launch flooding and ruining it.

Comment: There is a lot of experience and knowledge just among the people present tonight that could help and tell you where the launch should go.

Group walked to current site of broken boat launch at near river...

Q: Will the new dam (Site C) stabilize the water level of the river at all?

A: FJ – yes in all likelihood, it could. Site C involves 3 major rivers located behind the dam, fewer running into it, means can control levels more with new dam

Comment: It's important that if and when a new boat launch is built the old one in the current location is cleaned up. A lot of mess there, concrete and rebar, should be cleaned up before new project is started.

Q: Any way there could be a bigger parking lot built if moved location of launch upriver?

A: TM – possibility if enough room.

Group walked to Bill Greene's land across from Blackfoot park and upriver from current location of launch...

Q: If boat launch built up river on Greene property, would PRRD/Hydro own it?

A: TM – Hydro land then hydro own it but likely PRRD would lease and run it, most likely

Q: Last time some of us met with BC Hydro to discuss launch, we told them where it should go, showed them and took pictures. What happened to all that information?

A: TM – not sure what Hydro did with all that info, but we are going to take this information we get tonight to the next Parks Committee mtg come up with some type of plan/report to take to the Board.

Q: How often would boat launch be used?

A: Daily when water levels are good, very busy on weekends. At current location, vehicles get stuck all the time and need a 4 wheel drive to get out, constantly helping people get out of launch area.

Q: TM – Is the water at the Greene site for new launch deep enough? High river bank (20-30 ft) and erosion, wonder about the stability and recession.

A: Lots of room and river plenty deep enough, could build ramp sideways (45° angle) and follow bank, fill in low spots not a lot of waste material must be utilised, very little maintenance in this area, easy area to expand with washrooms and picnic tables, keep access to public open.

Comment: The location of the old ferry crossing on the Green property is the ideal location. The river naturally slows at this location and although there is a steep bank, a ramp could be built back onto the property. (Group was in consensus that this was the only location)

Comment: BC Hydro met with some of us in 2013 and we walked this property and showed them this same location. They took pictures and notes. What did BC Hydro do with all of this information?

Q: TM - Cost?

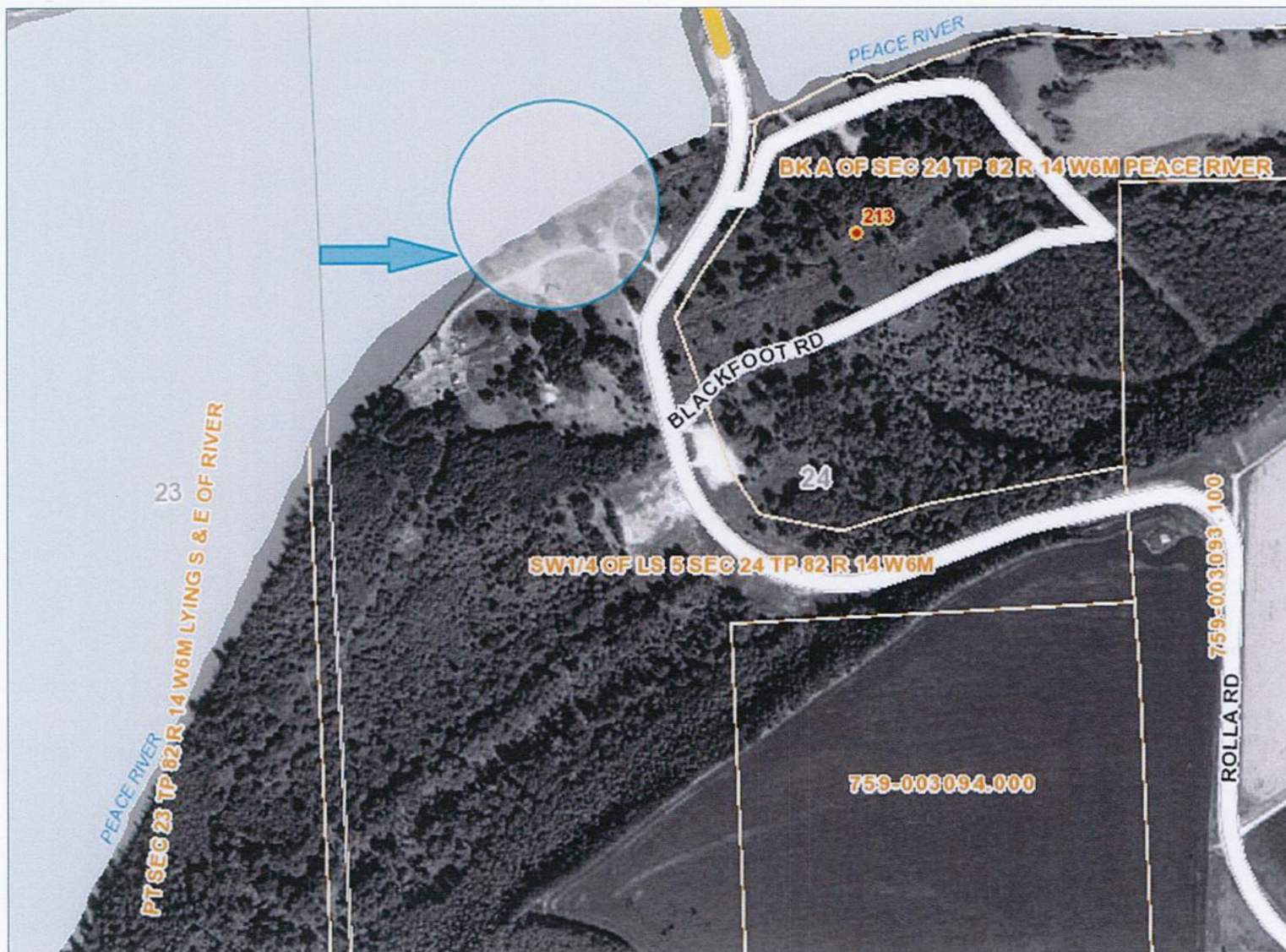
A: \$200,000 to \$300,000 to complete, lot of experience and knowledge here in community, people willing to help and donate time and equipment as long as there is money to finish it.

Group walked back to Blackfoot Park and examined a map and marked the location of a potential new boat launch.

6. Meeting Adjourned at 8:30 p.m.



Peace River Regional District



Legend

- Highway Mile Marker
- Rural Community
- 911 Civic Address
- Sections
- Main Roads (> 1:10000)
- Minor Roads (> 1:10000)
- Water Course
- Water Bodies
- Parcels
- West Peace Aerial Photo
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- North Peace Aerial Photo
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- South Peace Aerial Photo
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- B&W Aerial Photo-1998
 - High: 255
 - Low: 0

1:6,084



309.0 0 154.52 309.0 Meters

NAD_1983_UTM_Zone_10N
© Latitude Geographics Group Ltd.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Recommended location of boat launch on Peace River

Recommended Location of a New Boat Launch on the Peace River





**Examination of the previous boat launch site
on the east side
of the Clayhurst Bridge**



January 20, 2020

Previously Received on September 14, 2018

Examination of proposed boat launch site
on the west side
of the Clayhurst Bridge



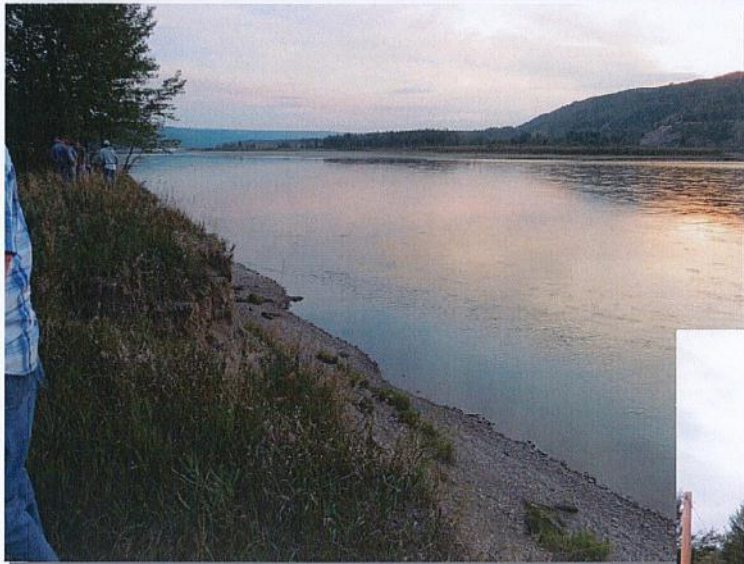
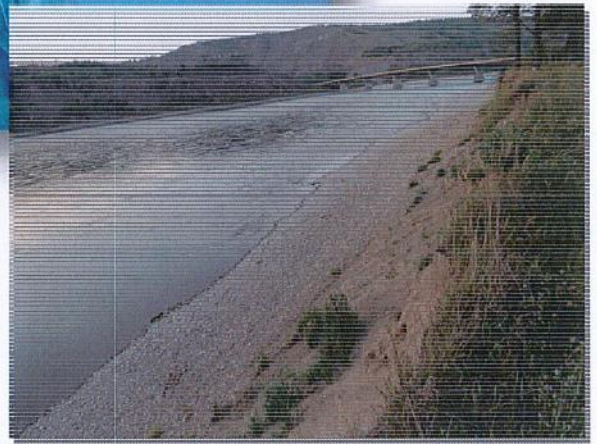
January 20, 2020

Previously Received on September 14, 2018

**Photos of ice build up on the
east side of the Clayhurst Bridge
sent in April 2013 from
Dwayne Shawchek
to Conny-Maud Groenvelt,
Division Manager with BC Hydro**



January 20, 2020





REPORT

To: Regional Parks Committee

Date: January 10, 2020

From: Kari Bondaroff, Environmental Services Manager

Subject: **2019 Overview of Year One In-House Parks Maintenance**

RECOMMENDATION:

That the Regional Parks Committee receive the report entitled "2019 Overview of Year One In-House Parks Maintenance" dated January 10, 2020 for discussion.

BACKGROUND/RATIONALE:

2019 was the first year of the approved 2-year pilot project including the in-house delivery of PRRD Regional and Community parks maintenance. Two full-time seasonal labourers were hired for a 7-month (28 week) term, as well as 8% of the Field Services staff wages and time were allocated to parks based on historical time expenditures. In order to ensure efficiency and responsible reporting, an inspection app was developed by the GIS team. This enabled real-time delivery of information to the office and traceability of follow-up items to be completed. A total of 160 Inspections started May 8, 2019 and were last conducted on December 8, 2019 (Blackfoot: 37, Iver Johnson: 24, Minaker: 11, Montney: 27, Spencer Tuck: 30, Sundance: 31). During inspections, staff conducted duties such as:

- Cleaning outhouses
- Restocking of bathroom supplies
- Mowing and brushing
- Garbage and recycling
- Pothole repairs
- Sign clean-up
- Painting
- Necessary follow-up repairs

In addition to weekly duties, staff completed most of the planned larger projects within the 2019 plan. Completed duties are outlined below. Costs associated with such projects are noted in the attachment titled "2019 Parks Completion Update".

Blackfoot Regional Park

- Existing roads were upgraded and repaired
- Construction of 7 new campsites, 2 power shed locations, attendant shack compound
- Planted various greenspaces, 20 large spruce trees and a strawberry patch.
- Installation of 2 power sheds and 1 attendant shack.
- Obtained permitting for wastewater and potable water tanks (both tanks have been purchased)
- Installed power posts for outlets at 10 campsites
- Contractor conducted extensive tree removal including topping, falling, bucking, chipping, brushing, and mulching.
- Trails were installed to 2 lookout locations as well as connections made between the new campsites and the park.
- 7 new picnic tables and fire rings were installed.

Staff Initials: *B*

Dept. Head: *Y. Morgan*

CAO: *A. M.*

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January 20, 2020

Spencer Tuck Regional Park

- Upgraded and repaired existing road, boat launch, and parking area.
- Constructed and installed a new information kiosk near the recycle bins.
- Brushed the trails and outhouses.
- Contractor completed tree removal.
- Discovered an undisclosed underground tank within the park near the boat launch. Took samples to determine contents, fluids were vacuumed out with a vac. truck to the depth of 70 feet and it refilled within 45 minutes. Tank was re-capped and will be re-visited in 2020.

Montney Centennial Regional Park

- Supplies have been purchased, stained, and are stored at the warehouse for installation of new siding on the 2 outhouses in 2020.
- Tree removal service was brought in to remove fallen and danger trees.

Minaker Regional Park

- De-activated the road access adjacent to the River due to erosion, berms were constructed.
- Upgraded road access through the existing cutline with the installation of a culvert, gravel build-up to allow water overflow from the ditches and the beaver dam.
- Removed the announcer's booth, corrals, and old abandoned disc.
- Constructed and installed a new information kiosk near the river on the south side of the parks.
- A local tree service was brought in to remove fallen and danger trees.
- Mowed and brushed all trails and grass areas.
- Moved the picnic tables and fire rings back from the banks of the River.

Sundance Regional Park

- Installed a new fire ring.
- A new information kiosk was constructed and installed near the entrance.
- Hosted "Parks Day" celebrations in 2019.
- PRRD staff brushed around picnic tables, recycle bins, and widened existing trails.
- PRRD staff removed several old tree stumps.

Iver Johnson Community Park

- Installed a new wood outhouse.
- Seeded grass.
- A local tree services topped and removed danger trees.
- PRRD staff brushed around the perimeter and hauled away unnecessary material.

Wage allocations for the 2019 year were based upon actual time spent on different functions within the PRRD in 2017. This calculated out to 8% of Field Services wages. For 2020, the calculations prove to be consistent and therefore 8% of Field Services wages have been allocated to Parks. In addition, there was opportunity to adjust the Invasive Plant Assistant job description to be more inclusive of PRRD functions across departments and as such, this position has transitioned to a Field Services Assistant which includes duties such as general parks maintenance. This opportunity will reduce cost of parks maintenance and allow for shared resources amongst the seasonal requirements for invasive plants, parks and solid waste. As such, wages will be shared between the Invasive Plant program and Parks for the 2020 season. See the

table below for a breakdown of actual Field Services staff wage expenditures for 2019 and projected wages for 2020.

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee provide alternative direction.

STRATEGIC PLAN RELEVANCE:

- ☒ Organizational Effectiveness
- ☒ Support and Develop Human Resources
- ☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

Year	Positions Included	Allocation of wages/benefits	Total Cost
2018	Parks Maintenance Contract		\$68360.40
2018	1 Working Foreman 1 Field Services Labourer 24 weeks of Seasonal/Casual Labourers	No allocation of cost. 2020 Budget includes actual time expenditures from 2018 tracked hours. Field Services spent 8% of their time working in Parks.	
2019	1 Working Foreman 2 Field Services Labourers 80 weeks Seasonal/Casual Labourers	8%	\$29,550
2019	2 Parks Labourers (7 month terms)	100%	\$86,769
2019		Total	\$116,319
2020	1 Field Services Foreman 3 Field Services Labourers Casual Field Services Labourers	8%	\$37,593
2020	2 Field Services Assistants (7 month terms)	50%	\$36,907
2020		Total:	\$74,500

COMMUNICATIONS CONSIDERATION(S):

OTHER CONSIDERATION(S):

Attachments:

1. 2019 Parks Completion Update

Regional and Community Parks Plan - 2019

Park	Project	Budget	Actual	Timeline/Update	Responsible
Blackfoot	Caretaker Site (included with site development)	\$ 87,400.00		Installation to Start September 2019/Installed	BC/TM to distribute in March
					BC/TM/KM/KB to evaluate & Board award in April
					Project to begin in September
					?? Project Management and Monitoring
	Site Development	\$ 106,000.00		Late Summer/ Completed. Remainder of electrical work to be completed in 2020 and gates to be installed in 2020	FS
	- Site prep				
	- Material removal				
	- Ground Works				\$ 56,838.07
	- Power sheds		\$ 10,942.39		
	Gates		\$ 2,990.00		
	Signage	\$ 12,000.00		Order in March, install in the summer	Bryna will order - FS to install
	- Park Regulation Sign			Order in March, install in the summer	Bryna will order - FS to install
	- New Park Entrance Sign			Order in March, install in the summer	Bryna will order - FS to install
	- Construction in Progress - Do Not Enter			Order in March, install in the summer	Bryna will order - FS to install
	Truck, Trailer, Equipment				
	- Truck	\$ 35,000.00	\$ 33,413.96	Need to have ready to go for April/ Purchased	FS
	- Lawn Mower	\$ 3,500.00	\$ 4,707.99		FS
	- Trailer	\$ 2,500.00	\$ 2,685.70		FS
	- Tools and Equipment	\$ 10,000.00	\$ 6,066.40		FS
	Outhouses	\$ 6,000.00		Replace the 'top' for Accessible	FS
	Firepits		\$ 654.28		
	Picnic Tables		\$ 11,128.00		
	Caretaker Compound Fence		\$ 5,722.60	Replace the 'top' for one near Playground	FS
	Caretaker Shack (sewer and water tanks)	\$ 10,000.00	\$ 31,454.11	Need to have ready for September/ Installed, tanks are purchased and have to be installed in 2020. NH permitting took longer than anticipated.	FS

Total: \$ 272,400.00 \$ 166,603.50

Park	Project	Budget	Actual	Timeline	Responsible
Minaker River	Road Repair and Maintenance	\$ 15,000.00	\$ 16,233.38	Spring 2019/ Complete	FS
	Corral Removal (note: we are not to reinstall a corral)	\$ 5,000.00		Summer 2019/ Complete	FS
	Signage	\$ 2,000.00		Order in March, install in the summer	Bryna will order - FS to install

	-?? (Regulation Sign? Park Welcome? Use at your Own Risk?)			Order in March, install in the summer	Bryna will order - FS to install
	Kiosk	\$ 2,000.00	\$ 803.44	Summer 2019/ Done	FS
Total: \$ 24,000.00 \$ 17,036.82					
Park	Project	Budget	Actual	Timeline	Responsible
Montney	Bathroom Upgrade	\$ 2,000.00	\$ 1,421.52	Summer 2019/Materials purchased and stained, have to be installed in 2020, upgrading to accessible toilets in 2020	FS
	- improve access to toilets (build new approach or even out?)				
	- re-side and fix up current toilets				
	Trails Development	\$ -		Summer 2019	BC Fire Service - Bryna to arrange
	Road and Campsite Maintenance	\$ 12,500.00		Spring 2019	FS
	Signage	\$ 7,000.00		Order in March, install in the summer	Bryna will order - FS to install
Total: \$ 21,500.00 \$ 1,421.52					
Park	Project	Budget	Actual	Timeline	Responsible
Spencer Tuck	Turn Around Upgrade	\$ 10,000.00			
	Signage	\$ 3,000.00			
	Kiosk		\$ 739.65		
	Outhouse Upgrade	\$ 6,000.00			
Total: \$ 19,000.00 \$ 739.65					
Park	Project	Budget	Actual	Timeline	Responsible
Sundance Lake	Road and Campsite Maintenance	\$ 3,100.00	\$ 719.11		
	Signage	\$ 1,000.00			
	Kiosk	\$ 2,000.00	\$ 739.65		
Total: \$ 6,100.00 \$ 1,458.76					
Park	Project	Budget	Actual	Timeline	Responsible
Iver Johnson Memorial					
	Grass - Seeding and Maintenance	\$ 1,000.00			
	Repairs and Maintenance (Equipment)	\$ 2,000.00	\$ 1,497.82		
	Pea Gravel	\$ 7,500.00			
	Signage	\$ 2,000.00	\$ 661.44		
	Picnic Tables	\$ 2,500.00			
	Playground	\$ 4,500.00			
	Picnic Shelter	\$ 40,000.00			
	Swing Set	\$ 5,000.00			

		Total: \$	64,500.00	\$	2,159.26		
Park	Project	Budget	Actual	Timeline		Responsible	
Old Fort Cemetery	Fence	\$ 22,725.00					
	Bench	\$ 1,500.00					

For All Parks

Toilet Pumping As Required
 Danger Tree Removal
 Assessment April
 Removal May
 Assessment September
 Removal October
 Grade Roads Spring

	Blackfoot		Minaker	Montney	Spencer Tuck	Sundance Lake	Iver Johnson	
Fire Rings	\$	1,000.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00		\$ 3,000.00
Picnic Tables	\$	5,200.00	\$ 1,500.00	\$ 3,000.00	\$ -	\$ -	\$ 2,500.00	\$ 12,200.00
Garbage Receptacles	\$	-	\$ -	\$ -	\$ -	\$ -		\$ -
								\$ 15,200.00

Mapping

- Google Streetview of Blackfoot?

Policies

Land Acquisition Policy

Land Disposition Policy

Park Classification Policy

Commemorative Gifting Policy

Danger Tree Assessment Framework



REPORT

To: Regional Parks Committee

Date: January 10, 2020

From: Trish Morgan, General Manager of Community Services

Subject: **Blackfoot Regional Park 5-Year Development Plan**

RECOMMENDATION:

That the Regional Parks Committee recommend to the Regional Board that the Blackfoot Park 5-Year Development Plan be adopted as presented.

BACKGROUND/RATIONALE:

Blackfoot Regional Park provides a relaxed, natural, and rustic setting for park users to enjoy nature and modest amenities. In early 2018 the Blackfoot Regional Park Plan was completed and presented to the Regional Board. Since that time a number of upgrades have been made to the Park, particularly since hiring seasonal parks staff who have been able to complete projects with greater efficiency and under budget in many cases.

Going forward the purpose of the Development Plan is to provide a road map for upgrades to the Park in order to meet the goals of the Blackfoot Regional Park Plan, Regional Parks Committee and Regional Board. Each year the plan will be brought forward to the Committee for review and will be living document. The plan outlines the projects for the current year and next four years with estimated costs. Projects budgeted in the current year will be completed first. If funds remain after current projects are completed, staff will be able to move forward with completing projects planned for the next year. In some cases a budget amendment may be required in order to complete capital projects planned for the next year, however, a number of smaller projects may fall under operations and minor capital.

The "2019 Overview of Year One In-House Parks Maintenance" report provides a detailed summary of the works completed in 2019.

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee recommend to the Regional Board that the 5-Year Development Plan for Blackfoot Regional Park be adopted with amendments.
2. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

☒ Not Applicable to Strategic Plan.

Staff Initials:

Dept. Head:

T. Morgan

CAO:

[Signature]

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January 20, 2020

FINANCIAL CONSIDERATION(S):

The budget for Blackfoot Park for 2020 includes the following items:

Minor Capital	68,000	
Signs	12,000	
Fire Rings	1,000	
Picnic Tables	6,000	
Fence	4,000	
Garbage receptacles	10,000	
outhouses	6,000	
trail work	24,000	
gates	5,000	
Capital - Infrastructure	106,500	
Blackfoot Caretaker Shack (furniture & finishes)	16,500	Work in progress
Blackfoot campsites area C	90,000	Supplemental request

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

None at this time.

Attachments:

1. Blackfoot Regional Park 5-Year Development Plan
2. Blackfoot Regional Park Plan

Blackfoot Regional Park Development Plan 2020-2024



Blackfoot Regional Park Vision:

Blackfoot Regional Park invites people to explore the natural splendor of the Peace River in a rustic, quiet and family-friendly forest campground with trails and river access. The park will be a place for many great adventures and memories. Visitors will have the opportunity to get away into nature, while still enjoying basic comforts in their home away from home.

Goals:

Increase Park Amenities:

- Enhance park attraction by providing a greater variety of amenities that appeal to a wide range of campers.
- Expand and service campsites in a phased manner.
- Focus development on key park areas to maintain surrounding natural landscapes that are valued by visitors.

Maintain Park Character:

- Ensure future park improvements align with the rural and rustic feeling that is valued by park users.
- Retain and enhance trees and natural vegetation over the long-term.
- Develop amenities that appear timeless and robust, allowing them to feel in character with the park for years to come.

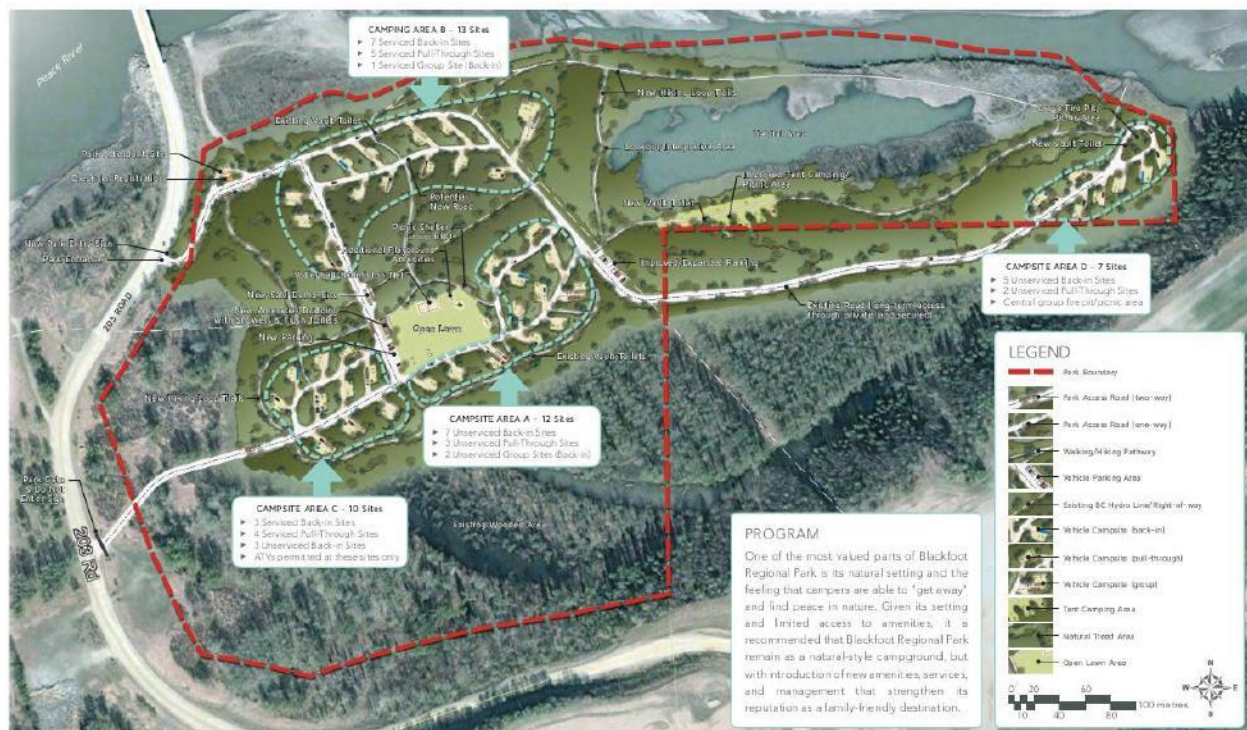
Address Safety & User Conflicts:

- Make physical and operational park improvements to encourage a family-friendly atmosphere and discourage disruptive activities.
- Consider addition of a seasonal park attendant to provide a higher standard of experience.

Plan for Economic Sustainability:

- Ensure increased operational costs can be balanced with revenue generation.
- Increase information available to encourage more users to visit and enjoy the park.
- Encourage use of the park by groups or for events.

Park Map with Proposed Upgrades



Capital Projects

Note: The following estimated costs have been based on costs provided in the Blackfoot Regional Park Plan (2018) and include a 30% contingency and 15%-30% to account for design, engineering, and administration fees. Upon annual review, costs will be adjusted based on actual costs of working at the Park.

2020

Major Capital Projects:

- Create serviced campsite Area 'C' includes 10 new serviced sites, road running parallel to current access road, accessible vault toilets **\$90,000**
 - o Road creation (tree removal, mulching, excavation, laying cloth, putting in fill)
 - o Campsite creation (tree removal, mulching, excavation, laying cloth, putting in fill)
 - o Accessible Vault Toilets (build, install tank, install toilet on tank)
 - o New bear proof garbage receptacles
- Complete caretaker shack with furniture and finishes **\$16,500**
 - **Total Cost for Major Capital Projects 2020 - \$106,500**

Minor Capital Projects:

- Install updated signage (stop signs, speed limit signs, park map, trail markers, new park welcome sign) **\$12,000**
- Replace fire rings - **\$1,000**
- Replace picnic tables - **\$6,000**
- Install fencing around campsite attendant compound - **\$4,000**
- Replace Bear Proof Garbage Bins - **\$10,000**
- Update Cement Outhouses - **\$6,000**
- Develop trail network further including revegetation for three trail alignments - **\$24,000**
- Install gates at entrances - **\$5,000**
 - **Total Cost for Minor Capital Projects 2020 - \$68,000**

2021

Major Capital Projects:

- At activity area, add in picnic shelter and BBQ area - **\$101,000**
 - **Total Cost for Major Capital Projects 2021 - \$101,000**

Minor Capital Projects:

- At activity area, add in sand court area for volleyball or badminton. - \$8,000
- Develop signage to improve traffic flow making some roads one way only - \$2,000
- Purchase and plant 20 mature evergreen trees to revegetate newly developed areas and in places where poplars have been removed due to safety concerns \$4,000
- Develop trail around Campsite Area 'C' - \$8,000
- Continue to make improvements to the trail system (Lookout Trail, Lookout to Tenting Area, Area 'B' to Playground) - \$8,000
- Rework road within campsite area 'A' to remove spur road and improve traffic flow - \$16,000
- Add day-use parking at or around activity area - \$9,000
- Add parking for access to tenting area - \$16,000
 - Total Cost for Minor Capital Projects 2021 - \$71,000

2022

Major Capital Projects:

- Playground – Standalone Equipment – \$40,000
- Improve Campsite Area 'A' near to the activities area - \$99,000
 - Total Cost for Major Capital Projects 2022 - \$139,000

Minor Capital Projects

- Develop tenting area sites - \$32,000
- Install Outhouse at Tenting Area - \$15,000
- Develop trail from tenting area sites to campsite area 'D' - \$16,000
- Purchase and plant 20 mature evergreen trees to revegetate newly developed areas and in places where poplars have been removed due to safety concerns \$4,000
 - Total Cost for Minor Capital Projects 2022 - \$67,000

2023

Major Capital Projects:

- Add interpretive and educational features where available throughout the park to relay information about the flora, fauna, history and heritage of the area, and details about the Peace River. - \$34,000

- Develop Campsite Area 'D' - \$95,000
- Total Cost for Major Capital Projects 2023 - \$129,000

Minor Capital Projects:

- Purchase and plant 20 mature evergreen trees to revegetate newly developed areas and in places where poplars have been removed due to safety concerns \$4,000
- Install outhouse at Campsite Area 'D' – \$15,000
 - Total Cost for Minor Capital Projects 2023 - \$19,000

2024

Minor Capital Projects:

- Purchase and plant 20 mature evergreen trees to revegetate newly developed areas and in places where poplars have been removed due to safety concerns \$4,000
 - Total Cost for Minor Capital Projects 2024 - \$4,000

Operational Projects

2020

- Continue to identify and work towards the installation of a boat launch in or around Blackfoot Regional Park.
- Hire park attendant, who will assist with park maintenance, provide guest services, enforce park rules, provide marketing support and keep record of;
 - o Who is camping where
 - o Length of stay
 - o Whether power is being used
- Camping should be free for 2020, but will publicize that beginning in 2021 there will be a fee for camping.
- Investigate internet and online booking system for 2021 camping season.

2021

- Continue to identify and work towards the installation of a boat launch in or around Blackfoot Regional Park.
- Work with adjacent land owner to formalize agreement to use the park access road to campsite area 'D'
- Park Attendant will continue to assist with park maintenance, provide guest services, enforce park rules, provide marketing support, keep record of campers, and collect fees.

2022

- Continue to identify and work towards the installation of a boat launch in or around Blackfoot Regional Park.
- Park Attendant will continue to assist with park maintenance, provide guest services, enforce park rules, provide marketing support, keep record of campers, and collect fees.

2023

- Continue to identify and work towards the installation of a boat launch in or around Blackfoot Regional Park.
- Develop amenity building with flush toilets and showers.
- Park Attendant will continue to assist with park maintenance, provide guest services, enforce park rules, provide marketing support, keep record of campers, and collect fees.

2024

- Continue to identify and work towards the installation of a boat launch in or around Blackfoot Regional Park.
- Evaluate whether there is a need for sani-dump service.
- Park Attendant will continue to assist with park maintenance, provide guest services, enforce park rules, provide marketing support, keep record of campers, and collect fees.



PEACE RIVER REGIONAL DISTRICT

BLACKFOOT REGIONAL PARK PLAN



Regional Park Design Study | February 2018

January 20, 2020





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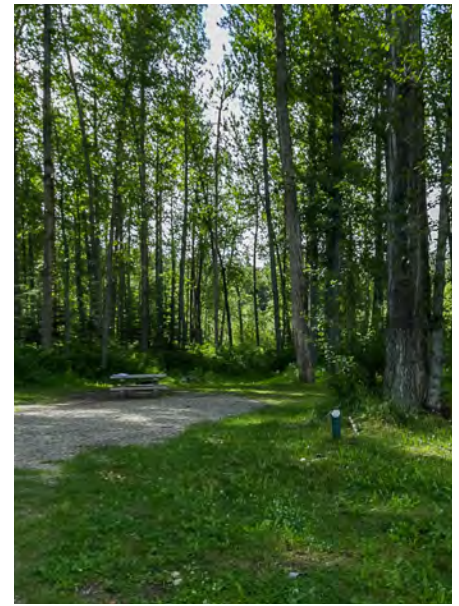
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ACKNOWLEDGEMENTS



The Regional Park Design Study for Blackfoot Regional Park has been undertaken by the Peace River Regional District (PRRD) with support from Lanarc 2015 Consultants Ltd. to explore the potential of enhancing the park to meet current and future recreation demands.

The Study was initiated in July 2017 and was completed in February 2018. During the Study process, the Project team engaged with PRRD staff, committee, and elected officials, local stakeholders, and community members in the Peace River Regional District to understand the park and gather ideas on future possibilities for enhancements.

The project has been guided by PRRD staff as well as the PRRD Board and Regional Parks Committee. The support provided by these groups has been fundamental to the Study.

During the Study, we heard from a range of community members who brought their local knowledge and vision for the park. We greatly appreciate the ideas, insights, and comments from everyone who participated in this process by attending the public events, sharing thoughts via phone and email, and responding to public questionnaires – thank you for your input. We hope that the resulting plan is reflective of your vision for the park.

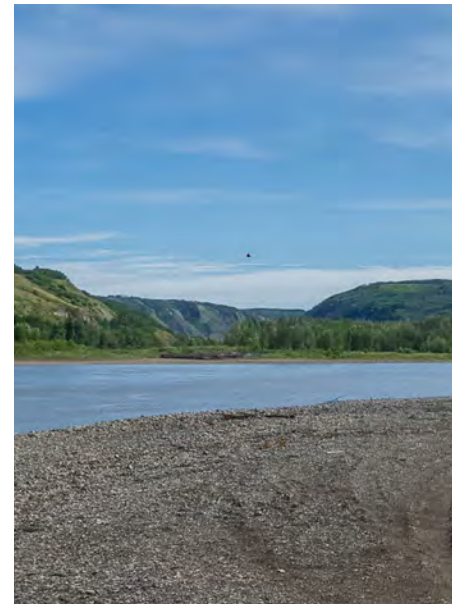
The outcome of this process is intended to be a realistic, implementable, and phased plan that serves as a guide for the future of Blackfoot Regional Park. The plan outlines a proposed vision and recommendations to maintain and enhance a beautiful, sustainable park for PRRD residents and visitors today and into the future.

Don Phillips Bridge over the Peace River, adjacent to Blackfoot Regional Park in the Peace River Regional District, BC.



January 20, 2020

EXECUTIVE SUMMARY



INTRODUCTION

Blackfoot Regional Park, situated on the Peace River, provides a relaxed, natural, and rustic recreational area for park users to enjoy camping, picnicking, swimming, and relaxing. While many visitors already enjoy the park today, the current park configuration and amenities would benefit from functional improvements and additional amenities.

The Peace River Regional District (PRRD), owner and operator of Blackfoot Regional Park, undertook a **Regional Park Design Study** to explore potential park improvements. A park plan outlines a concept and long-term strategy to enhance the unique features of a park by making recommendations for future development, budget planning, operations, and management.

This plan is a high-level living document intended to guide overall improvements in Blackfoot Regional Park over time, while remaining flexible to evolve based on new knowledge, experience, and changing public needs.

The Regional Park Design Study, completed concurrently for **Blackfoot** and **Montney Centennial Regional Parks**, followed a three-phase process (see below) initiated in July 2017 and completed in February 2018.

This document outlines recommendations for **Blackfoot Regional Park**. Recommendations for **Montney Centennial Regional Park** are in a separate plan.

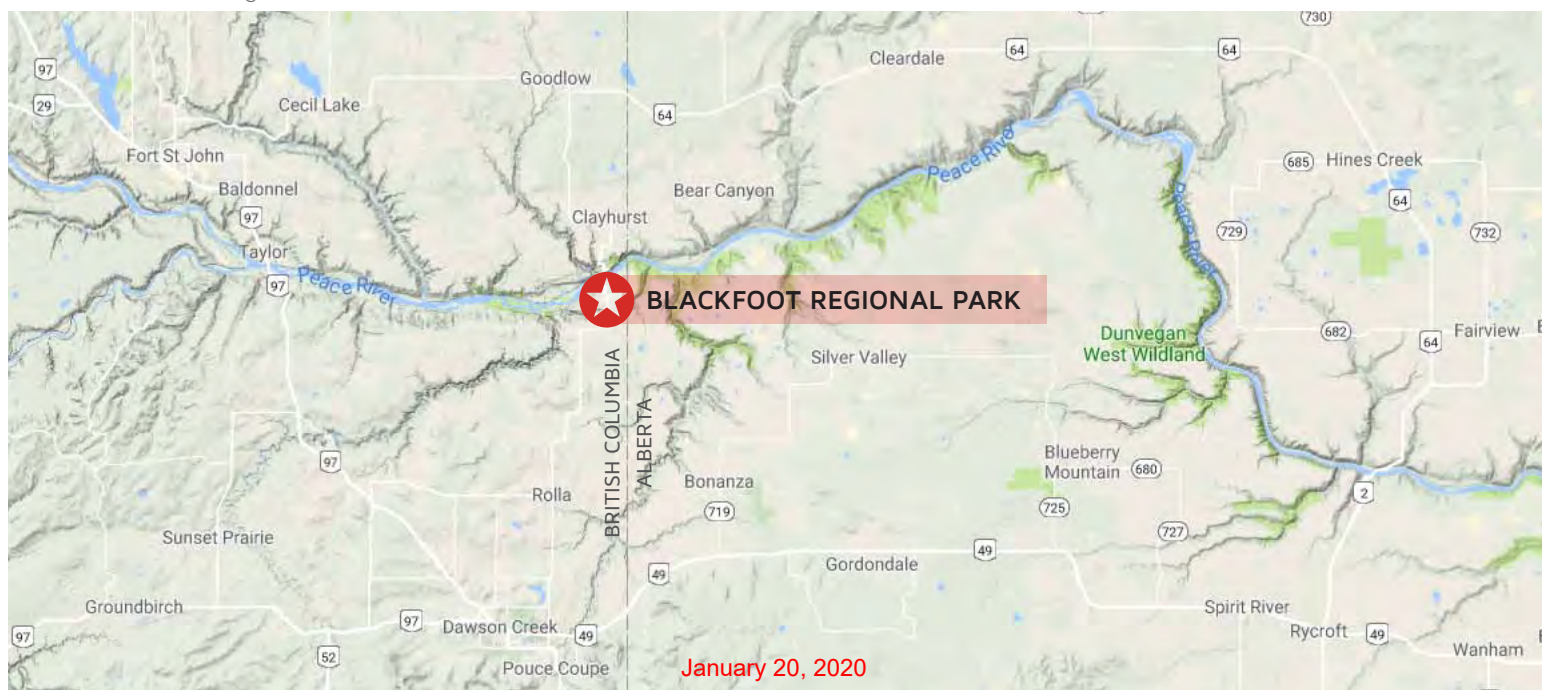


THE PARK TODAY

Blackfoot Regional Park is 22.5 ha in size and includes the following key components:

- ▶ **Former Boat Launch (closed):** A boat launch provided access to the Peace River from the mid 1990s to early 2000s, but was damaged by river currents and closed in 2003. It was decommissioned and remediated in 2014.
- ▶ **Vehicle Campsites:** There are 13 vehicle campsites, typically consisting of a cleared area with gravel access and a picnic table and fire ring. Most sites are surrounded by trees and vegetation that provide privacy and shade.
- ▶ **Tenting/Picnic Area:** A tenting and picnic area sits atop a knoll in the centre of the park with spectacular views to the Peace River. The area is mainly open, limiting shade and privacy.
- ▶ **Shoreline:** While outside the park boundary, during regular river flows, an accessible rock/sand beach provides Peace River access.
- ▶ **Habitat Area (Wetted Depression):** In the east part of the park, a low depression exists that is periodically flushed with river water. Standing water remains through the year after the river recedes, providing habitat for birds, amphibians, small mammals, and ungulates.
- ▶ **Access Roads:** Narrow, gravel-topped access roads circulate through the park. Input suggests the road layout can be confusing.
- ▶ **Park Entry:** The park is accessed from 203 Road on the south side of the Bennett Bridge. There are two park entry roads, neither of which is indicated as the main park entry.
- ▶ **Toilets:** Five pit toilets are located throughout the park. Three have been recently upgraded.
- ▶ **Play & Picnic Area:** In the centre of the park and just under one acre in size the area features a playground, swing set, horseshoe pitch, picnic tables, and open lawn area.
- ▶ **Wooded Areas:** A large portion of the park is wooded, providing an attractive backdrop.
- ▶ **Water Supply:** A well was previously built to supply non-potable water for agricultural use via a water tank loader. In 2017 the loader was decommissioned; however, the well remains and may be considered for future uses.
- ▶ **Adjacent Crown Land:** The adjacent Crown land lot was a former homestead. Unauthorized camping has been observed on the Crown land.

Location of Blackfoot Regional Park



KEY PARK CHALLENGES

Key challenges considered in the planning process for Blackfoot Regional Park included:

- ▶ **Location:** The park's remote location, away from heavily travelled routes, means people must be purposeful in choosing to go to the park.
- ▶ **Awareness:** There is limited awareness about the park, amenities, and location.
- ▶ **Safety:** The park's location in the river valley does not allow cell phone coverage or access to Wi-Fi, limiting communications for park visitors, as well as response time for emergency services or police patrol. This isolation appears to partly contribute to undesirable activities including ATV use, partying, firearm activity, noise, etc.
- ▶ **Lack of Services:** The park currently has no access to potable water, sanitary, or power.
- ▶ **Uncertainty about Availability:** People are uncertain if campsites will be available, as there is no reservation system. Combined with the remote location of the park, this can limit visitors choosing to use the park.
- ▶ **Roads & Parking:** The road configuration is confusing and a main park access road crosses private property. There is no dedicated day-use parking.
- ▶ **Limited Recreational Amenities:** While people enjoy the camping, nature, and river access at the park, additional amenities may attract more users. Today the park does not have a formalized trail network and has only a few recreation features (e.g., small children's playground and horseshoe pits).
- ▶ **No Boat Access:** The lack of a functioning boat launch may deter people from using the park.

ENGAGEMENT

An integral component of the Regional Park Design Study was understanding the values and concerns of community members and stakeholders so that the resulting plan for Blackfoot Regional Park is comprehensive and publicly supported.

The process included two rounds of engagement:

▶ Public Input #1: Gathering Ideas

Public Input #1 focused on gathering information and perspectives about the park today and hearing ideas for future improvements. Engagement included public outreach, an interactive community event on Sunday, July 30, 2017 at Blackfoot Regional Park, and a public questionnaire.

▶ Public Input #2: Review of Draft Concepts and Recommendations

Public Input #2 focused on defining a realistic and supported concept and framework for the park based on two illustrated concepts. Engagement included outreach, public displays at the U17 World Hockey Tournament in Fort St. John and Dawson Creek, and a response form to gather opinions on preferred directions.

VISION

A vision statement describes a long-term future for Blackfoot Regional Park. It is a guiding statement and a touchstone for consideration when making decisions about changes and development.

Blackfoot Regional Park invites people to explore the natural splendour of the Peace River in a rustic, quiet, and family-friendly forest campground with trails and river access. The park will be a place for many great adventures and memories. Visitors will have the opportunity to get away into nature, while still enjoying basic comforts in their home away from home.

GOALS

Four goals support realization of the vision by providing specific guidance for future park projects:

► Increase Park Amenities

- » Enhance park attraction by providing a greater variety of amenities that appeal to a wide range of campers
- » Expand and service campsites in a phased manner
- » Focus development on key park areas to maintain surrounding natural landscapes that are valued by visitors

► Maintain Park Character

- » Ensure future park improvements align with the rural and rustic feeling that is valued by park users
- » Retain and enhance trees and natural vegetation over the long-term
- » Develop amenities that appear timeless and robust, allowing them to feel in character with the park for years to come

► Address Safety & User Conflicts

- » Make physical and operational park improvements to encourage a family-friendly atmosphere and discourage disruptive activities
- » Consider addition of a seasonal park attendant to provide a higher standard of experience

► Plan for Economic Sustainability

- » Ensure increased operational costs can be balanced with revenue generation
- » Increase information available to encourage more users to visit and enjoy the park
- » Encourage use of the park by groups or for events

PARK CONCEPT

The park concept on the facing page outlines the key recommended improvements for Blackfoot Regional Park. The concept corresponds with the recommendation in **Section 5** of this plan.

PARK CONCEPT



RECOMMENDATIONS

The park plan identifies 12 potential park improvements. **Section 5** of the plan provides details about each improvement in a recommendation summary with costing for planning and budgeting purposes. The table below provides a brief summary of the recommendations.

#	Recommendation	Description
1	Develop a Trail Network	Develop a trail network in the park, with a focus on providing walking loops and connections to key park destinations.
2	Develop Site Servicing	Plan and implement site servicing components that will support provision of potable water, sanitary, and electrical services at the campground.
3	Improve & Expand Campsites at the Park	Maintain existing campsites with minor improvements and begin the phased addition of new campsites throughout the park, with the goal of offering more camping options while still providing a natural-style camping experience.
4	Create a Park Attendant Position	Secure a seasonal park attendant to be on-site during the campground season to perform registration, management, and park maintenance duties.
5	Develop an Amenity Building & Add Vault Toilets at Key Locations	Develop a new amenity building in the central part of the park and add vault toilets within easy access of all campsites.
6	Consider Addition of a Sani-dump Station for the Park	As a component of planning a sanitary system in the park, consider adding a sani-dump station to better accommodate RV users.
7	Re-establish a Boat Launch at or near the Park	Continue efforts to work with BC Hydro and/or other partners to re-establish a boat launch on the Peace River in or near Blackfoot Regional Park.
8	Improve Road Circulation & Parking	Improve park circulation by completing minor road network changes and adding day-use parking.
9	Expand Recreation Amenities	In addition to trail enhancements, consider addition of park amenities such as additional playground elements, a volleyball/badminton area, a picnic shelter with group BBQ facilities, and an interpretive site.
10	Update Wayfinding & Signage	Add a network of attractive information signs throughout the park to enhance navigation and ease of use.
11	Undertake Ongoing Tree Management & Renewal	Complete regular assessment and management of existing trees in the park and initiate a program of renewal to increase vegetation and tree canopy over time.
12	Consider Future Park Expansion for Specific Purposes	Focus park improvements within the main park area in the short- to medium-term, while considering opportunities for securing additional park land for the specific purposes of maintaining road access and boat launching. Additional expansion of the campground area is not recommended, unless demand substantially increases in the long-term.

IMPLEMENTATION

Implementation of the recommendations in the Blackfoot Regional Park Plan will likely be phased over time. The plan suggests a potential phasing and cost budget estimate summary (below) based on priorities and logical phasing. For more details on implementation, see **Section 6** of the plan.

#	Recommendation	Preliminary Capital Cost Allowance*
PHASE A		
1.1	Large Loop Trail	\$28,000
2.1	Potable Water System Development & Distribution to Amenity Building/Park Attendant Site	\$116,000
2.2	Sanitary System Development & Connection to Amenity Building/Park Attendant Site	\$118,000
2.3	Electrical System Development & Connection to Amenity Building/Park Attendant Site	\$45,000
3.1	Camping Area A	\$99,000
4.1	Host Campsite & Registration Area Development	\$38,000
5.1	New Amenities Building	\$139,000
6.1	Sani-Dump Station	\$53,000
8.3	Lockable Control Gate at South Access Road	\$4,000
8.5	Day-use Parking at the Play & Picnic Area	\$9,000
9.1	Additional Playground Elements	\$40,000
9.2	Sand Court Play Area	\$8,000
10.1	New Park Entry Sign	\$9,000
PHASE A TOTAL:		\$706,000
PHASE B		
1.2	Beach/Play Connector Trail	\$16,000
3.2	Camping Area B	\$286,000
3.3	Camping Area C	\$227,000
3.4	Tent Camping Area	\$32,000
5.2	Vault Toilet in the Tenting Area	\$15,000
7.4	Boat Launch Development	TBD**
8.6	Day-use Parking at the Tenting Area	\$16,000
9.3	Picnic Shelter and Group BBQ Area	\$101,000
PHASE B TOTAL:		\$693,000
PHASE C		
1.3	Connector Trail to Host Campsite/Park Entry	\$9,000
1.4	Small Loop Trail	\$7,000
3.5	Camping Area D	\$95,000
5.3	Vault Toilet in Camping Area D	\$15,000
9.4	Interpretive Feature	\$34,000
PHASE C TOTAL:		\$160,000
TOTAL, ALL PHASES:		\$1,559,000

*Cost allowances include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to 30% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation. The above summary does not include costs for potential partnership projects or long-term expansion of campground areas. These costs could range significantly depending on agreements and circumstances.

** Costs of designing and implementing a new boat launch will vary based on location, launch design, and partnerships formed. At this early stage, it is not feasible to accurately estimate costs for launch development.

1 | INTRODUCTION



A park plan outlines a concept and long-term strategy for enhancing the unique features of a park by making recommendations for future development, budget planning, operations, and management. This plan is a high-level living document intended to guide overall improvements, while remaining flexible to evolve based on new knowledge, experience, and changing public needs.

1.1 PURPOSE OF THE PLAN

Blackfoot Regional Park, situated on the Peace River, provides a relaxed, natural, and rustic recreational area for park users to enjoy camping, picnicking, swimming, and relaxing.

While many visitors already enjoy the park today, the current park configuration and amenities would benefit from functional improvements and additional amenities. The park also requires consideration of future operations and management to encourage safe and respectful use and support a well-maintained park.

The Peace River Regional District (PRRD), owner and operator of Blackfoot Regional Park, is undertaking a Regional Parks Study to explore potential park improvements. The intent of this plan is not to illustrate an exact or final layout for all potential improvements; rather to provide a guiding concept for planning and implementing future changes over time.

The plan was undertaken with the following objectives:

- ▶ Understand how the park is used today;
- ▶ Engage with stakeholders, members of the public, PRRD Board members, Regional Park Committee members, and PRRD staff;
- ▶ Understand key issues and develop potential solutions to address these issues;
- ▶ Develop a strong vision and concept; and
- ▶ Outline recommendations to plan, prioritize, and budget for park improvements over time, as funding opportunities arise.

Recommendations in this plan should be reviewed and adjusted regularly to reflect changing context and user needs.

1.2 PLANNING PROCESS

The **Regional Park Design Study**, completed concurrently for **Blackfoot** and **Montney Centennial Regional Parks**, followed a three-phase process shown below. The Study was initiated in July 2017, with completion in February 2018 following approval from the PRRD Board. This document outlines recommendations for **Blackfoot Regional Park**. Recommendations for **Montney Centennial Regional Park** are in a separate plan.

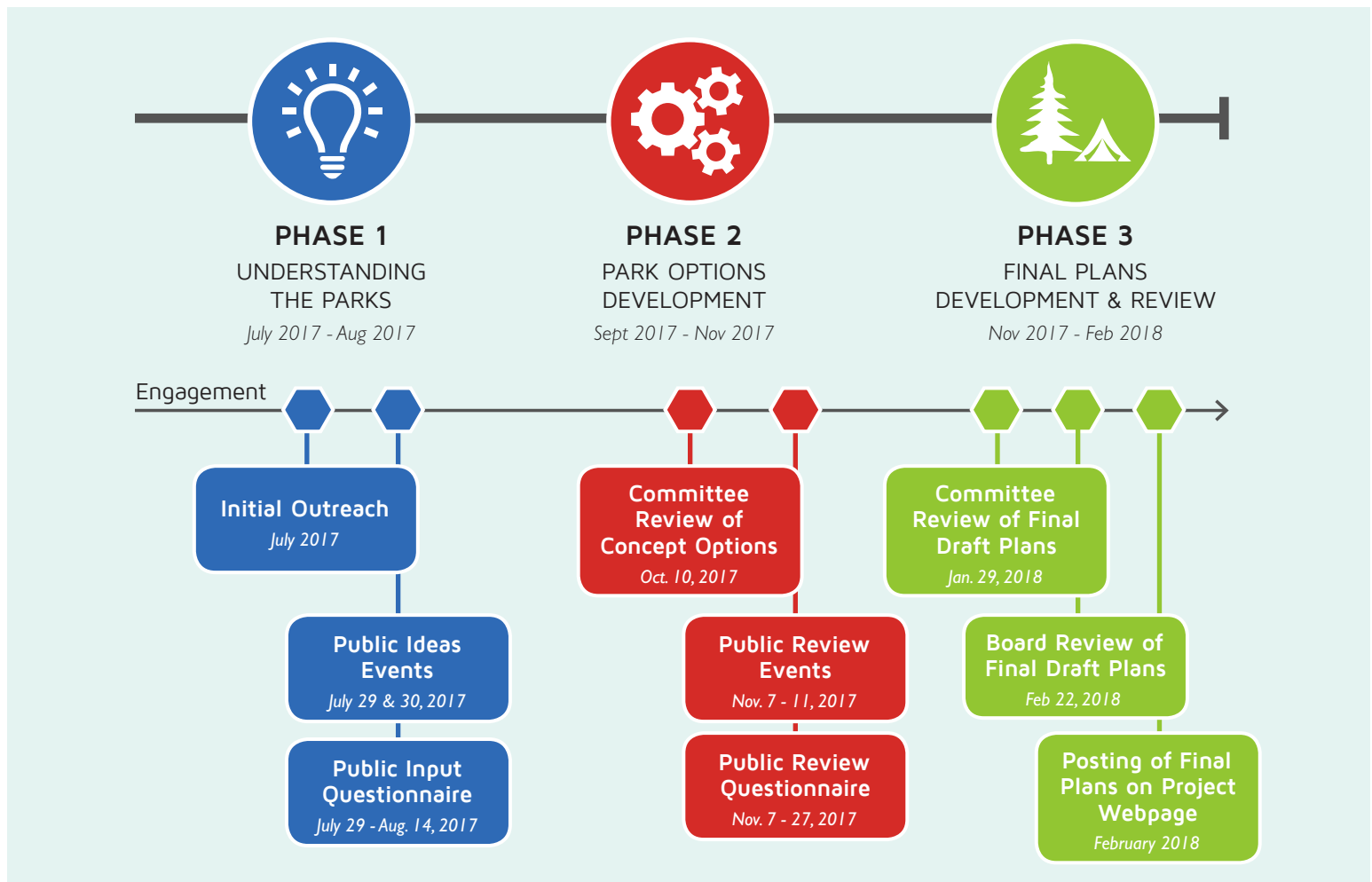


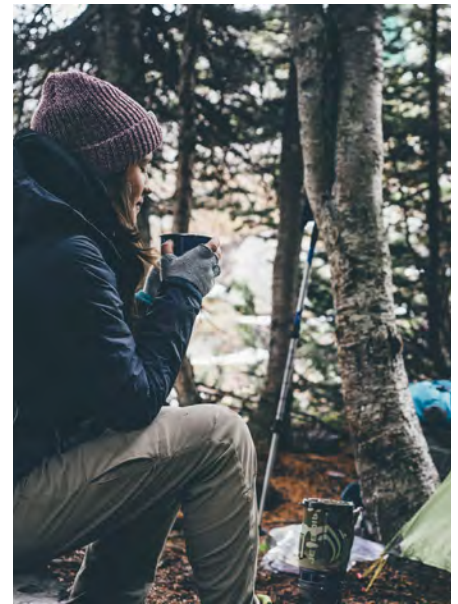
Figure 1: Process for the Regional Park Design Study

The Study invited public input during Phase 1 and Phase 2:

- **Public Input #1: Gathering Ideas** (July 2017) gathered information on key issues, potential amenities, ideas for improving the parks, and identification of precedents.
- **Public Input #2: Review of Draft Concepts & Recommendations** (November 2017) invited feedback on draft options and recommendations to be considered in the development of a preferred concept and plan for each park.

A summary of the engagement is provided in **Section 3**.

2 | THE PARK TODAY



Understanding the physical and historical context of Blackfoot Regional Park provides a starting point for planning for the park's future.

2.1 PARK LOCATION

Blackfoot Regional Park is situated on the Peace River, near the Old Clayhurst Ferry Crossing, approximately 75 km east of Fort St. John and 51 km north of Dawson Creek. The Don Phillips Bridge is directly adjacent to the park, connecting the rural areas of Clayhurst and Doe River / Rolla. The park is less than 4 km from the British Columbia / Alberta border. Surrounding lands are mainly rural agricultural areas and the nearest rural communities are Golata Creek, Clayhurst, and Rolla.

Figure 2: Location of Blackfoot Regional Park



Blackfoot Regional Park is one of the PRRD's five regional parks.

In the PRRD, a regional park is defined as a "set-aside" property or area that is significant to all people within the entire regional district in both urban and rural areas. Furthermore, a regional park within the PRRD provides opportunities for a variety of outdoor recreation activities – including camping (where appropriate) – and plays a role, where possible, in environmental and heritage preservation.

2.2 PARK CONTEXT

THE REGION

The PRRD is comprised of seven incorporated municipalities and four rural electoral districts and covers approximately 117,387 km². According to BC Stats, the 2016 population for the PRRD was 62,942 with about two-thirds of residents residing in municipalities and the remaining one-third in rural areas. Regional Parks play an key role in providing access to outdoor recreation, especially as more residents choose to live in urban areas.

The region saw a 4.8% increase in population from 2011 to 2016, adding to a 3.1% increase between 2006 to 2011, indicating moderate, sustained growth in the PRRD. Census data shows that people living in the PRRD are younger than elsewhere in BC, with the average age of the population at 35.9, compared to BC's average at 42.3.

LEGAL & LAND USE

Blackfoot Regional Park is fee simple ownership,

LEGAL DESCRIPTION

Block A, Section 24, Township 82, Range 14, W6M, PRD

acquired through a Crown Land grant by the PRRD in 1992 for recreational purposes.

Blackfoot Regional Park is designated in PRRD's Rural Official Community Plan (Bylaw No. 1940, 2011) as Park and Natural Environment. The objectives of this designation are to support community groups and other organizations in identifying and protecting culturally and ecologically valuable features and to help provide recreational destinations.

CLIMATE & ENVIRONMENT

Blackfoot Regional Park is 22.5 ha in size and situated on the south side of the Peace River. The location is within the Boreal Plains Ecoprovince, which is part of the Alberta Plateau, and is within the Peace Lowland Ecosection that includes the Peace River and its main tributaries. The area consists of plateaus, prairies, and lowlands with deep riverbeds. Lands are used primarily for farming, oil and natural gas exploration, and some forestry. The area is characterized by the Boreal White and Black Spruce biogeoclimatic zone and moist warm subzone (BWBSmwl) (Demarchi, 2011).

The region has cold, snowy winters, and spring and fall temperatures can be cool, potentially affecting park use during the shoulder seasons. Summer is the main camping season and tends to be dry and warm during the day, but can cool substantially in the evenings (to below 10°C).

Blackfoot Regional Park is located on the south bank of the Peace River, at the base of the river valley. This northern aspect likely contributes to a slightly cooler, shadier micro-climate than sites on the adjacent river banks.

The park is situated in a wooded area mainly composed of poplar and aspen trees as well as birch, spruce, and native undergrowth vegetation. The park's setting on the Peace River provides a rich habitat for terrestrial wildlife and nesting bird populations. The Peace River flats feature silt, gravel, and driftwood and can present variable conditions depending on seasonal fluctuations.

The river valley possesses unique characteristics influenced by varying river flows. These varied flows are a challenge for site planning as areas adjacent to and in the park may be inundated during some parts of the year, and dry during others.

TOPOGRAPHY & HYDROLOGY

Adjacency to the Peace River is a defining feature of Blackfoot Regional Park. Peace River low flows occur during the winter months while peak flows typically occur in late May or early June; however, significant floods have also been recorded during the summer months (BC Hydro, 2007).

A low point exists in the northeast part of the site, and is flooded when river flows increase. This depressed area fills with water, which remains standing after river flows recede. This area remains wet through the year, creating habitat and breeding areas for amphibians, songbirds, and ungulates (Triton Environmental Consultants Ltd., 2010).

The Alces River drains into the Peace River on the opposite side of the river from the park. The Peace River is approximately 240 m wide at this point, so there is minimal potential for park activities to affect the mouth of the Alces.

The main camping area is located on a flat plateau, above the river's high-water mark. The southwest portion of the park slopes up the valley embankment making it less accessible for recreation activity than the plateau where the existing campground has been established.

An Archaeology Overview Assessment (AOA), completed in 2010 indicated that while no archaeological sites have been identified in Blackfoot Regional Park, there is potential for sites to occur (Golder, 2010). Improvements that include subsurface activity may require archaeological investigation or monitoring.

ACCESS

Blackfoot Regional Park is on 203 Road which is accessed from Rolla Road to the south and Clayhurst Road or Golata Creek Road to the north. Both routes include sections of unpaved road near the park and have steep grades as the road descends into the Peace River Valley.

Within the park, existing gravel-topped roads circulate through the flat central portion of the site providing access to camping areas and amenities.

The park does not have an existing formalized trail network.



Figure 3: Blackfoot Regional Park Context

RELEVANT DOCUMENTS

The following documents provide guidance when planning for Blackfoot Regional Park:

Rural Official Community Plan Bylaw 1940

Blackfoot Regional Park will adhere to guidelines outlined in the Rural OCP. The Rural OCP outlines goals to support the establishment of parks and recreational facilities with the recreational use of Crown land to enhance lifestyle opportunities.

Key policies for lands designated Park and Natural Environments include:

- ▶ Principle uses of land should include, but not be limited to, outdoor recreation, campgrounds, agriculture, ecological reserves, work that supports ecological protection, conservation, or restoration, and interpretive structures.
- ▶ Collaboration with the public, not-for-profits, government agencies, or other organizations to identify and protect environmentally-sensitive areas is encouraged.
- ▶ The Peace River is recognized as a "BC Heritage River" through the Ministry of Environment's BC Heritage Rivers Program.
- ▶ Collaboration should be undertaken with the Province, stakeholders, and agencies to address "all terrain recreational vehicle (ATV) use" and discourage ATV damage.

Parks Regulation Bylaw 860

Bylaw 860 provides regulation and use of community and regional parks.

The bylaw outlines regulations for camping and for special park use permits. At present, a permit for camping or other activities is not required for Blackfoot Regional Park and the PRRD does not have a reservation system to administer permits. The bylaw also includes rules and regulations for use of parks.

Parks and Trails Master Plan

PRRD's Regional Parks and Trails Master Plan (2014) outlines a number of recommendations for Blackfoot Regional Park including:

- ▶ Initiating a process to acquire the private land which is currently used to access to the campsite at the east end of the park.
- ▶ Development of new camping sites;
- ▶ Consideration for an on-site sani-dump station;
- ▶ Development of walking trails; and
- ▶ Establishment of a summer park attendant.

Environmental Guidelines

Future development in Blackfoot Regional Park will need to consider environmental guidelines and regulations to minimize erosion and sediment transportation due to its proximity to the Peace River. These include land development guidelines for the protection of terrestrial and aquatic habitat (Ministry of Environment Protection and Sustainability).

British Columbia Heritage Rivers Program, Ministry of Environment (BC Parks)

The Peace River is recognized as one of twenty rivers in BC proclaimed as "BC Heritage Rivers". The program is intended to emphasize river-related values during planning processes, raise awareness of the importance of a healthy river system, protect special values, and build stronger public support and involvement in stewardship.



Continuing to increase community recreation opportunity at Blackfoot Regional Park will support objectives of the OCP and planning documents.

January 20, 2020

Image: Eagleview Campground, Bureau of Land Management Oregon & Washington

2.3 EXISTING PARK ELEMENTS

Blackfoot Regional Park is a campground and day-use park. Figure 4 documents the existing park features and initial observations about their current function. The numbers on the map correspond with descriptions on subsequent pages.



Figure 4: Blackfoot Regional Park Existing Features

1 FORMER BOAT LAUNCH (CLOSED)

ABOUT: A former boat launch provided access to the Peace River from the mid 1990s to early 2000s. A small parking area on native material was located nearby, and a track allowed users to pull through and back to the campsite area. The launch was damaged by river currents, potentially in part due to dislodged rip rap from the adjacent Bennett Bridge revetment and has been closed since 2003. The launch was decommissioned and remediated in 2014.

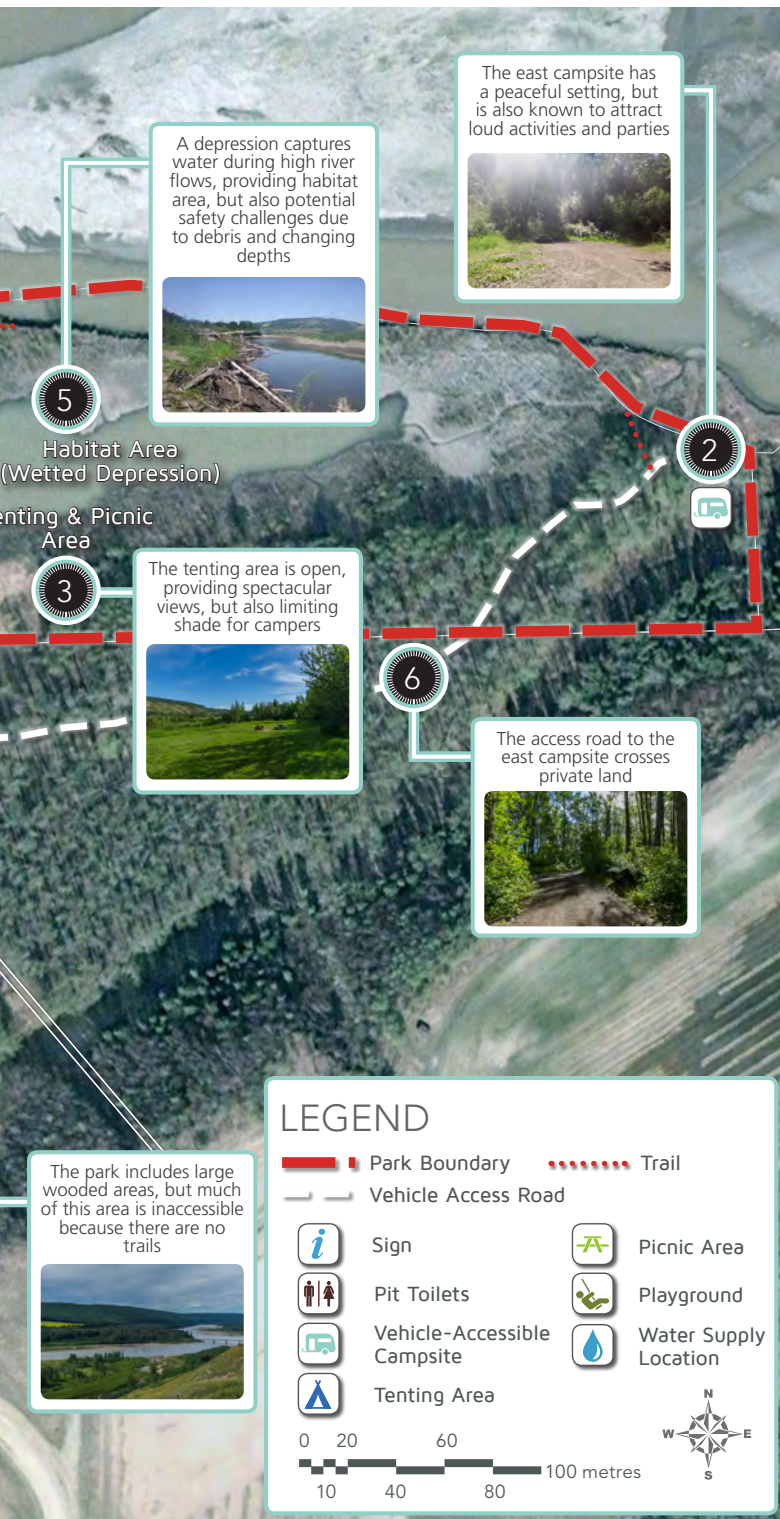
BC Hydro's 2007 Peace River Water Use Plan identified Clayhurst/Blackfoot Regional Park as one of four locations for providing Peace River access. In 2013, the Comptroller of Water Rights granted relief from the project due to concerns about flooding issues, complexity of construction within the Peace River, cost, and proximity to Taylor Boat Launch (located 90 km away by road, 40 km by water, in District of Taylor).

KEY OBSERVATIONS:

- ▶ A boat launch is a desirable amenity for the campground as well as for local residents.
- ▶ The former launch location works well for the current park layout; however, river currents in this location may be an issue.
- ▶ The adjacent Crown land on the west side of 203 Road has also been previously identified as a potential alternate site for a boat launch.



The former boat launch site included a concrete ramp which has now been fully decommissioned due to safety concerns.



2 VEHICLE CAMPSITES

ABOUT: There are 13 vehicle-accessible campsites within the park. Campsites typically consist of a cleared area with gravel access and a picnic table and fire ring.

KEY OBSERVATIONS:

- ▶ Many of the sites are surrounded by trees and vegetation allowing for privacy and shade. People value this setting and would prefer to see future improvements that maintain it.
- ▶ Some sites do not have well-defined gravel areas, with parking and access on grass. These sites can be muddy during wet weather. The lack of clearly defined parking area can also lead to vehicles encroaching into natural areas.
- ▶ Some sites would benefit from levelling.
- ▶ The single site at the far east of the park is known to attract noise and parties.



A key asset of the existing campsites is the surrounding vegetation that increases privacy and shade.

3 TENTING/PICNIC AREA

ABOUT: A tenting and picnic area sits atop a small knoll in the centre of the park, providing spectacular views to the Peace River.

KEY OBSERVATIONS:

- ▶ The area is mainly open, limiting shade and privacy for tenters camping in the area.
- ▶ Parking for this area is accommodated in a pull-off from the access road about 100 m from the tenting area.
- ▶ There are no toilets the area.



Views from the tenting/picnic area.



Parking area and pathway leading to the tenting/picnic area.

4 SHORELINE

ABOUT: While outside the park boundary, the Peace River shoreline is a key feature of the park. During regular river flows, an accessible rock/sand beach provides river access.

KEY OBSERVATIONS:

- ▶ River flows on the Peace River can change quickly and dramatically, limiting opportunities for improvements in these areas.
- ▶ The shoreline near the east of the park features flatter areas and sandier beach, making it potentially more user-friendly.
- ▶ Log-jams frequently occur along the shore, potentially blocking access at times.
- ▶ There is no formal, well-graded trail access to the shoreline.

5 HABITAT AREA (WETTED DEPRESSION)

ABOUT: In the east part of the park, a low depression exists. When the Peace River rises, this depression is flushed with river water and standing water remains through the year after the river recedes.

KEY OBSERVATIONS:

- ▶ This area is identified as providing good rearing and breeding habitat for amphibians and is likely used by other species of birds, small mammals, and ungulates. While it may be used by a variety of species, previous environmental reviews did not deem the area to be critical habitat (Triton, 2010).
- ▶ While the site provides interesting interpretive opportunities, access is not recommended due to challenges with unpredictability of river flows and large debris.
- ▶ Opportunities for trail development and interpretive views may be warranted.



Beach area at the west end of the park.



Beach area at the east end of the park.



Vegetation and debris around the habitat area.

6 ACCESS ROADS

ABOUT: Access roads throughout the park are gravel-topped with a narrow cross-section.

KEY OBSERVATIONS:

- ▶ Narrow roadways help create an intimate, campground-like character, but need to be adequate to accommodate large RVs.
- ▶ All roads currently accommodate two-way traffic, although potential may exist to convert some to one-way to improve wayfinding.
- ▶ The road to the east campsite is on private land.
- ▶ Vegetation growth along the roads is heavy, which may be a perceived barrier for larger RVs. Brushing is done as availability permits.
- ▶ Circulation is not signed and input suggests the road layout can be confusing.



Some park roads are narrow with substantial vegetation growth.



Circulation in some areas of the park is confusing with several routes alternatives.

7 PARK ENTRY

ABOUT: Blackfoot Regional Park is accessed from 203 Road on the south side of the Bennett Bridge.

KEY OBSERVATIONS:

- ▶ There are two park entry roads, neither of which is indicated as the main park entry.
- ▶ The existing park sign is dated and its location, between the park entry roads, contributes to uncertainty on where to enter the park.



The existing park entry sign does not reflect current PRRD style or brand.

8 TOILETS

ABOUT: Five pit toilets are located throughout the park.

KEY OBSERVATIONS:

- ▶ Three of the toilets have been recently upgraded; the remaining toilets are older concrete-style.
- ▶ Some park locations (e.g., the tenting/picnic area and the eastern campsite) do not have nearby access to toilets.



Newer-style toilet buildings.



Older-style toilet building.

9 PLAY & PICNIC AREA

ABOUT: The play and picnic area is in the centre of the park and features a playground, swing set, horseshoe pitch, picnic tables, and open lawn area.

KEY OBSERVATIONS:

- ▶ The area is large – approximately 3,375 sq.m, or just under one acre in size.



The play and picnic area includes a large open lawn.

10 WOODED AREAS

ABOUT: A large portion of the park is wooded, providing an attractive forested backdrop.

KEY OBSERVATIONS:

- ▶ Much of the wooded area is inaccessible.



The mature aspen form a beautiful tree canopy, but have been showing signs of age with breakages and tree loss.

11 WATER SUPPLY

ABOUT: A community well was previously built in the park to supply non-potable water for agricultural use via a water tank loader for filling large trucks. In 2017 the loader was decommissioned to meet Northern Health requirements.

KEY OBSERVATIONS:

- ▶ Opportunities may exist to use the well water supply as a source for developing potable water to service the park.



Water trucks formerly used the water tank loader, which has now been decommissioned.

12 ADJACENT CROWN LAND

ABOUT: The adjacent Crown land lot was a former homestead. Input has suggested consideration to add it to the Regional Park.

KEY OBSERVATIONS:

- ▶ People have been observed camping on the Crown land, though access is unauthorized.
- ▶ Improvements such as road development and decommissioning of remaining structures and well, would be required if the Crown land was considered for public park use.



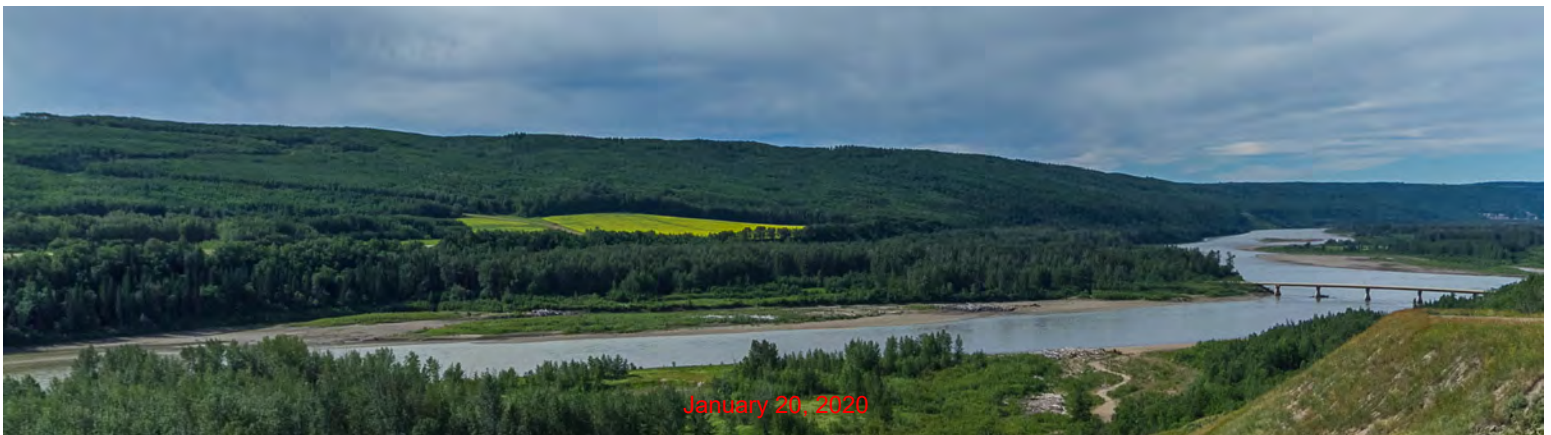
The Crown land site is relatively flat and open.

2.4 KEY PARK CHALLENGES

Key challenges to be considered in the planning process for Blackfoot Regional Park include:

- ▶ **Location:** The park's remote location, away from heavily travelled routes, means people must be purposeful in choosing to go to the park.
- ▶ **Awareness:** There is limited awareness about the park, amenities, and location. Often people remark they are surprised that the campground exists. There is limited online information available and no signage directing people from major roads to the park.
- ▶ **Safety:** The park's location in the river valley does not allow cell phone coverage or access to Wi-Fi, limiting communications for park visitors, as well as response time for emergency services or police patrol. This isolation appears to contribute to undesirable activities occurring in the park including ATV use, partying, firearm activity, noise, etc. Concerns about these activities may discourage other users from visiting. Unauthorized ATV use on the park roads was identified as a particular concern.
- ▶ **Lack of Services:** The park currently provides no access to potable water, sanitary, or power. Toilets are pit toilets only. The remote location of the park means access to goods if needed (e.g., firewood) is also limited.
- ▶ **Uncertainty about Availability:** A concern identified by park users was uncertainty of campsites being available, as there is no reservation system. Reservations could help alleviate uncertainty which may affect people choosing to come to the park.
- ▶ **Roads & Parking:** The road configuration is confusing and a main park access road crosses private property. The roads in the park are relatively narrow with two-way traffic and encroaching vegetation, which can pose issues for large recreational vehicles. There is no dedicated day-use parking.
- ▶ **Limited Recreational Amenities:** While people enjoy the camping, nature, and river access at the park, additional amenities may attract more users. Today the park does not have a formalized trail network and has only a few recreation features (e.g., small children's playground).
- ▶ **No Boat Access:** The lack of a functioning boat launch may deter people from using the park.

While there are a number of challenges affecting Blackfoot Regional Park, its location on the Peace River and the natural backdrop provide substantial opportunity for continuing to attract visitors to the park.



2.5 PARK USERS AND ACTIVITIES

Blackfoot Regional Park's natural assets provide outdoor recreation opportunities. Participants in the Study identified the following activities occurring in Blackfoot Regional Park:

- ▶ Picnicking
- ▶ Nature appreciation and learning
- ▶ Camping (RV or trailer)
- ▶ Camping (tent)
- ▶ Swimming, playing in the water, sunbathing
- ▶ Hiking
- ▶ Playground activities
- ▶ Birdwatching
- ▶ Motorized sports (ATVs)
- ▶ Historical interest (Former Clayhurst Ferry Crossing)
- ▶ Boating (motorized)
- ▶ Boating (non-motorized)
- ▶ Fishing
- ▶ Dog walking
- ▶ Winter sports (e.g. tobogganing)
- ▶ Mountain biking

CAMPING

Camping is a primary use for Blackfoot Regional Park and is anticipated to continue to be so into the future. Planning for the types of campers the PRRD wishes to attract to and accommodate at the park is an important consideration for planning how the park will develop.

As the camping experience has evolved, so to have the people participating in camping. Brooker and Meyer (2013) categorize types of campers in their article "*Trends in camping and outdoor hospitality - An international review.*" Table 1 on the following page summarizes camper categories and provides commentary on whether they are likely / desired audiences for camping at Blackfoot Regional Park.

Figure 5: The Camping Spectrum



Table 1: Types of Campers¹

Camper	Description	Anticipated Use of Blackfoot Regional Park
Full-time Campers: Mobile	People who live year-round in a motorhome or trailer, but move from location to location	▶ Low ▶ Potential for some mobile users to visit during summer months
Full-time Campers: Stationary	People who live year-round in a motorhome or trailer in one location	▶ None ▶ Not suitable for year-round use
Long-term Campers: Seasonal	People who park their motorhome or trailer on a particular site for use on vacations or weekends during the camping season	▶ Low ▶ Not currently permitted, but may warrant consideration in a limited capacity if demand arises
Long-term Campers: Workers	People who are employed in local industries and live temporarily in campgrounds during the work season	▶ Low ▶ Park location is likely too remote, but could be considered in a limited capacity if demand arises
Long-term Campers: Work Campers	People who are employed part-time by the campground for maintenance and administration in exchange for a site and access to amenities	▶ High ▶ Plan recommends a seasonal work camper(s) (i.e., park attendant) to help manage the site
Short-term Campers: Families	Families that consider camping an affordable travel option and an opportunity for quality time and access to outdoor leisure	▶ Very High ▶ Additional amenities and a park attendant may attract more families to use the park
Short-term Campers: Partier	People who view camping as an opportunity to have fun, hang-out with friends, and relax	▶ Very High ▶ Establishment of a park attendant may help encourage more responsible use by this group
Short-term Campers: Soft-rugged	Mature campers who use motorhomes and RVs to increase the comfort of camping	▶ High ▶ Accommodating a range of vehicle sizes and providing access to power, water, and/or sanitary may increase this type
Short-term Campers: Extreme	Adventurers who seek out primitive, intense, and challenging wilderness experiences	▶ Low ▶ Park does not provide access to "extreme" adventure
Short-term Campers: Average	People who participate in more "traditional" camping including the outdoors, campfires, a tent, and socializing	▶ Very High ▶ The park's natural setting makes it a strong candidate for this group
Short-term Campers: Group	Collection of people who travel and camp together	▶ High ▶ A variety of sites will encourage both individual and group opportunities

¹ Adapted from "Trends in camping and outdoor hospitality - An international review," Brooker and Meyer, 2013.

2.6 TREND ANALYSIS

Trends – local, regional, national, and international – affect how people use and enjoy parks. Trends evolve alongside community interests and pursuits over time. Current trends that may influence Blackfoot Regional Park include:

Age Demographics:

The median age in Canada has been increasing through the past decade and the future proportion of senior citizens is anticipated to grow. Segments of this population pursue camping for leisure, but most often seek out amenities that make camping more comfortable and convenient.

At the other end of the spectrum, KOA's 2017 *North American Camping Report* shows an increasing number of Millennials participating in camping to "get away" from the busyness of daily life (KOA, 2017). Younger campers have shown a demand for group camping and experiences they can enjoy with their friends and family (KOA, 2017).

Camping Preferences:

Participation in camping continues to rise, attributable to factors such as the perceived value of natural experiences, increased variety of camping options, increased quality of products and amenities, and desire to escape the stress of daily life (Brooker & Joppe). KOA's 2017 *North American Camping Report* indicates that in 2016 approximately 66% of Canadians reported camping at least occasionally (KOA, 2017).

Public preferences for camping continues to evolve. In previous decades tents and small campers were the norm; however, today, many campers prefer larger recreational vehicles and trailers equipped with a range of comforts. Campgrounds are evolving to accommodate the size and manoeuvring requirements of these vehicles and to provide power, water, and sanitary access.

Technology:

Today's campers expect more access to technology than before. A KOA study completed in 2015 indicated that over half (51%) of campers claim to go online at least once a day when camping and 41% say that having free Wi-Fi influences their decision to stay at a campground (KOA, 2015). The limited services available in Blackfoot Regional Park will affect this potential provision.

Environment:

As the local climate changes, there may be warmer, wetter summers or colder, drier winters. In PRRD, climate-related issues such as wildfires, pest infestation, vegetation management, and floods may impact Blackfoot Regional Park. Careful consideration of potential environmental or climate challenges when planning capital investments and management will be important.



In recent years, camping is increasing in popularity as a way to escape the stress of daily living and reconnect with nature, family, and ourselves.

2.7 DEMAND ANALYSIS

Within the Peace River Regional District, there are four other regional parks; 35 Provincial Parks and Protected Areas; 21 Recreation Sites, and numerous private campgrounds. Understanding the other types of campgrounds within the local area assists when considering the type of facilities and services that may be desirable in Blackfoot Regional Park. Identifying a niche will help encourage use of the park.

There are five other publicly-owned campgrounds within 50 km of Blackfoot Regional Park and eight privately-owned campgrounds. Table 2 on the following page summarizes each of these campgrounds. Of the campgrounds in the area, there are a limited number that provide opportunities for camping in a highly natural park setting. Capitalizing on the natural character of the park, while enhancing amenities available to campers, may fill a particular camping need in the area.

Figure 6: Campsites in Close Proximity to Blackfoot Regional Park



Table 2: Campsites within a 50 km Radius of Blackfoot Regional Park

Campsite	Km to Park (driving)	Ownership	Description	Cost
Ole's Lake Provincial Recreation Area <i>Range Rd, Bear Canyon, AB</i>	36	Cherry Canyon Recreation Board	▶ 18 unserviced campsites ▶ Amenities: water pump (non-potable), fire rings, pit toilets, firewood ▶ Recreation amenities: playground, boat launch, fish cleaning station, pier	▶ \$12.50/vehicle site
Clear River Campground <i>Hwy 64, Cleardale, AB</i>	47	Cleardale Ag Society & Rec Board	▶ Unserved campsites ▶ Amenities: picnic shelter, grill, water, toilets, firewood, sani-dump, group area ▶ Recreation amenities: playground, beach, trails	▶ unknown
Mile 0 Campsite <i>1901 Alaska Ave., Dawson Creek, BC</i>	55	Private	▶ 27 full service sites (15-30-50 amp power, water, sewer) ▶ 40 partial service sites (power, water) ▶ 10 tent camping sites ▶ Amenities: free Wi-Fi, showers, laundry, plumbed restrooms, sani-dump ▶ Recreation amenities: walking trails, pool, near Pioneer Village, near golf course	▶ \$30-\$50/ vehicle site
Tubby's RV Park & Car Wash <i>96 Ave, Dawson Creek, BC</i>	55	Private	▶ 90 full service sites (20-30 amp power, water, sewer) ▶ 8 tent camping sites ▶ Amenities: Wi-Fi, showers, sani-dump, laundry, flush toilets, RV wash and storage, near golf course	▶ \$35/vehicle site
Central Motel & RV Park <i>Alaska Ave., Dawson Creek, BC</i>	55	Private	▶ Partial service sites (20-30 amp power) ▶ Amenities: Wi-Fi	▶ unknown
Alahart RV Park <i>Alaska Hwy, Dawson Creek</i>	55	Private	▶ 36 full service sites (15-30-50 amp power, water, sewer) ▶ 8 partial service sites (15-30-50 amp power) ▶ Tent area ▶ Amenities: flush toilets, showers, sani-dump, TV hook-up, laundry, Wi-Fi ▶ Recreational amenities: grassy picnic area	▶ \$31-\$40/ vehicle site

Campsite	Km to Park (driving)	Ownership	Description	Cost
Farmington Fairways Golf & RV Resort <i>Alaska Hwy, Farmington, BC</i>	56	Private	▶ Full service sites (30-50 amp power, water, sewer) ▶ Amenities: flush toilets, showers, sani-dump, fire pits, firewood, laundry ▶ Recreation amenities: golf course, clubhouse, restaurant	▶ \$30-\$50/ vehicle site
Farmington Store RV Park & Campground <i>5025 BC-97, Farmington, BC</i>	57	Private	▶ Grassy serviced sites (30-50 amp) ▶ Amenities: Wi-Fi, free firewood, convenience store, post office	▶ \$35/vehicle site (30 amp) ▶ \$40/vehicle site (50 amp)
Northern Lights RV Park <i>John Hart Hwy 97, Dawson Creek, BC</i>	57	Private	▶ 92 full service sites (30-50 amp power, water, sewer) ▶ 2 tent camping sites ▶ Amenities: flush toilets, showers, Wi-Fi, laundry, convenience store, grill, RV storage, firewood, water	▶ \$45/vehicle site (30 amp) ▶ \$50/vehicle site (50 amp) ▶ \$28/tent site ▶ \$133/cabin
Kiskatinaw Provincial Park <i>Kiskatinaw Rd, Farmington, BC</i>	67	Province	▶ 28 unserviced vehicle sites ▶ Basic amenities including pit toilets, hand pump drinking water ▶ Recreation amenities: playground, historical bridge	▶ \$20/vehicle site
Cotillion Campground, <i>County of Saddle Hills, off Range Road 120, AB</i>	86	Private	▶ 5 partial service sites (power) ▶ 8 unserviced sites ▶ 2 large group areas ▶ Amenities: free firewood, sani-dump, group fire pit, shelter with power and running water, flush toilets, outdoor shower, wood stove, phone ▶ Recreation amenities: horse hitching, playground	▶ \$20/vehicle site (power) ▶ \$15/vehicle site (no power)
Peace Island Park <i>Mile 35 Alaska Hwy, Taylor, BC</i>	90	District of Taylor	▶ 39 unserviced vehicle sites ▶ 60 full service vehicle sites ▶ 18 group sites ▶ Amenities: flush toilets, showers (off site), sani-dump (off site) ▶ Recreation amenities: picnic shelters, walking trails, horseshoe pits, historic display, playgrounds, shelter with cook-house, water pump, firewood, boat launch, cross-country ski/snowshoe trails	▶ \$20/vehicle site ▶ \$25/vehicle site (power) ▶ \$40/vehicle site (full service) ▶ \$80/group site

3 | WHAT WE HEARD



An integral component of the Regional Park Design Study was understanding the values and concerns of community members and stakeholders so that the resulting plan for Blackfoot Regional Park is comprehensive and publicly supported.

3.1 ENGAGEMENT PROCESS OVERVIEW

The process included two rounds of engagement:

► **Public Input #1: Gathering Ideas**

Public Input #1 focused on gathering information and perspectives about the park today and hearing ideas for future improvements. Engagement included public outreach, an interactive community event on Sunday, July 30, 2017 at Blackfoot Regional Park, and a public questionnaire.

► **Public Input #2: Review of Draft Concepts and Recommendations**

Public Input #2 focused on defining a realistic and supported concept and framework for the park based on two illustrated concepts. Engagement included outreach, public displays at the U17 World Hockey Tournament in Fort St. John and Dawson Creek, and a response form to gather opinions on preferred directions.

Audiences involved included:

- Park Users
- Residents of the PRRD
- Identified Stakeholders
- PRRD Staff
- PRRD Regional Parks Committee
- PRRD Regional Board

Key outcomes from each round of engagement are summarized on the subsequent pages.

3.2 PUBLIC INPUT #1: GATHERING IDEAS

Input indicated that park users appreciate the relaxed, natural, and rustic setting of Blackfoot Regional Park, but that the park configuration and amenities could be functionally improved. Input also indicated that increased park management and maintenance is desirable.

DEMOGRAPHICS

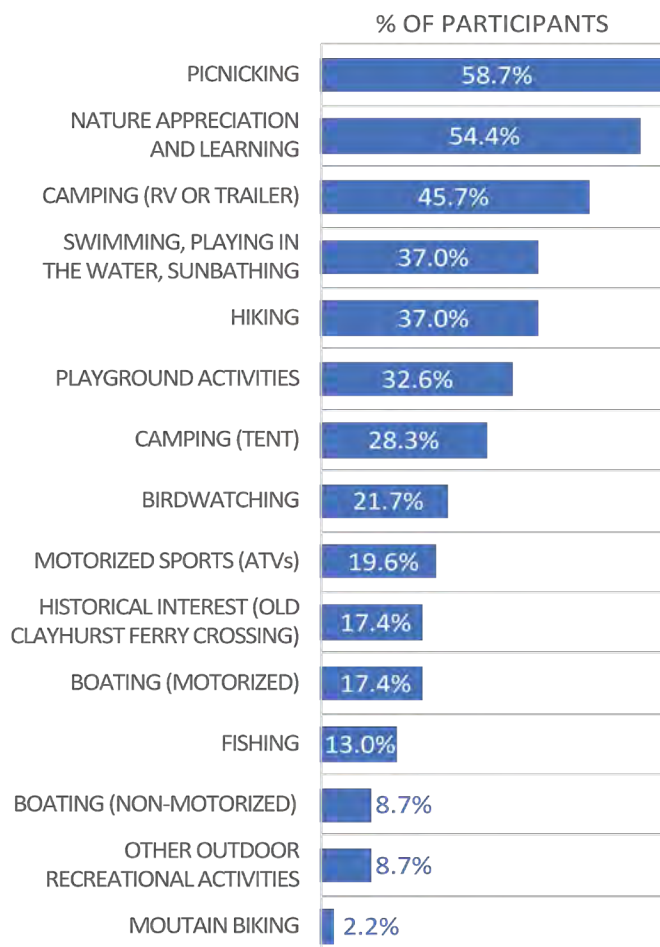
66% of participants visit Blackfoot Regional Park at least once per year

- ▶ Over half of survey participants reside in either Dawson Creek or Fort St. John
- ▶ About three-quarters of participants were between the ages of 30 and 59

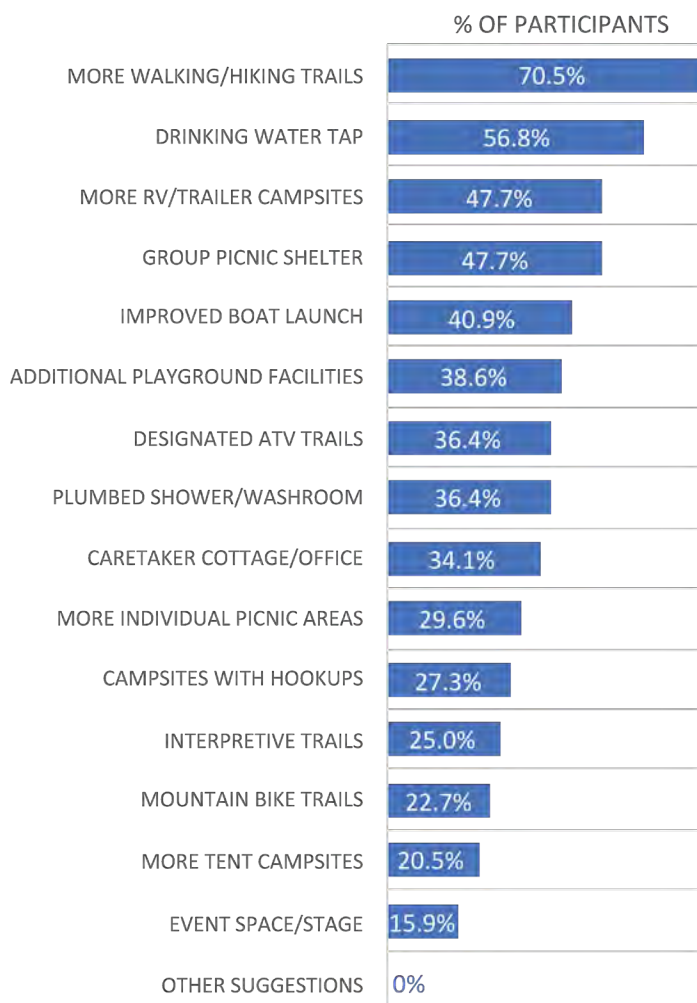
PUBLIC INPUT #1 DETAILS

- ▶ An interactive "Ideas Event" was held at the park on July 30, 2017, 11 am to 2 pm
- ▶ A comprehensive public outreach program was undertaken between July 14 and August 18, 2017
- ▶ Approximately **30** people attended the event at the park
- ▶ **84** questionnaires were received

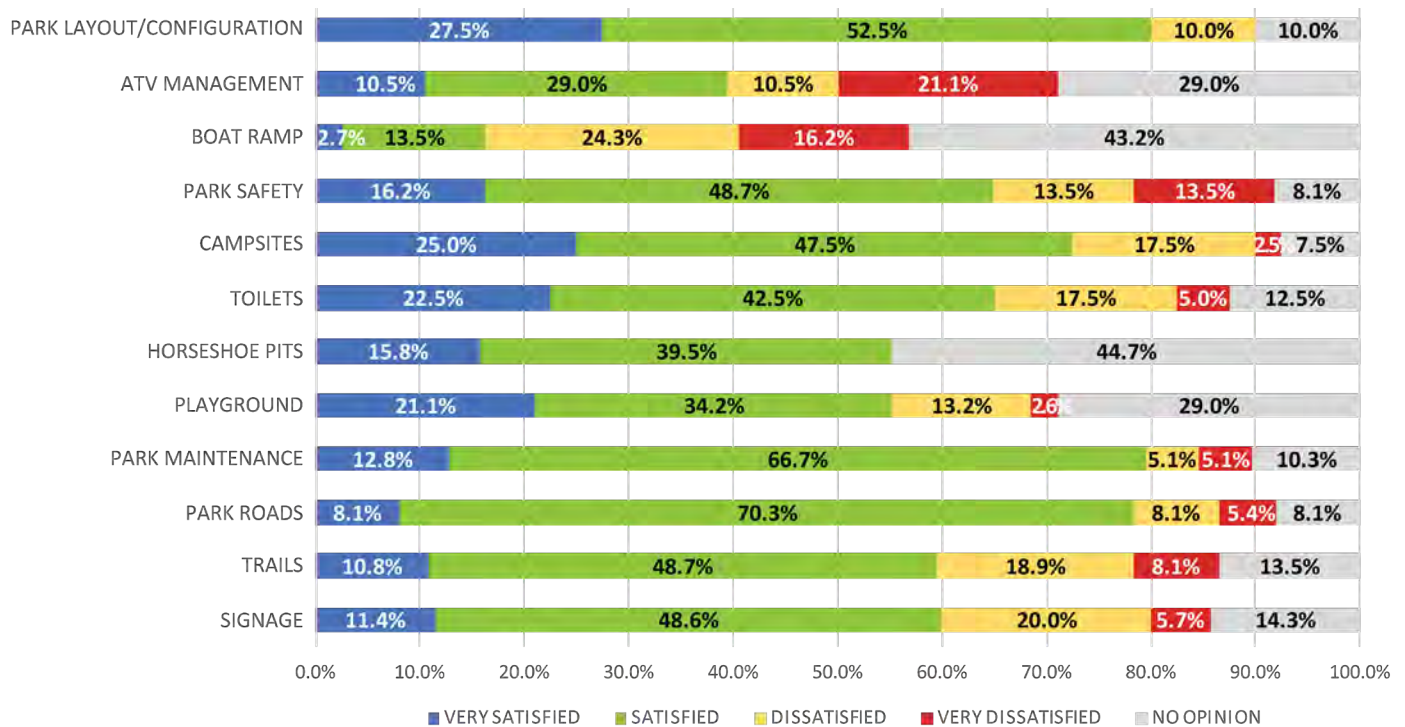
ACTIVITIES THAT PEOPLE DO AT THE PARK



MOST DESIRED AMENITIES



SATISFACTION WITH PARK ELEMENTS



ISSUES OR CONCERNS

- ▶ Lack of park management and regulation for safety, vandalism, control of parties, and ATVs
- ▶ Poor campground configuration
- ▶ Limited number of campsites
- ▶ No hook-ups
- ▶ Lack of reservation system to indicate availability of campsites
- ▶ Limited park information, particularly since park is remote
- ▶ Limited activities and programming for families
- ▶ Road conditions
- ▶ Lack of adequate boat access
- ▶ No marked trails for hiking and walking
- ▶ Inadequate washroom facilities
- ▶ Lack of fresh drinking water supply
- ▶ Concerns about steep slopes and safety
- ▶ Insufficient maintenance
- ▶ Inadequate day-use area

76%

of participants would consider paid camping if amenities were added/improved

SEE APPENDIX A FOR THE FULL PUBLIC INPUT #1 SUMMARY

3.3 PUBLIC INPUT #2: REVIEW OF DRAFT CONCEPTS & RECOMMENDATIONS

Phase one public input, along with background analysis, was used to develop preliminary options for Blackfoot Regional Park. During Public Input #2, participants provided feedback on the draft options to identify preferred directions.

DEMOGRAPHICS

- ▶ Three-quarters of survey participants reside in either Dawson Creek or Fort St. John
- ▶ Age of participants was well-distributed among all age groups with about one-third of participants within the 30 to 39 age range

DRAFT VISION & GOALS

86% of participants agreed or strongly agreed with the draft vision

- ▶ Draft goals were broadly supported with feedback emphasizing increased park amenities and activities, resolution of use issues, and increased park maintenance

SEE APPENDIX B FOR THE CONCEPT OPTIONS DEVELOPED FOR BLACKFOOT REGIONAL PARK

PUBLIC INPUT #2 DETAILS

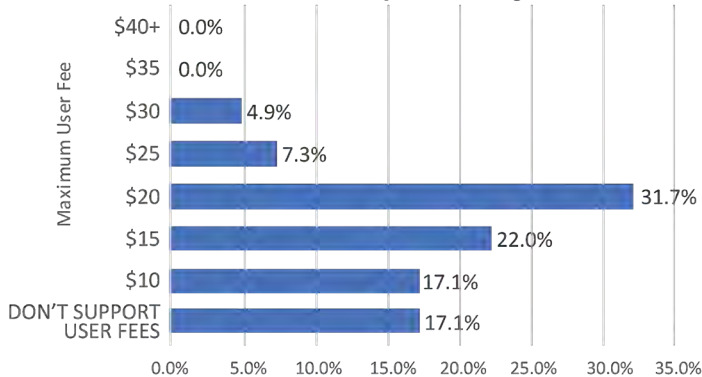
- ▶ A booth was set-up at North Peace Arena in Fort St. John and the Encana Events Centre in Dawson Creek during the U17 World Hockey Challenge November 6 to 11, 2017
- ▶ Public information displays were also available at community public meetings in Doe River and Farmington
- ▶ A comprehensive public outreach program was undertaken between October 30 and November 27, 2017
- ▶ **Hundreds** of people viewed the information at the events
- ▶ **69** response forms were received

PREFERRED DIRECTIONS FOR BLACKFOOT REGIONAL PARK

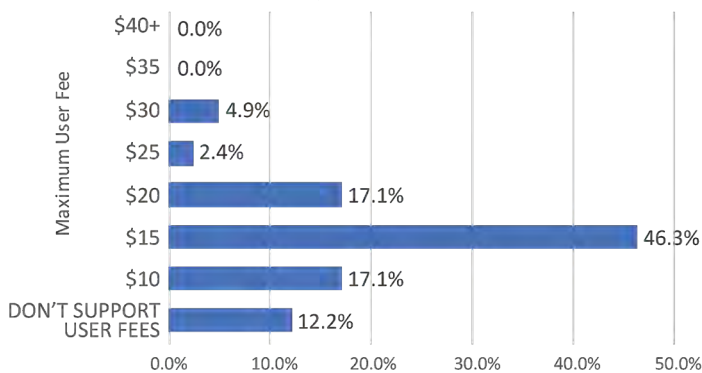
- ▶ **Vehicle Campsites:** Moderate increase in sites (+/- 40 total) and addition of serviced sites
- ▶ **Tent Campsites:** Tent camping with walk-in access and addition of a vault toilet and group picnic area
- ▶ **Roads:** Access to east end of park remains open to vehicles with landowner agreement
- ▶ **Trails:** Development of trail network including large and small hiking loops and a potential interpretive area
- ▶ **Site Services:** Addition of a new amenity building with flush toilets, showers, and drinking water
- ▶ **Picnic & Play Area:** Addition of new amenities including a new picnic shelter, group BBQ area, information kiosk, and day-use parking
- ▶ **Boat Launch:** Support for continuing to pursue boat launch at or near the park
- ▶ **ATV Management:** Mixed feedback with the largest number supporting designated ATV sites and an on-site manager to monitor use
- ▶ **Park Operations:** Support for paid camping with a park attendant and campsite reservations

SUPPORT FOR USER FEES

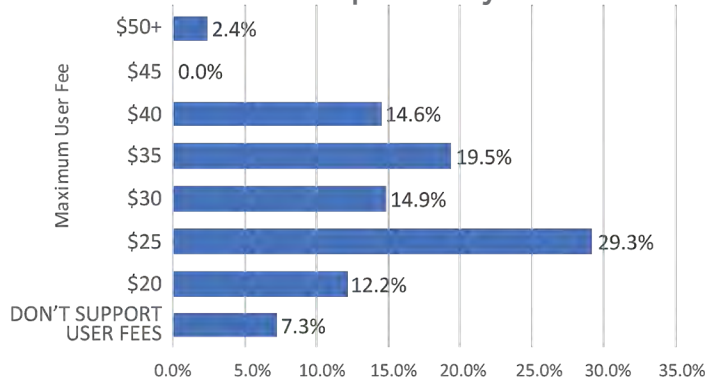
Unserviced Vehicle Campsites/Day



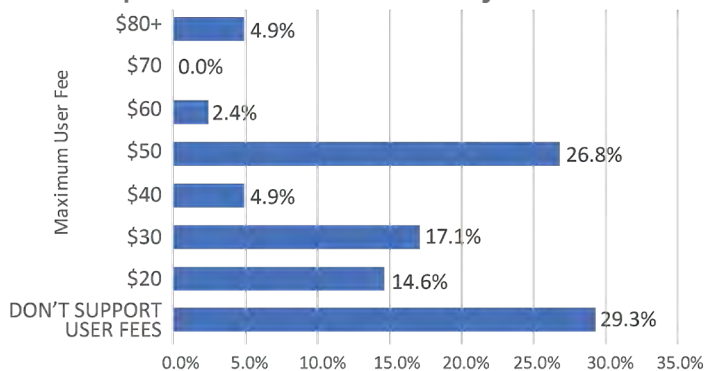
Tent Campsites/Day



Serviced Vehicle Campsites/Day



Group Picnic Shelter Rental/Day



PRIORITIES

- 1 Amenities – Add Drinking Water for Campers
- 2 Circulation – Develop Nature Trails
- 3 Campsites – Add New Unserviced Sites
- 4 Campsites – Add New Serviced (Power + Water) Sites
- 4 Amenities – Add Showers + Flush Toilets Building
- 4 Amenities – Re-establish a Boat Launch
- 7 Amenities – Add Group Picnic Shelter/BBQ Facilities
- 8 Campsites – Improve Existing Unserviced Sites
- 9 Management – Add Reservation System
- 10 Campsites – Improve Tenting Sites
- 10 Circulation – Improve Roads & Park Entry
- 10 Management – Improve Maintenance
- 13 Amenities – Improve Vault Toilets
- 13 Amenities – Improve Day-use Area
- 15 Circulation – Improve Signage/Park Maps
- 15 Management – Improve ATV Management
- 15 Other

SEE APPENDIX C FOR THE FULL
PUBLIC INPUT #2 SUMMARY



In the future, Blackfoot Regional Park will offer a getaway that allows people to reconnect with nature and family.

January 20, 2020

4 | VISION, GOALS & PROGRAM



4.1 VISION

A vision describes a long-term future for Blackfoot Regional Park. It is a guiding statement and a touchstone for consideration when making decisions about changes and development. The vision for Blackfoot Regional Park was developed based on public input, direction from previous planning efforts, background research, and input from Committee.

Blackfoot Regional Park invites people to explore the natural splendour of the Peace River in a rustic, quiet, and family-friendly forest campground with trails and river access. The park will be a place for many great adventures and memories. Visitors will have the opportunity to get away into nature, while still enjoying basic comforts in their home away from home.



4.2 GOALS

Goals support realization of the vision by providing specific guidance for future park projects. These goals act as a “checklist” for proposed park improvements; if a proposed project meets these objectives it will support the spirit and intent of the plan.

Increase Park Amenities



- ▶ Enhance park attraction by providing a greater variety of amenities that appeal to a wide range of campers
- ▶ Expand and service campsites in a phased manner
- ▶ Focus development on key park areas to maintain surrounding natural landscapes that are valued by visitors

Maintain Park Character



- ▶ Ensure future park improvements align with the rural and rustic feeling that is valued by park users
- ▶ Retain and enhance trees and natural vegetation over the long-term
- ▶ Develop amenities that appear timeless and robust, allowing them to feel in character with the park for years to come

Address Safety & User Conflicts



- ▶ Make physical and operational park improvements to encourage a family-friendly atmosphere and discourage disruptive activities
- ▶ Consider addition of a seasonal park attendant to provide a higher standard of experience

Plan for Economic Sustainability

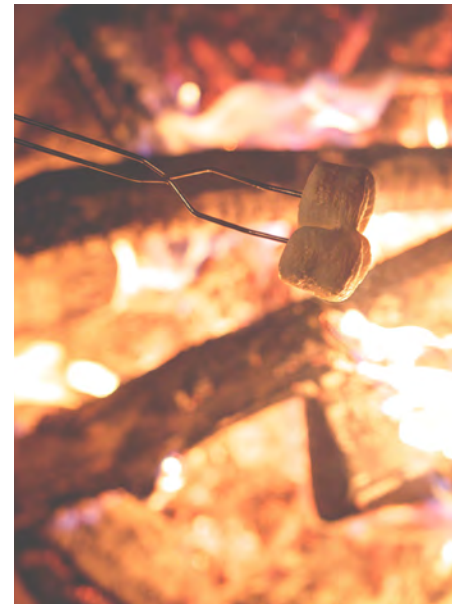


- ▶ Ensure increased operational costs can be balanced with revenue generation
- ▶ Increase information available to encourage more users to visit and enjoy the park
- ▶ Encourage use of the park by groups or for events

4.3 PARK CONCEPT



5 | RECOMMENDATIONS



Twelve recommendations are provided to support the implementation of the ideas and priorities generated through the planning process.

5.1 OVERVIEW

The recommendations in this section describe general planning directions. Detailed design and planning will be required to confirm design details and project costs as projects are implemented. It will be important that an adaptive management approach is used so that when new opportunities or circumstances arise, the District is prepared to make informed decisions about future improvements to Blackfoot Regional Park.

The recommendations include Class 'D' planning-level estimates based on plan-level evaluation, which brings with it inherent limitations. The budget figures are meant for project budgeting, phasing, and comparative costing only.

Notes:

- ▶ Class 'D' estimates are pre-design with an accuracy of +/- 30% at the time of the plan. Detailed design and planning is required to refine project costs.
- ▶ Estimates use unit costs and quantities based on general design assumptions and historical construction cost data from similar projects to assist with long-range budget planning.
- ▶ Costs can vary depending on site constraints, design, market forces, timing, and other variables.

5.2 RECOMMENDATIONS LIST

The following recommendations are described in further detail in the remainder of this section.

- 1 Develop a Trail Network
- 2 Develop Site Servicing
- 3 Improve & Expand Campsites at the Park
- 4 Create a Park Attendant Position
- 5 Develop an Amenity Building & Add Vault Toilets at Key Locations
- 6 Consider Addition of a Sani-dump Station for the Park
- 7 Re-establish a Boat Launch At or Near the Park
- 8 Improve Road Circulation & Parking
- 9 Expand Recreation Amenities
- 10 Update Wayfinding & Signage
- 11 Undertake Ongoing Tree Management & Renewal
- 12 Consider Future Park Expansion for Specific Purposes

1

DEVELOP A TRAIL NETWORK

Develop a trail network in the park, with a focus on providing walking loops and connections to key park destinations.

BACKGROUND:

Today, there are few trails in Blackfoot Regional Park. Hiking and walking are desirable activities that enhance visitor experience and well-defined routes help reduce environmental impacts by directing users' footprints. The 2014 Parks and Recreation Master Plan identified walking trails as a priority for Blackfoot Regional Park.

71%

of participants in Public Input #1 identified walking/hiking trails as a priority



Image: Laurel Ridge Interpretive Trail, Laurel Ridge State Park

Route signs and distance markers help with navigation.

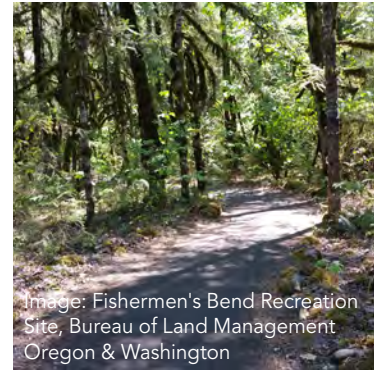


Image: Fishermen's Bend Recreation Site, Bureau of Land Management Oregon & Washington

Packed aggregate or paving may be warranted to enhance accessibility on key routes.

PLANNING & DESIGN CONSIDERATIONS:

- Figure 9 on the following page suggests potential routes for trail development
- Two types of trails are suggested for the park:

Destination Trails

Destination trails should link key park destinations. Trail width is typically one to two metres with well-compacted aggregate or asphalt surface.

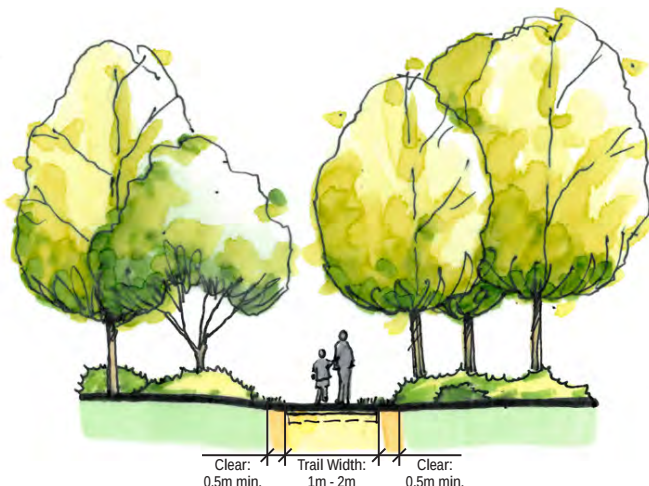


Figure 7: Typical Destination Trail

Nature Trails

Nature trails are narrower, typically with a cleared and compacted native soil surface suitable for hiking and walking.

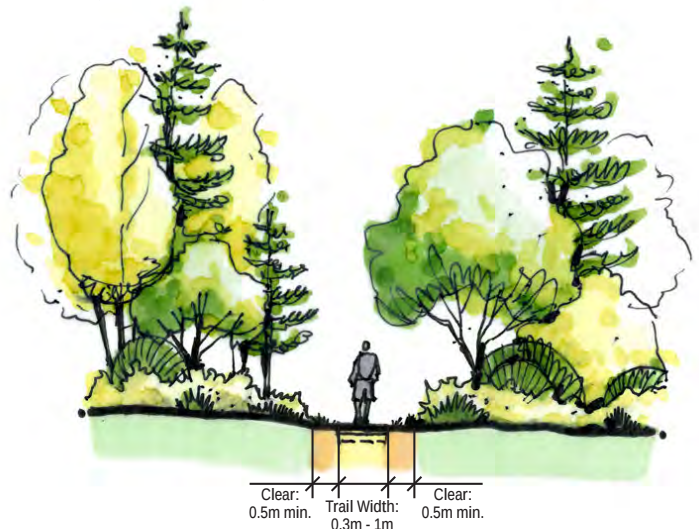


Figure 8: Typical Nature Trail

Figure 9: Potential Trail Routes



Label	Name	Connects	Approx. Distance	Trail Type	Comments
1	Large Loop	▶ Campsite Areas A, B, D ▶ Tenting Area ▶ East Shoreline	1 km	Nature	Fencing may be needed next to steep slopes
2	Beach/Play Connector	▶ Campsite Areas A, B ▶ Beach ▶ Play Area/Amenity Building	200 m	Destination	Potential for accessible route
3	Park Entry Connector	▶ Campsite Area C ▶ Park Entrance/Attendant Site	175 m	Destination	Coordinated with Camping Area C development
4	Small Loop	▶ Campsite Areas A, C ▶ Play Area/Amenity Building	700 m	Nature	May be developed incrementally with Camping Area improvements

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
1.1 Develop the Large Loop Trail (1).	A	\$28,000
1.2 Develop the Beach/Play Connector Trail (2).	B	\$16,000
1.3 Develop the Campground Host Trail (3).	C	\$9,000
1.4 Develop the Small Loop Trail (4).	C	\$7,000

2

DEVELOP SITE SERVICING

Plan and implement site servicing components that will support provision of potable water, sanitary, and electrical services at the campground.

BACKGROUND:

Blackfoot Regional Park currently has no on-site services – water, sanitary, or power. Camping trends show that people are more frequently seeking these services than in the past. Provision of on-site services will increase the range of camping options available at the park and will support provision of amenities such as hot showers, flush toilets, and power for campers as well as supporting the establishing of an on-site park attendant (see Recommendation #4).

Participants in Public Input #2 identified addition of serviced campsites (water + power) and addition of an amenities building with showers and flush toilets in their top 5 priorities for improvements.

PLANNING & DESIGN CONSIDERATIONS:

Figure 10 illustrates locations where servicing may be desirable in Blackfoot Regional Park. Actual locations will be confirmed based on feasibility and cost efficiency during detailed design.

WATER SERVICING:

Potable water at Blackfoot Regional Park would provide drinking water and potential for hot showers and flush toilets.

An existing groundwater well (Well Tag #102267) is located at Blackfoot Regional Park. The well was originally installed for non-potable agricultural use and was supplied via a water tank loader. The tank loader was decommissioned in 2017 due to Northern Health Regulations for untreated water.

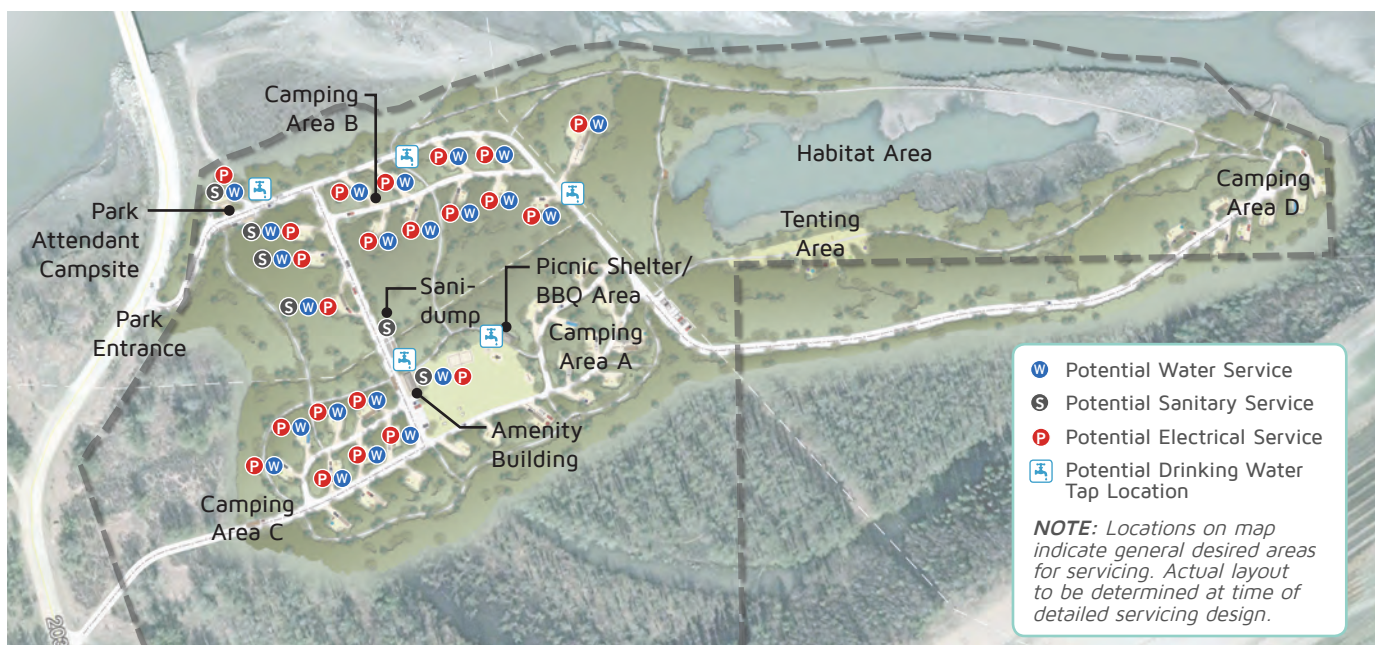


Figure 10: Preliminary Desired Servicing Locations

There is potential to treat water from the existing well to use in a potable water system for the campground, through the design and implementation of an appropriate water treatment system meeting Northern Health regulations. BC's Drinking Water Protection Act and Drinking Water Protection Regulation require that a Construction Permit be obtained from a Public Health Engineer before construction, installation, alteration, or extension of a water supply system is commenced.¹ New water systems also require an Operating Permit from Northern Health before water can be provided to users.

Once potable water is available, the following locations are recommended to be considered for water connections (see Figure 10):

- ▶ Amenity building near the Play & Picnic Area
- ▶ Picnic Shelter/ Group BBQ Area
- ▶ Park attendant campsite near the park entrance
- ▶ Potential sani-dump site
- ▶ Water taps in camping areas
- ▶ Some campsites in Camping Areas A and/or C



Example of a water tap that could be used to provide potable water in different locations throughout the park.

SANITARY:

Currently there is no sanitary in the park – vault toilets are provided in the main campground areas. A sanitary system would be required to support the addition of showers and flush toilets, as well as for an on-site park attendant.

The 2014 PRRD Regional Park Master Plan recommended investigation of an on-site sani-dump for the park. Addition of sanitary services would support this function.

The rural location of the park will necessitate development of an on-site sanitary system. Northern Health requires that an authorized person (professional engineer or registered on-site waste water practitioner) develop and submit design details about the proposed system². Through this process, the designer will analyze the site, identify potential constraints, and propose a design and treatment method to be used.

Potential locations for sanitary connections include:

- ▶ Amenity building near the Play & Picnic Area
- ▶ Park attendant campsite near the park entrance
- ▶ Potential sani-dump site
- ▶ Some campsites in Area A

¹ Details about the approvals process for water treatment and distributions systems available at: <https://www.northernhealth.ca/YourHealth/EnvironmentalHealth/DrinkingWaterSafety/Permits.aspx>

² Details about the approvals process for sanitary systems available at: <https://www.northernhealth.ca/YourHealth/EnvironmentalHealth/SewerageandSubdivision.aspx>

POWER:

Power provision would be required to add an amenity building, a park attendant's site, and serviced campsites. An existing BC Hydro Right-of-Way traverses the site, providing a likely power source. The PRRD would need to coordinate with BC Hydro in the design and implementation of electrical distribution at the park.

Many modern RVs are equipped with 50 amp connections and serviced sites would benefit from 20-30-50 amp electrical options to accommodate a broad range of users.

Potential locations for electrical connections include:

- ▶ Amenity building near the Play & Picnic Area
- ▶ Park attendant campsite near the park entrance
- ▶ Campsites in Areas A and C



Example of a 20-30-50 electrical hook-up pedestal

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
2.1 Take steps to develop a potable water system at the park: ▶ Analyze the existing water supply source and complete application per the requirements of the Northern Health source water approval process, including analysis of both water quality and water quantity. ▶ Design a treatment and water distribution system. ▶ Complete applications for construction and operation and obtain approvals from Northern Health. ▶ Build the required infrastructure including connections to the Amenity Building site and Park Attendant site and obtain confirmation of operation from Northern Health. ▶ Complete ongoing water monitoring.	A/B	\$116,000
2.2 Take steps to develop a sanitary system at the park: ▶ Work with an authorized person (AP) to design a sanitary system and submit a Record of Sewerage System and required fees to Northern Health prior to construction. ▶ Build the required infrastructure including connections to the Amenity Building site and Park Attendant site and have the AP submit a Letter of Certification to Northern Health prior to operation. ▶ Complete ongoing maintenance.	A/B	\$118,000
2.3 Take steps to develop electrical connections for the park: ▶ Contact BC Hydro to outline the proposed project and confirm planning and design requirements. ▶ Work with BC Hydro and engineering consultants to design an electrical site plan. ▶ Complete construction including connections to the Amenity Building site and Park Attendant site.	A/B	\$45,000

3

IMPROVE & EXPAND CAMPSITES AT THE PARK

Maintain existing campsites with minor improvements and begin the phased addition of new campsites throughout the park, with the goal of offering more camping options while still providing a natural-style camping experience.

BACKGROUND:

Currently Blackfoot Regional Park has approximately 13 campsites. Informal monitoring by the maintenance contractor suggests the campsites are often well occupied on weekends, although less so during the week.

Improvements proposed in this plan are intended to encourage increased camping at Blackfoot Regional Park. Phased expansion of campsites is recommended over time, based on demand, to support increased use. Building and filling additional campsites will be important for balancing the operational costs of adding a park attendant (see Recommendation #4). Revenue generated from camping will be important to managing the campground without subsidization.

PLANNING & DESIGN CONSIDERATIONS:

The park concept plan provides a conceptual layout for existing and proposed campsites. This layout is based on air photo interpretation and site analysis and shows general locations only. Actual location and design of campsites should be on a site-by-site basis in response to site conditions such as existing trees, slope, and space available.

Figure 11 provides an overview of proposed campsite areas and recommended phasing for expansion and the following pages provide additional detail about improvements recommended for each area.

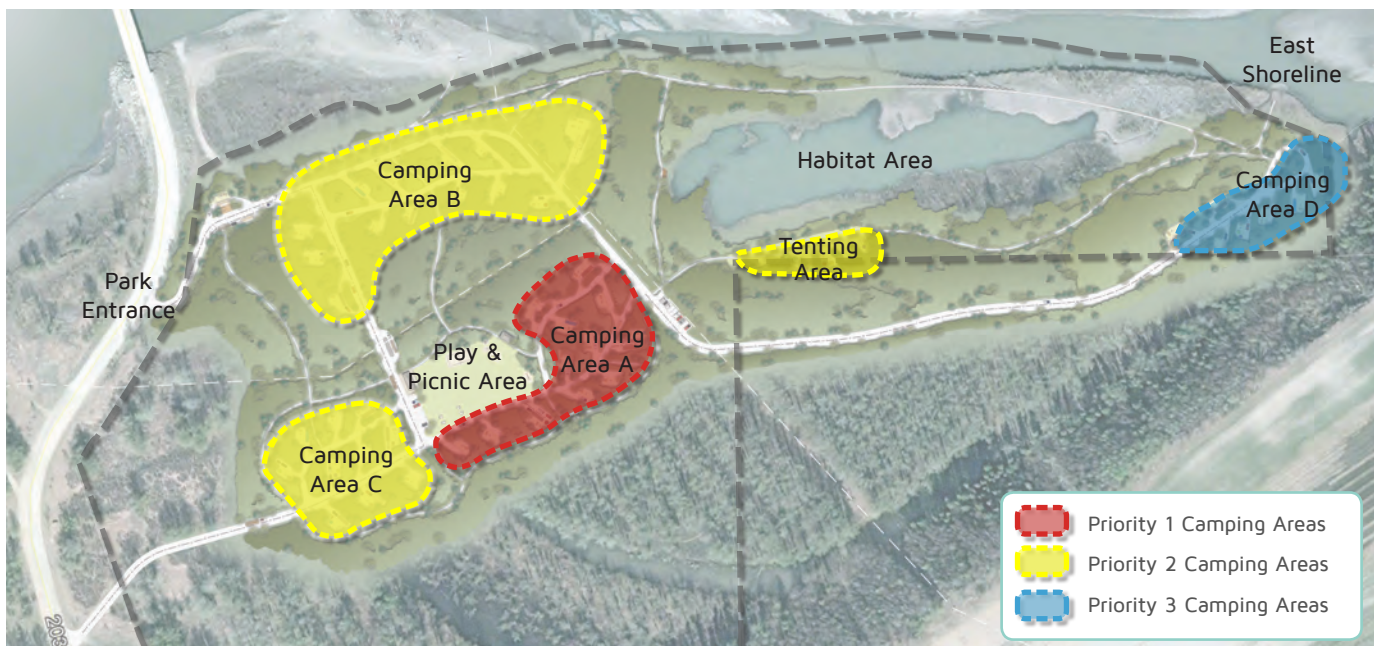
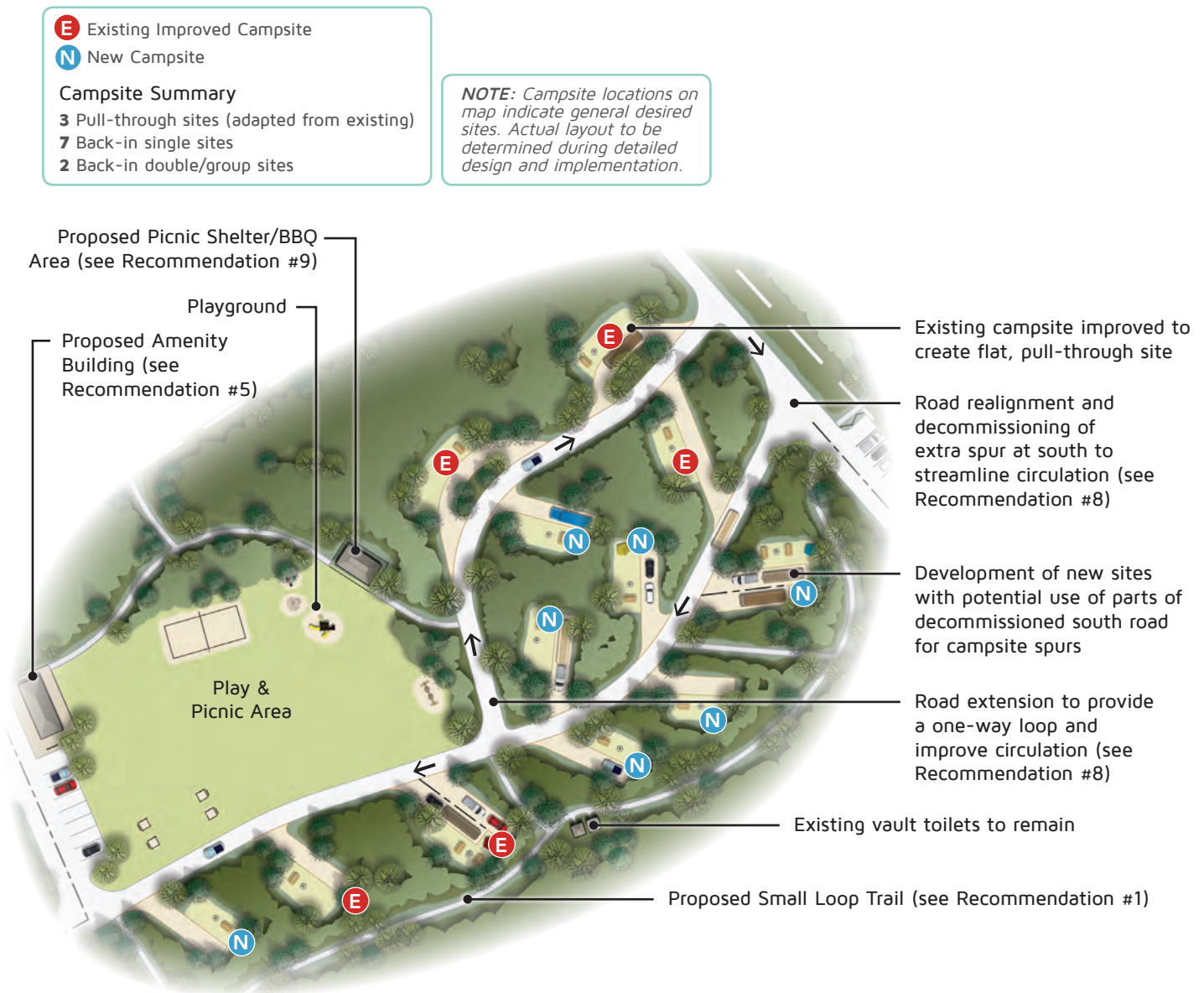


Figure 11: Recommended Campsite Expansion Phasing

Camping Area 'A'

Area 'A' could accommodate approximately 12 unserviced sites. Concurrent with campsite improvements, several minor improvements to the road network in this area are proposed to reduce the amount of space dedicated to roads, lessen confusion about wayfinding, and increase space for developing new campsites (see Recommendation #8).

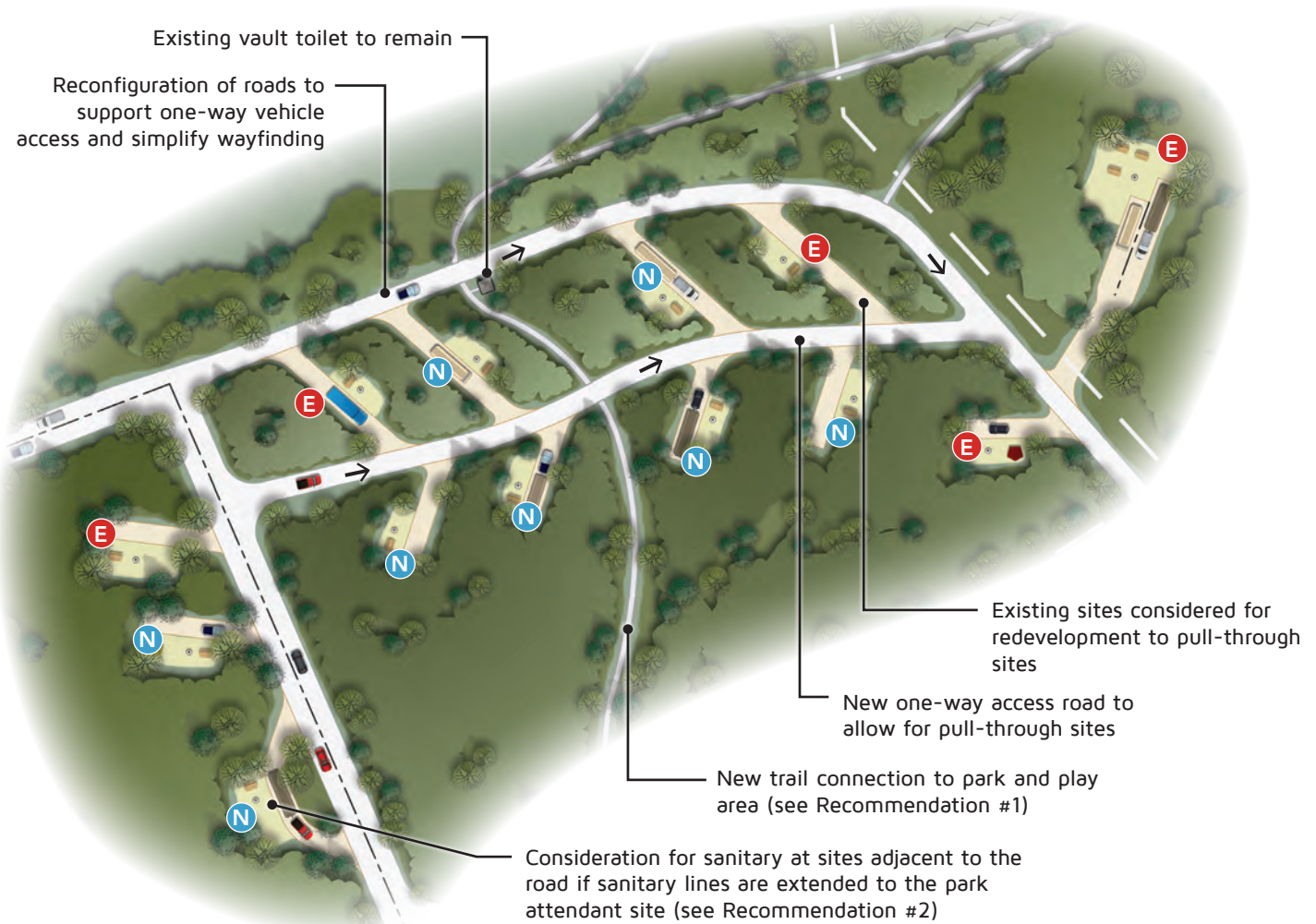
The plan recommends that the Area 'A' campsites remain unserviced in the near-term. However these sites are in close proximity to the proposed amenity building (see Recommendation #5). In the long-term, servicing extension (power + water) could be considered for this area if demand is identified.



Camping Area 'B'

Area 'B' could accommodate approximately 13 serviced sites. To provide space for the additional sites, a new access road is recommended to create pull-through sites and additional back-in sites (see Recommendation #8). Some reconfiguration of existing sites will be needed to accommodate the addition of the new sites.

The plan suggests that the Area 'B' campsites be the focus on the first phase of campsite servicing with power and electricity considered for all sites (see Recommendation #2). Consideration for connection to sanitary may also be warranted on the western-most sites where sanitary will pass by when it is extended to the proposed Park Attendant site (see Recommendation #4).



- E Existing Improved Campsite
- N New Campsite

Campsite Summary

- 5 Pull-through sites
- 7 Back-in single sites
- 1 Back-in double/group sites

NOTE: Campsite locations on map indicate general desired sites. Actual layout to be determined during detailed design and implementation.

Camping Area 'C'

Area 'C' would be an addition to the campground that could accommodate approximately 10 unserviced or serviced sites. These sites are within close proximity to the proposed amenities building (see Recommendation #5). To accommodate the additional sites, a new access road would be required. The new campsites are configured with tighter spacing than in other parts of the campground, but still with generous space for vegetated buffers to be retained between each site.

The Area 'C' campsites could be added once campground demand rises. When developed, this area could be designated specifically for ATV users. While Blackfoot Regional Park is intended to remain a non-ATV use park, designation of Area 'C' campsites could allow riders direct access to and from 203 Road from these westernmost campsites, minimizing potential disturbance in the remainder of the campground.

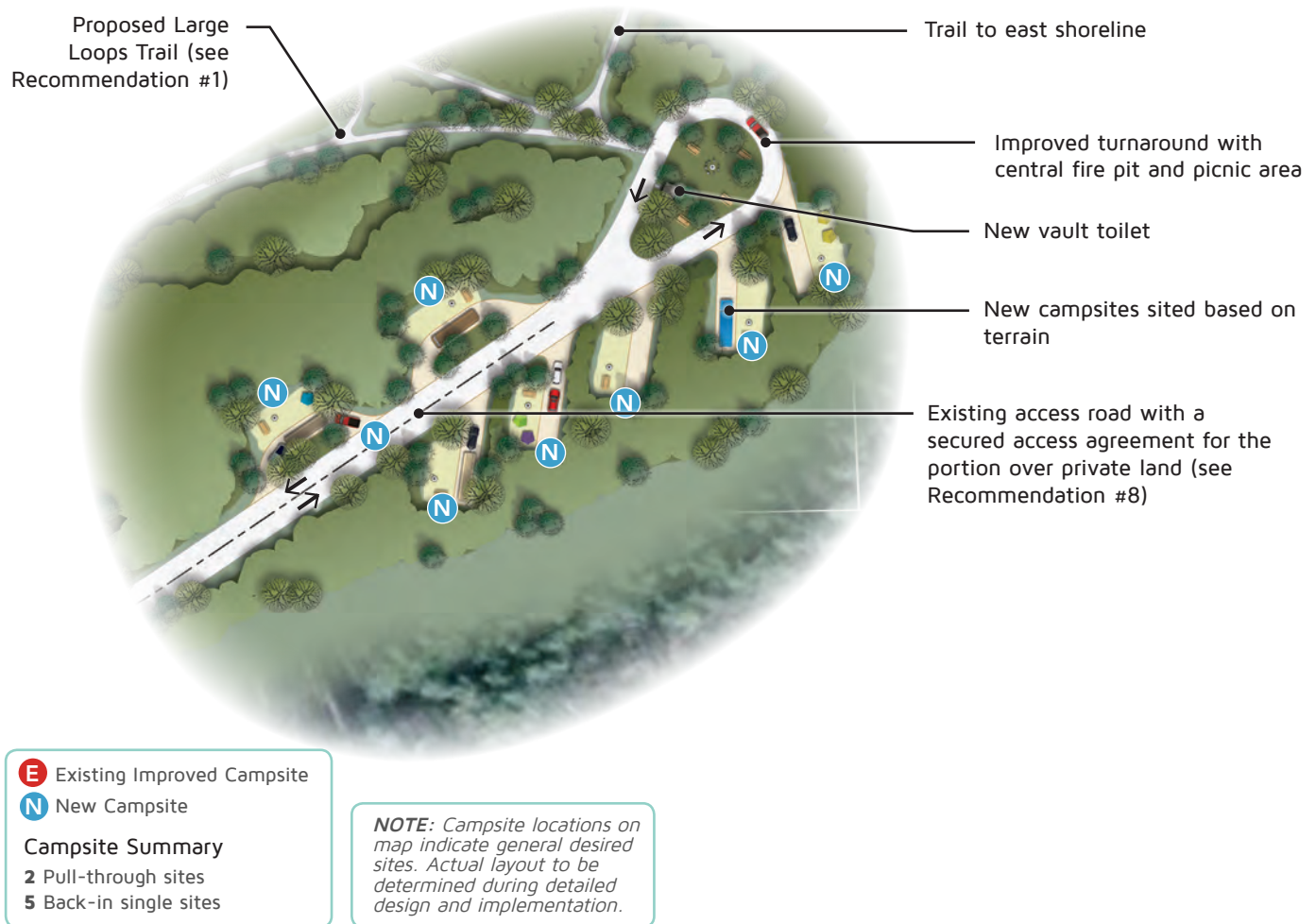


Camping Area 'D'

Area 'D' would include the expansion of unserviced camping opportunities in the east end of the park to create approximately seven new sites and a central group fire pit, picnic area, and vault toilet. Access to the east beach area would be a key feature for Area 'D'.

The Area 'D' campsites could be designed to accommodate a group of campers travelling together, while still be available to individual campers when not reserved for groups use. Access would remain via the existing road, with a secured agreement with the landowner where the road crosses private property (see Recommendation #8). The Large Loop Trail would also connect the area with the rest of the park (see Recommendation #1).

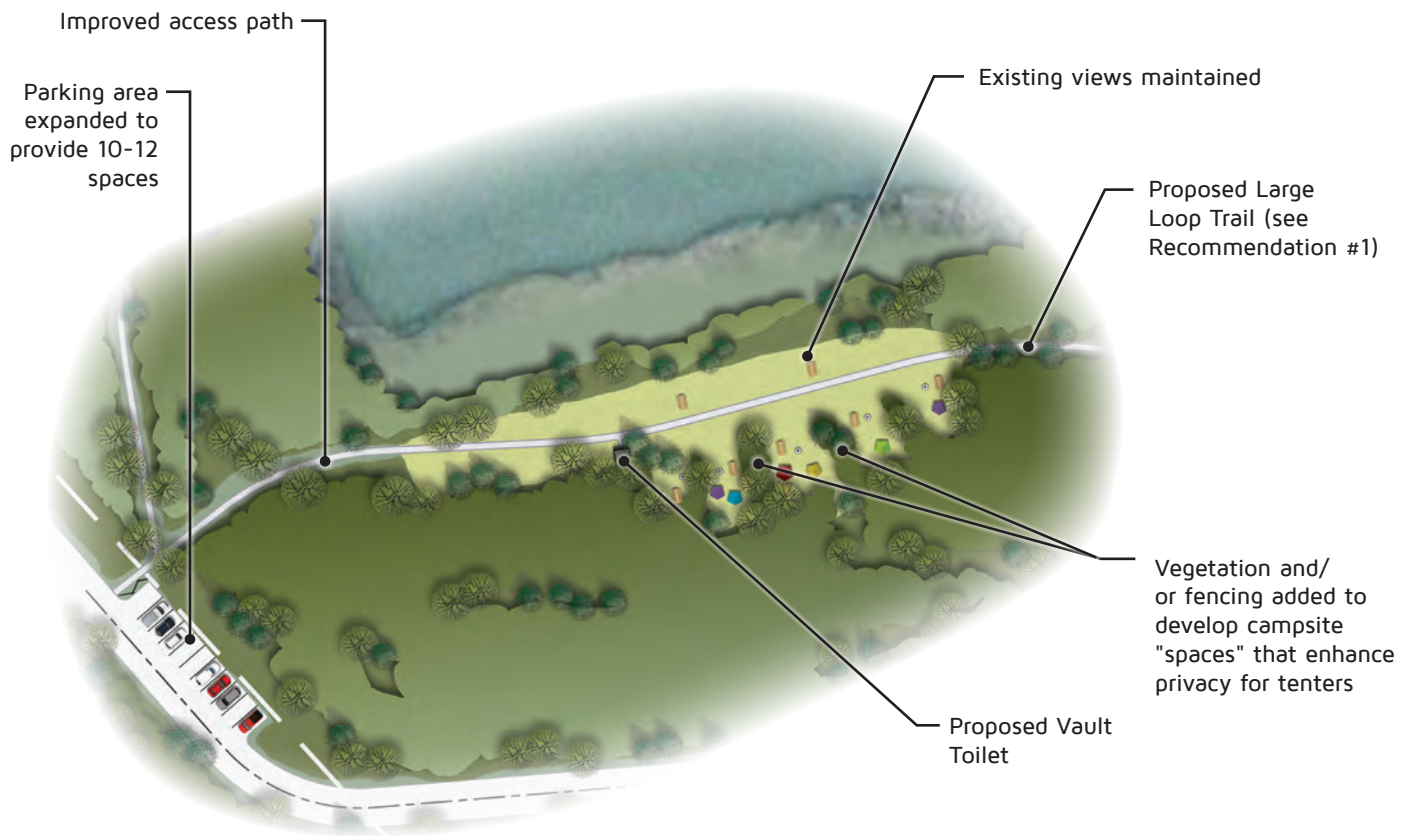
Development of Camping Area 'D' is suggested as the lowest priority, to be developed after other campground areas, if demand warrants. During further planning and development, layout of campsites will likely need to be refined based on terrain and/or watercourse location in the area.



Tenting Area

The tenting area is envisioned are remaining in its current location. The site provides excellent views that should be retained. Input identified that the tenting area is relatively open, with few areas to provide shade or privacy to campers. The plan recommends splitting up the area by "cutting" sites into existing vegetation or adding vegetation and/or fencing.

The plan also recommends addition of a new vault toilet for the camping area and expansion of the parking area.



Campsite Summary
5+ Defined Tenting Sites

NOTE: Campsite locations on map indicate general desired sites. Actual layout to be determined during detailed design and implementation.

Campsite Design & Amenities

Campgrounds can range from very urban-style with extensive amenities and tightly-packed sites, to very natural-style campgrounds with minimal development or amenities. Blackfoot Regional Park will occupy a central place on this spectrum, offering a natural setting with some amenities. The following directions may be considered during future campsite development:

- ▶ Each campsite should accommodate full-size modern campers and RVs (up to 14 m long), while also allowing smaller trailers or tents.
- ▶ A Vehicle Area should be defined for parking a recreational vehicle plus up to two cars. Vehicle Areas should be clearly defined by surface material (aggregate) and potentially perimeter markers (e.g., boulders) to discourage people parking on vegetated or Campsite Use Areas.
- ▶ A Campsite Use Area should be defined for each site, large enough to accommodate tents plus a rain tarp or screened enclosure (+/- 50m² to 75m² in size). The surface of this area should be stable, flat, and well-drained with turf, aggregate, or native material surface. Wet areas may need drainage improvements.
- ▶ Siting of new campsites should be based on terrain, with flat areas for the Vehicle and Campsite Use Areas. Where possible, cut and fill should be avoided to minimize removal of vegetation and manage costs. Where terrain challenges are encountered, sites may be terraced, with the Vehicle Area on one terrace and the Campsite Use Area on another.
- ▶ New campsites should be sited to retain as much existing vegetation as possible to provide shade, privacy, and natural character.
- ▶ Where campsites are open, trees should be added over time for shade and screening (see Recommendation #11).
- ▶ Each site should be equipped with a picnic table and campfire ring.
- ▶ Campsites should be separated and defined to allow the natural park landscape to dominate and provide peace and privacy for park users. The objective is creating a "park-like" camping atmosphere; not an "RV Park".
- ▶ Each campsite should be designed as a discreet area, with natural boundaries marked by vegetation, rocks, or other natural-looking materials. Split-rail fences could be considered where additional physical separation is needed.
- ▶ Campsites should be accessible wherever grades permit.

The graphics illustrated in Figure 12 on the next page show typical layouts and amenities for campsites.



Image: Cave Springs Campground, Coconino National Forest

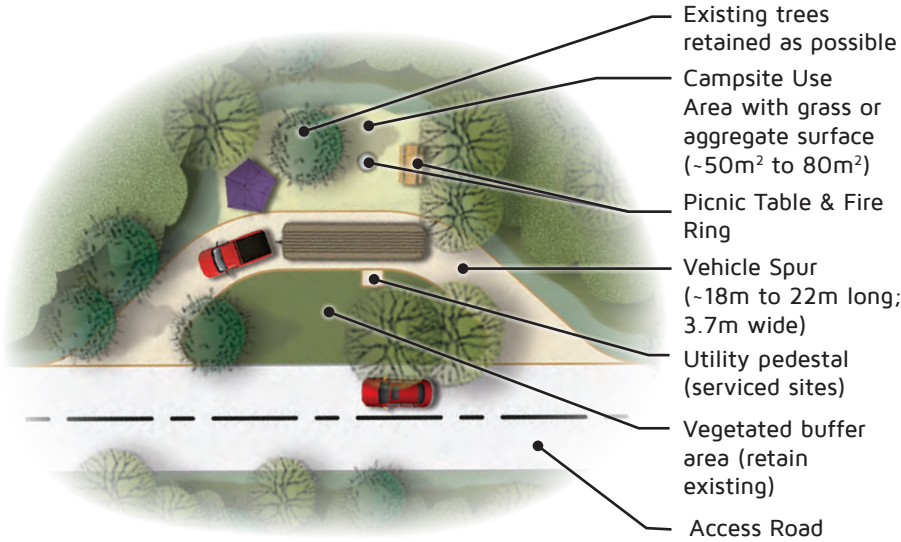
Example of boulders being used to define the Vehicle Area extents at a campsite. Natural elements and materials such as wood and stone will help blend facilities into the natural park landscape.



Image: Grand Canyon Mather Campground, Grand Canyon National Park

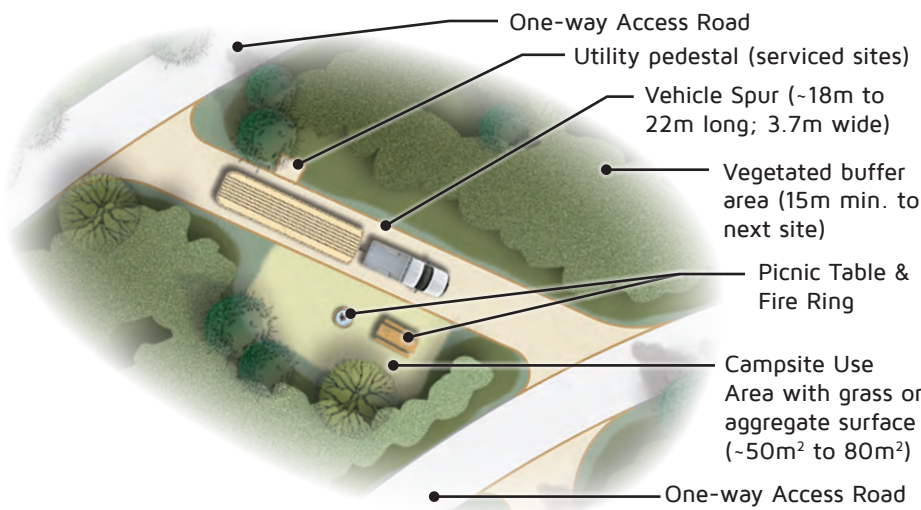
Maintaining as many trees as possible and encouraging renewal of vegetation allows park facilities to be integrated in a way that has little visual impact on the natural landscape character.

Pull-Through Campsite (one access road)



Example of a pull-through site with existing vegetation preserved for form a buffer.

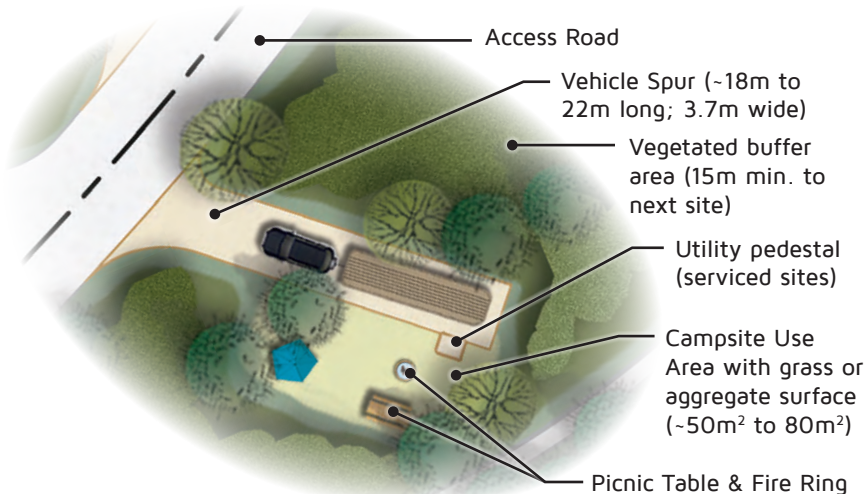
Pull-Through Campsite (two access roads)



Pull through sites with two access roads provide excellent manoeuvrability for largest classes of RVs.



Back-in Campsite



Some existing campsites are already laid out to support pull-through campsites with minor improvements such as aggregate on the vehicle spur.



Sites should be arranged based on existing elements. Example of a back-campsite with a back in spur and vehicle parking area organized to preserve existing trees.

Figure 12: General Campsite Layouts

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
3.1 Develop Camping Area A including detailed site analysis and design, related road improvements (see Recommendation #8), and development of campsites.	A	\$99,000
3.2 Develop Camping Area B including detailed site analysis and design, related road improvements (see Recommendation #8), and development of campsites.	B	\$286,000
3.3 Develop Camping Area C including detailed site analysis and design, related road improvements (see Recommendation #8), and development of campsites.	B	\$227,000
3.4 Develop the Tent Camping Area including improved definition of campsites through clearing, planting, and/or fencing.	B	\$32,000
3.5 Develop Camping Area D including detailed site analysis and design, related road improvements (see Recommendation #8), group picnic area, and development of campsites.	C	\$95,000

4

CREATE A PARK ATTENDANT POSITION

Secure a seasonal park attendant to be on-site during the campground season to perform registration, management, and park maintenance duties.

BACKGROUND:

Public input during the planning process identified concerns about undesirable activities in the park (e.g., parties, noise, ATV use), in part related to the parks' remote location and limited monitoring. Input suggests the park has a reputation as a "party-site" and unregulated activities are a deterrent to some potential campers.

A second concern identified was uncertainty about campsite availability. Currently camping is first-come, first-serve and campers do not know if a site will be available. Because the park is remote, this can deter people from making the trip.

Increasing public comfort and safety is a goal for Blackfoot Regional Park.

32%

of participants in Public Input #1 identified ATV management as a concern

27%

of participants in Public Input #2 identified general park safety as a concern

PLANNING & DESIGN CONSIDERATIONS:

Park attendant positions are common in campgrounds throughout Canada and the USA. The District should consider changing its current seasonal maintenance contract to a seasonal on-site park attendant contract that campground management, registration, monitoring, and maintenance.

Examples of Regional/Municipal Campgrounds with Park Operators/Attendants

- ▶ Descanso Bay Regional Park, Regional District of Nanaimo
- ▶ Pass Creek Park, Regional District of Central Kootenay
- ▶ Cumberland Lake Park, District of Cumberland
- ▶ Peace Island Park, District of Taylor

Operational contract requirements could include:

- ▶ Full-time residence at the campground while it is open (e.g., May through September).
- ▶ Development and management of a registration system, such as phone and/or online reservations.
- ▶ Registering campers and collecting fees.
- ▶ Marketing/advertising to encourage park visits.
- ▶ Regular maintenance of the campground including washrooms, garbage cans, campsites, amenity areas, vegetation, trails, picnic shelter, etc.
- ▶ Provision of day-to-day supplies, such as cleaning supplies.
- ▶ Provision of equipment and tools required for maintenance (e.g., mower, hand tools, etc.)
- ▶ Minor repairs and upgrades. Major repairs or replacement would in coordination with the PRRD.
- ▶ Customer surveys and feedback.



Image: Fishermen's Bend Recreation Site North Santiam River, Bureau of Land Management

The park attendant would be available on-site during regular hours to assist with registration and information for campers.



Image: Fishermen's Bend Recreation Site North Santiam River, Bureau of Land Management

The park attendant site could include opportunities for revenue – for example, including a firewood sales area.

- ▶ Coordination of regular management activities such as water quality testing, vault toilet clean-out, annual start-up/shut-down.
- ▶ Regular park patrol to support adherence to park rules and regulations.
- ▶ Reporting to police of any security issues.
- ▶ Regular reporting to the PRRD on park use, issues, and improvements.

Potential benefits/compensation could include:

- ▶ Dedication of a full-service site for the hosts' exclusive use at the park entrance. Hosts would be responsible for provide their own lodging (i.e., trailer or RV).

- ▶ Agreed-upon salary for operation of the park.
- ▶ Potential for sharing a portion of revenue generated by the park.
- ▶ Potential for enhanced revenue through sale of firewood, general goods, or other mutually agreeable proposals.

A key issue the PRRD will need to address to support a park attendant will be communications at the site. Currently, there is no cellular or internet service at Blackfoot Regional Park. Securing communications service through satellite or other means will be required.

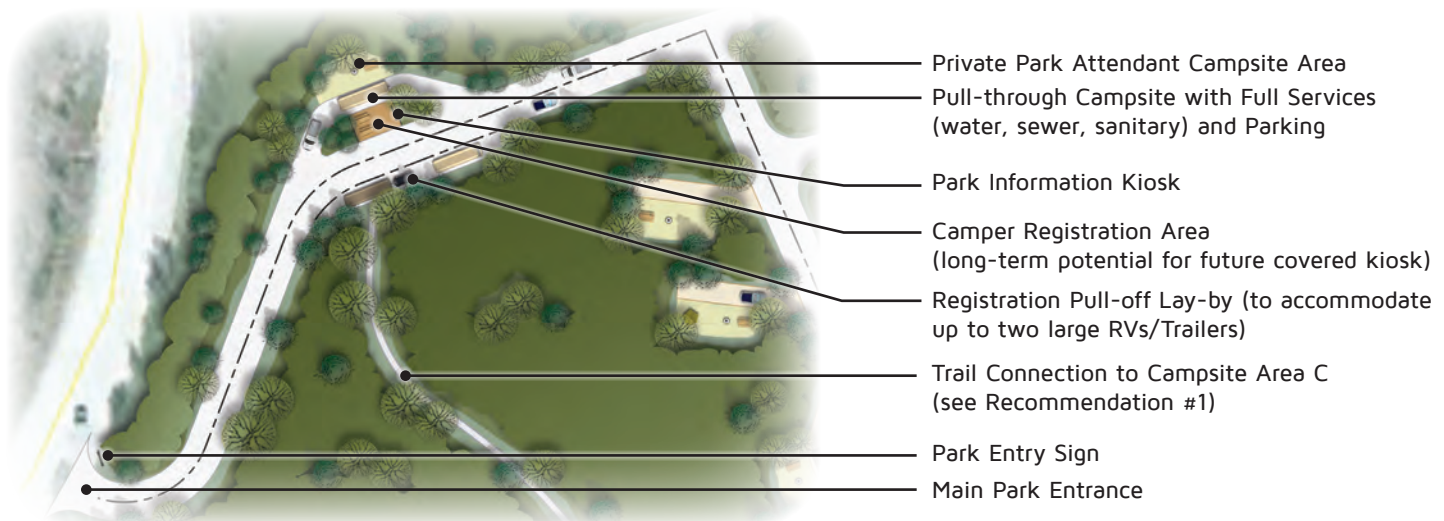


Figure 13: Recommended Park Attendant Site



Image: Virginia State Parks

The campground host site should be clearly marked and well-kept, welcoming people into the park. Adequate space should be provided to allow a comfortable space for the attendant, along with space for keeping maintenance equipment.



Image: Sixes River Recreation Site, Bureau of Land Management, Oregon and Washington

A park information centre near the park attendant site should be considered for posting information about the park, rules and regulations, and a park map.

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
4.1 Develop a host campsite and registration area.	A	\$38,000
4.2 Research and develop operating guidelines to outline requirements and expectations of a park attendant position.	A	Staff Time
4.3 Issue a RFP for a park attendant position.	B	Staff Time
4.4 Negotiate and enter into a park attendant contract.	B	Staff Time
4.5 Review annually and re-tender the contract on a regular basis.	Ongoing	Staff Time

5

DEVELOP AN AMENITY BUILDING & ADD VAULT TOILETS AT KEY LOCATIONS

Develop a new amenity building in the central part of the park and add vault toilets within easy access of all campsites.

BACKGROUND:

There are five existing vault toilets in Blackfoot Regional Park. Once services have been established at the park (See Recommendation #2), the PRRD should consider an amenity building that provides conveniences such as flush toilets and hot showers.

Participants in Public Input #2 identified addition of an amenities building with showers and flush toilets in their top 5 priorities.

PLANNING & DESIGN CONSIDERATIONS:

The plan recommends toilets within 100 m of all campsites and a central amenities building with flush toilets and hot showers. Existing, newer vault toilets would remain, with the older-style toilets removed. New vault toilets would be added for the tenting area and Campsite Area D.

Figure 14 illustrates potential locations where washroom/shower facilities and vault toilets may be desirable in Blackfoot Regional Park.



Figure 14: Preliminary Amenity Building & Vault Toilet Locations



The existing upgraded vault toilets should remain and additional toilets added to serve more remote camping areas such as Camping Area D and the Tenting Area.



Image: Romtec

Example of a pre-fab four-room restroom/shower building, with custom design elements to blend into a park setting (Fallen Leaf Campground, by Romtec).



Image: Rathrevor Provincial Park, Parksville

Example of an accessible vault toilet building in Rathrevor Beach Provincial Park, Parksville. Where possible, all toilet buildings should be accessible.



Image: North Rim Campground, Grand Canyon National Park

Example of a custom-built restroom/shower building, within a park setting (Grand Canyon National Park, North Rim Campground).

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
5.1 Design and construct a new Amenity Building with hot showers and flush toilets in the central part of the park, including a park wayfinding kiosk.	A	\$139,000
5.2 Add a new Vault Toilet at the Tenting Area (concurrent with Tenting Area improvements, see Recommendation #3).	B	\$15,000
5.3 Add a new Vault Toilet at Campsite Area D (concurrent with addition of new campsites, see Recommendation #3).	C	\$15,000

6

CONSIDER ADDITION OF A SANI-DUMP STATION FOR THE PARK

As a component of planning a sanitary system in the park, consider adding a sani-dump station to better accommodate RV users.

BACKGROUND:

Currently there are no services at Blackfoot Regional Park. Many park users have RVs or trailers that would use sani-dump facilities if available. There are no sani-dump facilities near Blackfoot Regional Park.

The 2014 Regional Parks Master Plan recommended establishment of an on-site sani-dump station in Blackfoot Regional Park.



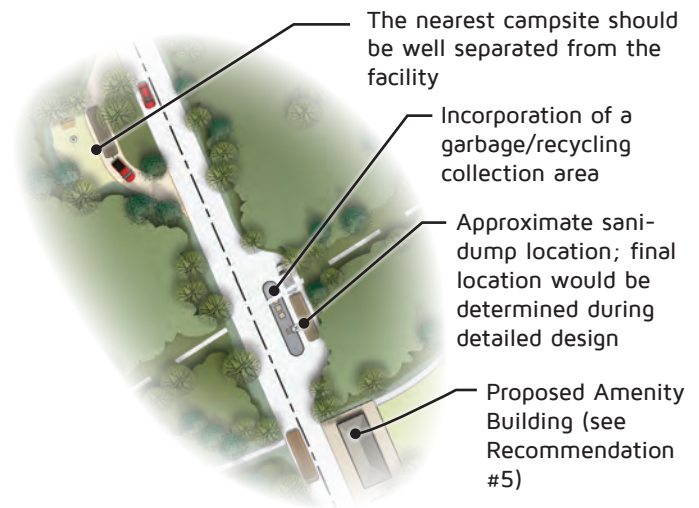
Image: First Landing State Park; Virginia State Parks

A single sani-dump station could be located centrally, but separate from campsite areas.

DESIGN & PLANNING CONSIDERATIONS:

Sanitary will be required for Blackfoot Regional Park to support an on-site park attendant (see Recommendation #4) and to establish an Amenity Building with showers and flush toilets (see Recommendation #5). Incorporating a sani-dump station would bring value, while being more cost effective than extending sanitary to individual sites.

The sani-dump location is recommended along the central road, between the proposed Amenity Building and Camping Area 'B'. The site should include a water supply tap for rinsing and garbage collection bins.

**RECOMMENDED ACTIONS:**

Action	Suggested Phase	Preliminary Capital Cost Allowance
6.1 Include design and planning for a sani-dump with overall sanitary design for the park.	See Rec. #2	See Rec. #2
6.2 Develop a sani-dump station.	A	\$53,000

7

RE-ESTABLISH A BOAT LAUNCH AT OR NEAR THE PARK

Continue efforts to work with BC Hydro and/or other partners to re-establish a boat launch on the Peace River in or near Blackfoot Regional Park.

BACKGROUND:

A public boat launch was built in the mid 1990s at Blackfoot Regional Park to provide access to the Peace River. In 2003 the launch was closed and in 2014 it removed and the site remediated due to degradation and safety concerns.

In 2007, BC Hydro prepared a *Peace Project Water Use Plan* to identify projects improve how Peace hydroelectric facilities affect fisheries and wildlife habitat, shoreline conditions, flood control, and recreation interests. The plan identified provision of safe and reliable river access at four locations – one of these being Clayhurst/Blackfoot Regional Park (BC Hydro, 2007).

A BC Hydro Feasibility Assessment was completed in 2010 on the potential boat launch sites. The assessment identified the existing launch site in Blackfoot Regional Park as a preferred location for launch design. Sites east of the existing launch were deemed undesirable due to flat topography and an existing log jam. The assessment did not consider sites upstream (e.g., the Crown land on the west side of 203 Road) as it was thought to be less desirable for park users to cross the road to the ramp (Moffatt and Nichol, 2010).

BC Hydro completed preliminary design in 2011 and further feasibility analysis in 2012 for the launch. This analysis identified concerns that flooding issues related to the topography of the site could affect upgrades and construction costs. The proximity to the Taylor Landing boat launch



Image: BC Hydro Peace River Management Plan Feasibility Assessment, 2008. Moffatt & Nichol

The former boat launch at Blackfoot Regional Park, 2008. The concrete ramp was removed by the PRRD in 2014 due to safety concerns from previous damage.

was also cited as rationale for not advancing launch construction at Blackfoot Regional Park. Consequently, the Comptroller of Water Rights granted BC Hydro relief from further design and construction on the boat launch facilities in 2013.

Since this decision, the PRRD has requested further consideration for a launch site in the vicinity of Blackfoot Regional Park on the basis of:

- ▶ Ongoing community demand for improved access to the Peace River in the area;
- ▶ The limited number of access points or suitable boat launches on the Peace River;
- ▶ The distance to the next available Peace River launches, including Peace Island Park in Taylor (90 km by road, 40 km by boat) and Many Islands Park in Alberta (105 km by road, 63 km by boat); and
- ▶ A commitment in BC Hydro's 2007 *Peace Project Water Land Use Plan* for a launch in this location.

DESIGN & PLANNING CONSIDERATIONS:

A boat launch at Blackfoot Regional Park remains a high priority for park users and local residents.

From a park use perspective, the former launch site is desirable due to the relationship to the campsite, previous disturbance of the site, and existing roads and access infrastructure. However, previous studies have also identified several issues with the former launch site:

- ▶ Occasional high currents that caused damage to the former launch, including dislodging of rip rap at the adjacent bridge revetment that may have contributed to the damage (Moffatt and Nichol, 2010).
- ▶ Siting in a floodplain where river currents can be unpredictable, due to hydroelectric generation activities and seasonal precipitation.
- ▶ Susceptibility to freeze/thaw cycles.
- ▶ Potential FLNRO objections to construction of the associated parking within the floodplain.
- ▶ Soft ground conditions at the launch area resulting in vehicles getting stuck.
- ▶ Concerns about attempting to re-establish a launch in a location where damage has been a previous issue.

RECOMMENDED ACTIONS:

Input from previous consultations with local boaters indicates that the Crown Land site on the west side of 203 Road may be a suitable alternative launch site as it is out of the floodplain, upstream from the bridge, has sufficient water depth, and is in an area where river currents naturally slow. A former ferry crossing was maintained at the location for many years without significant issue.

This site would present additional costs related to road construction and amenities provision, but would still provide relatively convenient access for Blackfoot Regional Park users and local residents.

Input received through the Regional Park Study indicates community desire for a boat launch in the vicinity of Blackfoot Regional Park.

Costs of designing and implementing a new boat launch are likely substantial and will vary based on location selected and launch design. At this early stage, it is not feasible to accurately estimate costs for launch development. Partnership with BC Hydro or other outside organizations will likely be required to advance development. PRRD continues to request support on this project from BC Hydro and the Provincial Government.

Prior to construction of a new boat ramp, Section 9 Water Act, DFO, and Navigable Water Protection Act permitting may be required.

Action	Suggested Phase	Preliminary Capital Cost Allowance
7.1 Continue working with BC Hydro and the Province to secure a partnership for design and development of a new boat launch in or near Blackfoot Regional Park.	A	Staff Time
7.2 Once partnerships are established, support design development, including cost estimating and permitting.	A	Staff Time/TBD
7.3 Continue organizing support and input from volunteers for planning, design, and construction of the boat launch.	Ongoing	Staff Time
7.4 Develop the boat launch in partnership with others.	B	TBD*
7.5 Undertake ongoing operation and maintenance.	Ongoing	Operations

* Costs of designing and implementing a new boat launch will vary based on location, launch design, and partnerships formed. At this early stage, it is not feasible to accurately estimate costs for launch development.

8

IMPROVE ROAD CIRCULATION & PARKING

Improve park circulation by completing minor road network changes and adding day-use parking.

BACKGROUND:

The road network in Blackfoot Regional Park is well established and has had recent gravel surface re-topping; however, the road arrangement does have some challenges for park navigation.



Roads in Blackfoot Regional Park appear to be in acceptable condition, although brush can overgrow into the roadway at times.

DESIGN & PLANNING CONSIDERATIONS:

Figure 15 shows potential circulation improvements:

- ▶ The two-way access road to the east end of the park should be retained, with establishment of a long-term access agreement. Loss of this access would comprise opportunities for camping at the east end of the park.
- ▶ One of the three road spurs in Camping Area 'A' should be removed to simplify wayfinding and provide additional space for campsite development. Opportunities may exist to configure campsites to take advantage of the decommissioned roadway.
- ▶ A small connector road is recommended in Camping Area 'A' to form a loop that improves manoeuvring for vehicles using this area.

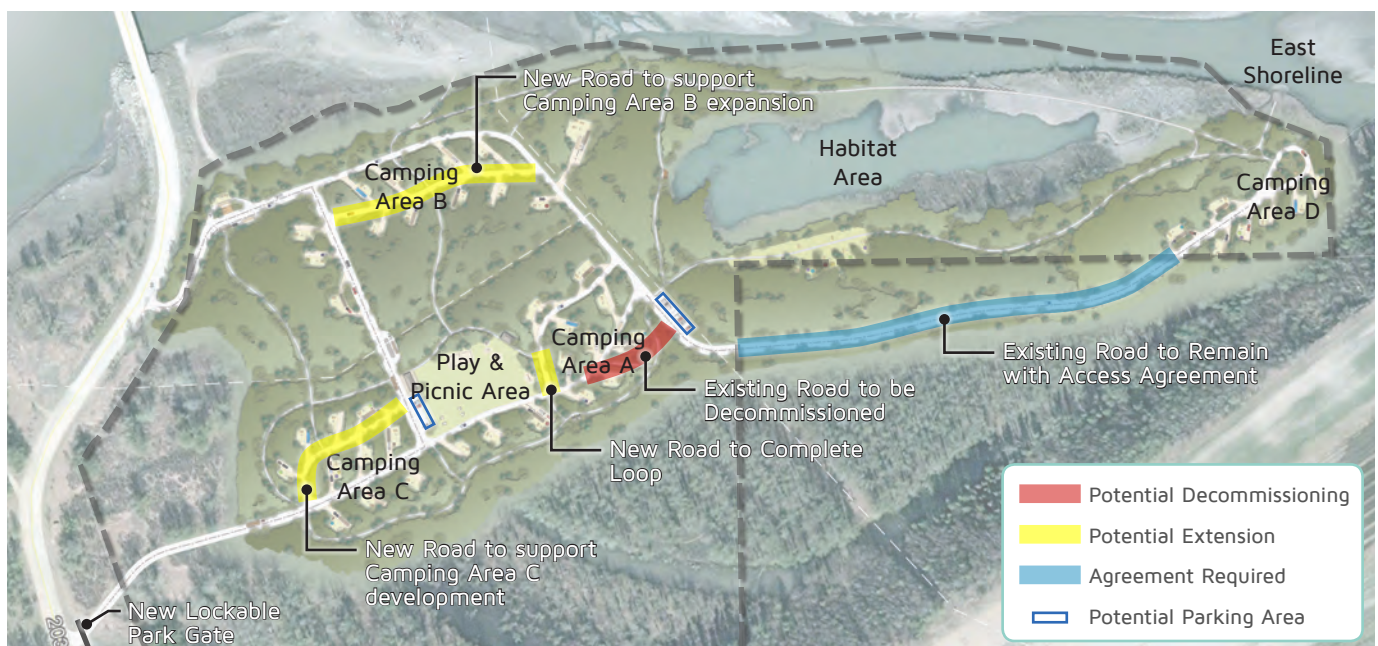


Figure 15: Recommended Road Improvements

- ▶ Additional roads are suggested to support expansion of campsites in Camping Areas 'B' and 'C'. These roads would be designed and developed when campsite expansion in these areas is completed (see Recommendation #3).
- ▶ The south park access road is recommended to be converted to exit only, with all traffic entering the park directed to the north access. A lockable park gate is also proposed for the south access to allow controlled entry/exit after a specified hour.
- ▶ Parts of the road network may be converted to one-way circulation, to help streamline traffic moving through the park.
- ▶ Two formal parking areas are recommended – one for day-use visitors and shower users at the Play & Picnic Area and the second would be near the Tenting Area to provide parking for campers, as well as day-use parking for the trails network.
- ▶ Ongoing maintenance of roads should include regular brushing to enhance road clearance and gravel re-topping from time to time as required.

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
8.1 Undertake negotiations to secure long-term access to the east end of the park.	A	Staff Time/TBD
8.2 Undertake minor road decommissioning and/or extension as part of Camping Area expansion projects (see Recommendation #3).	See Rec. #3	See Rec. #3
8.3 Add a lockable gate to the south access road and signage directing visitors to the north entry.	A	\$4,000
8.4 Review road circulation and consider converting some routes to one-way use only to help streamline vehicle circulation.	A	Staff Time
8.5 Develop day-use parking at the Play & Picnic Area (concurrent with Recreation Amenity improvements, see Recommendation #9).	A	\$9,000
8.6 Develop improved parking at the Tenting Area (concurrent with Tenting Area improvements, see Recommendation #3).	B	\$16,000
8.7 Undertake ongoing maintenance including brushing and gravel re-topping as required to maintain roads in good condition.	Ongoing	Operations

9

EXPAND RECREATION AMENITIES

In addition to trail enhancements, consider addition of park amenities such as additional playground elements, a volleyball/badminton area, a picnic shelter with group BBQ facilities, and an interpretive site.

BACKGROUND:

While the primary attractions to Blackfoot Regional Park will be natural features – the Peace River and the forest setting – recreational amenities may also be considered to provide variety and amenity.

Existing recreation amenities in Blackfoot Regional Park include a small playground structure and swings, two horseshoe pits, and a large open grassy area.

PLANNING & DESIGN CONSIDERATIONS:

The plan recommends retaining the existing recreation amenities and considering addition of a limited number of new features.



The existing lawn area provides valuable informal activity space for campers and could function as event space – hosting events like family reunions, Park Days, or activities put on by the PRRD, park attendant, or other groups.

Recreational Amenities in the Play and Picnic Area

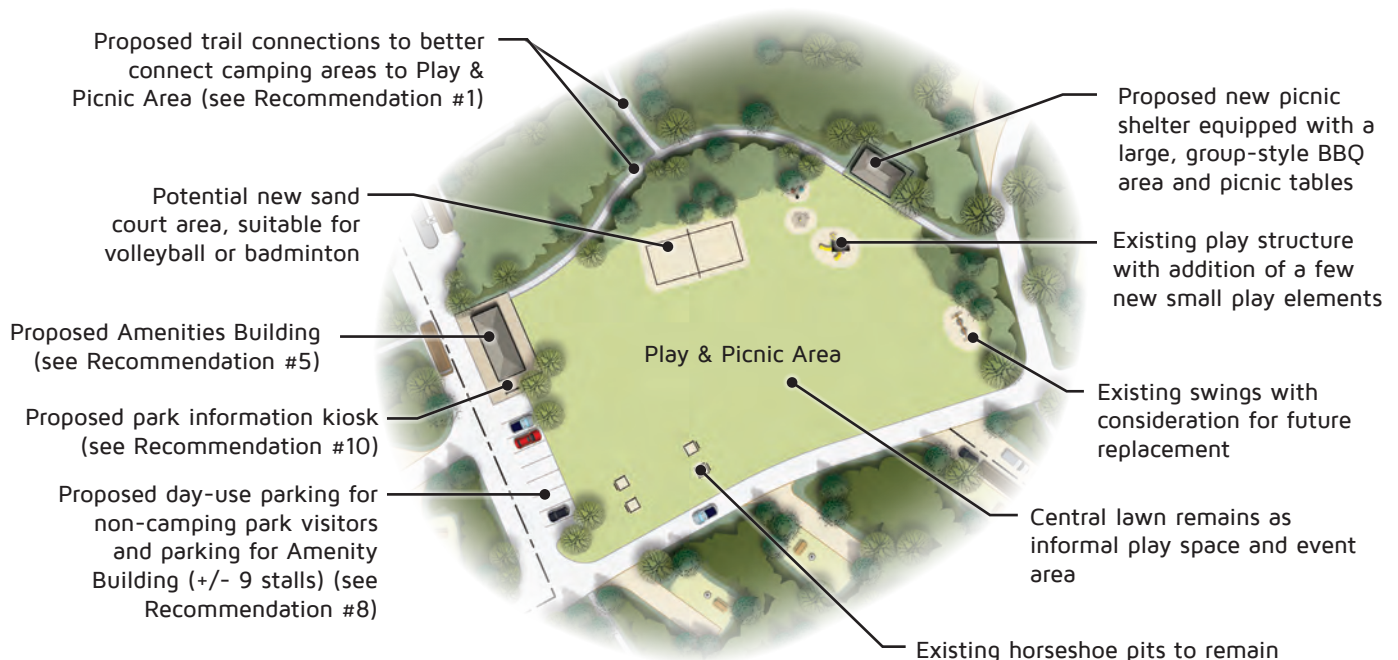


Figure 16: Suggested Amenities for the Play & Picnic Area



Image: Fishermen's Bend Recreation Site, Bureau of Land Management Oregon & Washington



Image: Eagleview Campground, Bureau of Land Management Oregon & Washington



Image: Barcroft Park Picnic Shelter, Kevin Borland



Image: Tom Page



Image: Henry Burrows

An attractive picnic shelter would encourage social activity in the park and could attract gatherings and events. Shelter design can vary depending on budget available, but should be developed with the goal of complementing the park's natural character.



Addition of a sand court and net for volleyball and badminton could introduce a new activity for the park.

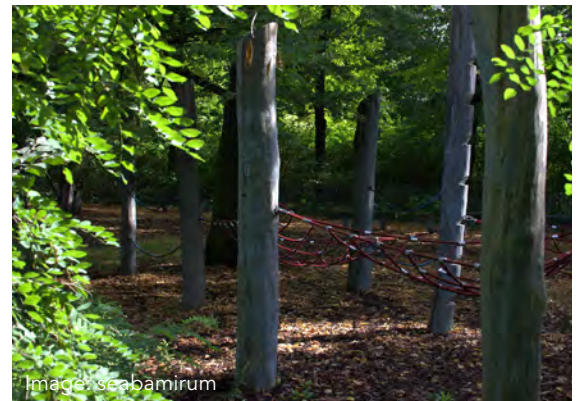


Image: seabamirum

A few smaller-scale play elements could expand the amenity of the play area. Natural type features and elements that blend into the park's wooded areas could provide high value for low cost.



Image: Picnic in the Park, Mike Prince

Maintaining a large open area in the picnic and play area could support a wide range of activities.



Addition of group BBQ facilities at the picnic shelter would encourage groups to use the park.

Interpretive Feature

In addition to amenities around the Play & Picnic Area, the plan recommends consideration for an interpretive area along the Large Loop trail with views and information about the flora and fauna in the park, history and heritage of the area, or details about the Peace River.

The location and design of the feature would be based on the information being displayed and best view locations.



Image: Dean Creek Elk Viewing Area, Bureau of Land Management Oregon & Washington

Example of an interpretive lookout and display.

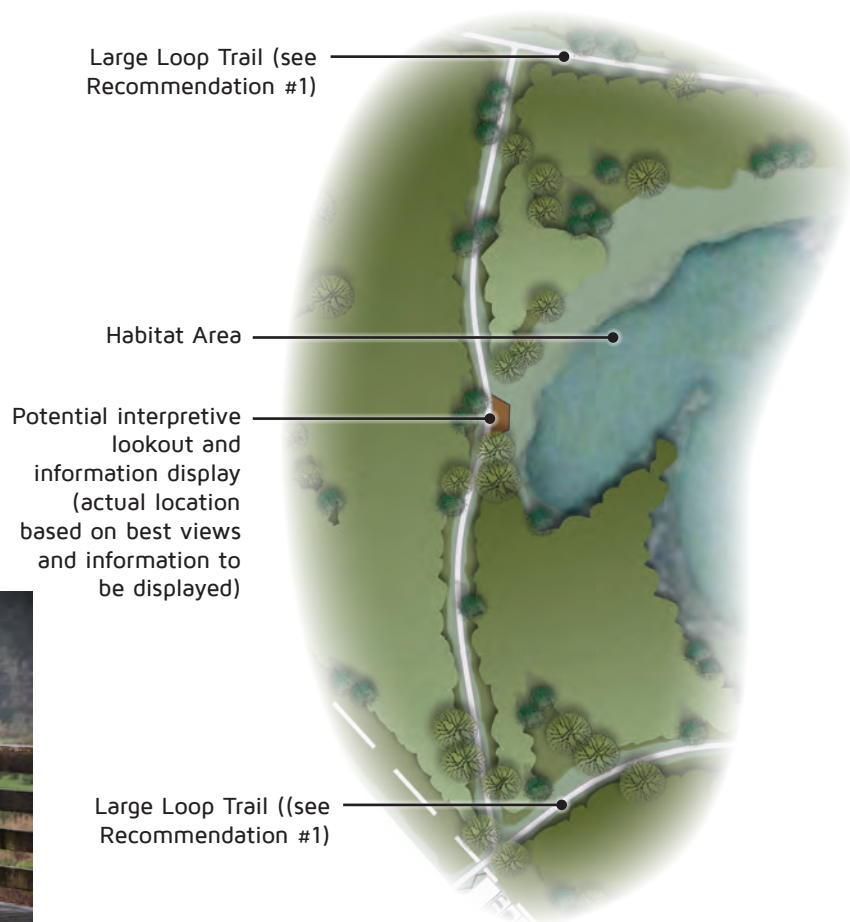


Figure 17: Potential Interpretive Area

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
9.1 Add small playground elements near the existing playground.	A	\$40,000
9.2 Add a sand court area for volleyball and badminton in the Play & Picnic Area.	A	\$8,000
9.3 Design and develop a picnic shelter with group BBQ facilities in the Play & Picnic Area.	B	\$101,000
9.4 Select a location, design, and develop an interpretive feature that provides views to interesting habitat areas on the trail network.	C	\$34,000

10

UPDATE WAYFINDING & SIGNAGE

Add a network of attractive information signs throughout the park to enhance navigation and ease of use.

BACKGROUND:

A mix of signs exist at Blackfoot Regional Park. Signs have been added over time, in response to identified need, so there is limited consistency in style and messaging. Participants in the process identified that wayfinding in the park can be confusing, due, in part, to limited signage.



The existing park entry sign is outdated and its location contributing to confusing about park entry and circulation.



Wayfinding signs are provided at key park locations. Additional wayfinding signs will improve navigation.

PLANNING & DESIGN CONSIDERATIONS:

The plan recommends consistently designed signs be added. Figure 18 provides suggested locations for signs and examples on the following page illustrate proposed sign types.

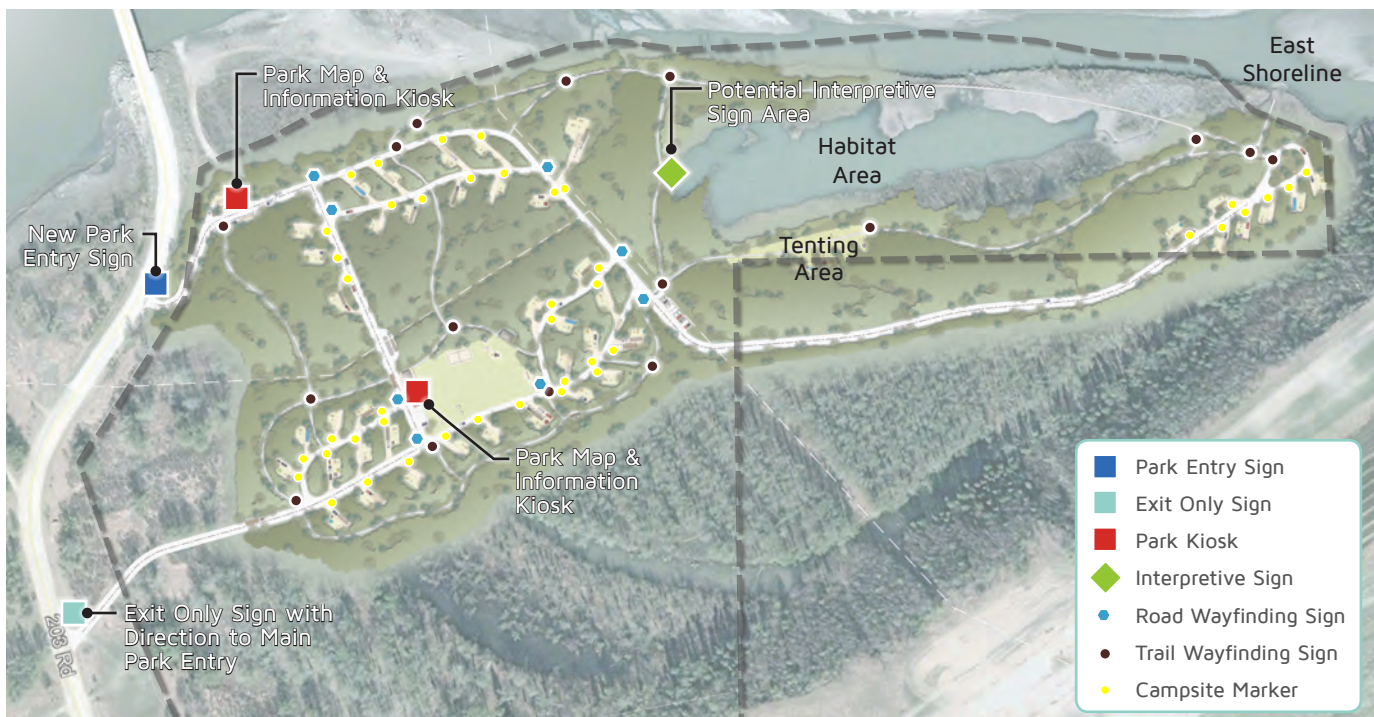


Figure 18: Potential Sign Locations & Types



Image: Fishermen's Bend Recreation Site, Bureau of Land Management Oregon & Washington

A new park entry sign located at the northern access road, which will be the main park entrance, should provide information about the park and incorporate PRRD's current branding.



Image: Fishermen's Bend Recreation Site, Bureau of Land Management Oregon & Washington

Two park kiosks – one at the camper registration area and at the Play & Picnic Area could include a park map, rules and regulations, and a bulletin area for rotating information.



Image: Driftwood Canyon Provincial Park, David Greenwood

Interpretive signs could be considered to provide information about ecology and history.



Road signs are recommended to direct people to camping areas and help streamline circulation.



Image: Wailaki Campground, Bureau of Land Management California

Pedestrian-scale signs should be located at trailheads to provide direction to key locations. Distance information could be provided.



Image: Rath Trevor Beach Provincial Park, Parksville

Each campsite should be marked with an assigned number to aid in reservations and wayfinding.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
10.1 Develop a new park entry sign.	Short	\$9,000
10.2 Develop kiosks at the Park Entry (see Recommendation #4) and Amenity Building (see Recommendation #5) and interpretive information (see Recommendation #9).	See Rec. #4, #5, #9	See Rec. #4, #5, #9
10.3 Add road signs and campsite markers as part of Camping Area development Projects (see Recommendation #3).	See Rec. #3	See Rec. #3
10.4 Add trail signs as part of trail network development projects (see Recommendation #1)	See Rec. #1	See Rec. #1

11

UNDERTAKE ONGOING TREE MANAGEMENT & RENEWAL

Complete regular assessment and management of existing trees in the park and initiate a program of renewal to increase vegetation and tree canopy over time.

BACKGROUND:

Existing tree cover is a key asset for Blackfoot Regional Park. A challenge is that much of the tree canopy is comprised of aging aspen trees which tend to have a relatively short life-span compared with other species and can experience brittleness and limb loss as they age. This creates a potential concern for falling branches and loss of tree canopy over time.

DESIGN & PLANNING CONSIDERATIONS:

Maintaining a strong tree canopy will be important for the future of the campground. The plan recommends that the PRRD:

- ▶ Complete regular reviews of the existing tree canopy and undertake removals or topping of trees identified as potential hazards.
- ▶ Prepare a planting strategy for the park, including identification of appropriate tree species for renewal.
- ▶ Undertake annual planting, focusing on adding vegetation to increase privacy of campsites and supporting a system of ongoing tree canopy renewal.



Example of existing trees in Blackfoot Regional Park.



Planting of trees and other vegetation could help increase privacy of campsites, for example in the tenting area.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
11.1 Review the existing tree canopy and complete removals of potential hazards on a regular basis.	Ongoing	Operations
11.2 Prepare a planting strategy/species list for the park.	Short	Staff Time
11.3 Complete annual tree and shrub planting.	Ongoing	Operations

12

CONSIDER FUTURE PARK EXPANSION FOR SPECIFIC PURPOSES

Focus park improvements within the main park area in the short- to medium-term, while considering opportunities for securing additional park land for the specific purposes of maintaining road access and boat launching. Additional expansion of the campground area is not recommended, unless demand substantially increases in the long-term.

BACKGROUND:

During the planning process, input suggested two areas that may warrant consideration for park expansion:

- ▶ The private land to the southeast of the park that includes the road that provides access to the east end of the park.
- ▶ The Crown land to the west of the park, across 203 Road.

The 2014 Regional Parks Master Plan recommended acquisition to secure the access road to the east end of the park.

PLANNING & DESIGN CONSIDERATIONS:

The existing Blackfoot Regional Park footprint is large enough to achieve campsite expansion goals without adding park area. Park expansion would require additional capital investment and increase operational costs. Maintaining a smaller developed footprint will be more efficient and economical.

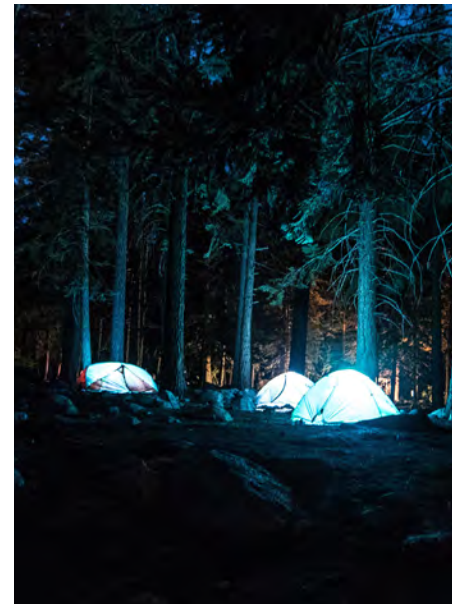
Due to costs, park expansion for campground use is not recommended; however, there are specific purposes for which acquisition may warrant consideration:

- ▶ The private land to the southeast of the park could be acquired to secure the vehicle access road to the east end of the park in perpetuity. However, alternate arrangements such as a long-term lease may be more cost effective and should also be investigated.
- ▶ The Crown land across 203 Road could be considered for establishing a new boat launch (see Recommendation #7). If the site is secured for a launch, it is recommended that modest improvements be focused on boat launching only (e.g., roads, signs) to manage capital and operational costs. Campsite or amenity development should be considered in the future only if demand exceeds provision within the main campground areas.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
12.1 Undertake discussions with the private land owner of the adjacent southeast parcel to secure long-term road access.	Short	Staff Time/TBD
12.2 Consider acquisition or leasing of the Crown land to the west of 203 Road as part of ongoing boat launch planning.	Short	See Rec. #7

6 | IMPLEMENTATION



Implementation of the ideas and directions in the Blackfoot Regional Park Plan will occur over time as opportunities and funds are available. This implementation summary provides a recommended phased approach to implementing actions. The PRRD should review and update implementation planning regularly to respond to changing opportunities and community needs.

6.1 OVERVIEW

The implementation summary organizes the actions identified in **Section 5** into recommended phases. The plan is a long-term outlook and it is recognized that the park and surrounding area will continue to evolve, so it will be necessary to be flexible and adapt to new opportunities and challenges that arise.

The projects recommended in this plan will need to be prioritized within the PRRD's overall planning which may affect how quickly implementation can occur.

While the PRRD Board is responsible for overseeing the plan, successful implementation will require coordination between a number of groups including, but not limited to:

- ▶ PRRD Board;
- ▶ Regional Parks Committee;
- ▶ PRRD Departments (Community Services, Environmental Services, Communications, Financial Services);
- ▶ Potential Partners;
- ▶ Stakeholders; and
- ▶ Community Members.

6.2 FUNDING STRATEGIES

Implementation of the park plan recommendations will likely be achieved through a combination of funding sources. Availability of funding will influence the extent and content of each phase of park development.

There are several possible sources of funding that could help implement the recommendations in this plan. Table 3 provides a brief description of strategies that could be employed.

Table 3: Potential Funding Sources

Action	Potential Key Recommendations
1. Capital: Property tax is the PRRD's principle source of revenue for providing park services. The 2014 Parks and Trails Master Plan recommended a modest increase in tax rate allocation (on property improvements only) to support the regional parks system.	► All recommendations
2. Government and NGO Funding: The Province of BC, Federation of Canadian Municipalities, Northern Development Initiative Trust, Government of Canada, and other government and non-government organizations offer grants that provide capital or planning funds. These funds could be harnessed for both further design development or implementation of key capital projects that boost economy or increase recreation assets for the area.	► #1 - Develop a Trail Network ► #2 - Develop Site Servicing ► #3 - Improve & Expand Campsites at the Park ► #9 - Expand Recreation Amenities ► #12 - Consider Future Park Expansion for Specific Purposes
3. Donations & Fundraising: Corporations, organizations, and individuals are often willing to contribute to community assets either through capital or in-kind donation of materials, equipment, or time. With an active resource sector in the PRRD, there may be a number of businesses interested in contributing to local recreation resources. An organized donation campaign helps harness these opportunities and ensures the community sees results.	► #1 - Develop a Trail Network ► #7 - Re-establish a Boat Launch At or Near the Park ► #9 - Expand Recreation Amenities
4. Partnerships: Partnerships with other groups could help implement key recommendations that may be challenging for the PRRD to complete independently.	► #7 - Re-establish a Boat Launch At or Near the Park
5. User Fees: User fees provide funding to assist with the costs of operating and maintaining park facilities. User fees should be regularly reviewed to ensure they are supporting successful operation of the park.	► #4 - Create a Park Attendant Position

6.3 CAPITAL COST ESTIMATES

While completing all the recommended park upgrades in one phase would provide the greatest efficiency, funding limitations will likely require phased implementation. Table 4 suggests a potential phasing and cost budget estimate summary based on priorities identified through community input and logical phasing of projects that must be completed before others can be undertaken.

A challenge for implementing improvements in Blackfoot Regional Park is that site servicing must be completed before a number of other recommendations can be undertaken. For example, water, sewer, and power would need to be in place before an on-site Park Attendant position can be established or an Amenity Building can be provided. Implementation of servicing carries high capital costs, but also brings significant benefit for expanding park use and improving function. For this reason, Phase A recommendations have a relatively high capital cost which may require saving of funds or application for grants or other funding before implementation can commence.

Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% - 30% to account for design, engineering, and administration fees during detailed design development.

Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

The cost estimate summary does not include costs for ongoing partnership projects or land acquisition. These costs could vary significantly depending on agreements and circumstances. Specific recommendations that may or may not have future cost implications include:

- ▶ Planning and development of a boat launch at or near the park (see Recommendation #7)
- ▶ Potential acquisition of private land to secure road access to the east end of the park (see Recommendation #12)
- ▶ Potential acquisition of Crown land to support a boat launch at that site (see Recommendation #12)

Table 4: Capital Cost Estimate Phasing Summary

#	Recommendation	Preliminary Capital Cost Allowance
PHASE A		
1.1	Large Loop Trail	\$28,000
2.1	Potable Water System Development & Distribution to Amenity Building/Park Attendant Site	\$116,000
2.2	Sanitary System Development & Connection to Amenity Building/Park Attendant Site	\$118,000
2.3	Electrical System Connection & Connection to Amenity Building/Park Attendant Site	\$45,000
3.1	Camping Area A	\$99,000
4.1	Host Campsite & Registration Area Development	\$38,000
5.1	New Amenities Building	\$139,000
6.1	Sani-Dump Station	\$53,000
8.3	Lockable Control Gate at South Access Road	\$4,000
8.5	Day-use Parking at the Play & Picnic Area	\$9,000
9.1	Additional Playground Elements	\$40,000
9.2	Sand Court Play Area	\$8,000
10.1	New Park Entry Sign	\$9,000
PHASE A TOTAL:		\$706,000
PHASE B		
1.2	Beach/Play Connector Trail	\$16,000
3.2	Camping Area B	\$286,000
3.3	Camping Area C	\$227,000
3.4	Tent Camping Area	\$32,000
5.2	Vault Toilet in the Tenting Area	\$15,000
7.4	Boat Launch Development	TBD*
8.6	Day-use Parking at the Tenting Area	\$16,000
9.3	Picnic Shelter and Group BBQ Area	\$101,000
PHASE B TOTAL:		\$693,000
PHASE C		
1.3	Connector Trail to Host Campsite/Park Entry	\$9,000
1.4	Small Loop Trail	\$7,000
3.5	Camping Area D	\$95,000
5.3	Vault Toilet in Camping Area D	\$15,000
9.4	Interpretive Feature	\$34,000
PHASE C TOTAL:		\$160,000
TOTAL, ALL PHASES:		\$1,559,000

* Costs of designing and implementing a new boat launch will vary based on location, launch design, and partnerships formed. At this early stage, it is not feasible to accurately estimate costs for launch development.

6.4 OPERATIONS & MAINTENANCE

The PRRD is committed to long-term sustainability of the campground. While it should be anticipated that capital investment will be required to develop the park; long-term operation of the park as a cost-neutral or positive asset should be a goal.

When a park attendant position is created, Blackfoot Regional Park campground should become a paid campground. Revenue generated from the campground will be used to cover the costs for operating and maintenance.

While park improvements will result in additional maintenance and operational costs (including paying an on-site park attendant during the camping season) the establishment of a revenue stream through paid camping is anticipated to offset these costs. Table 5 summarizes a potential long-term operating scenario for Blackfoot Regional Park based on information from similar operations.

The following assumptions should be noted:

- ▶ Numbers are based on the full build-out of campsites shown in the concept plan. Fewer campsites will generate lower revenue while also having lower operating costs.
- ▶ Campsite booking assumptions:
 - » All campsites will available for booking between May 15 and Sept. 15 annually (124 potential days).
 - » Campsites will be booked at rate of 75% on weekends and 20% on week days for a total of 45.7 days/year. This is a conservative booking estimate – higher booking rates would result in higher revenue.
- ▶ Utility costs are assumed estimates based on other operational plans. Refined costs should be developed based on actual use.

Maintenance of the campground facilities will be essential to protect public investment and achieve the PRRD's goal of providing campers with a clean, safe, and enjoyable camping experience. As part of the Park Attendant position (see Recommendation #4), the PRRD should develop an updated maintenance program to set detailed maintenance practices for new and existing campground facilities.

Table 5: High-Level Operational / Revenue Budget Summary (per Season)

#	Recommendation	Estimate
Projected Campground Operating Costs		
1	Annual Park Attendant Contract including the following min. duties: ▶ Campground registration system management ▶ Regular park maintenance including cleaning, mowing, etc. ▶ Provision of day-to-day supplies (e.g., cleaning supplies) ▶ Provision of maintenance equipment and tools ▶ Minor repairs and upgrades ▶ Coordination of regular park management activities (e.g., water quality testing, vault toilet clean-out, start-up/shut-down) ▶ Park patrol ▶ Reporting	\$30,000
2	Power Utility Costs	\$2,500
3	Sanitary System and Vault Toilet Maintenance	\$2,500
4	Water System Maintenance and Testing	\$2,000
5	Annual Repairs	\$7,500
6	Telephone/Satellite Expense	\$2,000
7	Insurance	\$2,500
8	Marketing/Reservations Management	\$3,000
ESTIMATED CAMPGROUND OPERATIONS COSTS TOTAL:		\$52,000
Projected Campground Revenues		
1	Camping Fees (19 unserviced individual sites) @ \$20/site	\$18,280
2	Camping Fees (2 unserviced group sites) @ \$30/site	\$2,742
3	Camping Fees (20 serviced individual sites) @ \$28/site	\$24,312
4	Camping Fees (1 serviced group sites) @ \$40/site	\$1,828
5	Camping Fees (up to 10 tents) @ \$15/tent	\$6,855
6	Picnic Shelter Rental @ \$50/day	\$1,000
7	Miscellaneous Sales (e.g. firewood@\$10/bucket)	\$1,000
ESTIMATED CAMPGROUND REVENUES TOTAL:		\$56,017

6.5 OUTREACH & MARKETING

Building awareness and interest in Blackfoot Regional Park will be central to generating revenue that supports campground operation. Today, awareness about Blackfoot Regional Park is generally limited to local residents. Expanding the base of potential campers to invite more residents, as well as visitors from other communities, will be partly supported by and enhanced marketing approach.

Outreach and marketing activities that the PRRD could consider to build awareness include:

► **Creating a Blackfoot Regional Park Identity:**

Develop a distinct identity for the park, including imagery, text, and logo to identify it as a unique place. The identity should integrate with the overall PRRD standards, while recognizing that Blackfoot Regional Park is a unique destination.

► **Undertaking Public Marketing:** Increase information available about Blackfoot Regional Park by developing and maintaining information such as:

- » A webpage that is regularly updated with information about the park and its development and evolution, engaging people about exciting changes as the get underway.
- » Regular social media posts that encourage people to explore what recreation opportunities the area has to explore.
- » Hard copy information such as a postcard or brochure potentially distributed via PRRD swag bags, during community meetings, to tourism or visitor service offices, and other identified locations.
- » Regular promotion in community active living guides or other recreational-based publications.

► **Connecting with Other Organizations:**

Develop and maintain connections with organizations that will promote Blackfoot Regional Park such as the local Chambers of Commerce, tourism agencies, and other levels of government.

► **Hosting Community Events:** Events like PRRD's Park Day or other celebrations attract people to the park. Hosting events and encouraging other groups to use the park for their events and celebrations will increase traffic and awareness of the park.

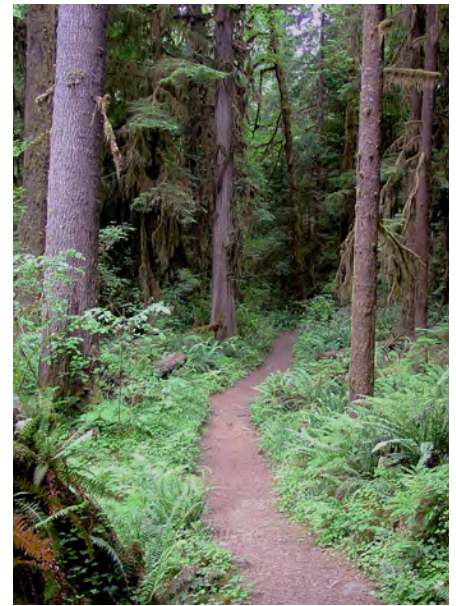
► **Delegating Marketing:** Consider incorporating marketing as part of the Park Attendant job description, with potential for considering revenue sharing as part of the overall compensation package for the attendant in order to provide incentive. As an example, the operators of Pass Creek Park in Castlegar maintain the campground's website: passcreekcampground.weebly.com



Blackfoot Regional Park has potential to become a centrepiece of PRRD's Regional Parks system. With strategic improvements, phased over time, the park will become a significant asset for area residents.

January 20, 2020

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APPENDIX A: PUBLIC INPUT #1 SUMMARY





REGIONAL PARK DESIGN STUDY

ENGAGEMENT SUMMARY REPORT PUBLIC EVENT #1 & IDEAS QUESTIONNAIRE

OVERVIEW

The Peace River Regional District (PRRD) is undertaking a Regional Park Design and Feasibility Study for **Blackfoot Regional Park** and **Montney Centennial Regional Park**. The purpose of the Study is to develop a plan that will enhance the functionality, environmental sustainability, safety, and fiscal and operational viability of the parks.

An integral component of the process is to understand the values and issues amongst community members including park users, Peace River Regional District residents, stakeholders, PRRD staff, Regional Parks Committee, and the Regional Board.

This report provides a summary of **Public Event #1 & the Ideas Questionnaire**, which occurred as part of the first phase of the planning process (Phase 1: Understanding the Parks). This first phase focused on:

- ▶ Introducing the Regional Park Design Study to community members;
- ▶ Gathering information and perspectives about both parks from the community;
- ▶ Gathering input on a collective vision and objectives for the future of each park; and
- ▶ Generating ideas for new activities, amenities, programs, or other potential improvements.

The Regional Park Design Study began in July 2017 and is planned to be complete in November 2017. Subsequent phases of this process will focus on:

- ▶ Park Options Development (Phase 2)
- ▶ Final Park Plans Development and Review (Phase 3)

HOW INPUT WILL BE USED

Input provided during this phase will be considered, along with technical and financial information, to develop improvement options and recommendations for each park. These options will be brought back for public consideration during Phase 2.

This remainder of this summary is organized in the following sections:

Section	Description	Refer to Page:
1 Engagement Process	Provides a brief overview of the process and outreach that was undertaken during Phase 1	2
2 Overview Summary of Input:	Provides a consolidated summary of key input obtained, focusing on repeated and common comments. This section will provide the reader with a high-level overview of the input.	4
3 Detailed Summary of Ideas Questionnaire Results	Provides an expanded summary of all input received through the Ideas Questionnaire if a reader wishes to delve deeper into the information.	6
Appendix A	Verbatim Responses from the Public Events	25
Appendix B	Verbatim Responses from the Ideas Questionnaire	28
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1 | ENGAGEMENT PROCESS

METHODOLOGY

Between July 14, 2017 to August 20, 2017, the PRRD provided information regarding the Regional Park Design Study and sought initial input from the public through:



Two interactive community events:

- **Montney Centennial Regional Park**
14460 – 279 Road, Charlie Lake, BC
Saturday, July 29th from 1:00 pm to 5:00 pm
(concurrent with Parks Day)
- **Blackfoot Regional Park**
213 Blackfoot Road, Clayhurst, BC
Sunday, July 30th from 11:00 am to 2:00 pm

PARTICIPATION

- ▶ 84 Completed questionnaires
- ▶ ~100 people attended two public events (~70 at Montney Centennial Regional Park Parks Day and ~30 at Blackfoot Regional Park)



Questionnaire in online format (using third-party survey software Simple Survey®) or in hard copy format available at:

- Community events
- PRRD website: www.prrd.bc.ca/engage
- PRRD's Official Facebook page: www.facebook.com/OfficialPRRD
- PRRD offices in Dawson Creek or Fort St. John, BC

Participants who submitted a completed questionnaire had the option to be entered into a draw for a chance to win a \$250 Canadian Tire Gift Card. The draw was completed August 25, 2017.



Display Boards to support the events, including the following information:

- **Welcome and Overview** – What is a Regional Park Plan? What is the Process? Design Study Objectives. How to Share Ideas.
- **About the Parks** – History, Location, Amenities, and Potential Challenges for Blackfoot Regional Park and Montney Centennial Regional Park.
- **Explore the Possibilities** – Participant ideas for what they envision in each park in the future. See **Appendix A** for comments.
- **Community Mapping Exercise** – Participant observations and ideas about each park. See **Appendix A** for comments.

NOTIFICATION

- ▶ **PRRD Website:** Communication on main page (link to Project webpage); Engage! Page (www.prrd.bc.ca/engage/regional-park-design-study); and Events Calendar.
- ▶ **PRRD Official Facebook Page:** 7 posts on www.facebook.com/OfficialPRRD from July 14 to August 11 (25 likes, 1 comment).
- ▶ **Online Advertising:** Banners on www.EnergeticCity.ca (Published July 19 – 29 resulting in 4 comments; 4 shares, 2 likes via Facebook); www.TownWall.ca (Twitter via Taylor Comm Services); Tourism Dawson Creek; Fort St. John Tourism; Moose FM event calendar; and coordination with Parks Day communications.
- ▶ **News Release:** Article in [Energetic City.ca](http://EnergeticCity.ca) (<https://energeticcity.ca/2017/07/prrd-inviting-residents-to-share-ideas-for-regional-park-design-study/>) published on July 27, 2017 to announce the public events (14 shares).
- ▶ **Postcard Mailout:** 6,000 postcards distributed to rural addresses within the PRRD the week of July 17.
- ▶ **Poster / Large-Format and Directional Signage:** Displayed in key locations including PRRD solid waste transfer stations; three community bulletin boards in Dawson Creek; both Regional District offices (Dawson Creek and Fort St. John); on the PRRD website; Charlie Lake Fire Station.
- ▶ **Radio Advertising:** Aired on local radio station Moose FM between July 17 and July 29 (twice daily); Peace FM between July 17 and July 29 (twice daily); and Bell Media July 24 to July 29.
- ▶ **Board Highlights:** One newspaper notification was published in *Board Highlights* on July 6.
- ▶ **Email Communication:** Notification of public events and email reminder to identified stakeholders.



2 | OVERVIEW SUMMARY OF INPUT

The following summary outlines key themes in the input received. This information is detailed further under **Section Error!**
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KEY THEMES

Generally, comments received were positive and participants appreciated the opportunity to learn more about the parks and provide input. The following key themes were observed:

- Participants were mainly residents of Dawson Creek and Fort St. John between 30 and 60 years of age.
- A total of **55%** of questionnaire participants have visited Blackfoot Regional Park and **44%** have visited Montney Centennial Regional Park. Most visit the parks occasionally, typically a few times a year.
- The main limitations for park use include: lack of facilities and amenities that suit people's needs, concerns about unsanctioned activities (parties, ATV use), park accessibility / location, and limited maintenance / upkeep.
- While many appreciate that the parks provide no fee camping, a large percentage of questionnaire participants (43% for Blackfoot and 57% for Montney Centennial) indicated that they would consider paid camping if there were improved/additional amenities.

BLACKFOOT REGIONAL PARK

- Park users appreciate the relaxed, natural, and rustic feel of the park. Many appreciate that the park offers a peaceful, quiet place to enjoy nature, camping, or picnics.
- The current park configuration and amenities could be functionally improved. Desirable amenities include more campsites, water supply, improved/more washrooms, improved boat launch, trails, and an enhanced day-use area.
- A key challenge is the uncertainty about camping availability due to a lack of reservation system and limited number campsites.
- Many park users desire more supervision and management for safety, particularly for unsanctioned activities and ATV use in family areas, as well as general maintenance.



Figure 1: Blackfoot Regional Park

MONTNEY CENTENNIAL REGIONAL PARK

- Many participants appreciate that the park is quiet and secluded with rustic features as opposed to an extensively developed park with fees.
- Some comments indicated that camping preferences can conflict, notably the noise generated by generators and motorized activities affecting quieter outdoor pursuits. Improvements could include division of RV camping and tent camping, as well as considering elimination of motorized activities from some parks/park areas.
- Park users enjoy the park simplicity, but would like to see the park better maintained for safety, camping, and families.
- The park draws users to mainly fish, boat, or enjoy picnics. A lack of activities was a significant factor in park use. Participants suggested that the park should offer more family friendly activities and amenities including boat access.
- Park accessibility is a key factor in park use as the road leading to the park has slopes / surface that can be compromised by adverse weather conditions.
- Ideas were suggested to make the park more multi-functional, including establishment of a multi-use trail / activity network that could accommodate hiking, mountain biking, disc golf, cross-country skiing, snowshoeing, etc.



Figure 2: Montney Centennial Regional Park

ISSUES & OPPORTUNITIES

Table I lists key comments related to issues and opportunities in each park recorded during the Public Event and Ideas Questionnaire.

Table I: Summary of Issues and Opportunities for Both Parks

	ISSUES	OPPORTUNITIES / IDEAS
BLACKFOOT REGIONAL PARK	• Lack of park management and regulation for safety, vandalism, control of parties, ATV use • Confusing campground configuration • Limited number of campsites and no hook ups • No information if campsites are booked • Lack of information or awareness of park • Limited activities and programming for families • Park location and remoteness • Road conditions can be impassable at times • Lack of adequate boat access, seasonal challenges for creating a launch on the Peace River • Lack of marked trails for hiking and walking • Inadequate washroom facilities • Lack of fresh drinking water supply • Concerns about steep slopes and safety • Limited maintenance	• Park attendant for monitoring and regulation of park user activity (e.g. garbage, vandalism, parties, emergencies) • Additional, expanded campsites with some hook-ups • Reservation system • Improved day-use area, parking, and activities including a larger playground, central cook station • Small store selling supplies (associated with attendant position) • Park promotion and programming (e.g. Bike Day, Dog Day, Geocaching Day, Teddy Bear Picnic, educational sessions, astronomy camp-outs) • Clear, directional signage and maps (including proximity to major centres) • Improvement of road conditions to park • Improved boat launch • Marked trails (hiking, biking, and horse riding in summer and cross-country skiing and snowshoeing in winter, ATV-specific trails) • Clean toilets; fresh drinking water supply • Grassy areas for play and picnics and enhanced tree planting by the river • Remove/manage danger trees
MONTNEY CENTENNIAL REGIONAL PARK	• Poor road conditions (muddy, dusty) • Difficult to find due to lack of signage to get to park from highway (recently upgraded) • Charlie Lake is not swimmable (poor water quality, lack of shoreline or beach area) • Open park configuration and lack of privacy (limited campsites, no private campsites) • Lack of park monitoring for safety • Insufficient maintenance and upkeep (littering, dogs) • Limited amenities including adequate boat launch and access point for deep water fishing • Need to address long-term campers • Limited park information • Not enough activities (lack of trails, other activities)	• Improve road conditions to park • Provide directional signage, maps, and park information (e.g. interpretive for environmental impact, bird species, other species) • Provide sandy beach and clean up lake • Reconfigure campground with designated campsites to improve privacy • Provide park monitoring and enforcement • Provide maintenance; removal of dead trees • Provide amenities (e.g. playground/play area for kids, additional walking/hiking trails, designated fire pits, day use parking, boat launch with aggregate or dock with benches, upgraded washroom facilities, ATV trails, disc golf) • Enforce maximum for park stay duration (14 days) • Day use area with grassy areas for picnics and playing, picnic tables, gazebos, covered area

3 | DETAILED SUMMARY OF QUESTIONNAIRE RESULTS

The following section provides a more detailed summary of the results of each question in the Ideas Questionnaire. The Ideas Questionnaire gathering input in four parts:

- ▶ Part 1: Demographics of potential park users
- ▶ Part 2: Blackfoot Regional Park – Current and Future Park Use
- ▶ Part 3: Montney Centennial Regional Park – Current and Future Park Use
- ▶ Part 4: Ideas & Experiences and General Comments

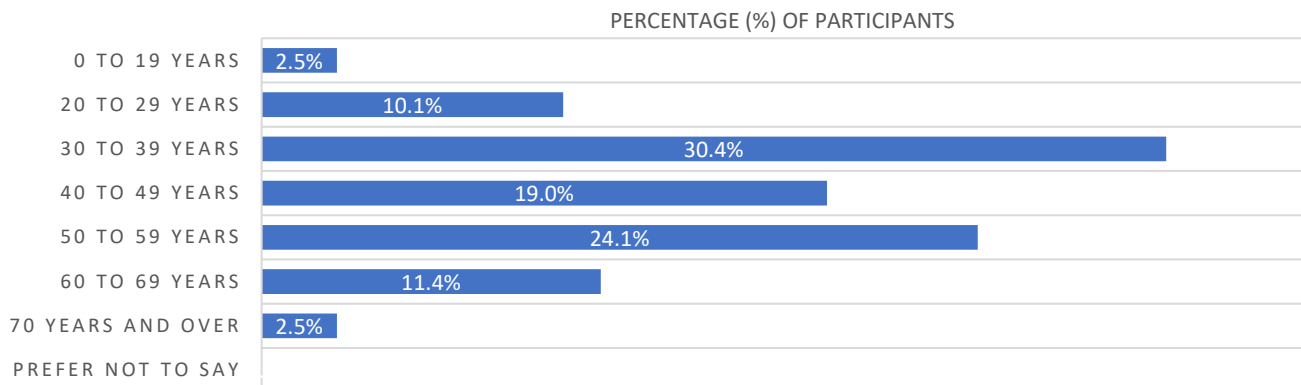
A full record of verbatim comments from the questionnaire input is in **Appendix B**.

PART 1: PARTICIPANT DEMOGRAPHICS

To understand park users and demographics, participants were asked to answer the following six questions.

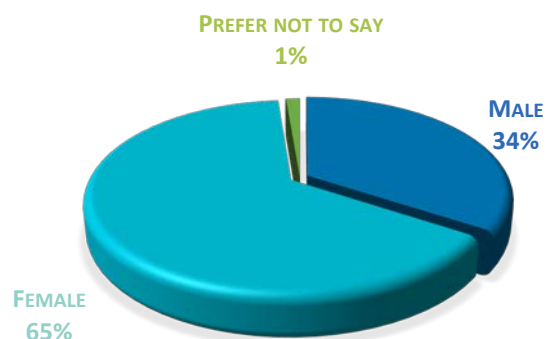
QUESTION 1: IN WHICH AGE GROUP ARE YOU?

- ▶ Most participants were between the ages of 30 to 59 years old (73.5% combined).
- ▶ There was limited participation from individuals under the age of 29 (12.6%) or over the age of 60 (13.9%).



QUESTION 2: WHAT IS YOUR GENDER?

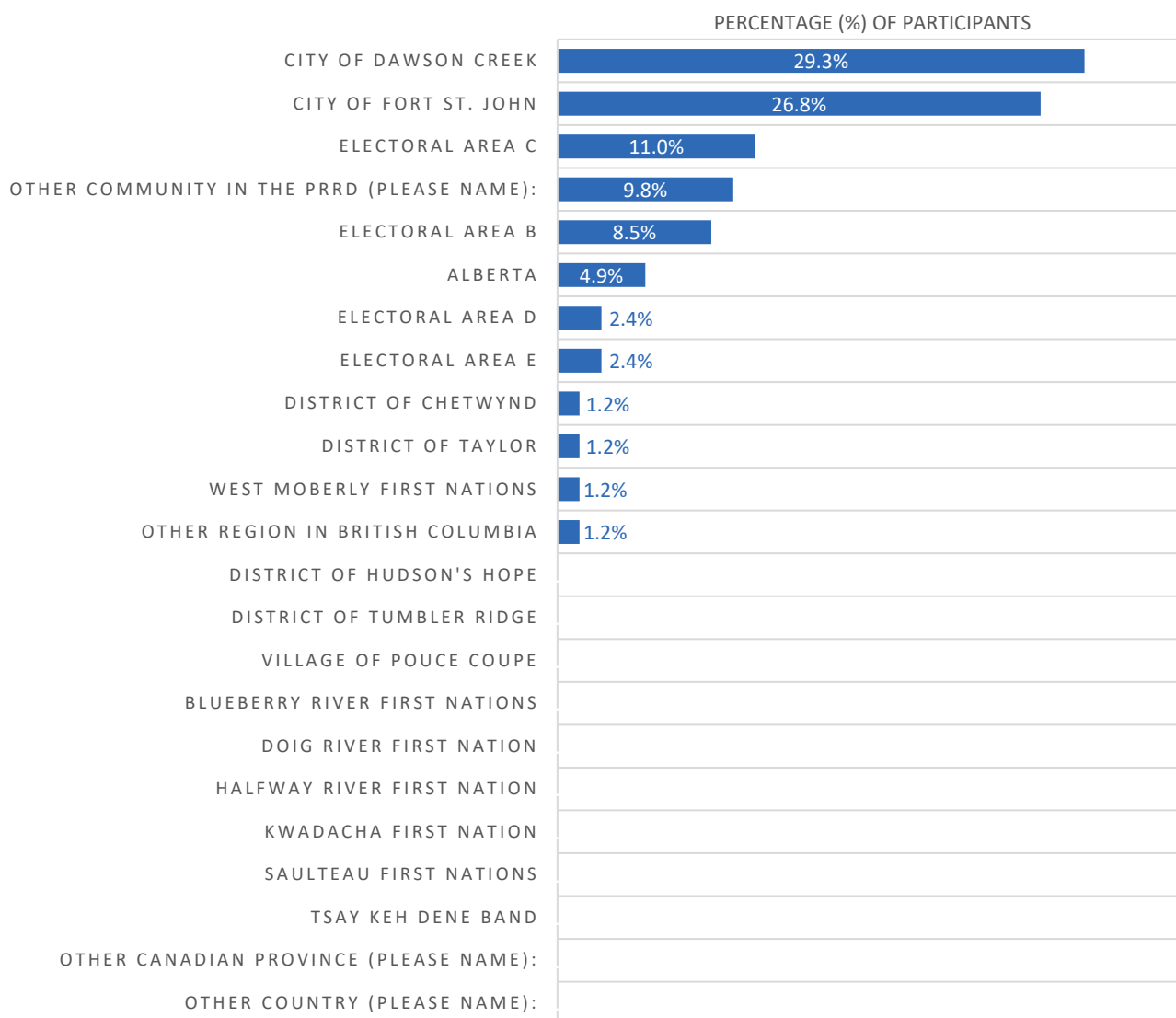
- ▶ More females (64.5%) than males (34.2%) participated in the questionnaire.



QUESTION 3: WHERE DO YOU LIVE?

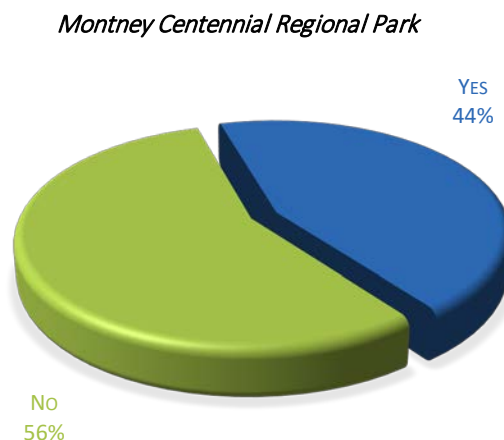
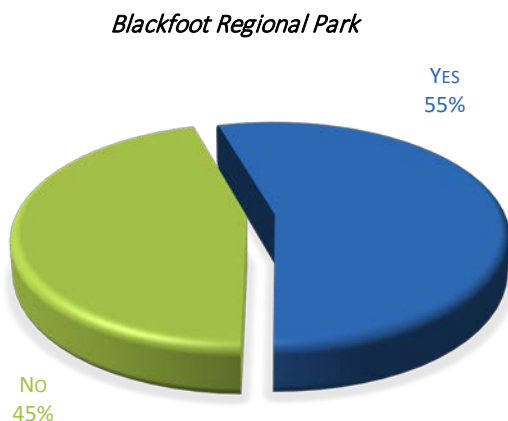
Participants were asked to identify where they lived:

- ▶ The largest percentage of participants reside in either the City of Dawson Creek (29.3%) or the City of Fort St. John (26.8%).
- ▶ Several other participants reside in Electoral Area C (11%) and Electoral Area B (8.5%), or identified living in an other specific community in the PRRD (9.8%).
- ▶ Other communities where participants identified as residing included Rolla, Diamond Willow Sub, Doe River, Farmington, Winnowing, Cecil Lake, and Charlie Lake.
- ▶ Almost 5% of participants reside in Alberta.



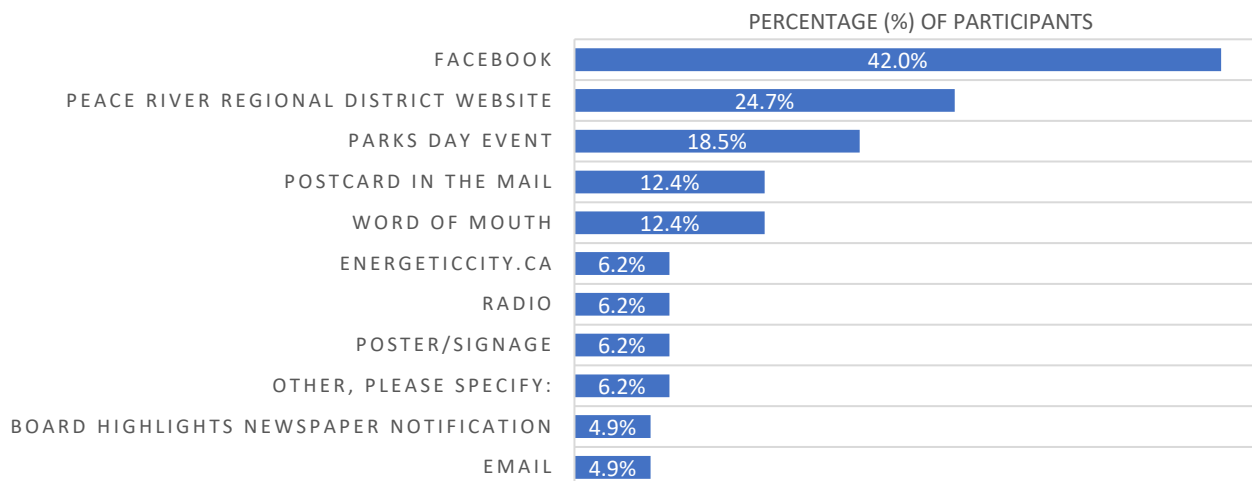
QUESTION 4: DO YOU CURRENTLY USE EITHER OF THE PARKS?

- ▶ 55% of participants identified using Blackfoot Regional Park.
- ▶ 44% identified using Montney Centennial Regional Park.



QUESTION 5: HOW DID YOU HEAR ABOUT THIS QUESTIONNAIRE?

- ▶ A large percentage of participants heard about the questionnaire through Facebook (42%).
- ▶ The Peace River Regional District website (24.7%) and the Parks Day event at Montney Centennial Park (18.5%) also informed a number of participants.



QUESTION 6: I WISH TO PROVIDE INPUT ON:

- ▶ Both Parks (37%)
- ▶ Only Blackfoot Regional Park (32%)
- ▶ Only Montney Centennial Regional Park (31%)

PART 2: BLACKFOOT REGIONAL PARK

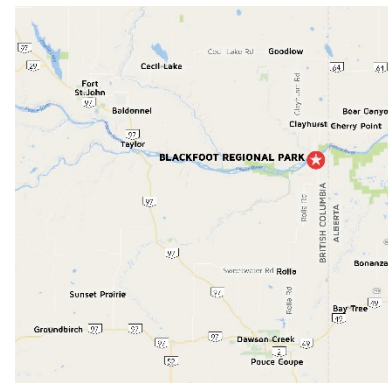
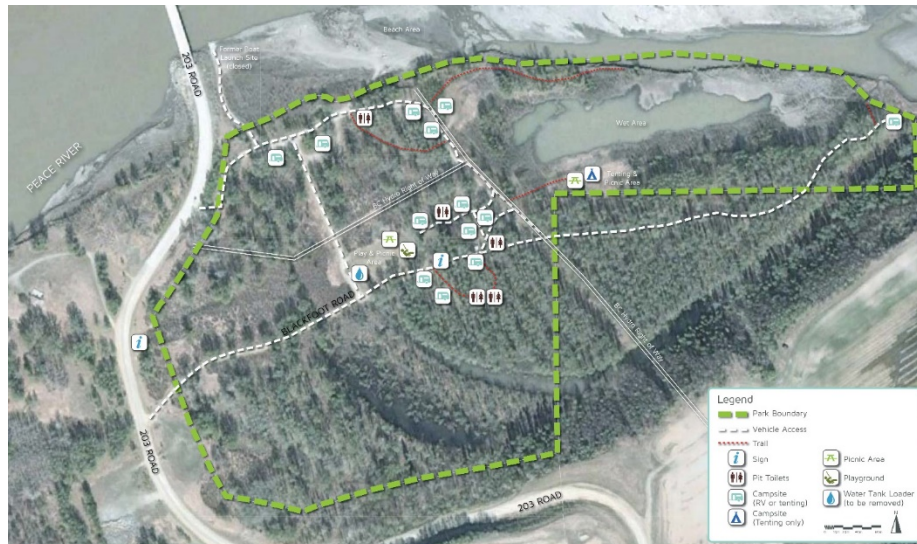
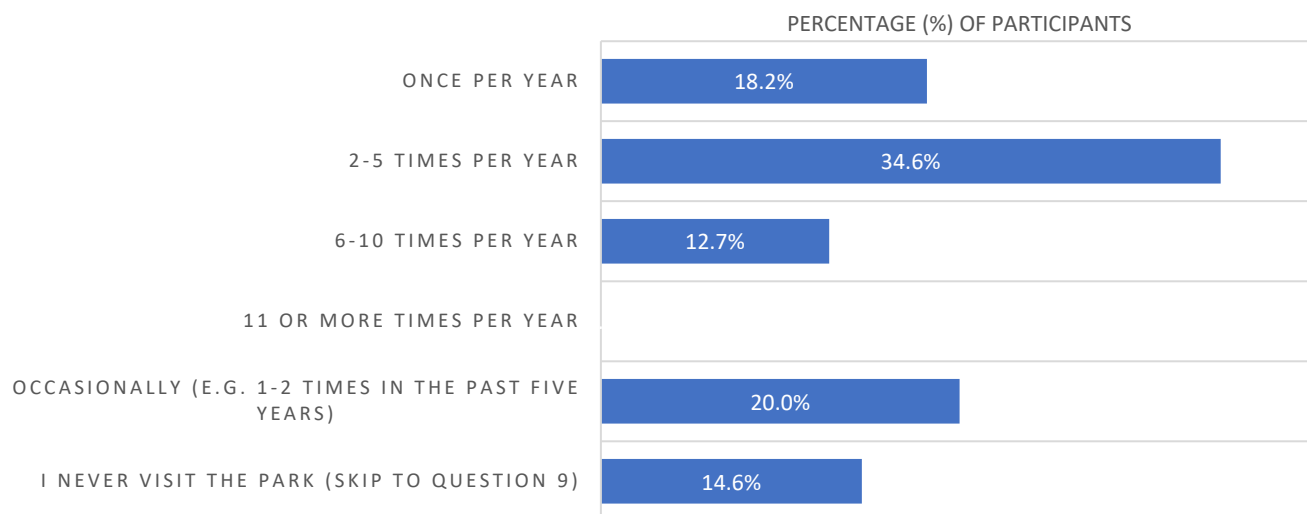


Figure 3: Blackfoot Regional Park Site Map (above) and park location (above right).

CURRENT PARK USE

To understand how visitors currently use Blackfoot Regional Park, participants answered the following five questions.

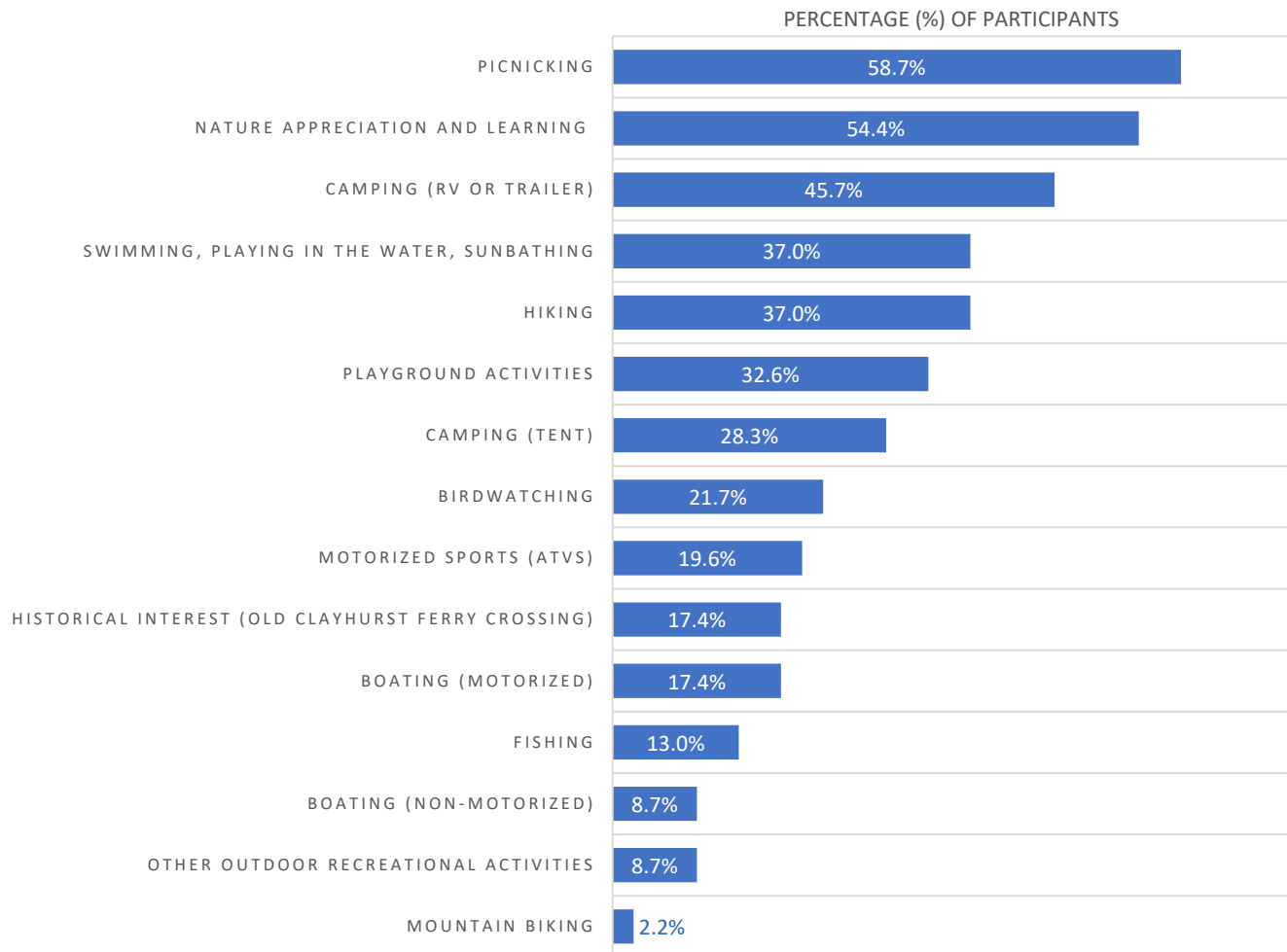
QUESTION 7: HOW FREQUENTLY WOULD YOU SAY YOU VISIT THE PARK?



QUESTION 8: WHAT ACTIVITIES HAVE YOU PARTICIPATED IN AT BLACKFOOT REGIONAL PARK?

Top three activities:

1. Picnicking
2. Nature appreciation and learning (e.g. wildflowers, vegetation, wildlife)
3. Camping (RV or trailer)



“Other” identified activities included:

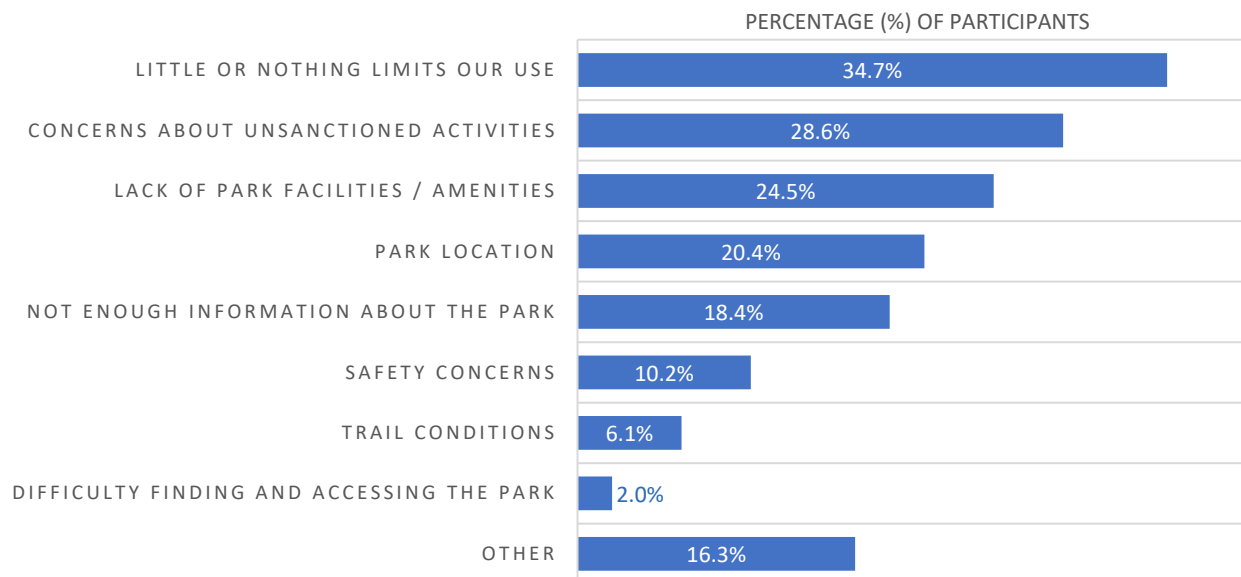
- ▶ Sandcastle building
- ▶ Dog walking
- ▶ Tobogganing

QUESTION 9: WHAT, IF ANYTHING, LIMITS YOUR USE OF BLACKFOOT REGIONAL PARK?

A large percentage of participants (34.7%) indicated that little or nothing limits their use of the park.

The top three limitations:

1. Concerns about unsanctioned activities (parties, vandalism)
2. Lack of facilities and amenities
3. Park location

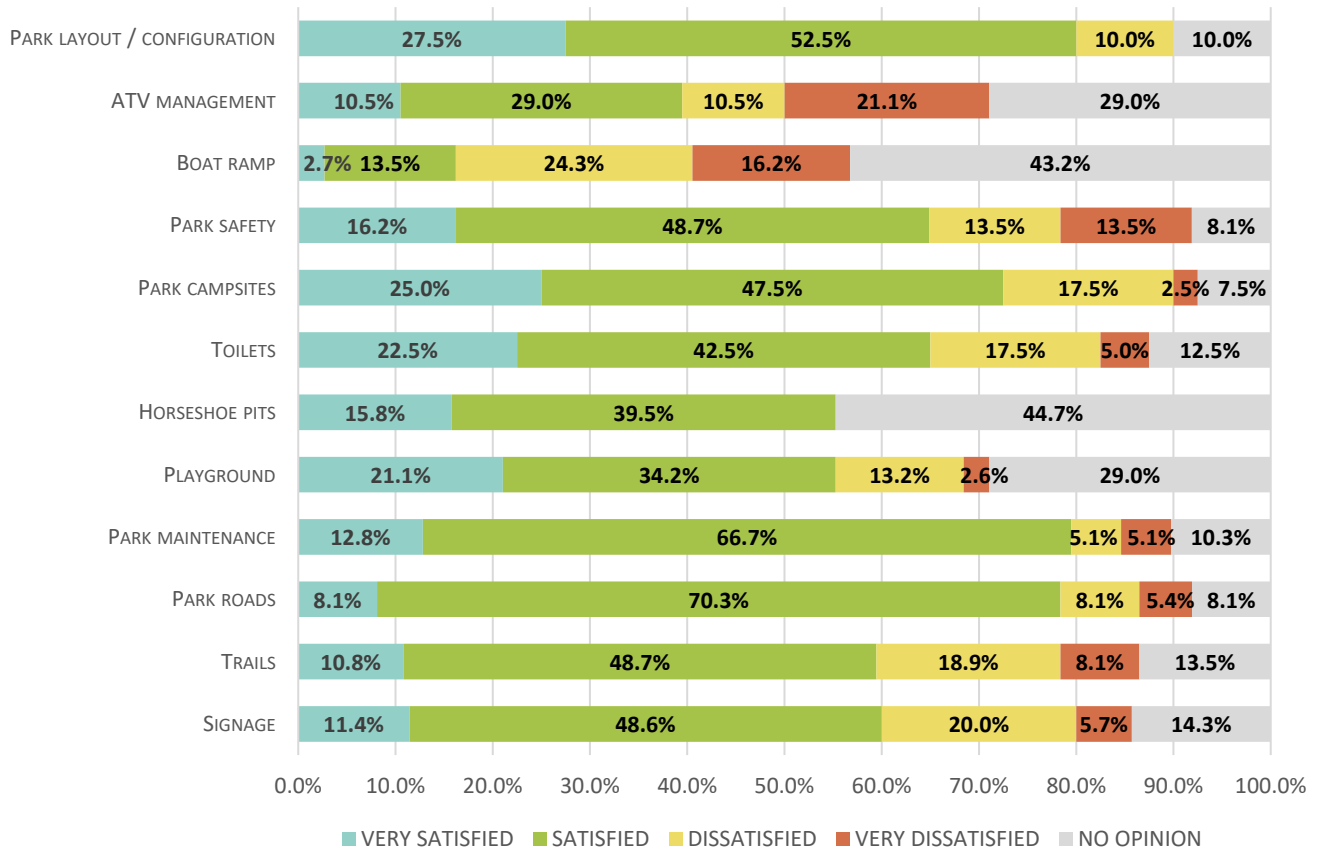


“Other” limitations for park use besides the reasons listed included:

- ▶ Lack of well-maintained trails
- ▶ Lack of control of park user activity such as parties
- ▶ Distance (to travel)
- ▶ No hiking and mountain biking trails
- ▶ No RV hook-ups
- ▶ Unmaintained boat launch and difficult river access
- ▶ Conflicts with motorbike or quad use (lack of management, speed, misuse)
- ▶ Lack of a reservation system

QUESTION 10: IF YOU'VE VISITED BLACKFOOT REGIONAL PARK, WHAT IS YOUR LEVEL OF SATISFACTION WITH THE FOLLOWING ASPECTS?

- ▶ In general, participants noted that they were satisfied with most park elements.
- ▶ Participants indicated that they were most “dissatisfied” or “very dissatisfied” with the boat ramp (40.5%) and ATV management (31.6%).



Other comments concerning park aspects for Blackfoot Regional Park included:

- ▶ Love of the park based on relaxed camping setting, beauty, and that it is a no fee campsite.
- ▶ Desire for improved maintenance (feels neglected).
- ▶ Desire for improved management (concerns about ATV noise, ATV use, and bush parties).
- ▶ Desire for improved amenities including more trails, larger playground, better signage, boat launch for access to the river (which can be seasonally challenging depending on silt and woody debris deposition), more campsites, improved toilets, and day use parking.
- ▶ Easier access to the tenting area – remove big logs blocking the entrance.

QUESTION 11: WHAT DO YOU BELIEVE ARE THE BIGGEST ISSUES OR CHALLENGES IN BLACKFOOT REGIONAL PARK?

- ▶ Lack of park management (park attendant for monitoring of park user activity including garbage and vandalism) and regulation (for safety due to remoteness, control of parties, and ATV management)
- ▶ Campground configuration
- ▶ Limited campsites and no hook-ups
- ▶ No information if campsites are booked
- ▶ Lack of day-use area
- ▶ Lack of activities for families
- ▶ Limited park knowledge – suggested park promotion to increase awareness
- ▶ Lack of programming (suggested programming included Bike Day, Dog Day, Geocaching Day, Teddy Bear Picnic, educational sessions, astronomy camp-outs)
- ▶ Park location (suggestion to provide clear directional signage including proximity to major centres)
- ▶ Park road conditions can be impassable at times
- ▶ Inadequate boat access to river
- ▶ Lack of marked trails (suggestion to develop trails specifically for hiking, biking, and horse riding in summer and cross-country skiing and snowshoeing in winter as well as ATV-specific trails)
- ▶ Lack of clean toilets
- ▶ Lack of fresh drinking water supply

FUTURE PARK USE

To identify potential improvements in Blackfoot Regional Park, participants were asked to provide input on future park use.

QUESTION 12: IF YOU COULD DESCRIBE IN ONE WORD OR SHORT PHRASE YOUR VISION FOR THE FUTURE OF BLACKFOOT REGIONAL PARK, WHAT WOULD IT BE?

Words generated:

- | | |
|--|--|
| • Safe | • Picnic by the river |
| • Family friendly fun | • Keep natural |
| • Easy going | • Explore the natural beauty of the Peace River |
| • More campsites | • Hidden gem |
| • Better playground | • Free |
| • More supervision | • Green oasis on banks of Peace River |
| • Peaceful and quiet place to relax and enjoy nature | • Well-maintained, clearly marked trails for hiking/biking |
| • Maintain rustic feel | • Cater to larger RV's with hook-ups |
| • Usable | • Boater destination |
| • Functional | • Less vandalism and partying |
| • Responsible quad use | • Beautiful, quiet park to enjoy with family and friends |

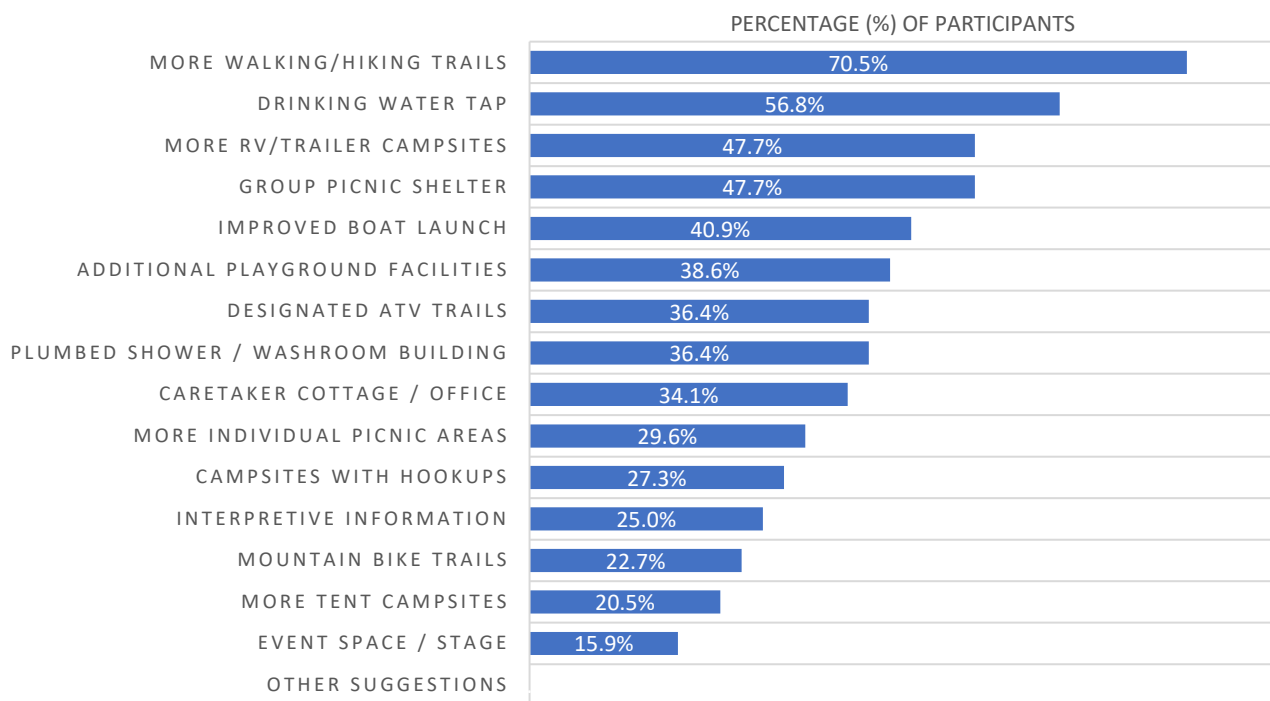
PRELIMINARY DRAFT VISION FOR BLACKFOOT REGIONAL PARK

Blackfoot Regional Park invites people to explore the natural splendor of the Peace River in a rustic, quiet, and family-friendly forest space, becoming the starting point to many great adventures and memories.

QUESTION 13: WHAT AMENITIES DO YOU THINK MIGHT WARRANT CONSIDERATION IN BLACKFOOT REGIONAL PARK?

The top three amenities that participants felt might warrant consideration for Blackfoot Regional Park included:

1. More Walking/Hiking Trails
2. Drinking Water Tap
3. More RV/Trailer Campsites (tie)
3. Group Picnic Shelter (tie)

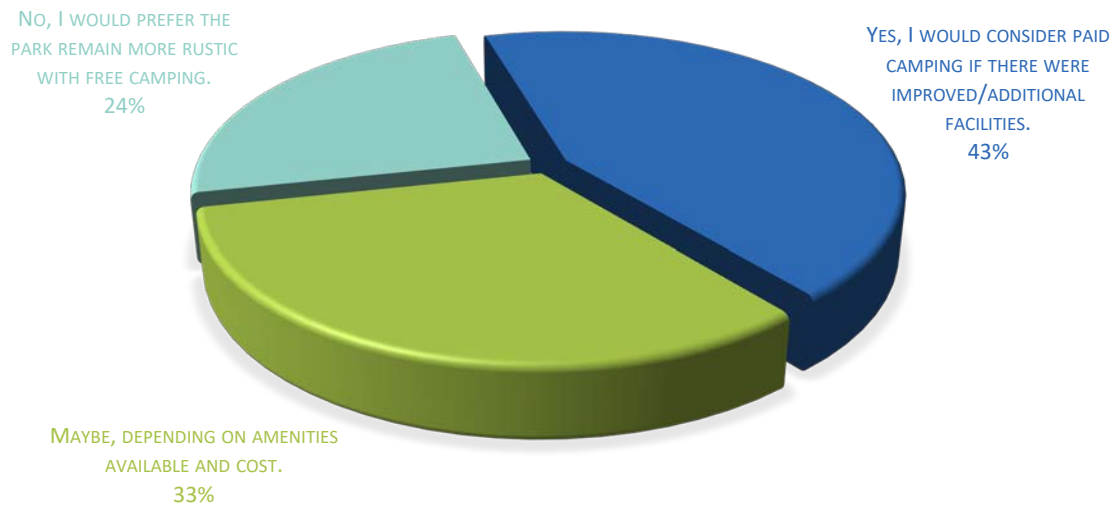


Other suggestions included:

- ▶ Plant new trees to replace the old trees
- ▶ Water (even non-potable water for dishes and putting out campfires)
- ▶ Day use parking
- ▶ Well-maintained washroom facilities
- ▶ Centre cook station with picnic tables and camp wood stove
- ▶ ATV management

QUESTION 14: IF BLACKFOOT REGIONAL PARK WAS ENHANCED TO INCLUDE IMPROVED/ADDITIONAL FACILITIES, WOULD YOU CONSIDER PAYING FOR CAMPING IN THE PARK?

- ▶ Many participants (43%) indicated that they would support paid camping if it meant that there were improved or additional facilities in the park.
- ▶ About one-quarter (24%) indicated a preference that the park remain more rustic with free camping.



PART 3: MONTNEY CENTENNIAL REGIONAL PARK

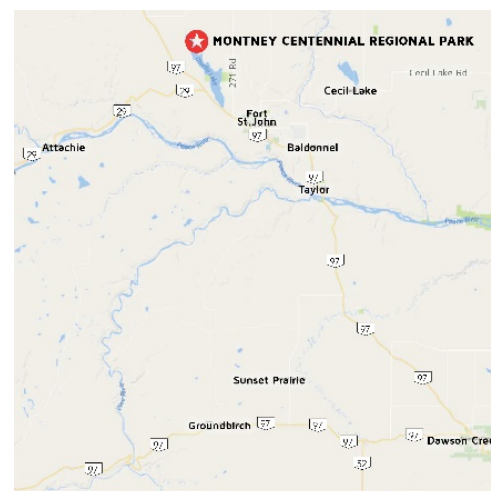
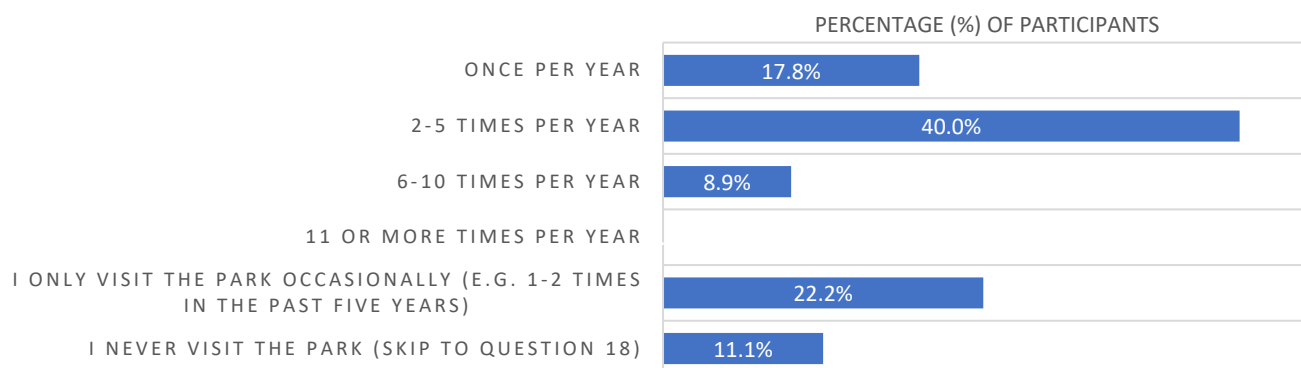


Figure 4: Montney Centennial Regional Park Site Map (above) and park location (above right).

CURRENT PARK USE

To understand how visitors currently use Montney Centennial Regional Park, participants answered the following five questions.

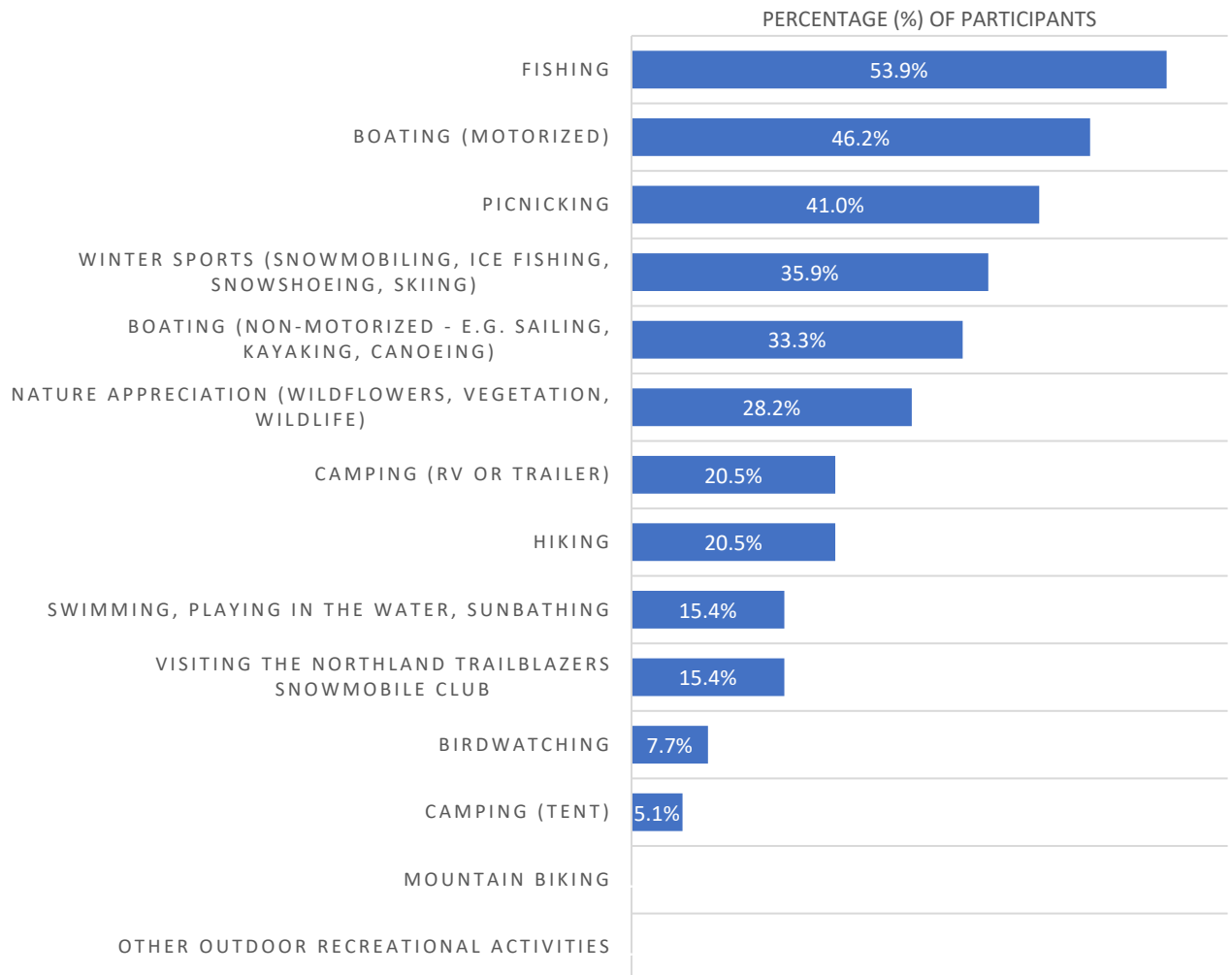
QUESTION 15: HOW FREQUENTLY WOULD YOU SAY YOU VISIT THE PARK?



QUESTION 16: WHAT ACTIVITIES HAVE YOU PARTICIPATED IN AT MONTNEY CENTENNIAL REGIONAL PARK?

Top three activities:

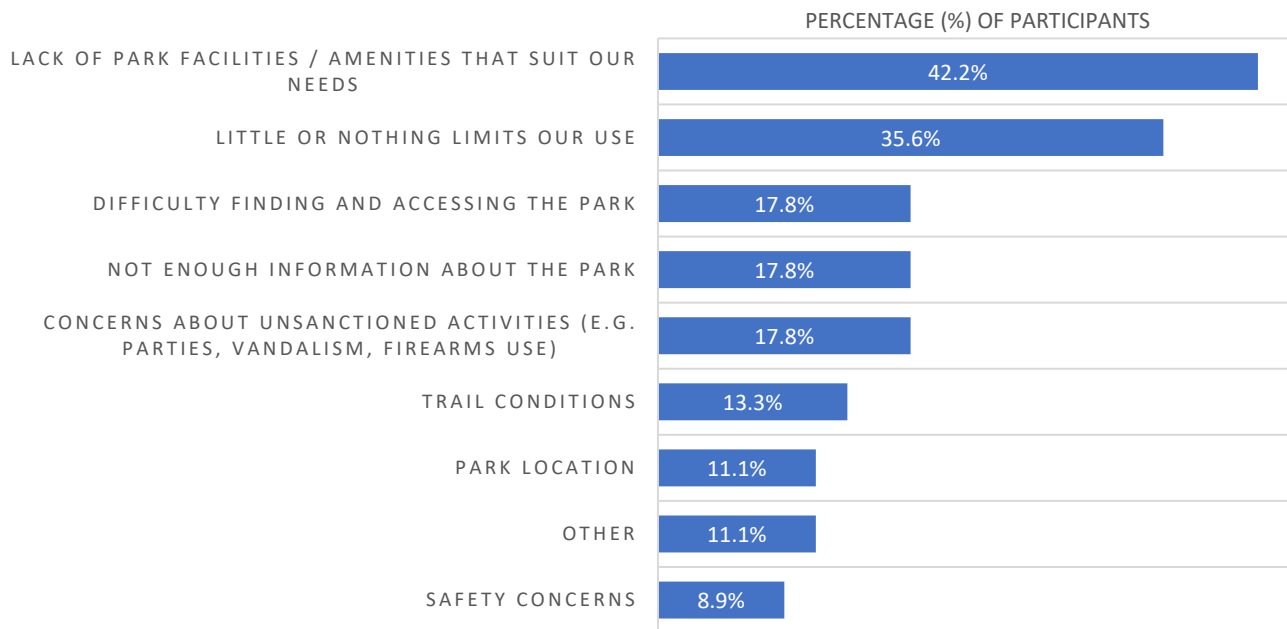
1. Fishing
2. Boating (motorized)
3. Picnicking



Participants did not identify any other activities that they participate in at Montney Centennial Regional Park.

QUESTION 17: WHAT, IF ANYTHING, LIMITS YOUR USE OF MONTNEY CENTENNIAL REGIONAL PARK?

- ▶ The main reason people do not visit Montney Centennial Regional Park is lack of park facilities/amenities that suit their needs (42.2%).
- ▶ Park accessibility, lack of park information, and concerns about unsanctioned activities were also identified as limitations (each 17.8%).

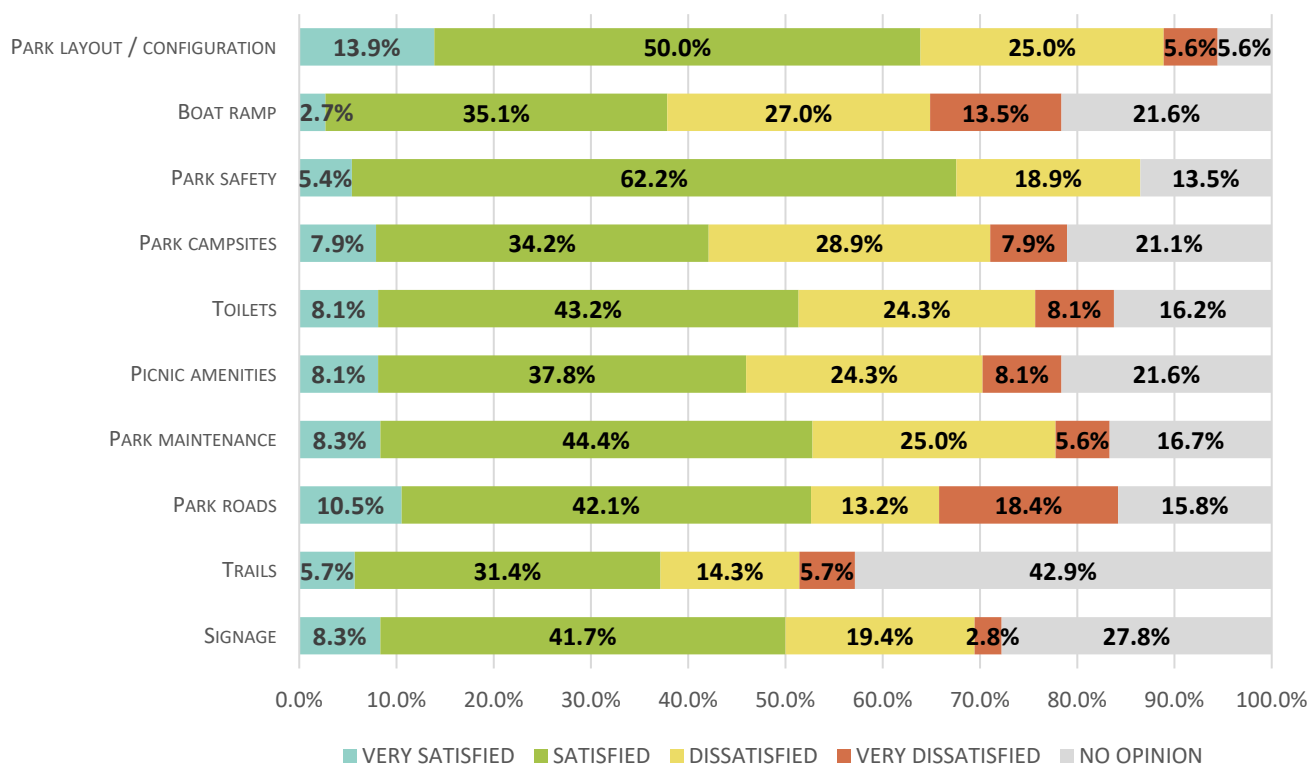


“Other” limitations for park use aside from reasons listed included:

- ▶ Road leading into the park (rough and dusty)
- ▶ Lack of signage
- ▶ Limited day use area
- ▶ Limited available campsites (issues with long-term campers occupying sites for long periods)
- ▶ No campsites with hook-ups
- ▶ Charlie Lake water quality (conditions of the lake water)
- ▶ Lack of a “family” feel
- ▶ Lack of activities

QUESTION 18: IF YOU'VE VISITED MONTNEY CENTENNIAL REGIONAL PARK, WHAT IS YOUR LEVEL OF SATISFACTION WITH THE FOLLOWING ASPECTS?

- ▶ Generally, many were satisfied with the park elements at Montney Centennial Regional Park.
- ▶ Participants indicated that they were most “dissatisfied” or “very dissatisfied” with the boat ramp (40.5%), park campsites (36.8%), and park toilets and picnic amenities (32.4% each).



QUESTION 19: WHAT DO YOU BELIEVE ARE THE BIGGEST ISSUES OR CHALLENGES IN MONTNEY CENTENNIAL REGIONAL PARK?

- ▶ Poor road conditions (muddy conditions when it rains, dusty conditions)
- ▶ Difficult to find due to lack of signage to get to park from highway recently upgraded
- ▶ Charlie Lake is not swimmable (due to poor water quality, lack of shoreline or beach area)
- ▶ Poor park configuration and lack of privacy (limited campsites, no private campsites)
- ▶ Lack of park monitoring for safety
- ▶ Lack of maintenance and upkeep
- ▶ Limited amenities (e.g. play area for kids, additional walking/hiking trails, designated fire pits, day use parking, boat launch or dock, and upgraded/additional washroom facilities)
- ▶ Need to address long-term campers

FUTURE PARK USE

To understand participant needs and wants for potential improvements for Montney Centennial Regional Park, participants were asked to provide input on future park use.

QUESTION 20: IF YOU COULD DESCRIBE IN ONE WORD OR SHORT PHRASE YOUR VISION FOR THE FUTURE OF MONTNEY CENTENNIAL REGIONAL PARK, WHAT WOULD IT BE?

Respondents were asked to provide in one word or a short phrase their vision for the future of the park. Common words and phrases were:

- Leave as is
- Close enough to home but far enough away for a holiday
- Accessible for all campers
- Multi-use area that attracts people
- Day use activities (hiking on designated trails, viewpoints for lake and wildlife)
- Clean water in Charlie Lake
- Quiet, peaceful
- Secret treasure in Peace Country
- Hidden gem
- Better upkeep
- Nicer camping facility
- Fishing or boating dock
- Picnic
- Family friendly campsite
- RV friendly
- Safe
- Upgraded
- Quiet
- Larger
- Rustic
- One with nature
- Safe environment

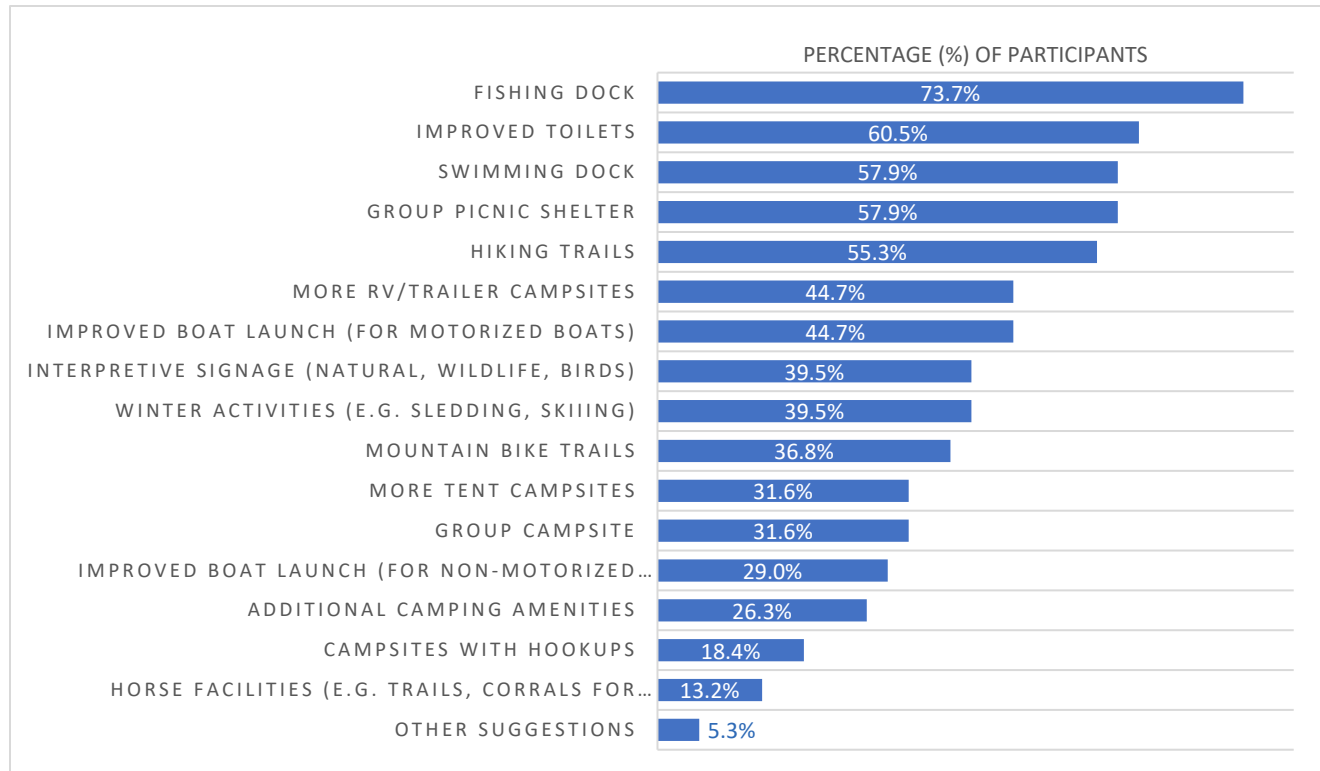
PRELIMINARY DRAFT VISION MONTNEY CENTENNIAL REGIONAL PARK

Montney Centennial Regional Park offers unique, remote recreational experiences on Charlie Lake that invite people to stay for a day or for a week and enjoy solitude and peace in a lakefront forest.

QUESTION 21: WHAT AMENITIES DO YOU THINK MIGHT WARRANT CONSIDERATION IN MONTNEY CENTENNIAL REGIONAL PARK?

Top three amenities:

1. Fishing Dock
2. Improved Toilets
3. Swimming Dock (tie)
3. Group Picnic Shelter (tie)

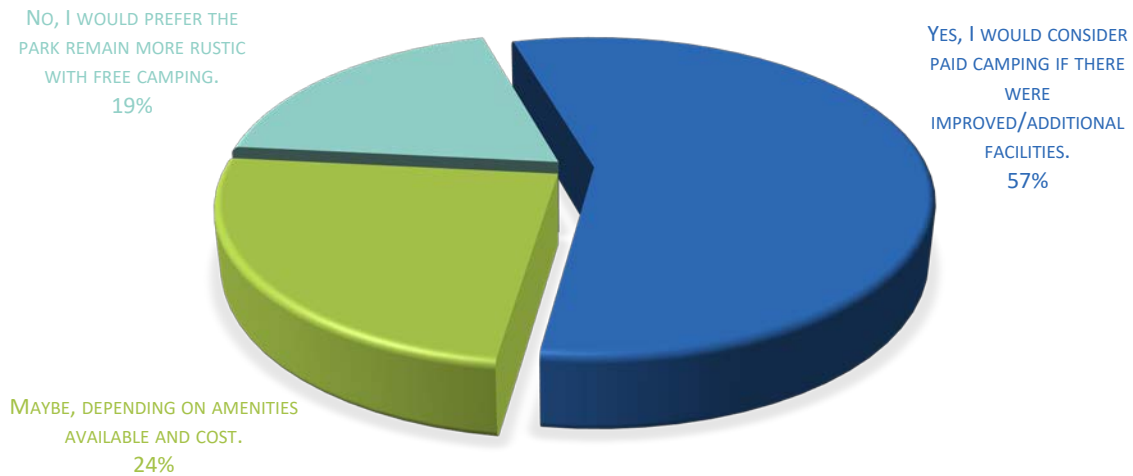


Other suggestions included:

- ▶ Disc golf (positive effects, blends well with other park activities such as skiing and mountain biking, and there is a local club that could support planning / fundraising – Fort St. John Disc Sports Club)
- ▶ Dog management (waste bags)
- ▶ Improved washrooms (handrail)
- ▶ Sandy beach
- ▶ Fishing dock
- ▶ Playground
- ▶ Tent sites (few places in the area to go for quiet tent camping while there are many options for RVs)
- ▶ Trails around the lake
- ▶ Motor-free to leave space for quiet outdoor pursuits

QUESTION 14: IF MONTNEY CENTENNIAL REGIONAL PARK WAS ENHANCED TO INCLUDE IMPROVED/ADDITIONAL FACILITIES, WOULD YOU CONSIDER PAYING FOR CAMPING IN THE PARK?

- ▶ The majority of participants (57%) indicated they would support paid camping if there were additional / improved facilities.



PART 4: GENERAL QUESTIONS

QUESTION 23. HAVE YOU VISITED A PROVINCIAL, REGIONAL, OR OTHER TYPE OF BACKCOUNTRY PARK AND HAD A GREAT EXPERIENCE? IF YES, PLEASE TELL US THE NAME OF THE PARK AND WHAT MADE IT GREAT.

- **Swan Lake Provincial Park (south of Dawson Creek)** – family friendly, boat launch, dock, green areas (but fee)
- **Heart Lake (Pine Le Moray Provincial Park)** – beautiful, rustic, water-side sites, free camping
- **Liard Hot Springs Provincial Park (Alaska Hwy)**
- **Kiskatinaw Provincial Park (Alaska Hwy)**
- **Mile 54 Campground at Charlie Lake (Charlie Lake Provincial Park)** – cleanliness, paths, and very clean outhouse facilities, tidy campsites, ability to reserve
- **William Lake** – well water supply, paved roads, good park attendants
- **Stewart Lake**
- **Galloping Goose Trail (Capital Regional District)** – management of motorized uses
- **Beaton Provincial Park (Charlie Lake)** – paved but natural, good snow shoe trails, good camping facilities, day use area for swimming and picnicking
- **Peace Island Park (Taylor)**
- **Campbell Valley Regional Park (Langley)** – variety of trails, group picnic shelters, parking, wheelchair accessibility, camping, off leash dog areas)
- **Aldergrove Regional Park (Aldergrove)** – variety of trails, group picnic shelters, parking, and educational sessions
- **Tumbler Ridge (Lions Flatbed Creek Campground, Monkman Cascades Trail)** – many great backcountry campgrounds and hiking areas including Monkman Cascades (fire rings, tent sites, and simple but clean pit toilets) and Lions Campground (large play area and creek)
- **One Island Lake Provincial Park (south of Dawson Creek)** – nice campground
- **Juniper Beach Provincial Park (Cache Creek)** – along the Thompson river to explore, great swimming area, good fishing spots, full hook-up sites, grassy tent area, pay showers, play area for children to play and ride bikes
- **Moonshine Lake (Hwy 49, west of Spirit River, AB)** – common area for BBQs, open but treed for privacy
- **Jones Lake Recreation Area (Chilliwack)** – beautiful lake with swimming, variety of campsites for both families and other groups, very rustic, pay shower, secluded (no cell service) but close enough for a weekend getaway, park warden, free camping
- **Desolation Sound Marine Provincial Park** – marine park but good amenities in the park
- **Provincial Parks (e.g. Fintry Park, Christina Lake, Lakelse Lake)** – reservation system so confirmed spot, shower facilities, outdoor kitchen sinks
- **Blackfoot Regional Park** – nostalgic, free to camp, seems well cared for
- **Meziadin Lake Provincial Park (Hwy 37)** – good park operator, well maintained, lakefront sites
- **Southern Interior Campgrounds** – lots of amenities, maintain water resource
- **Whistlers Campground (Jasper)** – wash basins outside of washrooms, fire permit for fee (free wood)
- **Pacific Rim National Park (Tofino)**
- **Carp Lake Provincial Park (near McLeod Lake)** – peaceful solitude, quiet, beautiful, fish cleaning station at boat launch, free firewood
- **Cotillion Park (west of Spirit River, AB)** – shower/washroom facility, but fee
- **Alberta Parks** – many have group picnic shelter, plumbed shower and washroom facility (paid by oil companies working in the area that have profits that can pay for facilities)
- **Oles Lake Provincial Recreation Area (Hwy 2, north of Grande Prairie, AB)** – trail around the lake, sandy beach, and playground
- **Mount Revelstoke National Park** – hiking trails, clean, well maintained
- **Moberly Lake Provincial Park** – natural beauty, clean toilets, regulations on park use (issues in 2017 are due to lack of enforcement on rules at night and hours of generator use)

QUESTION 24: DO YOU HAVE ANY ADDITIONAL COMMENTS, CONCERNS, OR IDEAS ABOUT EITHER PARK THAT YOU WOULD LIKE TO SHARE AT THIS TIME?

PAID CAMPING / NO-FEE CAMPING

- ▶ Some park users appreciate the no fee option to camp and are satisfied with limited services and the rustic aspect as it allows them to camp more during the summer.
- ▶ A reservation system would be beneficial, as both parks are remote and can be busy and full during the summer months.
- ▶ Some park users suggested that if there is a fee with a park attendant, park users would respect the park more and there would be less misuse.

CAMPING PREFERENCES

- ▶ There are a variety of park users including those who seek out parks for quiet, rustic, and natural settings and those who prefer motorized activities (RVs, quads, ski-dos, power boats, generators). This can impact those park users who prefer a quieter style of camping (tenting, canoeing, snow shoeing) or family recreation.

"The large RV campers do not notice the impact they have on those seeking a different style of camping; their noise trumps the silence of nature. Having a mere buffer of trees does not eliminate the noise or nuisance caused by other types of campers and takes away from the natural serenity."

PARK MANAGEMENT AND MAINTENANCE

- ▶ Local community members may not use the parks due to limited management of ATVs, noise, unsanctioned activities, and garbage.
- ▶ Desire for clean, well maintained parks.
- ▶ Desire for an on-site park attendant.
- ▶ Maintenance of roadway trees (to accommodate larger RVs).
- ▶ Improve maintenance of Road 277 to Montney Centennial Regional Park to account for additional traffic during summer.

ENVIRONMENT

- ▶ Take steps to improve the water quality of Charlie Lake.
- ▶ Enhance parks as natural areas.
- ▶ Blackfoot Regional Park has unique presence of fireflies.

AMENITIES

- ▶ Install a water pump at Blackfoot or install signage to use unpotable water at own risk.

GENERAL

- ▶ Need for a Regional Park that is closer to the City of Dawson Creek (suggestion for PRRD take over the Nordic Ski Hill on Bear Mountain and manage it in the summer and winter seasons).



APPENDIX A: COMMUNITY EVENT FEEDBACK

“EXPLORE IT, ENVISION IT” RESULTS

During the community events, participants were asked to help explore the possibilities for Blackfoot and Montney Centennial Regional Parks by writing down words about what they envision for the two parks.

VISION FOR THE PARKS	
BLACKFOOT REGIONAL PARK	Less vandalism and partying
MONTNEY CENTENNIAL REGIONAL PARK	- Boat launch dock/wharf - Interpretive signage (environmental impact) - Reduce littering and smoking - Grassy areas for picnics and playing - Lake “clean-up” - Dock with benches (currently snowmobile club dock is used) - Access to point for deep water fishing - Park signage, maps, and park promotion - Playground - Improved boat launch (better aggregate)

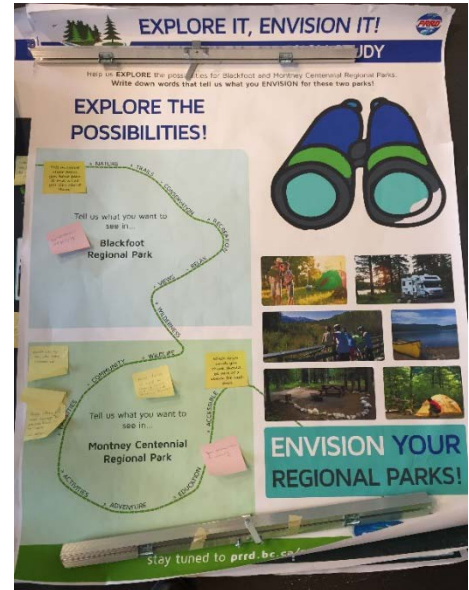


Figure 5: "Envision it, Explore it" Activity

COMMUNITY MAPPING RESULTS

During the community events, participants were asked to record their observations and ideas for each park by adding a sticky note to the park maps.



Figure 7: Community Mapping Exercise for Blackfoot Regional Park

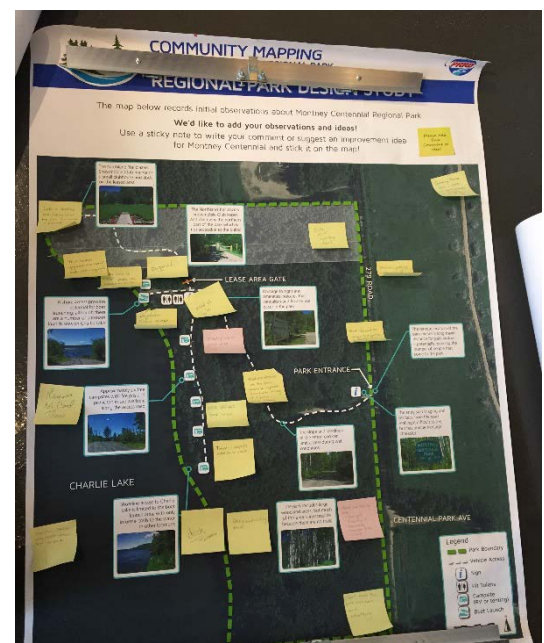


Figure 6: Community Mapping Exercise for Montney Centennial Regional Park.

SUGGESTED PARK IMPROVEMENTS

BLACKFOOT REGIONAL PARK

- Park management and enforcement potentially with fee (security, emergencies)
- Improved walking trails (to beach, dog walking)
- Consider steep slopes due to safety and liability issues
- Interpretive signage, park maps, and directional signage to park
- ATV management and regulation in park and beach area/sand dune area
- Garbage cans
- Improvements to boat launch for safety
- Enhanced tree planting by river
- Grassy areas for play and picnics
- Paved route to improve campsite accessibility

MONTNEY CENTENNIAL REGIONAL PARK

- Dock with benches (currently snowmobile club dock is used)
- Access to point for deep water fishing
- Park signage, maps, and park promotion
- Playground
- Boat launch (better aggregate)
- Improve road maintenance to park to alleviate issues with rain and dust
- Day use or picnic areas including gazebo, picnic tables, or covered areas
- Walking trails
- Designated campsites (improve privacy)
- Remove dead trees
- Enforcement/patrols
- Limitations for park stay duration (14 days maximum)
- Interpretive signage on unique bird species
- Improve multi-use aspects of park (disc golf, cross-country skiing, snowshoeing, mountain bike trails)

WHAT PEOPLE LIKE

Blackfoot Regional Park

- ▶ Large, private campsites
- ▶ Group camping (large areas)
- ▶ Shallow swimming area that is ideal for families
- ▶ Trees
- ▶ Relaxed setting
- ▶ No fee campsite

Montney Centennial Regional Park

- ▶ Secluded park with rustic features
- ▶ Quaint, peaceful park on Charlie Lake
- ▶ No fee campsite



APPENDIX B: IDEAS QUESTIONNAIRE VERBATIM RESPONSES

CURRENT PARK USE

QUESTION 9: PARK USE LIMITATIONS

- ▶ Love this park.
- ▶ Safety. Lack of well-maintained trails to walk on.
- ▶ Distance to get there.
- ▶ Lack of additional hiking and/or mountain biking.
- ▶ We live on lake shore property at Swan Lake - it is park like every day!
- ▶ My experience with these types of parks is that it is hard to get a campsite as reservations cannot be made.
- ▶ Busy farming.
- ▶ Would like to see services inside the park such as hook-ups.
- ▶ Unmaintained boat launch; difficult river access for boat launching due to silt deposits from recent flood events.
- ▶ No boat launch.
- ▶ Sometimes parties get out of hand (usually grad parties).
- ▶ Motor bikes and four-wheelers running around camping area at fast speeds.
- ▶ Too many people misusing the park for parting and driving their quads in the park.

QUESTION 10: SATISFACTION WITH PARK ELEMENTS

- ▶ Don't appreciate the ATV noise. Don't use the boat ramp or horseshoe pits. No problem with park safety. Need more trails. Larger playground would be nice.
- ▶ Boat launch not in service but people still use it; signage is minimal.
- ▶ We have been going to Blackfoot for over 25 years and we like the relaxed camping setting. It is beautiful down there, and we like the fact that it is a no-fee campsite.
- ▶ Lack of day use parking.
- ▶ Like it.
- ▶ Maintenance could be better.
- ▶ Boat access to river.
- ▶ It feels neglected. Bush parties and quads are ruining the outdoors in the Peace.
- ▶ Existing boat launch not maintained and river access is seasonally difficult depending on silt and woody debris deposition.
- ▶ Could use a few more camp sites. I am a respectful ATV rider. Boat ramp is gone. Could have more trails for ATV & walking.
- ▶ Should be more camping spots and should have more toilets.
- ▶ There are not enough toilets.
- ▶ Love this park.

QUESTION 11: BIGGEST ISSUES OR CHALLENGES

- ▶ The control of parties and ATV use.
- ▶ ATV use and partying.
- ▶ Vandalism.
- ▶ More campsites would be nice.
- ▶ Lack of attractions for day use.
- ▶ Awareness of location, awareness of proximity to Fort St. John and Dawson Creek.
- ▶ Not enough campsites.
- ▶ Signage has always been confusing.
- ▶ Monitoring the park. Unregulated, I am concerned about camping with partiers.
- ▶ Party spot and feelings of unsafe.
- ▶ Vandalism and lack of things to do.
- ▶ Controlling unsanctioned events (parties) and vandalism.
- ▶ Not enough camping spots.
- ▶ Road condition going down the hill from industrial activity, heavy haulers, etc.
- ▶ Boat access to river.
- ▶ People partying and leaving garbage.
- ▶ Hiking trails
- ▶ Fairly remote - hard to police, maintain.
- ▶ Boat launch.
- ▶ Keep grad parties contained.
- ▶ Need water supply for campers.
- ▶ No boat launch.
- ▶ Needs an attendant to oversee stuff regularly.
- ▶ Park roads make it impassable in some areas.
- ▶ The last time I was there a few year ago it was mainly teenagers partying. Makes me hesitate to take my kids now.
- ▶ ATV's in the park and driving out into the main road, someone will get hurt or killed.
- ▶ Provide safety for park users from others park users.
- ▶ Not knowing if sites are booked.
- ▶ More variety of trails for walking, bicycle, and horses in the summer. Cross-country skiing and snowshoeing in the winter.
- ▶ No day use area.
- ▶ Highway directions to get there from main roads.
- ▶ Broken glass.
- ▶ ATV use.
- ▶ Lack of fresh water supply.

- ▶ Garbage from inconsiderate campers.
- ▶ Three of camp sites.
- ▶ It feels neglected.
- ▶ Size - more area should be in the park to be utilized for hiking, etc.
- ▶ Lack of advertising - haven't heard much about it.
- ▶ Find ways to expand & increase campsites.
- ▶ Question: Are you going to replace the water supply being removed?
- ▶ Park campsite.
- ▶ A boat launch.
- ▶ Sometimes, depending on who camped there last, the sites can be in a state of disrepair.
- ▶ I don't think it has enough to do for my kids.
- ▶ Need a park attendant to cut the parties down and misuse of the park/ lots of garbage left behind on the road and park.
- ▶ Provide safe camping spots.
- ▶ More weekend activities. Bicycle day at the park. Dog day at the park. Geocaching day. Teddy bears picnic. More educational sessions. Camp-out under the skies with telescopes.
- ▶ No hook-ups.
- ▶ Minimal winter time use.
- ▶ Campground layout.
- ▶ Need more camp spots.
- ▶ Better marked and more developed / distinguished trails.
- ▶ A bit tired looking.
- ▶ Not sure.
- ▶ Increase trails - walking trails & ATV trails.
- ▶ ATV management.
- ▶ Need to expand number of campsites.
- ▶ Lack of signs on hiking trails.
- ▶ People driving ripping up the Goleta Creek Hill and Clay Hurst Hill with quads, side by side, and vehicles.
- ▶ Provide clean toilets and drinking water.

FUTURE PARK USE

QUESTION 12: VISION

- ▶ Safe family fun.
- ▶ More campsites.
- ▶ Large playground, more supervision.

- ▶ Peaceful and quiet.
- ▶ Rustic and usable.
- ▶ Just a nice family park with option to quad responsibility.
- ▶ Some improvements, but please keep it the rustic campsite it is.
- ▶ A place to relax and enjoy nature.
- ▶ Picnic by the river.
- ▶ Overnight and day use campsite.
- ▶ Keep natural.
- ▶ Safe and family friendly.
- ▶ Explore the natural beauty of the Peace River.
- ▶ Family friendly and easy going.
- ▶ Great camping near the Peace River.
- ▶ Hidden gem.
- ▶ Make more sites.
- ▶ Peaceful.
- ▶ Free.
- ▶ Green oasis on banks of river with well-maintained and clearly marked trails both for hiking and biking.
- ▶ More campsites, and more to cater to larger RV's.
- ▶ Boater destination.
- ▶ Family friendly, fun park.
- ▶ Functional.
- ▶ Actual hiking trails in the area would be nice.
- ▶ Family friendly.
- ▶ Better playground, hook-ups.
- ▶ Beautiful, quiet park for people to enjoy with friends and family.
- ▶ Safe place.

QUESTION 13: POSSIBLE AMENITIES

- ▶ Plant new trees to replace the old ones. Have water available to campers - even non-potable water for dishes and putting out campfires.
- ▶ Day use parking.
- ▶ Washroom facilities (whatever they are) need to be well-maintained.
- ▶ Maybe have a Centre Cook Section for people to have use of. With a couple of picnic tables and camp wood stove.
- ▶ I think ATV's should not be allowed in or around the park. The road going by the park is too busy to allow this.

MONTNEY CENTENNIAL REGIONAL PARK

CURRENT PARK USE

QUESTION 17: PARK USE LIMITATIONS

- ▶ Rough and dusty road.
- ▶ Lack of signage.
- ▶ Limited day use area for when campsites are full or limited spots to tent.
- ▶ Water quality.
- ▶ More campsites with RV hookups would be nice.
- ▶ Lack of available sites, long term campers occupy campsite for long periods.
- ▶ Condition of the lake waters.
- ▶ Very few campsites.
- ▶ More campsites are needed as there are few to no RV parks in the area.
- ▶ It would be nice if there was a play area for children (park, sand/beach, tables by lake) or quadding trails. Not much to do at this campsite. Last time we camped here there were "squatters". Not much of a "family" feel.

QUESTION 18: SATISFACTION WITH PARK ELEMENTS

- ▶ Need private tucked campsites and better signage.
- ▶ Park monitoring.
- ▶ Signage needs to be more accurate.
- ▶ Don't camp; no trails; much better signage in 2017.
- ▶ The people camping had obviously been there for weeks. It looked like a squatter's camp.
- ▶ Glad to see the new signs on the highway :).

QUESTION 19: BIGGEST ISSUES OR CHALLENGES

- ▶ Muddy road when it rains
- ▶ Need designated fire pits, just so they know exactly where the fire should be.
- ▶ Improved roads, dust control.
- ▶ Poor access.
- ▶ Lack of walking trails.
- ▶ Charlie Lake water is not clean (wouldn't swim).
- ▶ Lack of shore line - beach gone.
- ▶ Lack of walking trails.
- ▶ More parking spaces.
- ▶ Poor layout.
- ▶ Difficult to find.

- ▶ Location.
- ▶ Access roads.
- ▶ Signage to get to the park from highway.
- ▶ No swimming.
- ▶ Need more outhouses. Should have a little more gravel for less dust.
- ▶ Campsites could be more private.
- ▶ Poor monitoring of the park.
- ▶ Boat launch.
- ▶ Better road access.
- ▶ Poor access/signage to get there.
- ▶ Upkeep.
- ▶ Not enough campsites.
- ▶ Lack of boat access.
- ▶ Information available in Regional Visitor Centre teaching me about what's available.
- ▶ Do not want fees.
- ▶ Do not want fees and require more outhouses.
- ▶ Cleaner water.
- ▶ Season long campers on site are tying up the boat launch area.
- ▶ No proper boat launch or dock.
- ▶ Play area for kids.
- ▶ Boat launch.
- ▶ Not enough amenities.
- ▶ Beach area developed and more private campsites.
- ▶ Bathrooms are disgusting.

FUTURE PARK USE

QUESTION 20: VISION

- ▶ Leave it as is.
- ▶ Close enough to home but far enough away for a holiday.
- ▶ Accessible.
- ▶ Create more of a multi-use area to attract people.
- ▶ Day use opportunities for hiking on designated trails, dock for viewing lake/wildlife.
- ▶ Would love to see water in Charlie Lake cleaned up.
- ▶ Quiet, peaceful; secret treasure in the Peace country.
- ▶ Create more of a multi-user area to attract people.

- ▶ I would like to see it kept up a bit better. I didn't actually know it had toilets at all. It seems pretty forgotten! We kayak so the boat launch is okay but a bit of gravel or something would be great (to avoid the muck). People are always fishing there so I think some sort of dock for them would be great.
- ▶ Picnic.
- ▶ Family campsite.
- ▶ More RV friendly / family friendly.

QUESTION 21: POSSIBLE AMENITIES

- ▶ Add disc golf to the park! There are many positive effects and there is a local club. It also blends really well with other activities in the park (i.e., skiing, mountain biking).
- ▶ Handrail to washrooms; baggies for cleaning up after dogs.
- ▶ It is a pretty minimal park. I think the people who go there are trying to avoid the larger parks. It would be great if there were some tent sites and perhaps some trails to explore but overall, I think it should be kept simple, just cleaned up.
- ▶ I want Montney Park to be a quaint, peaceful park along Charlie Lake. There are many options for those who haul large RVs and the similar camping styles that accompany it. For those seeking for a quiet campout in a tent, there are few places to go.
- ▶ Keep it motor-free. Too many motorized activities are taking over. Leave space for quiet outdoor pursuits.
- ▶ A sandy beach with a playground!

GENERAL

QUESTION 23: OTHER SUCCESSFUL PROVINCIAL, REGIONAL, OR BACKCOUNTRY PARKS

- ▶ Swan Lake and Heart Lake.
- ▶ Liard Hot Springs.
- ▶ Swan Lake - very kid friendly. Heart Lake - beautiful area/rustic.
- ▶ Mile 54 Campground at Charlie Lake - I love the cleanliness of it. I love the paths and the outhouse facilities are phenomenal. Very clean!
- ▶ William Lake has a well set up in the park, paved roads, good park attendants, and water supply.
- ▶ Stewart Lake.
- ▶ Beaton Provincial Park. It is paved but still has nature in it.
- ▶ Yes, Beaton Park - good snow shoe trails, good camping facilities and day use (swimming, picnicking).
- ▶ Peace Island.
- ▶ We were on the committee that had the land given for a park.
- ▶ Campbell Valley Regional Park - Awesome park with a variety of trails, group picnic shelters, parking, wheelchair access, camping, dog off-leash areas, etc. <http://www.metrovancouver.org/services/parks/parks-greenways-reserves/campbell-valley-regional-park> and Aldergrove Regional Park - Awesome park with a variety of trails, group picnic shelters, parking, and wonderful educational sessions <http://www.metrovancouver.org/services/parks/parks-greenways-reserves/aldergrove-regional-park>

- ▶ Tumbler Ridge has many great backcountry campgrounds. We hiked to the Monkman Cascades this summer and stayed in four of them. They tended to have a fire ring with some logs around it, a tent site, and a pit toilet somewhere nearby. Simple but clean. One Island Lake also was a nice campground (but I don't know if it qualifies as backcountry).
- ▶ Juniper Beach Provincial Park (Cache Creek) - right along the Thompson river, great swimming area, good fishing spots, full hook-up sites, grassy tent area, pay showers, spot for kids to play and ride bikes around, cool areas along the river to explore
- ▶ Jones Lake (Chilliwack) - beautiful lake, very rustic, pay showers (I think), awesome for a close weekend getaway as it's very secluded (no cell service/hard to find), good swimming, lots of different campsites - area for families and then another side where the more rowdy groups go, free camping but has a park warden (not sure how that works).
- ▶ Heart Lake park - signage sucked though
- ▶ Desolation Sound - although it's a marine park and not applicable, but the informational available on it is nice.
- ▶ I like most provincial parks because you can make a reservation so you know you will have a spot when you get there and there are usually nice shower houses and I like the outdoor kitchen sinks they are putting in. Fintry Park was nice by Kelowna and so was Christina Lake and Lakelse Lake.
- ▶ So many parks up here feel neglected and look tired. Too many trailers, quads, ski-doo's, and power boats. We need to leave space for quiet, family recreation. So many people would love to see spaces for tenting, canoeing and snowshoeing.
- ▶ Yes, Blackfoot is nostalgic to me and I spent a lot of time there. It is nice to have free places to camp and have always enjoyed that. The place as always seemed well cared for when I have been there.
- ▶ Meziadin Lake - awesome park operator, one of the best maintained provincial parks I've seen in years. Really appreciated all of the lakefront sites.
- ▶ The campsites in the Southern Interior are very nice. Lots of amenities and they seem to upkeep the water resource.
- ▶ Jasper, too expensive.
- ▶ Pacific Rim National Park, perfect.
- ▶ Carp Lake - LOVE the peaceful solitude. The fish cleaning station at the boat launch is very well appreciated and was well thought out. Free firewood.
- ▶ Whistlers in Jasper - the wash basins on the outside of the washrooms, keeps the food smell not right in the campsites. Pay for a fire permit, but the wood is free.
- ▶ Yes, Charlie Lake Provincial Park. Tidy campsite and the ability to reserve a campsite made it great.
- ▶ Swan Lake - Nice boat launch, dock, green areas, but they charge.
- ▶ Heart Lake - Few spots near the water, others up the hill, free camping.
- ▶ Cotillion Park - Nice shower/bathroom facility but they charge to camp.
- ▶ In Alberta so many parks have a group picnic shelter and plumbed shower and washroom facility that are paid for by the oil companies working in the area. They have huge profits and should pay for these facilities.
- ▶ Lions campground in Tumbler Ridge. Large play area and creek to play in.
- ▶ We love Oles lake. The walking trail around the lake is wonderful, as is the sandy beach & playground. I believe if there were a playground, and more important a sandy beach with fishing dock it would draw more attention to the park. Walking trail could be made along the lake for families to enjoy.
- ▶ Revelstoke National Park. Lots of hiking trails clean and well looked after.

- ▶ We went to Moonshine Lake for a BBQ at the common area and really enjoyed it. The area itself was wide open, but still surrounded by trees, so the group had privacy.
- ▶ Carp Lake is one of my favorite campsites - quiet and beautiful, Tumbler Ridge's hiking trails are awesome.
- ▶ Moberly Lake Provincial Park - Great because of natural beauty, clean toilets, regulations on park use. Problems in 2017 include lack of enforcement of rules - noise at night and hours of generator use.

QUESTION 24: ADDITIONAL COMMENTS, CONCERNS, OR IDEAS ABOUT EITHER PARK

- ▶ Would really like the park to stay free to use or if paying then be able to reserve.
- ▶ Clean park, clean lake.
- ▶ Please consider leaving the park and camp as a no service park. The rustic aspect is received well in the North.
- ▶ Roadway trees cut back for larger RV trailers.
- ▶ The disc golf club is the Fort St. John Disc Sports Club. They know how to put in a course and have done so already in town.
- ▶ Appreciate opportunity learn more through Parks Day.
- ▶ PRRD staff very helpful and informative. Enjoyed seeing critters in Charlie Lake visuals and information.
- ▶ We would like to see a boat launch and more parking spaces.
- ▶ We need a Regional Park that is closer to the City of Dawson Creek. Love to see the PRRD take over the Nordic Ski Hill on Bear Mountain and manage it in the summer and winter seasons.
- ▶ Not all park users seek the same thing. And unfortunately, those who seek out parks for their calm, quiet, rustic nature setting are almost always interrupted by different styles of campers with large RVs, generators, motorized boats, and motorized items in general. The large RV campers do not notice the impact they have on those seeking a different style of camping; their noise trumps the silence of nature. Having a mere buffer of trees does not eliminate the noise or nuisance caused by other types of campers and takes away from the natural serenity. Montney Park has an opportunity to create a non-motorized park: no generators, no motor boats, no large RVs. A campsite that is tailored to day use and tenting. This would be a gem that people seek out. Traditional zoning practices don't place industry next to playgrounds or residential homes. And not all campgrounds should lump RV camping and tent camping together. Take this opportunity to be bold and keep one park natural and quiet.
- ▶ Keep it open! P.S. this is an amazing survey format to get feedback - good work!
- ▶ I think the PRRD would get more tourists if we had better campsites to offer to RV travelers.
- ▶ My family and I enjoy that park. We would like it to stay free as it allows us to camp more frequently during the summer. If we go to paid sites, we are limited to how many times we can take the family camping.
- ▶ We live on the 277 road and would love to see better maintenance of this road to account for the extra traffic that is on the road during the summer.
- ▶ On-site attendants.
- ▶ I feel it could have more hiking available. And a larger area included in the park.
- ▶ In the 47 years I have lived here, Blackfoot Regional Park is the only place in Northeast BC I have seen fireflies. Kind of regionally significant.
- ▶ It would be nice for both campsites (if you had to pay for use) if you could reserve a site just like you can with the Hudson's Hope sites (like Cameron Lake, Dinosaur Lake, etc.). Both parks are a little out of the way and Montney Park can be very busy and full in the summer.

- ▶ Would like to keep it rustic and free. Love the ability to use ATVs. Could use more trails. Would like to see a water hand pump area and maybe a few more camp sites.
- ▶ I think that people should have to pay for staying at the park with a park attendee and then maybe the park will not get misused. The community close to the park rarely uses the park because of all the ATV's and people getting out of hand with their parting. The garbage left behind along the roads from these people is sickening. The ATV's ripping out of the park onto the main road is scary: adults, kids, teens without helmets, doubled up, driving around is not safe, someone will get killed and I hope that my husband isn't the one driving his gravel truck and hit one of these idiots! I love the park but wishes people would use respect. Also, would like the water system to stay as is just put a sign up stating: USE AT OWN RISK! This water is good.



APPENDIX C: QUESTIONNAIRE FORM



REGIONAL PARK DESIGN STUDY

IDEAS QUESTIONNAIRE

Help us plan an exciting future for **Montney Centennial Regional Park** and **Blackfoot Regional Park** – two important outdoor parks in our region!

The PRRD is undertaking a Regional Park Design Study for these parks to understand what improvements could make the parks more enjoyable for visitors now and in the future.

The Regional Park Design Study began in July 2017 and is planned to be complete in November 2017. During this time, the PRRD will be requesting your input for each park to guide future activities, development, and management.

Share Your Ideas for a Chance to Win

Please share your ideas and insights about these two parks by completing this questionnaire. It should take about **10-15 minutes**. Your input will help inform concepts and recommendations for the parks.

Participants who submit a completed questionnaire will have the option to be entered into a draw for a chance to win a **\$250 Canadian Tire Gift Card**. To be entered, please check the contest entry box at the end of the questionnaire and provide your contact details. Contact information is confidential and will only be used to contact the draw winner.

You can submit your questionnaire any time between:
Saturday, July 29 and Monday, August 14, 2017

Would you Prefer to Complete this Questionnaire Online?

Visit prrd.bc.ca/engage and click on the **Regional Park Design Study** link.

Pass it On!

Know someone who might be interested in sharing their ideas for Montney Centennial or Blackfoot Regional Parks? Please let them know about this questionnaire. Don't forget to mention the chance to win a Canadian Tire Gift Card!

Questions?

- » Please contact Bryna Casey, Parks and Rural Recreation Coordinator:
T: 250-748-3200 E: bryna.casey@prrd.bc.ca

What is a Regional Park Plan?

A Regional Park Plan that is a strategic, long-term document that the region can use to plan, prioritize, and budget for park improvements over time.

The plan establishes a guiding vision and principles and provides a concept plan and recommendations for development, operations, and management.

How to Submit Your Questionnaire:

In Person:

- » July 29 or 30 at a Park Event

Drop-off to:

- » PRRD Offices in Dawson Creek or Fort St. John
Attn: Bryna Casey

Mail to:

- » Peace River
Regional District
Box 810, 1981 Alaska Hwy
Dawson Creek, BC
V1G 4H8

Scan and Email to:

- » bryna.casey@prrd.bc.ca

Complete it online:

- » prrd.bc.ca/engage



PART 1: ABOUT YOU

To help us understand who responds to this questionnaire, please answer the following questions.

1. In which age group are you?

- ☐ 0 to 19 years
- ☐ 20 to 29 years
- ☐ 30 to 39 years
- ☐ 40 to 49 years
- ☐ 50 to 59 years
- ☐ 60 to 69 years
- ☐ 70 years and over
- ☐ Prefer not to say

2. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

3. Where do you live?

In the Peace River Regional District (please select location):

- | | |
|--|--|
| ☐ Blueberry River First Nations | ☐ Saulteau First Nations |
| ☐ City of Dawson Creek | ☐ Tsay Keh Dene Band |
| ☐ City of Fort St. John | ☐ Village of Pouce Coupe |
| ☐ District of Chetwynd | ☐ West Moberly First Nations |
| ☐ District of Hudson's Hope | ☐ Electoral Area B |
| ☐ District of Taylor | ☐ Electoral Area C |
| ☐ District of Tumbler Ridge | ☐ Electoral Area D |
| ☐ Doig River First Nation | ☐ Electoral Area E |
| ☐ Halfway River First Nation | ☐ Other Community, please name: _____ |
| ☐ Kwadacha First Nation | |

Outside the Peace River Regional District (please select location):

- ☐ Other region in British Columbia
- ☐ Alberta
- ☐ Other Canadian Province (please name): _____
- ☐ Other Country (please name): _____

ABOUT YOU

4. Do you currently use either of the Parks?

Blackfoot Regional Park?

☐ Yes

☐ No

Montney Centennial Regional Park?

☐ Yes

☐ No

5. How did you hear about this questionnaire?

☐ PRRD Website

☐ Facebook

☐ Energeticcity.ca

☐ Radio

☐ Poster/signage

☐ Board Highlights Newspaper Notification

☐ Postcard in the Mail

☐ Email

☐ Parks Day Event at Montney Centennial Regional Park

☐ Word of Mouth

☐ Other (please specify):

6. I wish to provide input on:

☐ Both Parks (Go to Page 4)

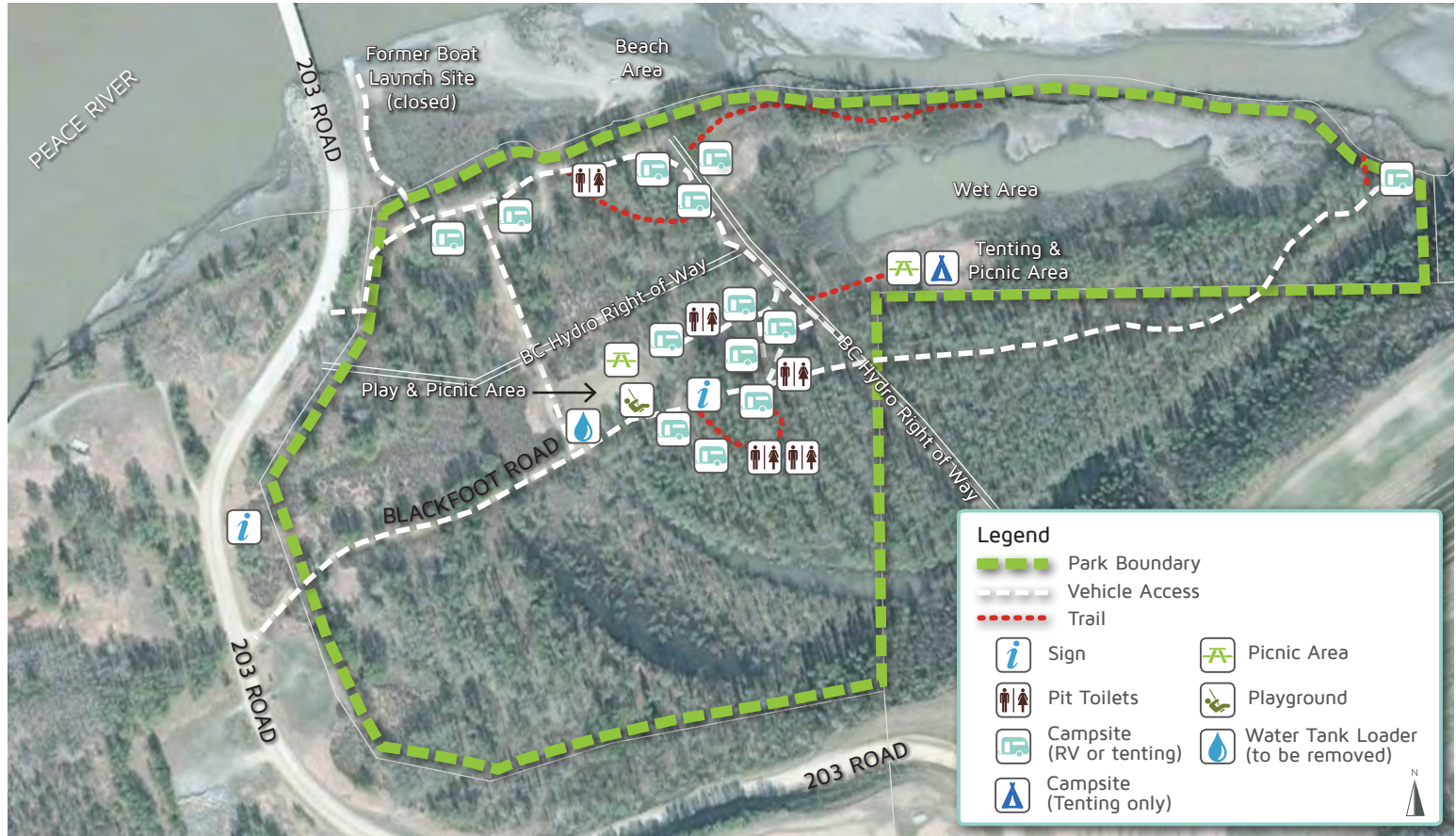
☐ Only Blackfoot Regional Park (Go to Page 4)

☐ Only Montney Centennial Regional Park (Go to Page 8)

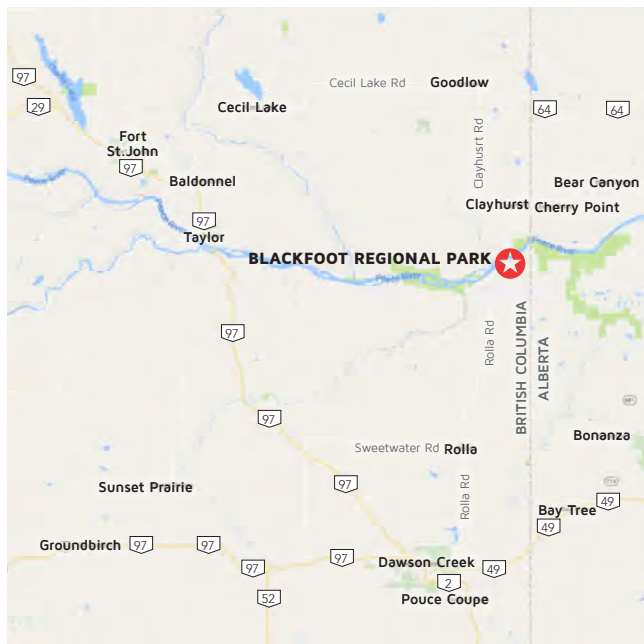


PART 2: BLACKFOOT REGIONAL PARK

Park Overview



Park Site Map



Park Location Map

HISTORY

Before the Don Phillips bridge was built over the Peace River, people crossed on the Old Clayhurst Ferry. Blackfoot Regional Park commemorates the ferry crossing site, providing access to the Peace River and recreation opportunities in a forest area.

AMENITIES & ACTIVITIES

- » 13 rustic free campsites (no hookups)
- » 1 tent camping area
- » Picnic tables
- » Pit toilets
- » Playground
- » Horseshoe pits
- » Open lawn area
- » River access
- » Former boat launch (now closed)
- » Bird and wildlife habitat
- » Water tank loader (to be removed)

BLACKFOOT REGIONAL PARK

CURRENT PARK USE

To help us understand how visitors currently use Blackfoot Regional Park, please answer the following questions.

7. How frequently would you say you visit the park?

- | | |
|--|---|
| ☐ Once per year | ☐ Only occasionally
(e.g. 1-2 times in the past five years) |
| ☐ 2-5 times per year | |
| ☐ 6-10 times per year | ☐ I never visit the park (skip to Question 9) |
| ☐ 11 or more times per year | |

8. What activities have you participated in at Blackfoot Regional Park? Please check all that apply:

- | | |
|---|--|
| ☐ Bird watching | ☐ Mountain biking |
| ☐ Boating (motorized) | ☐ Nature appreciation
(wildflowers, vegetation, wildlife) |
| ☐ Boating (non-motorized - e.g., kayaking,
canoeing) | ☐ Picnicking |
| ☐ Camping (RV or Trailer) | ☐ Playground activities |
| ☐ Camping (Tent) | ☐ Swimming, playing in the water, sunbathing |
| ☐ Hiking | ☐ Other outdoor activities (please describe):

_____ |
| ☐ Historical interest (Old Clayhurst Ferry
Crossing Site) | |
| ☐ Motorized sports (ATVs) | |

9. What, if anything, limits your use of Blackfoot Regional Park? Select all that apply.

- ☐ Little or nothing limits our use
- ☐ Park location
- ☐ Difficulty finding and accessing the park
- ☐ Not enough information about the park
- ☐ Trail conditions
- ☐ Lack of park facilities / amenities that suit our needs
- ☐ Safety concerns
- ☐ Concerns about unsanctioned activities (e.g. parties, vandalism)
- ☐ Other, please describe: _____

BLACKFOOT REGIONAL PARK

10. If you've visited Blackfoot Regional Park, what is your level of satisfaction with the following aspects?

Please check one box for each category. If you haven't visited the park, skip to the next question.

Park Aspect	Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	No Opinion	Comments?
Park layout/ configuration						
ATV management						
Boat ramp						
Park safety						
Park campsites						
Toilets						
Horseshoe pits						
Playground						
Park maintenance						
Park roads						
Trails						
Signage						
Other (please describe) 						
Other (please describe) 						

11. What do you believe are the biggest issues or challenges in Blackfoot Regional Park?
(Please describe up to three)

1.	
2.	
3.	

BLACKFOOT REGIONAL PARK

FUTURE PARK USE

The Regional Park Study will consider potential improvements for Blackfoot Regional Park.

12. If you could describe in one word or short phrase your vision for the future of Blackfoot Regional Park, what would it be? (We will use these words and phrases to create a draft vision.)

13. What amenities do you think might warrant consideration in Blackfoot Regional Park?
Check all that apply.

- | | |
|---|---|
| ☐ More walking/hiking trails | ☐ Interpretive information |
| ☐ Mountain bike trails | ☐ Improved boat launch |
| ☐ Designated ATV trails | ☐ Additional playground facilities |
| ☐ More RV/Trailer campsites | ☐ Event space / stage |
| ☐ More tent campsites | ☐ Caretaker cottage / office |
| ☐ Campsites with hookups | ☐ Plumbed shower / washroom building |
| ☐ More individual picnic areas | ☐ Drinking water tap |
| ☐ Group picnic shelter | |

Other suggestions – your ideas could be big or small – we want to hear them all!

14. If Blackfoot Regional Park was enhanced to include improved/additional facilities, would you consider paying for camping in the park?

- ☐ Yes, I would consider paid camping if there were improved/additional facilities
- ☐ Maybe, depending on amenities available and cost
- ☐ No, I would prefer the park remain more rustic with free camping

To provide input on Montney Centennial Park → please go to the next page

To complete your questionnaire without providing
input on Montney Centennial Regional Park → please go to page 11



PART 3: MONTNEY CENTENNIAL REGIONAL PARK

Park Overview



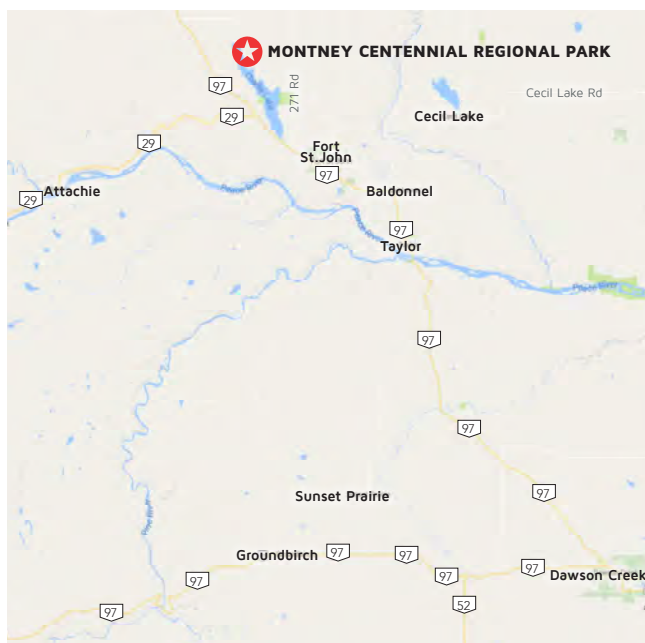
HISTORY

Montney Centennial Regional Park, situated on the northeast shore of Charlie Lake, was established by the Montney Recreation Commission as a Canada Centennial project in 1967. In 1988, the Commission requested that the park become a Regional Park.

AMENITIES & ACTIVITIES

- » 6 Rustic free campsites (no hookups)
- » Picnic tables
- » Pit toilets
- » Lake access
- » Boat launch
- » Bird and wildlife habitat

Park Site Map



Park Location Map

MONTNEY CENTENNIAL REGIONAL PARK

CURRENT PARK USE

To help us understand how visitors currently use Montney Centennial Regional Park, please answer the following questions.

15. How frequently would you say you visit the park?

- | | |
|--|--|
| ☐ Once per year | ☐ Occasionally
(e.g. 1-2 times in the past five years) |
| ☐ 2-5 times per year | |
| ☐ 6-10 times per year | ☐ I never visit the park (skip to Question 17) |
| ☐ 11 or more times per year | |

16. What activities have you participated in at Montney Centennial Regional Park? Select all that apply.

- | | |
|--|---|
| ☐ Bird watching | ☐ Nature appreciation
(wildflowers, vegetation, wildlife) |
| ☐ Boating (motorized) | ☐ Picnicking |
| ☐ Boating (non-motorized - e.g. sailing,
kayaking, canoeing) | ☐ Swimming, playing in the water, sun bathing |
| ☐ Camping (RV or Trailer) | ☐ Visiting the Northland Trailblazers
Snowmobile Club |
| ☐ Camping (Tent) | ☐ Winter sports (e.g. snowmobiling, ice fishing,
snowshoeing, skiing) |
| ☐ Fishing | ☐ Other outdoor activities (please describe): |
| ☐ Hiking | _____ |
| ☐ Mountain biking | _____ |

17. What, if anything, limits your use of Montney Centennial Regional Park? Select all that apply.

- ☐ Little or nothing limits our use
- ☐ Park location
- ☐ Difficulty finding and accessing the park
- ☐ Not enough information about the park
- ☐ Trail conditions
- ☐ Lack of park facilities / amenities that suit our needs
- ☐ Safety concerns
- ☐ Concerns about unsanctioned activities (e.g. parties, vandalism, firearms use)
- ☐ Other, please describe: _____

MONTNEY CENTENNIAL REGIONAL PARK

18. If you've visited Montney Centennial Regional Park, what is your level of satisfaction with the following aspects? Please check one box for each category. If you haven't visited the park, skip to the next question.

Park Aspect	Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	No Opinion	Comments
Park layout/ configuration						
Boat ramp						
Park safety						
Park campsites						
Toilets						
Picnic amenities						
Park maintenance						
Park roads						
Trails						
Signage (entry, wayfinding)						
Other (please describe) 						
Other (please describe) 						

19. What do you believe are the biggest issues or challenges in Montney Centennial Regional Park?
Please describe up to three.

1.	
2.	
3.	

MONTNEY CENTENNIAL REGIONAL PARK

FUTURE PARK USE

The Regional Park Study will consider potential future improvements for Montney Centennial Regional Park.

20. If you could describe in one word or short phrase your vision for the future of Montney Centennial Regional Park, what would it be? (We will use these words and phrases to create a draft vision.)

21. What amenities do you think might warrant consideration in Montney Centennial Regional Park? Please check that apply.

- | | |
|---|--|
| ☐ Swimming dock | ☐ Mountain bike trails |
| ☐ Fishing dock | ☐ Interpretive signage (nature, wildlife, birds) |
| ☐ More RV/Trailer campsites | ☐ Winter activities (e.g. sledding, skiing) |
| ☐ More tent campsites | ☐ Additional camping amenities |
| ☐ Campsites with hookups | ☐ Improved toilets |
| ☐ Improved boat launch (for motorized boats) | ☐ Group picnic shelter |
| ☐ Improved boat launch (for non-motorized boats) | ☐ Group campsite |
| ☐ Hiking trails | ☐ Horse facilities (e.g. trails, corrals for overnight camping) |

Other suggestions – your ideas could be big or small – we want to hear them all!

22. If Montney Centennial Regional Park was enhanced to include improved/additional facilities, would you consider paying for camping in the park?

- ☐ Yes, I would consider paid camping if there were improved/additional facilities
- ☐ Maybe, depending on amenities available and cost
- ☐ No, I would prefer the park remain more rustic with free camping



PART 4: GENERAL

23. Have you visited a provincial, regional, or other type of backcountry park and had a great experience? If yes, please tell us the name of the park and what made it great. Learning from other successes helps us understand ideas and experiences that might be considered.

24. Do you have any additional comments, concerns, or ideas about either park that you would like to share at this time?

Thank you for providing your input!

CONTEST ENTRY

I wish to be entered into a draw for chance to win a \$250 Canadian Tire Gift Card:

☐ Yes ☐ No

If yes, please provide your contact details.

Contact information will be kept confidential and will only be used to contact the draw winner.

Name:	
Phone:	
Email:	

Only one entry per person. Winner will be contacted by August 17, 2017.

Stay Connected!

- » Watch for updates on Facebook: Peace River Regional District "Official Page"
- » Subscribe to **PRRD's Engage!** email list
- » Watch for announcements and public events in the parks
- » Visit: prrd.bc.ca/engage



Participation in this questionnaire is voluntary and may require the disclosure of personal information.
Questionnaire information will be used on an aggregated basis only (and not on an individually-identifiable basis).

APPENDIX B: PRELIMINARY CONCEPT OPTIONS





Blackfoot Regional Park Concept Options

CONCEPT OPTION A: RUSTIC & RELAXED

Option A focuses on modest improvements to address existing issues in Blackfoot Regional Park and considers addition of a few new amenities identified as desirable. Improvements proposed in this option are more modest in scale and cost, with the intention of maintaining the park as a rustic-style campground with free camping.



Inspiration



Additional campsites in wooded areas



Enhanced entry road and circulation



Group tenting in the east end of the park



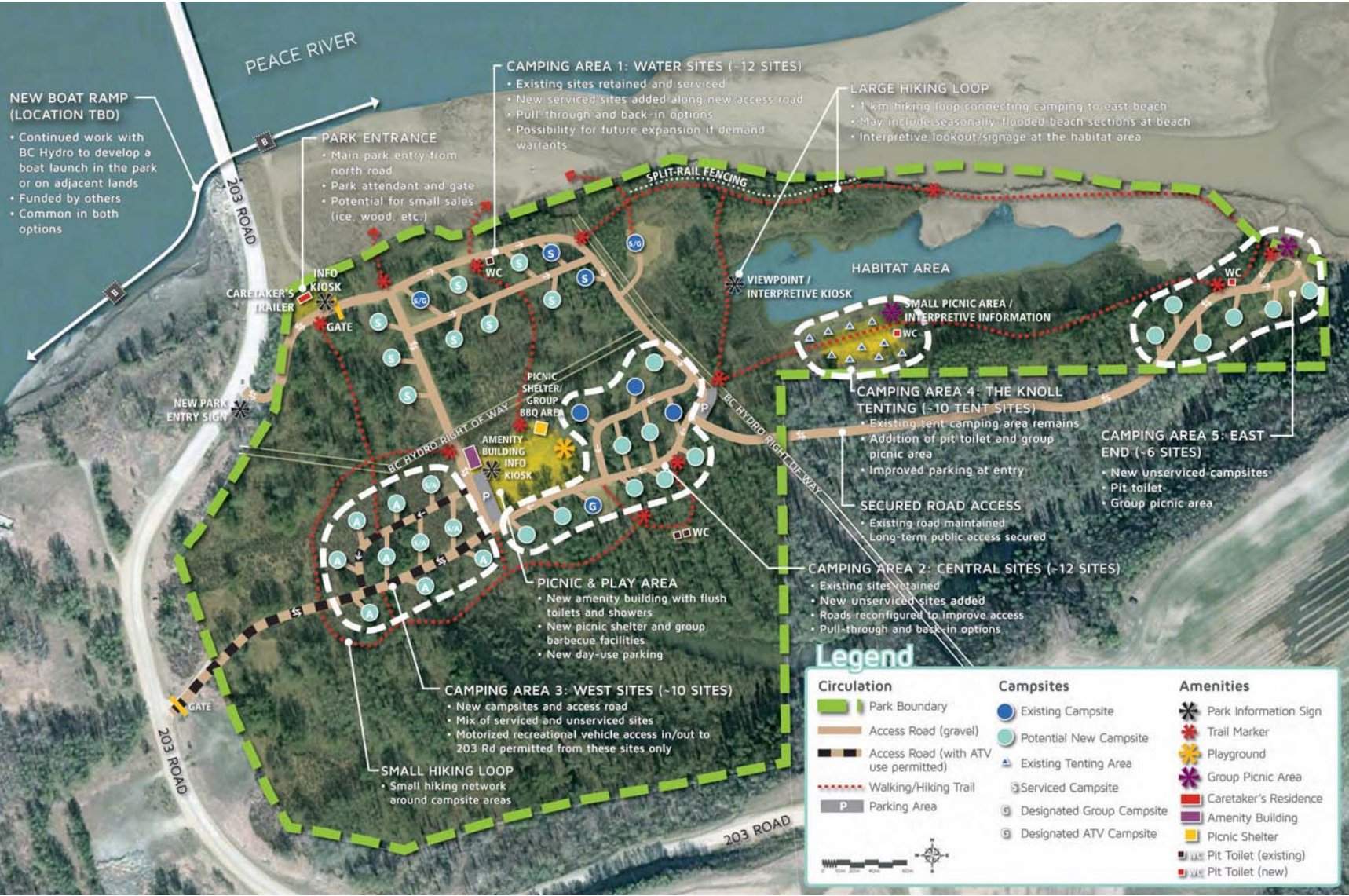
Identified trail loops and routes



Drinking water tap

CONCEPT OPTION B: CAMPING DESTINATION

Option B focuses on enhancing and expanding the camping experience in Blackfoot Regional Park, including providing a wider range of camping options and related amenities. The park would become a managed campground with paid camping, with user fees supporting enhanced amenities, operations, and maintenance.



Inspiration



Park attendant May through September



Amenity building with showers and toilets



Picnic shelter suitable for group events



Group barbecue facilities



Interpretive information/lookout area

APPENDIX C: PUBLIC INPUT #2 SUMMARY





REGIONAL PARK DESIGN STUDY

ENGAGEMENT SUMMARY REPORT Community Input #2 – Preliminary Concept Options

1 | OVERVIEW

The Peace River Regional District (PRRD) is undertaking a Regional Park Design and Feasibility Study for **Blackfoot Regional Park** and **Montney Centennial Regional Park**. The purpose of the Study is to develop a plan that will enhance the functionality, environmental sustainability, safety, and fiscal and operational viability of each park. The Regional Park Design Study began in July 2017 and is planned to be complete in early 2018.

Community engagement is a key part of the process to understand the values and issues of community members including park users, Peace River Regional District residents, stakeholders, PRRD staff, Regional Parks Committee, and the Regional Board.

This report provides a summary of **Community Input #2**, part of **Phase 2: Park Options Development**. The purpose of this phase has been to:

- ▶ Translate input received and technical analysis from Phase 1 into an initial vision, goals, and set of program directions for each park.
- ▶ Define preliminary concepts that illustrate potential directions for each park.
- ▶ Engage with the Regional Parks Committee, members of the public, and stakeholders to review draft concepts and gather feedback to help refine the directions being considered.

The final phase of the Study, **Phase 3: Final Plans Development and Review**, will use the community input to recommend a plan for each park.

HOW COMMUNITY INPUT WILL BE USED

Input provided during this phase of engagement will be considered by the project team, along with technical and financial information, to refine preliminary options for each park into preferred concepts and recommendations for implementation.

More information about the PRRD's Regional Park Design Study can be found at www.prrd.bc.ca/engage.

2 | ENGAGEMENT PROCESS

METHODOLOGY

During Phase 2 of the Regional Park Design Study, stakeholders and members of the public were asked to provide input through a series of interactive feedback opportunities. The following key points of input occurred:

REGIONAL PARKS BOARD COMMITTEE MEETING

- ▶ **Date:** Tuesday, October 10, 2017
- ▶ **Feedback:** The project team presented emerging preliminary options for each park and received feedback from board members. This feedback was used to refine the preliminary options before bringing them forward for public input.

PUBLIC INPUT EVENTS

- ▶ **Dates:** Monday, Nov. 6 through Wednesday, Nov. 29
- ▶ **Locations:**
 - World U17 Hockey Challenge Drop-in Booth, North Peace Arena, Fort St. John
Tues. Nov. 7 @ 6:30-10:00 pm
Fri. Nov. 10 @ 1:00-4:30 pm
Fri. Nov. 10 @ 5:30-9:00 pm
 - World U17 Hockey Challenge Drop-in Booth, Encana Events Centre, Dawson Creek
Mon. Nov. 6 @ 2:00-5:30 pm
Wed. Nov. 8 @ 2:00-5:30 pm
Sat. Nov. 11 @ 2:00-5:30 pm
Sat. Nov. 11 @ 6:30-10:00 pm
 - Community Public Meetings
Doe River Public Meeting, Nov. 15
Farmington Public Meeting, Nov. 29
- ▶ **Feedback:** Project team representatives discussed park options with participants and encouraged people to provide input by completing a community response form.

RESPONSE FORM

- ▶ **Dates:** Monday, Nov. 6 through Monday, Nov. 27
 - ▶ **Locations:** Online format (using third-party vendor Simple Survey®) or in hard copy format available at:
 - Community events
 - PRRD website: www.prrd.bc.ca/engage
 - PRRD's Official Facebook page: www.facebook.com/OfficialPRRD
 - PRRD Branch Offices in Dawson Creek or Fort St. John, BC
- Participants who submitted a completed response form had the option to be entered in a draw for a chance to win a \$200 Canadian Tire Gift Card.*

NOTIFICATION

The PRRD provided public outreach to notify the public about input opportunities:

- ▶ **PRRD Website:** Communication on main page (link to Project webpage); Engage! Page; Project webpage www.prrd.bc.ca/engage/regional-park-design-study; Events Calendar, and other PRRD media channels.
- ▶ **PRRD Official Facebook Page:** 11 posts on www.facebook.com/OfficialPRRD from Oct. 31, 2017 to Nov. 27, 2017.
- ▶ **Board Highlights:** One submission to provide an update on the process and advertise Community Event #2
- ▶ **Online Advertising:** Banner on www.EnergeticCity.ca.
- ▶ **Stakeholder Referrals:** Emails to stakeholders and previously engaged participants with invitation to events and request to circulate invitation to membership.
- ▶ **Postcard:** Information postcards distributed to participants at events.
- ▶ **Posters / Signage:** Displayed in key locations including: event venues, PRRD solid waste transfer stations; three community bulletin boards in Dawson Creek; Regional District offices (Dawson Creek and Fort St. John); on the PRRD website; and to Directors, Charlie Lake Fire Station.
- ▶ **Email Communication:** Notification of public events and email reminder to subscribers to PRRD's *Engage!* List.



3 | SUMMARY OF INPUT

The following summary briefly outlines key themes in the input received. This information is detailed further in **Section 4**.

OVERVIEW OF KEY THEMES

- ▶ Participants generally supported the draft vision and goals for each park.
- ▶ For Blackfoot Regional Park, more participants preferred **Concept B: Camping Destination**.
- ▶ For Montney Centennial Regional Park, more participants preferred **Concept B: Outdoor Enthusiast Destination**.
- ▶ Input and comments suggest that some elements from each concept may warrant consideration for blending into a preferred concept.

BLACKFOOT REGIONAL PARK

- ▶ Participants supported additional amenities and management to encourage adventure and activities, while still retaining the park's natural and rustic character.
- ▶ Generally more participants preferred Concept B: Camping Destination for each park aspect.
- ▶ ATV management garnered mixed responses, with 14% preferring neither concept, and comments suggesting some participants would prefer no ATV use in the park.
- ▶ A large majority of participants supported pursuing an improved boat launch.
- ▶ Most participants would support user fees in the range of:
 - \$15-\$25 for unserviced vehicle campsites
 - \$25-\$35 for serviced vehicles campsites
 - \$10 for tent campsites
 - \$20-\$50 for group picnic shelters (although a large percentage – 30% - did not support user fees for group shelters)
- ▶ The top improvement priorities for the park were:
 - Drinking water for campers
 - Nature Trails
 - New unservices sites
 - New serviced (power and water sites
 - Showers/flush toilets building
 - Boat launch re-establishment

MONTNEY CENTENNIAL REGIONAL PARK

- ▶ Participants supported additional amenities and management that may increase park use including disc golf, fishing dock, and boat launching. There was mixed support for equestrian camping with some concerns about costs.
- ▶ Several suggestions for coordination with local clubs for management and funding of park improvements.
- ▶ In general, more participants preferred Concept B: Outdoor Enthusiast Destination as a multi-use park that supports a variety of activities, while still remaining the natural aspects of the park.
- ▶ Most participants would support user fees in the range of:
 - \$15-\$25 for unserviced vehicle campsites
 - \$30 for equestrian campsites
 - \$10 for tent campsites
 - \$40-\$50 for group picnics
- ▶ The top improvement priorities for the park were:
 - Fishing Dock
 - Improved Boat Launch
 - Nature Trails
 - Play and Picnic Area
 - New Unserved Campsites

4 | DETAILED SUMMARY OF RESPONSE FORM RESULTS

The Response Form for Community Input #2 gathered feedback on the following four topics:

1. **Demographics**
2. **Blackfoot Regional Park** – Draft Vision and Goals, Concept Options, User Fees, and Park Improvement Priorities
3. **Montney Centennial Regional Park** – Draft Vision and Goals, Concept Options, User Fees, and Park Improvement Priorities
4. **General Comments**

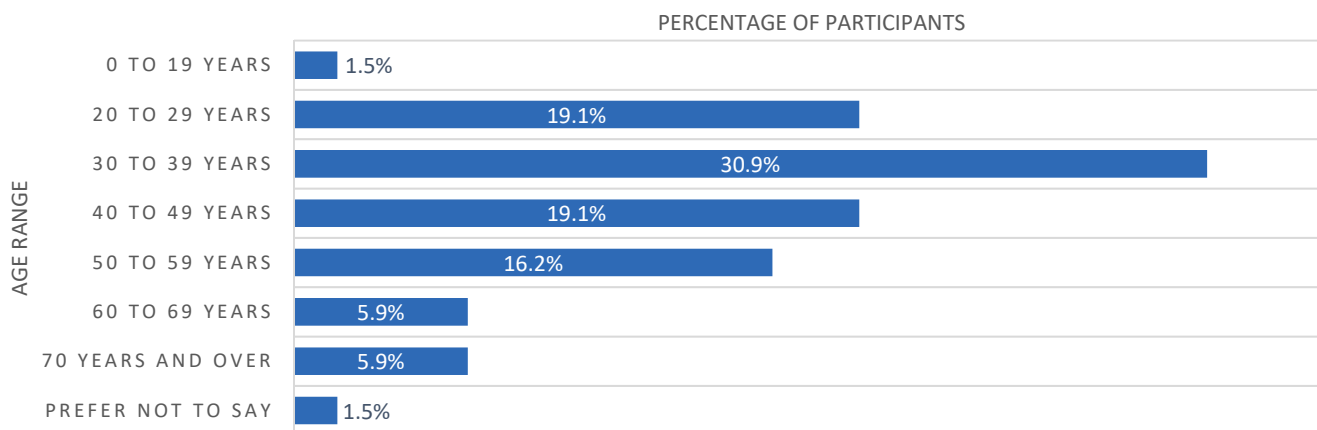
A verbatim record of response form comments is attached to this report in **Appendix A**.

PART 1: PARTICIPANT DEMOGRAPHICS

Participants were asked to answer the following four demographic questions.

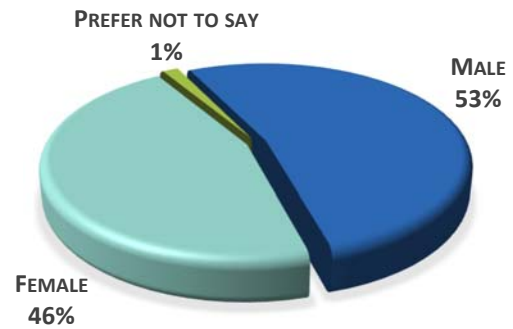
QUESTION 1: IN WHICH AGE GROUP ARE YOU?

- ▶ Most participants were between the ages of 30 to 39 years old (30.9%) followed by an equal number of respondents between 20 and 29 years (19.1%) and 40 and 49 years (19.1%).
- ▶ There were limited numbers of participants under the age of 29 (20.6% combined) or over the age of 60 (13.3% combined).
- ▶ This generally aligns with the PRRD's demographics, where the average age of residents is 35.9.



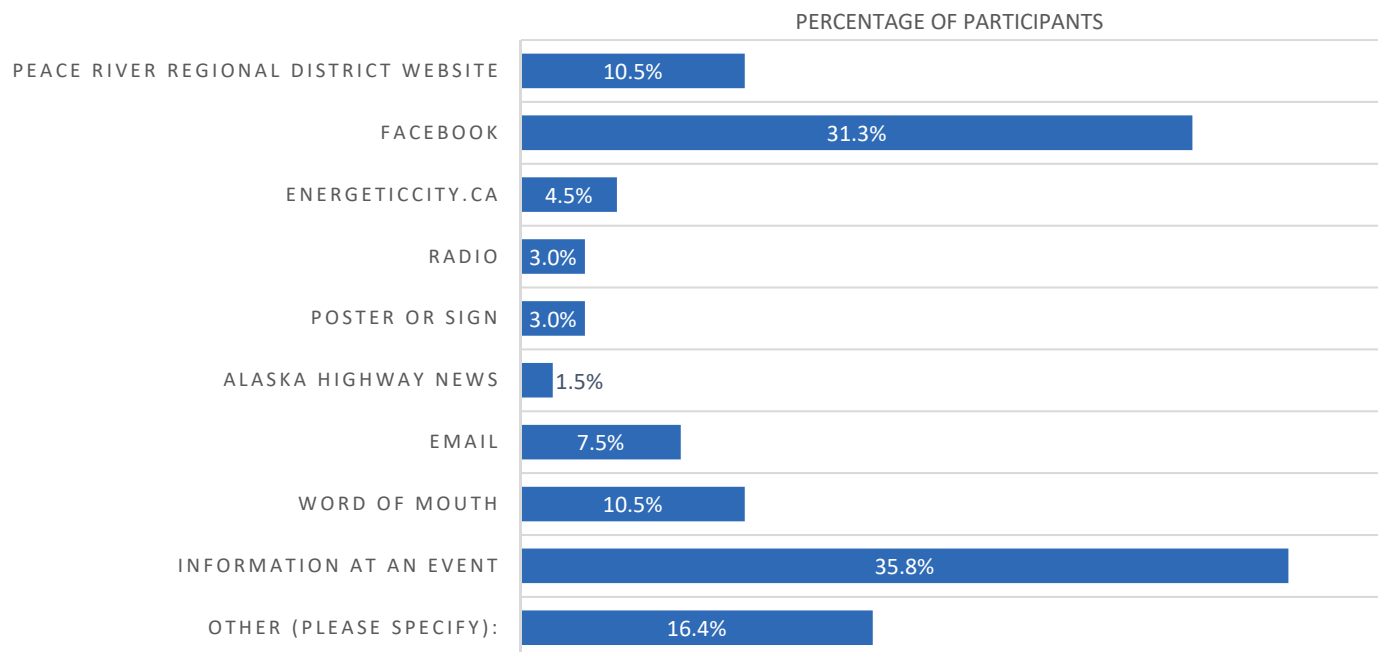
QUESTION 2: WHAT IS YOUR GENDER?

- ▶ Slightly more males (52.9%) than females (45.6%) completed a response form.
- ▶ These results were different from the first questionnaire, where a significantly larger number of respondents were female (64.5%).



QUESTION 3: HOW DID YOU HEAR ABOUT THIS RESPONSE FORM?

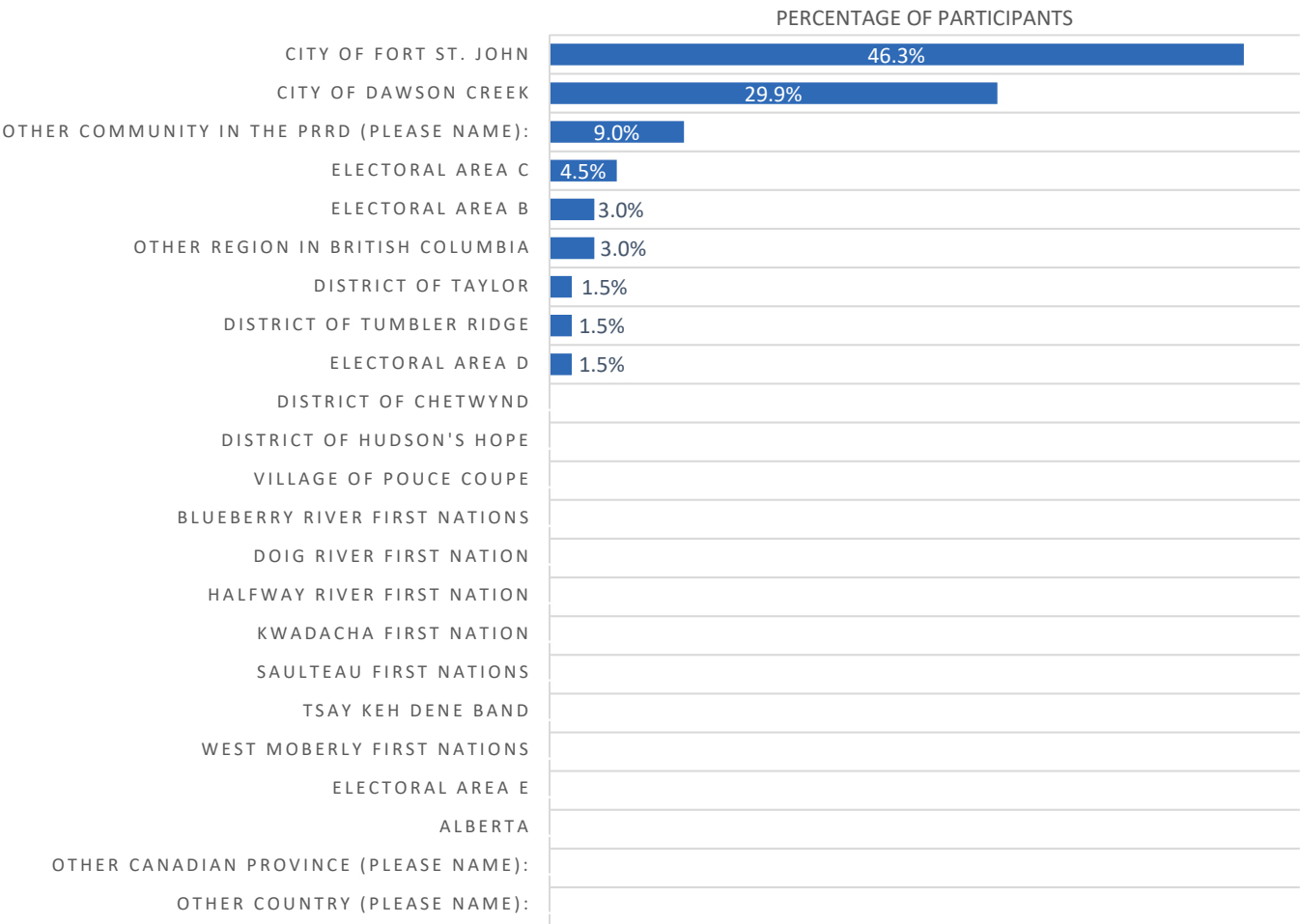
- ▶ A large percentage of participants heard about the response form by seeing information at an event (35.8%) or through Facebook (31.3%).
- ▶ 16.4% identified that they heard about the opportunity to provide feedback through other information sources including from PRRD employees, representatives at the World U17 Hockey Challenge, and Fort St. John disc golf club.



QUESTION 4: AREA OF RESIDENCE

Participants were asked to identify where they lived:

- ▶ The largest percentage of participants reside in either the City of Fort St. John (46.3%) or the City of Dawson Creek (29.9%).
- ▶ Most other participants identified as residing in other communities within the Peace River Regional District or one of the electoral areas (21%), including District of Taylor, District of Tumbler Ridge, Electoral Areas B, C, or D; or other communities including Montney, Charlie Lake, Mile 74, and Farmington.



ART 2: BLACKFOOT REGIONAL PARK

VISION AND GOALS

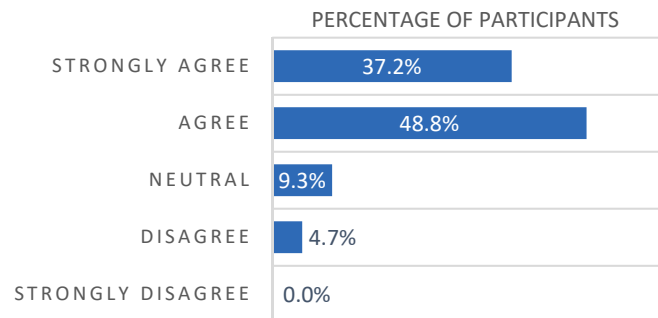
Participants were asked their level of support for the DRAFT VISION and GOALS for Blackfoot Regional Park and to suggest refinements.

DRAFT VISION

Blackfoot Regional Park invites people to explore the natural splendour of the Peace River in a rustic, quiet, and family-friendly forest campground; it is the starting point to many great adventures and memories.

QUESTION 5: DRAFT VISION

- ▶ 48.8% of agree with the draft vision and 37.2% strongly agree – for a total of 86% of participants in general agreement with the draft vision for Blackfoot Regional Park.



QUESTION 6: SUGGESTIONS FOR IMPROVING THE DRAFT VISION

- ▶ Minor text refinements
- ▶ More specific about type of adventures and memories (e.g., hiking, viewing, sports areas, ATV trails)
- ▶ Suggestion that the park outcome is what is important, and the rest is redundant / not relevant to campground
- ▶ Satisfaction with minor improvements but appreciation of the rustic aspects to retain natural feel of the park.

Several participants added comments to state or reiterate desired amenities which included walking trails, signage, dog park, 18-hole disc golf course, revenue generation, improved access, powered sites, sites to accommodate larger recreational vehicles, more secluded campsites, tenting options, and outhouses.

There were also concerns noted about lack of enforcement and management issues

QUESTION 7: DRAFT GOALS

Participants were asked to indicate their level of agreement with the following DRAFT GOALS for Blackfoot Regional Park:

INCREASE PARK AMENITIES

- ▶ Enhance recreational opportunities at the park by providing a variety of amenities that appeal to a wide range of users, especially families
- ▶ Expand campsites in a phased manner

MAINTAIN PARK CHARACTER

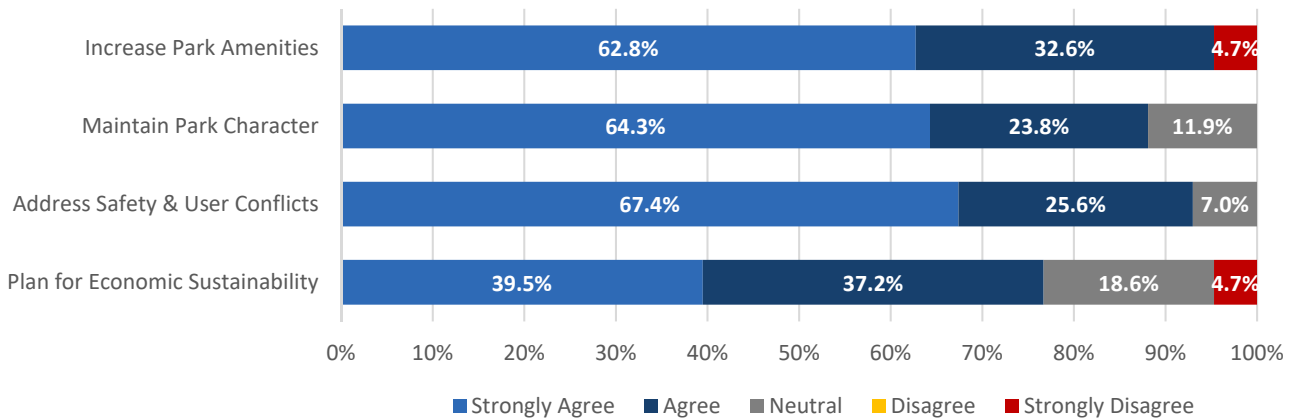
- ▶ Ensure future park improvements align with the rural and rustic feeling that is valued by park users
- ▶ Plan to retain and manage park trees for long-term renewal

ADDRESS SAFETY & USER CONFLICTS

- ▶ Make physical and operational park improvements to encourage a family-friendly atmosphere and discourage disruptive activities

PLAN FOR ECONOMIC SUSTAINABILITY

- ▶ Ensure improvements that increase operational demands can be offset through revenue generation



QUESTION 8: SUGGESTIONS FOR IMPROVING THE DRAFT GOALS

- ▶ Develop initiatives to remove the reputation of the park as a “bush party” destination that attracts drug and alcohol related activities (possibly by providing a park host to provide security/authority)
- ▶ Emphasize maintenance (e.g. garbage collection)
- ▶ Develop education programs for environmental education and recreational activities such as astronomy and fishing
- ▶ Retain rustic feel and natural beauty of the park; caution about over-commercializing park
- ▶ Support for small user fee for camping
- ▶ Enhance park winter activities for hiking and sledding

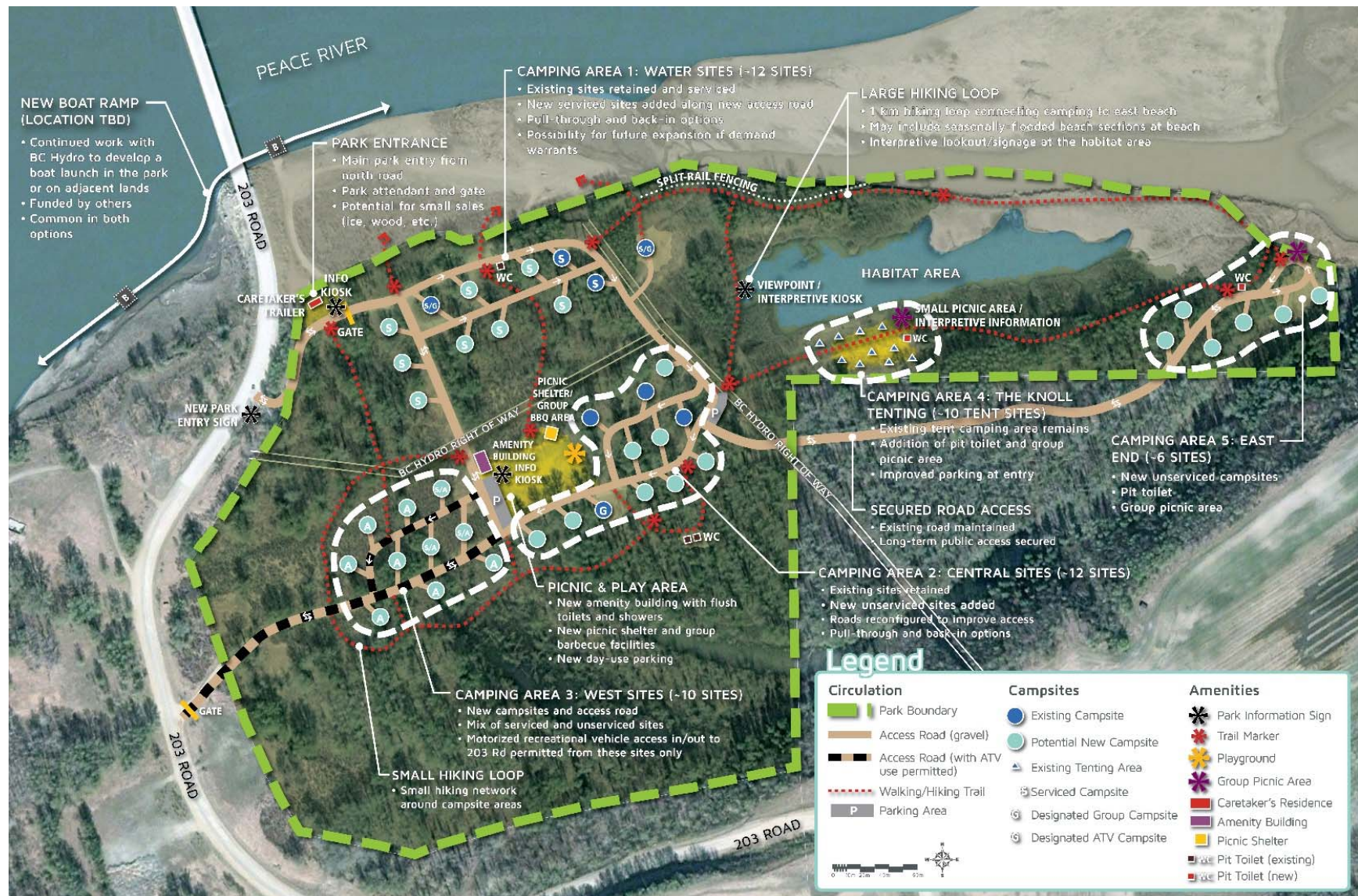
CONCEPT OPTIONS – BLACKFOOT REGIONAL PARK

Two different concept options were developed for Blackfoot Regional Park to show many of the ideas heard in the process to date. Participants were asked to review each concept, Concept A (this page) and Concept B (next page), then answer questions on what they like most/least in each. Larger versions of the concepts are available at www.prrd.bc.ca/engage.

CONCEPT A: RUSTIC & RELAXED



CONCEPT B: CAMPING DESTINATION



QUESTION 9: PREFERRED DIRECTIONS FOR BLACKFOOT REGIONAL PARK

The following concept directions were provided for each option. Participants were asked to identify which concept ("A", "B", or "Neither") they preferred and if they had refinements, comments or additional suggestions. The preferred responses are circled in red below and comments are summarized at the bottom of the graphic.

1. VEHICLE CAMPSITES		2. TENT CAMPSITES		3. ROADS	
CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B
» Small increase in unserviced vehicle sites (~15 new sites) » Total number of campsites = ~24	» Moderate increase in unserviced vehicle sites (~21 new sites) » Addition of serviced sites (~15 new or upgraded sites) » Total number of campsites = ~40	» Existing tent camping area remains (on knoll in the centre of the park) » New vault toilet added	» Tent camping area relocated to east end of park with walk-in access only (vehicle parking near central campsites) » Vault toilet and group picnic area added	» Access road to east end of the park closed to vehicles (walk-in access only) to help discourage parties and maintain all park roads inside the park boundary	» Access road to east end of the park remains open to vehicles and family-style camping is encouraged » Agreement with private landowner pursued to ensure long-term road access
A - 27.5%	B - 72.5%	A - 29.3%	B - 68.3%	A - 32.5%	B - 65.0%
NEITHER - 0.0%		NEITHER - 2.4%		NEITHER - 2.5%	
» More sites are desirable » Paid camping can support more responsible/return guests				» Deter vehicles from driving on/accessing the dry riverbed	

4. TRAILS	
CONCEPT A	CONCEPT B
» Some new nature trails including: » Large hiking loop (common) » Trails connecting campsites to toilets and play area	» More new nature trails including: » Large hiking loop (common) » Interpretive lookout over habitat area » Small hiking loop around campsites
A - 17.5%	B - 82.5%
NEITHER - 0.0%	
» At least one trail that is accessible to wheelchairs/baby strollers	

5. SITE SERVICES	
CONCEPT A	CONCEPT B
» Existing/new vault toilets to replace old toilets and better service camping areas » New drinking water tap at the play and picnic area for campers using improved well facilities	» New amenity building with flush toilets, showers, and drinking water at the play and picnic area » Existing/new vault toilets for non-central camping areas
A - 35.0%	B - 65.0%
NEITHER - 0.0%	
» Cost will be a key consideration for advancing services	

6. PICNIC & PLAY AREA	
CONCEPT A	CONCEPT B
» Minor improvements such as: » Additional picnic tables » Information kiosk with park map » Day-use parking	» Additional amenities such as: » New picnic shelter » Group BBQs and picnic areas » Information kiosk with park map » Day-use parking
A - 29.3%	B - 70.7%
NEITHER - 0.0%	
» Consider protection for the kiosk	

7. BOAT LAUNCH	
COMMON TO BOTH OPTIONS	
» Continue to work with BC Hydro or other partners to develop a public boat launch site in Blackfoot Regional Park or on adjacent lands » Funding would be by others	
SUPPORT - 95.1%	DON'T SUPPORT - 4.9%
OTHER SUGGESTIONS - 0.0%	
» Consider proceeding with or without partners » Parking for trailers needed » Concerns about having a boat launch in a river, noise, and risk of pollution	

8. ATV MANAGEMENT	
CONCEPT A	CONCEPT B
» A few sites (~4) designated for ATV use with direct access west in/out to 203 Rd » Signs in other park areas prohibiting ATV use	» More sites (~10) designated for ATV use with direct access west in/out to 203 Rd » On-site manager to monitor/ manage ATV use in park areas
A - 36.6%	B - 48.8%
NEITHER - 14.6%	
» No ATV use after 9 pm » Some non-support for any ATV use in the park » Concerns about noise and disturbance	

9. PARK OPERATIONS	
CONCEPT A	CONCEPT B
» Free camping » Operations and maintenance similar to existing (minor improvements) » Remains a first-come, first-serve campground	» Paid camping » Park attendant from mid-May to mid-Sept. to manage registration, maintenance, and security » Campsite reservations available
A - 32.5%	B - 65.0%
NEITHER - 2.5%	
» Free camping can attract problems, whereas paid camping attracts legitimate campers » Fees cannot be too high » Potential for generating funds through alternative methods (e.g., fundraising)	

OTHER SUGGESTIONS FOR BLACKFOOT REGIONAL PARK:

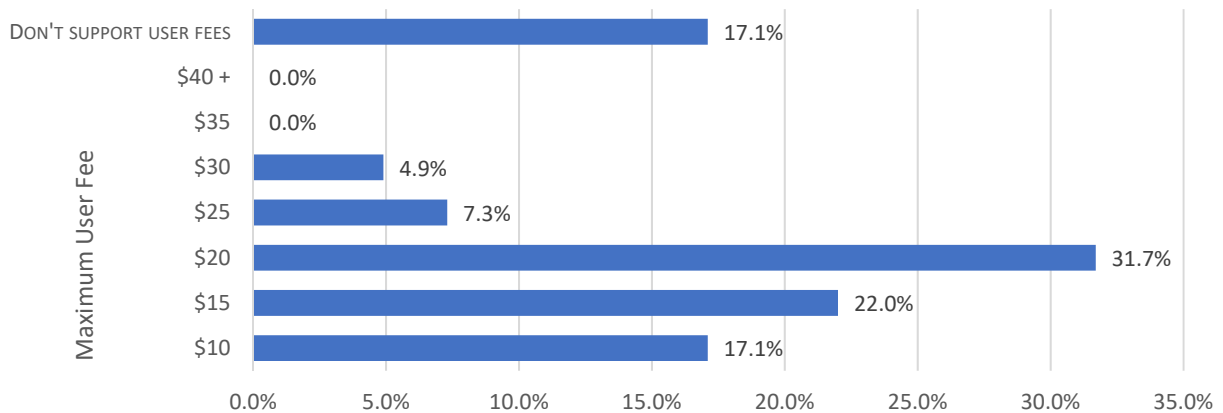
- ▶ Limit or prohibit ATV use
- ▶ Increase campsites further
- ▶ Additional trails for walking
- ▶ Additional trails for ATV use
- ▶ Improve dog waste management

QUESTION 10: USER FEES

Participants were asked to indicate the maximum user fee they would support for potential paid park uses in Blackfoot Regional Park.

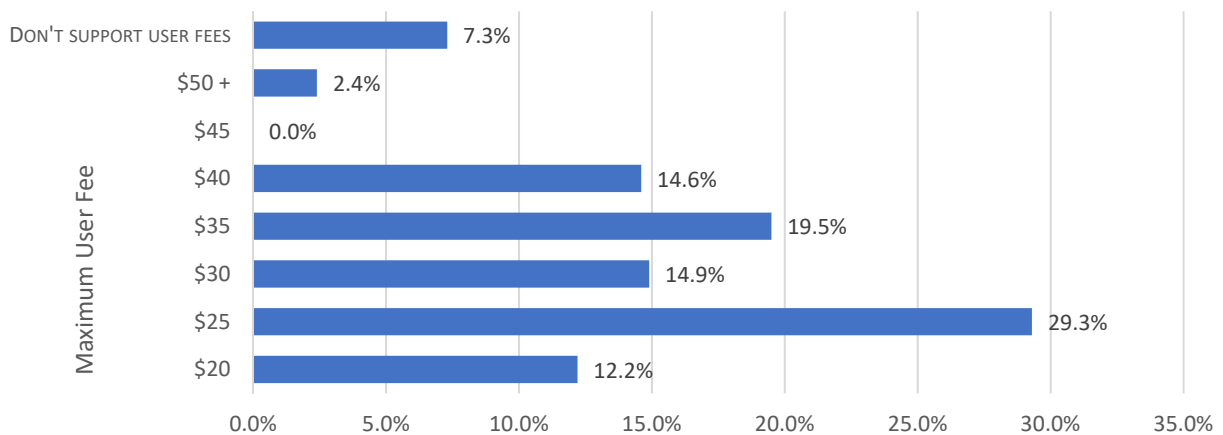
USER FEE FOR UNSERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$15 or more for an unserviced vehicle campsite



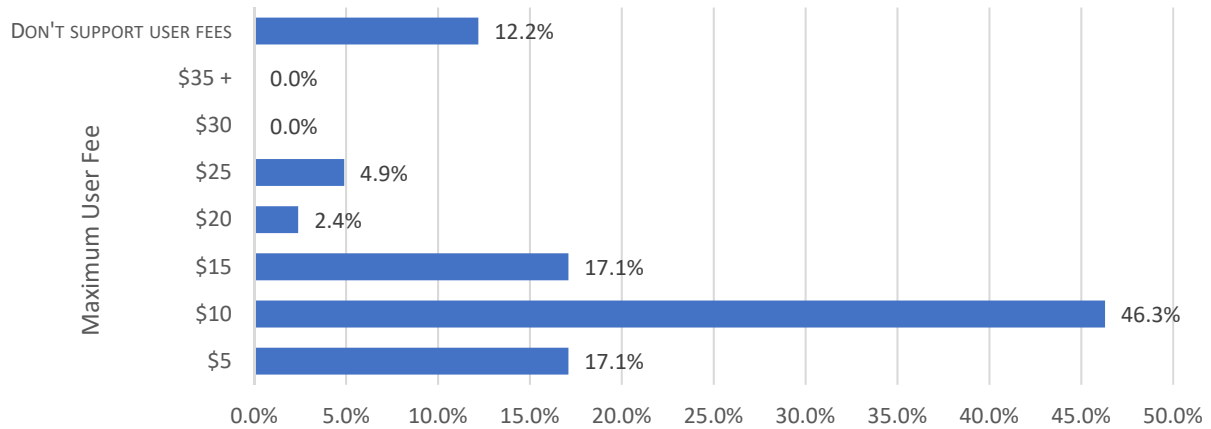
USER FEES FOR SERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$30 or more for a serviced site



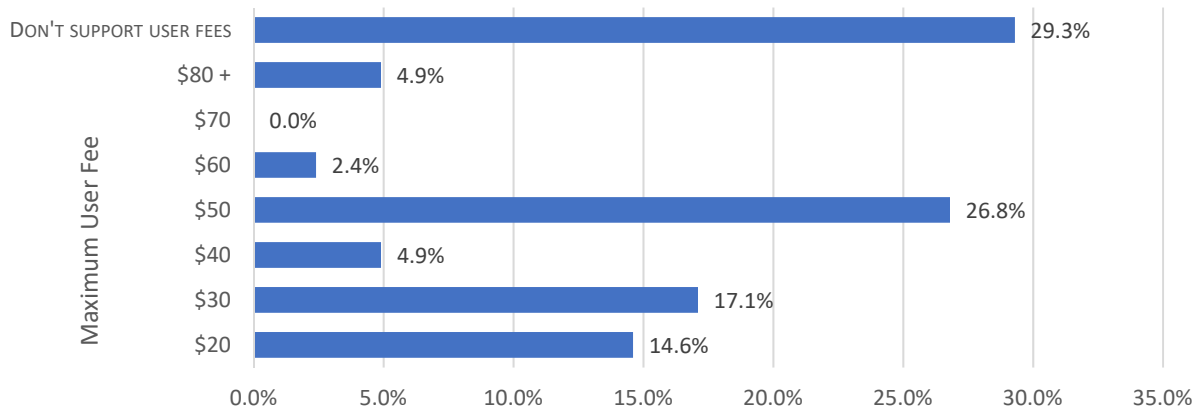
USER FEES FOR TENT CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$10 or more for a tenting site



USER FEES FOR PICNIC SHELTER RENTAL / DAY

- ▶ The majority of respondents would support a user fee of \$30 or more for a group picnic shelter rental
- ▶ One-third of participants indicated they would not support user fees for group picnic shelter rental



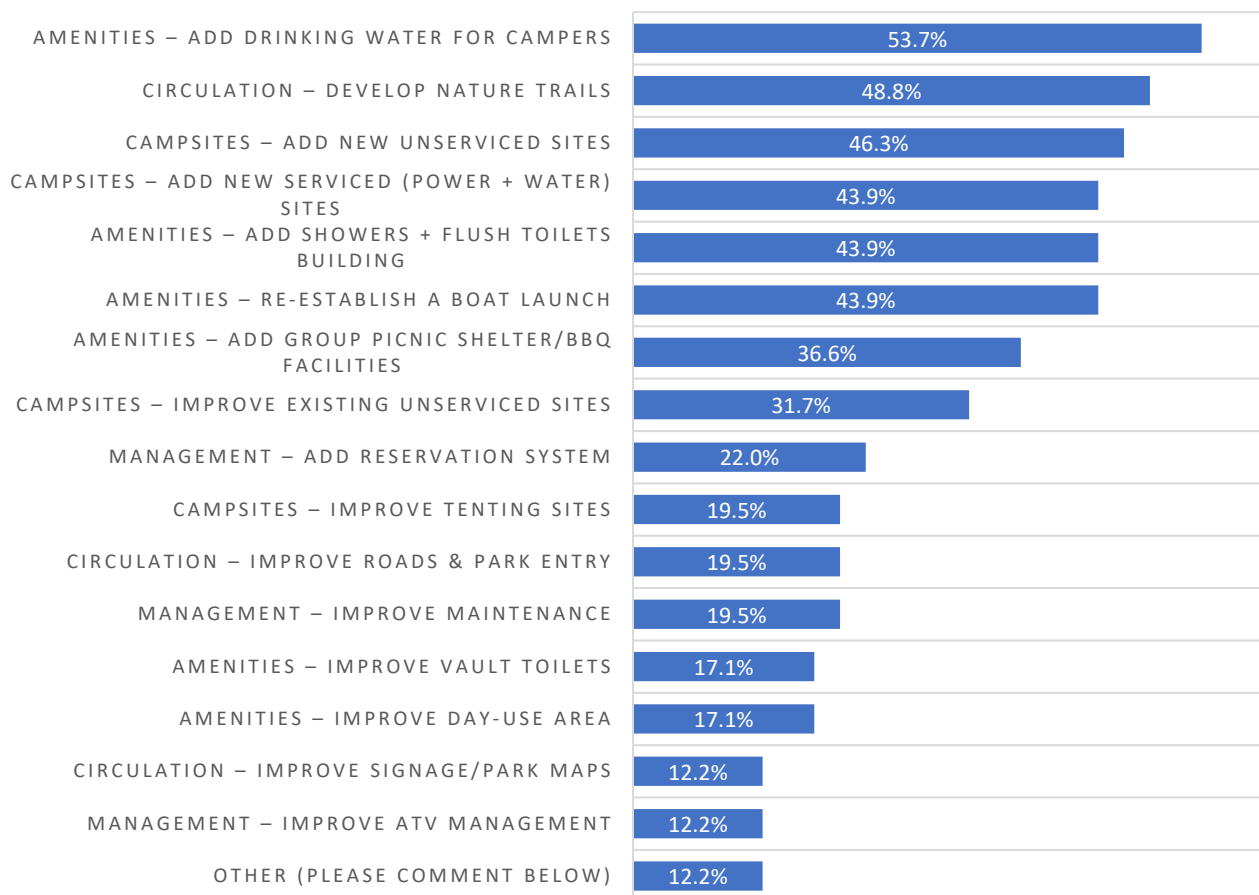
ADDITIONAL COMMENTS ON USER FEES OR FUNDING:

- ▶ The group picnic shelter may not be warranted
- ▶ Fees can be a useful tool for keeping the park maintained and well used
- ▶ Suggestion to consider an annual fundraiser, rather than fees
- ▶ Fees should be kept low through proper management and capital investment

QUESTION 12: TOP PRIORITIES FOR POTENTIAL PARK IMPROVEMENTS – BLACKFOOT REGIONAL PARK

The top priorities included:

1. Drinking water for campers
2. Nature trails
3. New un-serviced sites
4. New serviced (power and water) sites (tie)
4. Showers/flush toilets building (tie)
4. Boat launch re-establishment (tie)



ADDITIONAL COMMENTS FOR PARK IMPROVEMENTS

- ▶ Prevent motorized access to riverbed
- ▶ Day use parking
- ▶ Add an 18-hole disc golf course
- ▶ Dump stations
- ▶ ATV trails
- ▶ Improve sites, but first add hiking trails

PART 3: MONTNEY CENTENNIAL REGIONAL PARK

VISION AND GOALS

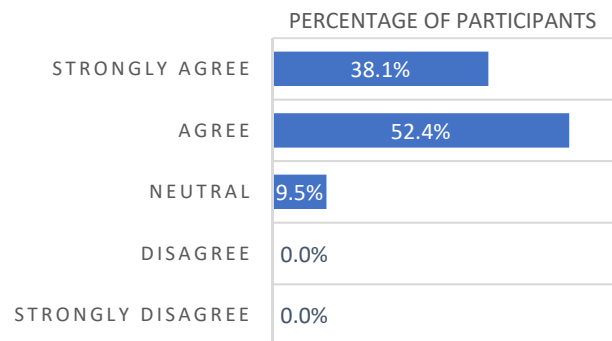
Participants were asked their level of support for the DRAFT VISION and GOALS for Montney Centennial Regional Park and to suggest refinements.

DRAFT VISION

Montney Centennial Regional Park offers unique, remote recreational experiences on Charlie Lake that invite people to stay for a day or for a week and enjoy recreation and relaxation in a lakefront forest.

QUESTION 13: DRAFT VISION

- ▶ 52.4% of participants agree with the draft vision and 38.1% strongly agree – for a total of 90.5% of participants in general agreement with the draft vision for Blackfoot Regional Park.
- ▶ No participants indicated disagreement.



QUESTION 14: SUGGESTIONS FOR IMPROVING THE DRAFT VISION

- ▶ Emphasize day use area aspects including picnic area, fishing, and parking
- ▶ Focus on the "unique and remote" to draw regular users

Other comments focused on the amenities which included:

- ▶ Support for disc-golf and horse camping which could suit the interests of residents
- ▶ Dog park
- ▶ Site attendants and enforcement
- ▶ Campsite amenities and improvements
- ▶ Boat launch and dock
- ▶ Road improvement

QUESTION 15: DRAFT GOALS

Participants were asked to indicate their level of agreement for the DRAFT GOALS for Montney Centennial Regional Park:

ATTRACT A WIDE RANGE OF VISITORS

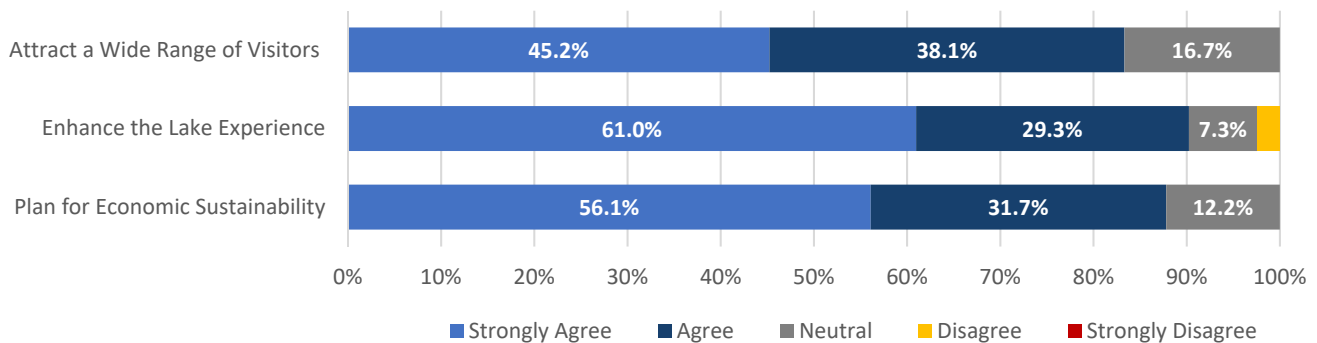
- ▶ Expand potential recreational pursuits in the park to attract a broader range of park visitors
- ▶ Create unique experiences that are not readily available in the surrounding area
- ▶ Support partnerships with clubs and organizations to develop recreation amenities

ENHANCE THE LAKE EXPERIENCE

- ▶ Seek ways to better connect park amenities with Charlie Lake, allowing people to enjoy the lakefront experience

PLAN FOR ECONOMIC SUSTAINABILITY

- ▶ Work to establish strategic partnerships and grants that help manage capital and park operation costs



QUESTION 16: SUGGESTIONS FOR IMPROVING THE DRAFT GOALS

- ▶ Work with Fort St. John Disc Sports Club when designing the 18-hole course to ensure it is the appropriate level for both new and experienced players
- ▶ Lake enhancement including shoreline clean-up
- ▶ Enlist financial or volunteer help from clubs and organizations that use the park to support PRRD efforts
- ▶ Emphasize that an enhanced park would be used more by surrounding communities

CONCEPT OPTIONS – MONTNEY CENTENNIAL REGIONAL PARK

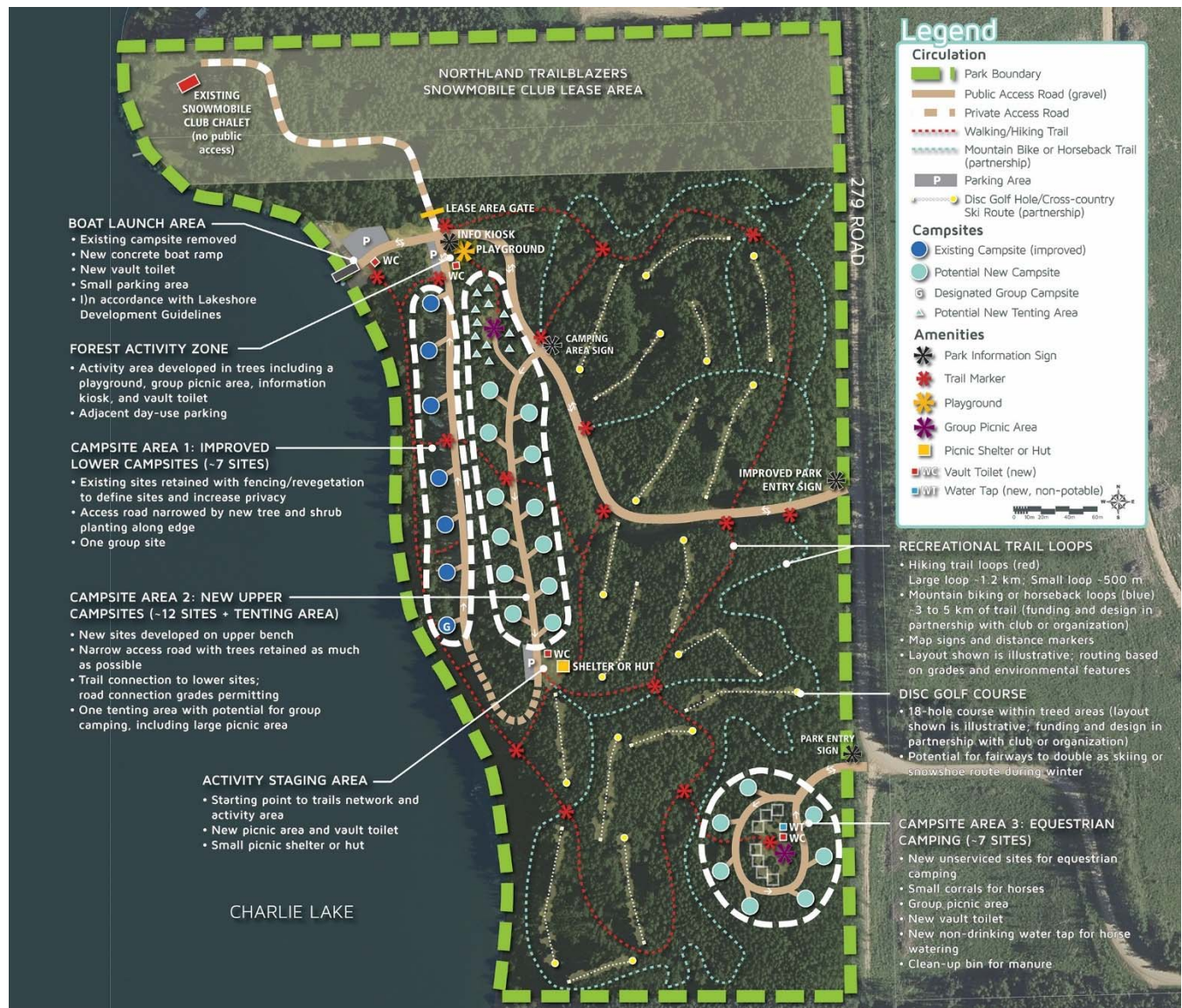
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www.prrd.bc.ca/engage.

CONCEPT A: A QUIET GETAWAY



CONCEPT B: OUTDOOR ENTHUSIAST DESTINATION



PREFERRED DIRECTIONS

The following concept directions were provided for each option. Participants were asked to identify which concept ("A", "B", or "Neither") they preferred and if they had refinements, comments or additional suggestions. The preferred responses are circled in red below and comments are summarized at the bottom of the graphic.

1. VEHICLE CAMPSITES		2. TENT CAMPSITES		3. ROADS	
CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B
» Small increase in unserviced vehicle sites (~7 new sites) » Unserved sites only (common) » Total number of campsites = ~14	» Moderate increase in unserviced vehicle sites (~19 new sites) » Unserved sites only (common) » Varied camping options such as areas for tenting and equestrian camping » Total number of campsites = ~26	» No designated tent camping area (tent camping at vehicle campsites)	» Group tenting area added near picnic and play area	» Existing access roads maintained with minor upgrades to address issue areas	» Existing access roads maintained and new access road developed to provide access to "upper campsite" area » New separate park access for equestrian campsites
A - 17.9%	B - 82.1%	A - 21.6%	B - 75.7%	A - 15.8%	B - 84.2%
NEITHER - 0.0%		NEITHER - 2.7%		NEITHER - 0.0%	
» Mixed support for equestrian campsites		» Tenting should be allowed in all sites, but less costly in group area		» Day parking near trailheads » Better roads will be required to support more campsites	

4. TRAILS

CONCEPT A	CONCEPT B
» Some new nature trails including: » Large hiking loop in wooded area » Trails connecting campsites to toilets and play area	» Multi-use trails developed in partnership with organizations » Possible activities could include: » Hiking » Disc golf » Snowshoeing » Cross-country skiing » Horseback riding » Mountain biking
A - 21.1%	B - 78.9%
NEITHER - 0.0%	
» Concerns about ATV use on trails » Multi-use activities would be an asset for the region » Concerns about too much impact » Would need support from clubs	

5. SERVICES

COMMON TO BOTH CONCEPTS	
» New vault toilets for camping and recreation areas » Park remains unserviced (no drinking water, power, or sanitary)	
SUPPORT - 94.9%	DON'T SUPPORT - 5.1%
OTHER SUGGESTIONS	
» Some suggestions for drinking water » Some suggestions for power and sanitary » General support for rustic amenities	

6. PICNIC & PLAY AREAS

CONCEPT A	CONCEPT B
» New waterfront picnic and playground area developed adjacent to the lake	» New upland forest picnic and playground area developed adjacent to camping areas » New activity staging area for the recreational trail network with a picnic shelter/ hut, parking, and vault toilet
A - 25.0%	B - 75.0%
NEITHER - 0.0%	

7. BOAT LAUNCH

CONCEPT A	CONCEPT B
» Existing boat launch and access road removed » Small fishing dock developed to support fishing and small boat access to Charlie Lake (e.g. canoes, kayaks)	» Existing boat launch improved for motorized and non-motorized boat launching with concrete ramp, upgraded access road, and parking area
A - 35.9%	B - 64.1%
NEITHER - 0.0%	
» Potential for paid boat launch » Concerns that an improved boat launch would create too many issues in the park (e.g. more parking demand) » Sufficient boat launches on Charlie Lake	

8. PARK OPERATIONS

CONCEPT A	CONCEPT B
» Free camping » Operations and maintenance similar to existing (minor improvements)	» Paid camping (collections via drop box or weekend attendant) » Increased operations and maintenance to manage additional camping areas
A - 23.7%	B - 76.3%
NEITHER - 0.0%	
» Potentially a nominal fee for various park facilities (e.g., skiing, disc golf, etc.)	

OTHER SUGGESTIONS FOR MONTNEY CENTENNIAL REGIONAL PARK:

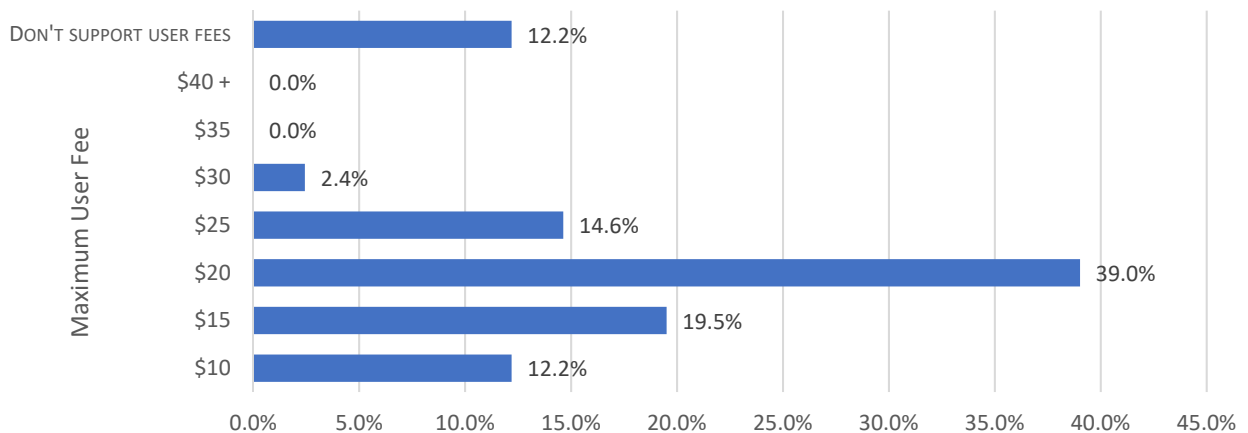
- ▶ Concept B is too busy – the most important thing is retaining the environment and not disrupting the natural beauty of the campsites
- ▶ Concern that the equestrian facilities would be costly and require ongoing maintenance
- ▶ Support for a multi-use park (skiing, disc golf, boating, camping, mountain bikers) that share facilities and collectively help maintain the park. Collective support can also open grant opportunities

QUESTION 18: USER FEES

Participants were asked to indicate the maximum user fee they would support for potential paid park uses in Montney Centennial Regional Park.

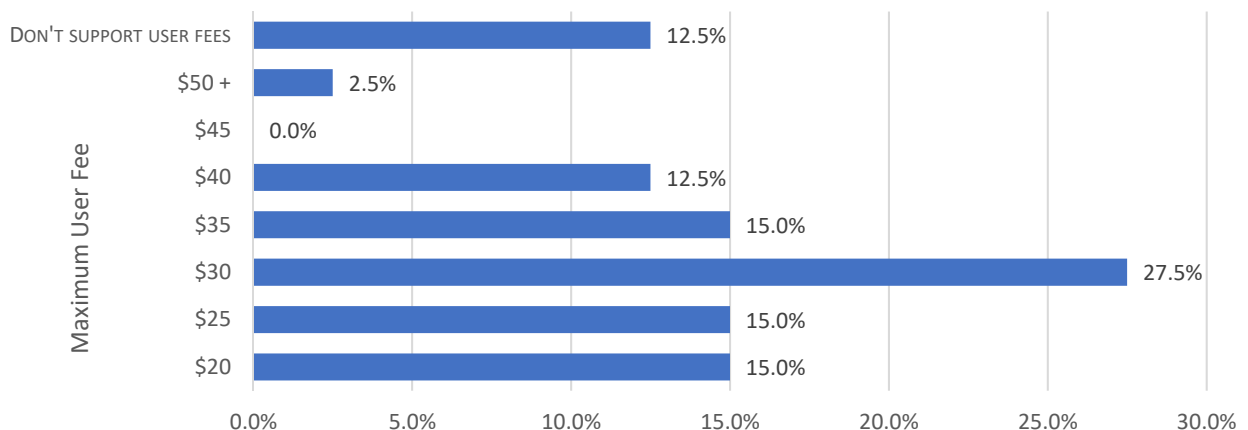
USER FEE FOR UNSERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$20 or more for an unserviced vehicle site



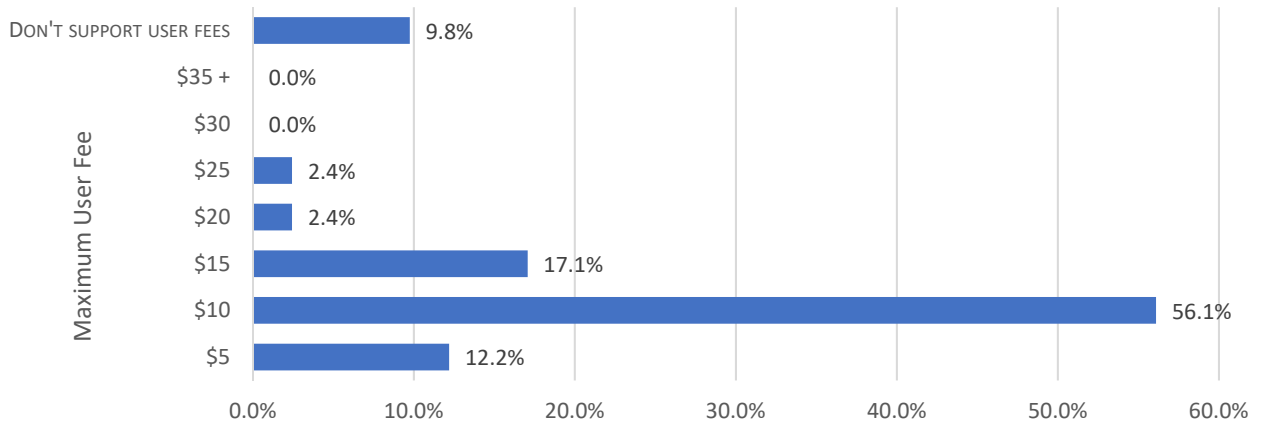
USER FEES FOR SERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$30 or more for an equestrian vehicle site



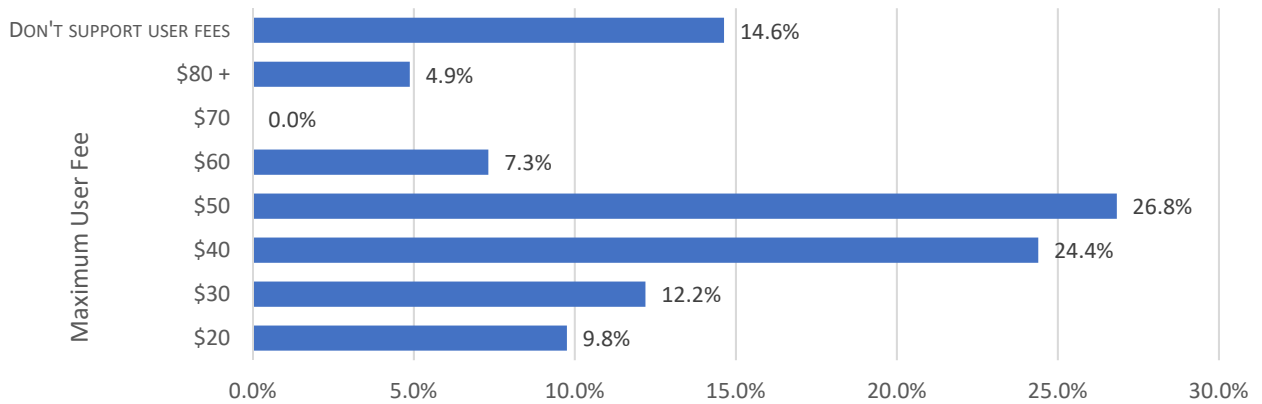
USER FEES FOR TENT CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$10 or more for a tenting site



USER FEES FOR PICNIC SHELTER RENTAL / DAY

- ▶ The majority of respondents would support a user fee of \$40 or more for use of a group picnic shelter



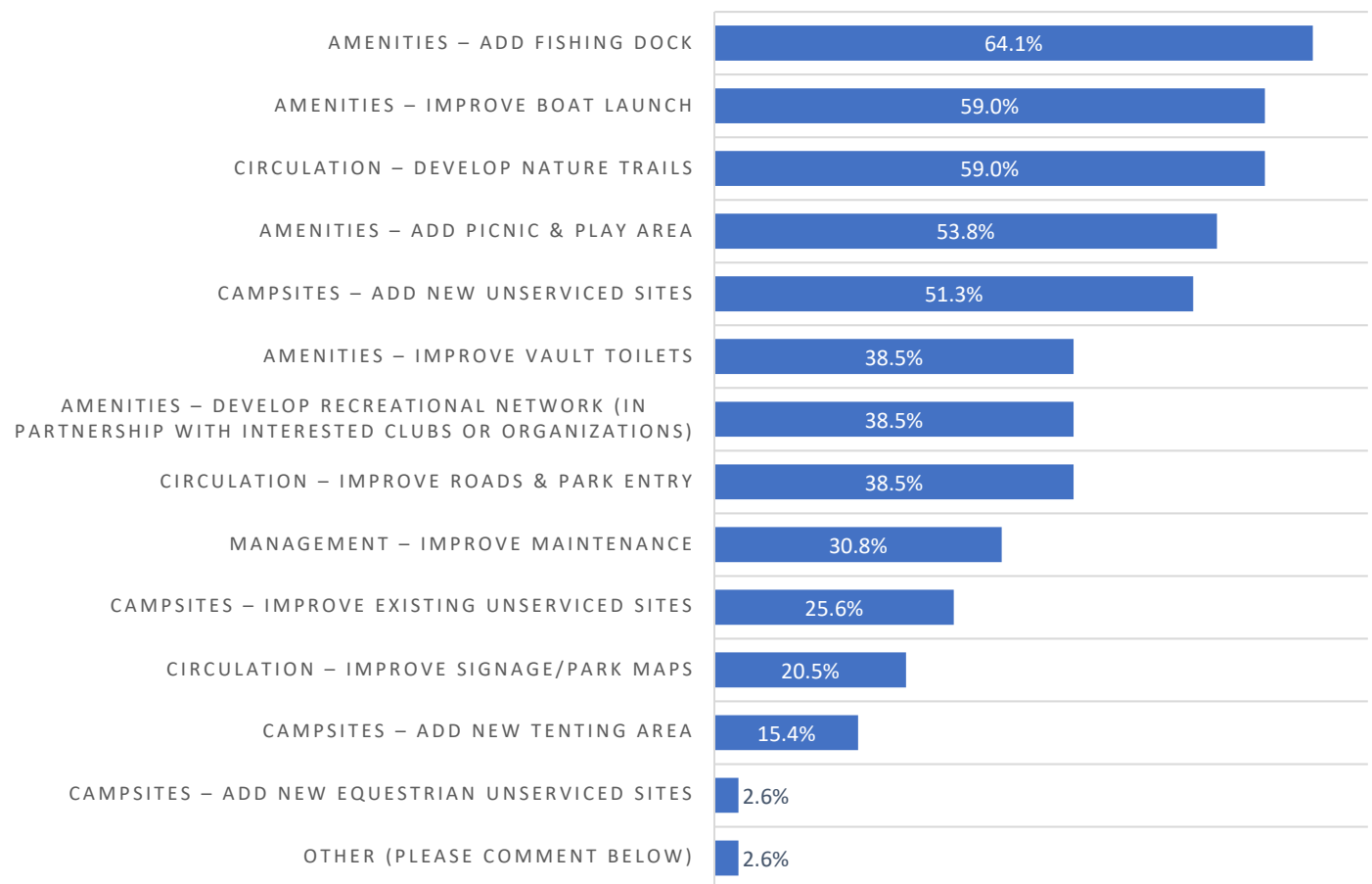
ADDITIONAL COMMENTS ON USER FEES OR FUNDING:

- ▶ Day use activities should be free
- ▶ There is a correlation between the condition of the park and how much people are willing to pay. If it is clean and well-kept, people do not mind paying a bit more
- ▶ The group shelter should not have a cost unless in high demand

QUESTION 19: TOP PRIORITIES FOR POTENTIAL PARK IMPROVEMENTS – MONTNEY CENTENNIAL REGIONAL PARK

The top priorities included:

1. Fishing Dock
2. Improved Boat Launch (tie)
2. Nature Trails (tie)
3. Play and Picnic Area
4. New Unserved Campsites



Part 4: General comments

QUESTION 20: ADDITIONAL COMMENTS ABOUT EITHER PARK

Participants were asked to share any additional comments about either Blackfoot Regional or Montney Centennial Regional Park. Comments included:

- ▶ Support for disc golf, multi-use, and mountain bike trails as growing activities in the region and beneficial for attracting people from other regions to explore PRRD parks.
- ▶ Desire to ensure the parks remain natural in character, keeping spaces park-like and accessible to everyone to enjoy.
- ▶ Concerns that boat launches limit use of shoreline areas.
- ▶ Desire to expand day-use opportunities that encourage locals to enjoy the parks.
- ▶ Appreciation for providing opportunities for input.

APPENDIX A: RESPONSE FORM VERBATIM COMMENTS

PART 2: BLACKFOOT REGIONAL PARK

DRAFT VISION AND GOALS

QUESTION 6: COMMENTS ON DRAFT VISION

- ▶ It always seems dirty, crowded, etc...
- ▶ I might change the word "the" starting point to "a" starting point.
- ▶ End vision afterward: campground. The rest is redundant and is hardly relevant to the campground site.
- ▶ Day Parking, Walking Trails, Signage, Dog Park.
- ▶ An 18-hole disc golf course in either or both parks. This will provide families an excellent way to get out and explore the park together. It will also be a great way to draw disc golfers from other regions throughout BC and Alberta by way of an annual tournament held with the approval of the PRRD. This in turn could provide extra revenue from return visitors who really enjoyed the tournament, and through nominal fees charged to the tournament director, not to mention the camping fees for the golfers on the weekend of the tournament.
- ▶ Presently a party area due to no policing.
- ▶ Improve access, add some powered sites.
- ▶ Be more specific about adventures and memories (hiking, viewing, sports areas, ATV trails).
- ▶ Dog friendly.
- ▶ As far as a vision statement goes, I feel that it encompasses well how I see the park.
- ▶ I think it's great so far!
- ▶ More secluded camp spots; walking trails, ATV trails.
- ▶ I would like campsites with A and/or B big enough to accommodate a 5th wheel with the option to pitch a tent for kids.
- ▶ I am for the site remaining rustic. I am happy with some minor improvements like more sites, hiking trail and outhouses. I do not want to see anymore improvements. They are destroying the natural feel of the campsite.
- ▶ I would like to see minor improvements of the park like more sites and outhouses.

QUESTION 8: COMMENTS ON DRAFT GOALS

- ▶ Work to remove "bush party" reputation - drunks/drugs. Provide Park Host to provide security/maturity.
- ▶ Develop an Education Program: Flora, Fauna, Night Sky, Fishing, etc
- ▶ Making sure there is someone doing garbage maintenance is so important!
- ▶ I feel it's important to keep the away from civilization feel.
- ▶ Sounds pretty good.
- ▶ I believe in user pay and a small fee for camping would be appropriate
- ▶ Preservation of natural environment / beauty would always be a benefit. I believe commercializing this area would be a huge downfall for this park.
- ▶ Would be nice to have a park for winter with the idea of making the hiking trails wide enough for sleds. Fort St. John needs to utilize the winter months.

CONCEPT DIRECTIONS – BLACKFOOT REGIONAL PARK

QUESTION 9: IDEAS OR SUGGESTIONS TO IMPROVE OPTIONS

- ▶ No ATV use after 9:00 pm.
- ▶ Thank you for asking.
- ▶ Lower boat launch!
- ▶ Install electric mosquito zappers.
- ▶ More sites, more trails for both walking and ATVing would be a delighted addition to this beautiful piece of nature. Also, add one stand with doggy poop bags to avoid litter.
- ▶ Nope, you did very nice.

QUESTION 12: COMMENTS ON USER FEES AND FUNDING

- ▶ Don't want a group picnic shelter.
- ▶ Strongly believe in user fees.
- ▶ No user fees for day use.
- ▶ Fees keep park well maintained.
- ▶ Picnics are free.
- ▶ Fees suck but is necessary for needed upkeep.
- ▶ I definitely believe in user pay.
- ▶ Anything full hookup or special amenities should be charged, anything just nature provided should not.
- ▶ If Concept B requires paid camp, could there be an annual fundraiser instead?
- ▶ I support fees, but keep them low through proper management/concept.

PART 3: MONTNEY CENTENNIAL REGIONAL PARK

DRAFT VISION AND GOALS

QUESTION 14: COMMENTS ON DRAFT VISION

- ▶ Day use parking, dog park.
- ▶ The Option B with the Disc golf park and horse camping is very suited to our District. Love the idea.
- ▶ Add a disc golf course.
- ▶ We need another disc golf course.
- ▶ Requires site attendants to enforce rules.
- ▶ None.
- ▶ It states what is available for the campsite.
- ▶ A good boat launch and dock for boats.
- ▶ I love going to Charlie Lake, so I would love this camp site.

- ▶ Improve road and park sites.
- ▶ There will always be people that complain about not having this or that. But if you stay focused on "unique and remote", I think you will develop a clientele (so to speak) that see Montney as their go-to campground (just in my opinion).
- ▶ Day use opportunities should be enhanced with picnic and fishing opportunities.

QUESTION 16: COMMENTS ON DRAFT GOALS

- ▶ Work with Fort St. John Disc Sports Club when designing the 18-hole course to make sure it is a good level for new and experienced players.
- ▶ Clean the lake, so many dead fish on shore.
- ▶ Love to enhance the lake!
- ▶ I prefer Concept B.
- ▶ Support for clubs and organizations should work both ways. If PRRD is enhancing the park for them, then they should be helping, i.e., financially or volunteer work hours spent on the park.
- ▶ The enhanced park would be used more by the surrounding communities.

CONCEPT DIRECTIONS – MONTNEY CENTENNIAL REGIONAL PARK

QUESTION 17: DIFFERENT IDEAS OR SUGGESTIONS TO IMPROVE OPTIONS

- ▶ Disc golf! Heck yes!
- ▶ Concept B is too busy! Most important thing is keeping the green and not disrupting our beautiful natural looking camp sites.
- ▶ Disc golf, boating, and camping sound like a great weekend trip or day use.
- ▶ The equestrian setup would be a big cost and would require ongoing maintenance. It's very unlikely that the horse people would participate, they would only want to complain. The other clubs would likely be willing to work with you.
- ▶ I really like the idea of a multi-use park where skiers, disc golfers, and even mountain bikers can share facilities and help maintain the park. The more clubs that are involved, the less work each group must do to maintain it. Also, it opens more grant opportunities.

QUESTION 18: COMMENTS ON PARK USER FEES

- ▶ No fees for day use Education Programs.
- ▶ Your pricing scheme is per campsite overnight fees or day use fees? My comments reflect overnight.
- ▶ I support user fees and funding.
- ▶ I think there's a direct correlation between the condition of the park and how much people are willing to pay. If it's always clean and well-kept, people won't mind paying a little more. Judging by how often Beaton Park is full, I don't think there would be any trouble getting people out to enjoy Montney. Do a good job on the layout and construction, keep it clean and tidy, and people will come.
- ▶ The group shelter area should be a cost unless there is a high demand and potential double bookings. Some group shelter users may have already paid for camping that day as well.

PART 4: GENERAL COMMENTS

- ▶ Please proceed.
- ▶ I like the intent, but survey is fooling, hard to work through, better in a face-to-face, or one name.
- ▶ Disc golf and multi-use/mountain bike trails is a growing activity in the region. It would be great to see more options for those activities.
- ▶ I feel the two disc golf courses would be beneficial to attracting people from other regions to come explore our two beautiful parks.
- ▶ Disc golf course would be awesome.
- ▶ I think these parks are going to be great! Thank you for letting us give input!
- ▶ For the Montney Centennial Park, I would like to see the park remain more natural without access for boaters or motorized anything. Keep the water access for people, families and keep it park like and accessible for many people. Boat access limits who can use the area. Developing the trails and providing picnics only spots for families who would like to spend the day but not camp overnight. More day use of the park so the families can use the park without cost. Serve the local population and not cater to tourists.
- ▶ I had never heard of this park (Montney Centennial) until the design study was advertised. And in its current state, there is no reason for me or my family to visit this park. The Option B that was drafted would attract locals, visitors and people passing through. The nearest 18-hole disc golf course in BC is Kamloops. Mountain bikers in the region have also been looking for a place to go trail riding after losing their last location.
- ▶ Thanks for providing some great development options!
- ▶ Thank you for maintaining and improving our parks!





REPORT

To: Regional Parks Committee

Date: December 23, 2019

From: Trish Morgan, General Manager of Community Services

Subject: **Montney Centennial Regional Park Update**

RECOMMENDATION:

That a report be provided to the Regional Parks Committee that outlines the costs and benefits of transitioning Montney Centennial Regional Park from overnight camping to a day use only recreation area.

BACKGROUND/RATIONALE:

In early 2018, the Montney Centennial Regional Park Plan was completed and presented to the Regional Board. Currently there are three other campgrounds located on Charlie Lake with over 200 campsites available. While the Plan provides options for increasing camping in the park, it also provides options for adding a number of recreation amenities that would increase day use such as more trails, a picnic area, playground and fishing dock.

Given the number of campgrounds currently located on Charlie Lake, staff are recommending that a report be brought back to the Regional Parks Committee to explore the costs and benefits of transitioning the park from an overnight campground to day use only. If the park was transitioned to day use only, recreation amenities could be added to the Park in such a way as to allow for overnight camping in the future, should the Regional Board decided to offer the service again.

If the Regional Parks Committee and Regional Board support transitioning the Park to a day-use area only, then a 5-Year Development Plan will be created to provide a road map for upgrades to the Park in order to meet the relevant goals of the Montney Centennial Regional Park Plan, Regional Parks Committee and Regional Board. Each year the plan will be brought forward to the Committee for review and will be a living document. The Plan will outline the projects for the current year and the next four years with estimated costs. Projects budgeted in the current year will be completed first. If funds remain after current projects are completed, staff will be able to move forward with completing projects planned for the next year. In some cases a budget amendment may be required in order to complete capital projects planned for the next year, however, a number of smaller projects may fall under operations and minor capital.

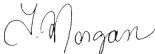
The "2019 Overview of Year One In-House Parks Maintenance" report provides a detailed summary of the works completed in 2019.

Montney Centennial Trails Update

On November 8, 2018, the Regional Board made the following resolution;

That the B.C Wildfire Service be authorized to construct trails in Montney Centennial Regional Park, if the B.C Wildfire Service offers to do so, as proposed in the 2018 Montney Centennial Regional Park Plan.

Staff Initials:

Dept. Head: 

CAO: 

Page 1 of 3

January 20, 2020

In August 2019, Community Services Staff met with the BC Wildfire Service Unit Crew at Montney Centennial Regional Park to discuss the opportunity for trail installation. A map and description of the trail, as proposed in the 2018 Montney Centennial Regional Parks Plan, was provided to the B.C Wildfire Service as a general idea of the trail location and finishing. Shortly thereafter, a 5 foot wide rough trail was cut in which avoided any trees and that went from the north side of the parking area to loop around to the southernmost camping site. The trail is approximately 1.5km long with a moderate grade in some areas due to the topography of the park (map attached).

Currently, this trail is clear of underbrush, but has not been finished to a standard appropriate for a promotable public trail. In 2020 staff propose that;

- Tree roots be removed on the trail alignment - BC Wildfire Services
- Any danger trees that may impact the trail be removed - BC Wildfire Services
- Any steep sections of the trail be stabilized by either side cutting into the grade or putting in 'steps' - BC Wildfire Services & PRRD Field Services Staff
- The trail be built up with gravel/mineral soil and crowned to encourage proper water runoff – BC Wildfire Services & PRRD Field Services Staff
- That signage be developed and installed including a trail map, wayfinding markers, etc – PRRD Field Services Staff
- That 'pinch-point' gates be crafted and installed to ensure non-motorized uses only – PRRD Field Services Staff
- Staging area be developed at the start of the trail including a parking area and small picnic area.
- That operational monthly inspections be conducted to identify hazards and ensure that trails are safe to use – PRRD Field Services Staff

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

- ☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

Further budgetary detail will be provided as part of the 2020 Regional Parks budget. \$24,100 has been budgeted for Montney Centennial Park operations in 2020, in addition to a supplemental request for \$40,000 to upgrade the road within the park and \$20,000 to complete the trail:

- \$10,000 for excavation & ground work
- \$5,000 for trail finishes such as signage and wayfinding
- \$5,000 for pinch points

COMMUNICATIONS CONSIDERATION(S):

Once the trail is completed, staff recommend that a press release be developed and distributed that acknowledges B.C Wildfire Service's contribution. A ribbon cutting and official 'trail opening' event could be planned for the summer 2020.

OTHER CONSIDERATION(S):

None at this time.

Attachments:

1. Montney Centennial Regional Park Plan



PEACE RIVER REGIONAL DISTRICT

MONTNEY CENTENNIAL REGIONAL PARK PLAN



Regional Park Design Study | February 2018

January 20, 2020





View to Charlie Lake from Montney Centennial Regional Park

January 20, 2020

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Appendix A: Public Input #1 Summary

Appendix B: Preliminary concept options

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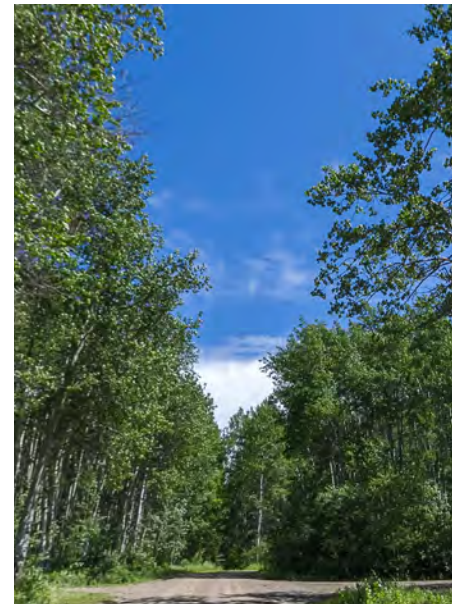
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ACKNOWLEDGEMENTS



The Regional Park Design Study for Montney Centennial Regional Park has been undertaken by the Peace River Regional District (PRRD) with support from Lanarc 2015 Consultants Ltd. to explore the potential of enhancing the park to meet current and future recreation demands.

The Study was initiated in July 2017 and was completed in February 2018. During the Study process, the Project team engaged with PRRD staff, committee, and elected officials, local stakeholders, and community members in the Peace River Regional District to understand the park and gather ideas on future possibilities for enhancements.

The project has been guided by PRRD staff as well as the PRRD Board and Regional Parks Committee. The support provided by these groups has been fundamental to the Study.

During the Study, we heard from a range of community members who provided local knowledge and shared their visions for the park. We greatly appreciate the ideas, insights, and comments from everyone who participated in this process by attending the public events, sharing thoughts via phone and email, and responding to public questionnaires – thank you for your input. We hope that the resulting plan incorporates ideas that you have shared.

The outcome of this process is intended to be a realistic, implementable, and phased plan that serves as a guide for the future of Montney Centennial Regional Park. The plan outlines a proposed vision and recommendations to enhance the park's role as an outdoor destination for community residents and visitors today and into the future.

Campground access road at Montney Centennial Regional Park



January 20, 2020

EXECUTIVE SUMMARY



INTRODUCTION

Montney Centennial Regional Park, situated on the northeast side of Charlie Lake, provides a rustic campground off the beaten track. Visitors are mainly local residents who enjoy the solitude of the area and the access to Charlie Lake. However, this solitude has also contributed to operational challenges for the park, with prohibited and undesirable activities being reported.

The Peace River Regional District (PRRD), owner and operator of Montney Centennial Regional Park, undertook a **Regional Park Design Study** to explore potential park improvements. A park plan outlines a concept and long-term strategy for enhancing the unique features of a park by making recommendations for future development, budget planning, operations, and management.

This plan is a high-level living document intended to guide overall improvements in Montney Centennial Regional Park over time, while remaining flexible to evolve based on new knowledge, experience, and changing public needs.

The Regional Park Design Study, completed concurrently for **Montney Centennial** and **Blackfoot Regional Parks**, followed a three-phase process (see below) initiated in July 2017 and completed in February 2018.

This document outlines recommendations for **Montney Centennial Regional Park**. Recommendations for **Blackfoot Regional Park** are in a separate plan.



THE PARK TODAY

Montney Centennial Regional Park is 22.8 ha in size and includes the following key components:

- ▶ **Park Entry:** There is one park access from 279 Road. A heritage sign marks the park entrance and directional signs were installed in 2017 to improve navigation to the park.
- ▶ **Access Roads:** The entry road leads to a crossroads in the centre of the park where visitors can turn left (south) to the campsite area, right (north) to a gated access to the Northland Trailblazers Club, or stay straight (west) down to Charlie Lake. Steep sections of roadway currently present access challenges.
- ▶ **Park Entry Area:** The entry area includes a sign with park rules and regulations, garbage receptacles, a small information kiosk, and two pit toilets.
- ▶ **Boat Launch Area:** At the lake, there is a small area for boat launching and a single campsite. This is the only location in the public park area with access to Charlie Lake.
- ▶ **Vehicle Campsites:** There are six vehicle campsites along the campsite access road and one at the lakeshore. Campsites are road pull-offs, marked with a picnic table and fire ring.
- ▶ **Lake Shoreline:** The park borders Charlie Lake; however much of the shoreline area has steep slopes, limiting lake access.
- ▶ **Wooded Area:** Most of the park (approximately 90% - 95%) is wooded area, comprised mainly of aspen trees with heavy undergrowth. Parts of this area have steep grades, at times exceeding 20%.
- ▶ **Lease Area:** The Northland Trailblazers Snowmobile Club leases approximately 4 ha of the northern part of the park.
- ▶ **Northland Trailblazers Clubhouse & Dock:** The club has built a small clubhouse and deck, along with a dock on Charlie Lake. There are also pit toilets and parking.

Location of Montney Centennial Regional Park



KEY PARK CHALLENGES

Key challenges considered in the planning process for Montney Centennial Regional Park included:

- ▶ **Location:** The park's remote location means people must be purposeful in choosing to visit.
- ▶ **Awareness:** There is limited awareness about the park, amenities, and location.
- ▶ **Alternative Camping Options:** Charlie Lake has a large number of potential camping sites, including two Provincial Parks (Beatton and Charlie Lake) and two private campgrounds (Rotary RV Park and Charlie Lake RV and Leisure Park) which collectively offer over 200 campsites, three boat launches, and trails and amenities.
- ▶ **Safety:** Observations suggest there are issues with disruptive behaviour in the park, including firearm activity, drug use, partying, and noise, in part due to low use and lack of passive surveillance to discourage these activities.
- ▶ **Lack of Services:** The park has no potable water, sanitary, or electricity service and its rural location would make it costly to extend services.
- ▶ **Quality of Campsites:** The existing campsites are located along a wide access road and have little separation or privacy, limiting the attractiveness of the park to people seeking camping in a park-like setting.
- ▶ **No Recreational Amenities:** Aside from camping areas and a boat launch, the park offers no recreation amenities.
- ▶ **Limited Boat Access:** The existing boat launch provides access to Charlie Lake, but has minimal improvements (e.g., no ramp or parking). There are other launches on Charlie Lake that are developed to a higher standard (e.g., Beatton Provincial Park, Charline Lake Provincial Park, Rotary Park).

ENGAGEMENT

An integral component of the Regional Park Design Study was understanding the values and concerns of community members and stakeholders so that the resulting plan for Montney Centennial Regional Park is comprehensive and publicly supported.

The process included two rounds of engagement:

▶ Public Input #1: Gathering Ideas

Public Input #1 focused on gathering information and perspectives about the park today and hearing ideas for future improvements. Engagement included public outreach, an interactive community event on Saturday, July 29, 2017 at Montney Centennial Regional Park, alongside the PRRD's "Park Day" event, and a public questionnaire.

▶ Public Input #2: Review of Draft Concepts and Recommendations

Public Input #2 focused on defining a realistic and supported concept and framework for the park based on two illustrated concepts. Engagement included outreach, public displays at the U17 World Hockey Tournament in Fort St. John and Dawson Creek, and a response form to gather opinions on preferred directions.

VISION

A vision statement describes a long-term future for Montney Centennial Regional Park. It is a guiding statement and a touchstone for consideration when making decisions about changes and development.

Montney Centennial Regional Park offers unique and rustic recreational experiences on Charlie Lake that invite people to stay for a day or for a week and enjoy leisure and relaxation in a lakefront forest. The park will become increasingly well-used as new opportunities to play are added.

GOALS

Three goals support realization of the vision by providing specific guidance for future park projects:

► *Attract a Wider Range of Visitors*

- » Expand potential recreational pursuits in the park to attract a broader range of park visitors
- » Encourage unique experiences that are not readily available in the surrounding area
- » Support partnerships with clubs and organizations to develop recreation amenities and add amenity to the park

► *Enhance the Lake & Camping Experience*

- » Seek ways to better connect park amenities with Charlie Lake, capitalizing on the lakefront setting
- » Enhance existing campsites to increase the feeling of being in nature and add privacy, shade, and character to the sites
- » Encourage increased park use and passive surveillance, as well as potentially enhanced monitoring, to decrease undesirable activities

► *Plan for Economic Sustainability*

- » Work to establish strategic partnerships and grants that help manage capital and park operation costs
- » Maintain the park as a free or low-cost camping area in the near future
- » Plan and manage improvements incrementally, minimizing maintenance and operational costs, while still providing a higher quality experience

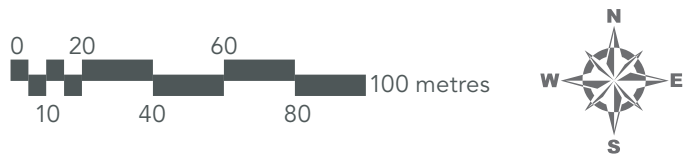
PARK CONCEPT

The park concept on the facing page outlines the key recommended improvements for Montney Centennial Regional Park. The concept corresponds with the recommendation in **Section 5** of this plan.



LEGEND

-



Note: The above concept sketch shows a general arrangement of proposed future improvements at Montney Centennial Regional Park. More detailed investigation will be required to verify actual siting of amenities based on terrain, geographical features, and existing vegetation.

RECOMMENDATIONS

The park plan identifies 8 potential park improvements. **Section 5** of the plan provides details about each park improvement in a recommendation summary with costing for planning and budgeting purposes. The table below provides a brief summary of the recommendations.

#	Recommendation	Description
1	Develop a Trail Network	Develop a series of nature trails that support exploration and adventure including hiking loops and links between campsites and recreation destinations.
2	Improve Existing Campsites and Consider Campsite Expansion only if Demand Increases	Improve the existing campsites to enhance the quality and experience. If camping demand grows in the park, consider additional vehicle and tenting sites along the existing access road. Only consider long-term expansion of new camping areas if demand significantly increases or a user group comes forward to form a partnership.
3	Take Steps to Improving Public Perceptions about Park Safety	Continue to provide weekend maintenance services at the park, while encouraging more passive and/or active surveillance.
4	Add New Vault Toilets at Key Locations	Replace the two existing vault toilets with three new vault toilets at key locations to improve access from camping and recreation areas.
5	Upgrade Existing Roads & Add Parking	Upgrade the main park entry road and add day-use parking in key locations.
6	Develop a Lakefront Recreation Area	Develop a waterfront recreation area that provides a destination for park activities including a fishing dock, nature playground, picnic shelter, and potentially an improved boat launch.
7	Update Wayfinding & Signage	Add to existing signs to improve park navigation and attractiveness.
8	Encourage Recreation Groups to Develop Compatible Activities in the Park	Consider proposals from organized groups to develop compatible, low-impact recreation activities in underused portions of the park.

IMPLEMENTATION

Implementation of the recommendations in the Montney Centennial Regional Park Plan will likely be phased over time. The plan suggests a potential phasing and cost budget estimate summary (below) based on priorities identified through community input and logical phasing of projects. For more details on implementation, see **Section 6** of the plan. Staff should regularly review the recommendations and prepare strategies for funding and implementation of priority projects for Board consideration.

#	Recommendation	Preliminary Capital Cost Allowance*
PHASE A		
1.1	Large Loop Hiking Trail	\$21,000
2.1	Existing Campsite Improvements (including road narrowing, turn-around, fencing, and revegetation)	\$72,000
4.1	Remove Existing and Add New Vault Toilet near Future Tenting Area	\$20,000
5.1	Improve Existing Entry Road	\$24,000
6.1	Fishing Dock	\$29,000
7.1	Refurbished Park Entry Sign	\$9,000
PHASE A TOTAL:		\$175,000
PHASE B		
1.2	Small Loop & Connection Trails	\$7,000
2.2	Tent Camping Area	\$58,000
3.1	Fee Collection Box	\$2,000
4.2	Vault Toilet in the South End of the Park	\$17,000
4.3	Vault Toilet in the Lakefront Recreation Area	\$17,000
5.3	Day-use Parking at the Tent Camping Area	\$17,000
5.4	Day-use Parking at the South End of Campground	\$21,000
6.2	Lakefront Playground & Open Space Area	\$91,000
7.2	Park Kiosks & Maps	\$8,000
PHASE B TOTAL:		\$238,000
PHASE C		
2.3	Develop 6 to 7 New Campsites along Existing Access Road	\$54,000
6.3	Upgraded Boat Launch	\$78,000
6.4	Picnic Shelter	\$76,000
PHASE C TOTAL:		\$208,000
TOTAL, ALL PHASES:		\$621,000

*Cost allowances include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% to 30% to account for design and engineering fees during detailed design development. Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation. The above summary does not include costs for potential partnership projects or long-term expansion of campground areas. These costs could range significantly depending on agreements and circumstances.

1 | INTRODUCTION



A park plan outlines a concept and long-term strategy for enhancing the unique features of a park by making recommendations for future development, budget planning, operations, and management. This plan is a high-level living document intended to guide overall improvements in Montney Centennial Regional Park, while remaining flexible to evolve based on new knowledge, experience, and changing public needs.

1.1 PURPOSE OF THE PLAN

Montney Centennial Regional Park, situated on the northeast side of Charlie Lake, provides a rustic campground off the beaten track.

Visitors are mainly local residents who enjoy the solitude of the area and the access to Charlie Lake. However, this solitude has also contributed to operational challenges for the park, with prohibited and undesirable activities being reported. Improvements, such as addition of new recreation activities and functions to attract more park users to Montney, could help increase "eyes on the park" and discourage undesirable activities over time.

The Peace River Regional District (PRRD), owner and operator of Montney Centennial Regional Park, undertook a Regional Park Design Study to explore potential park improvements. The intent of this plan is not to illustrate an exact or final layout for all potential improvements; rather to provide a guiding concept for planning and implementing future changes over time.

The plan was undertaken with the following objectives:

- ▶ Understand how the park is used today;
- ▶ Engage with stakeholders, members of the public, PRRD Board members, Regional Park Committee members, and PRRD staff;
- ▶ Understand key issues and develop potential solutions to address these issues;
- ▶ Develop a strong vision and concept; and
- ▶ Outline recommendations to plan, prioritize, and budget for park improvements over time, as funding opportunities arise.

Recommendations in this plan should be reviewed and adjusted regularly to reflect changing context and user needs.

1.2 PLANNING PROCESS

The **Regional Park Design Study**, completed concurrently for **Montney Centennial** and **Blackfoot Regional Parks**, followed a three-phase process shown below. The Study was initiated in July 2017, with completion in February 2018 following approval from the PRRD Board. This document outlines recommendations for **Montney Centennial Regional Park**. Recommendations for **Blackfoot Regional Park** are in a separate plan.

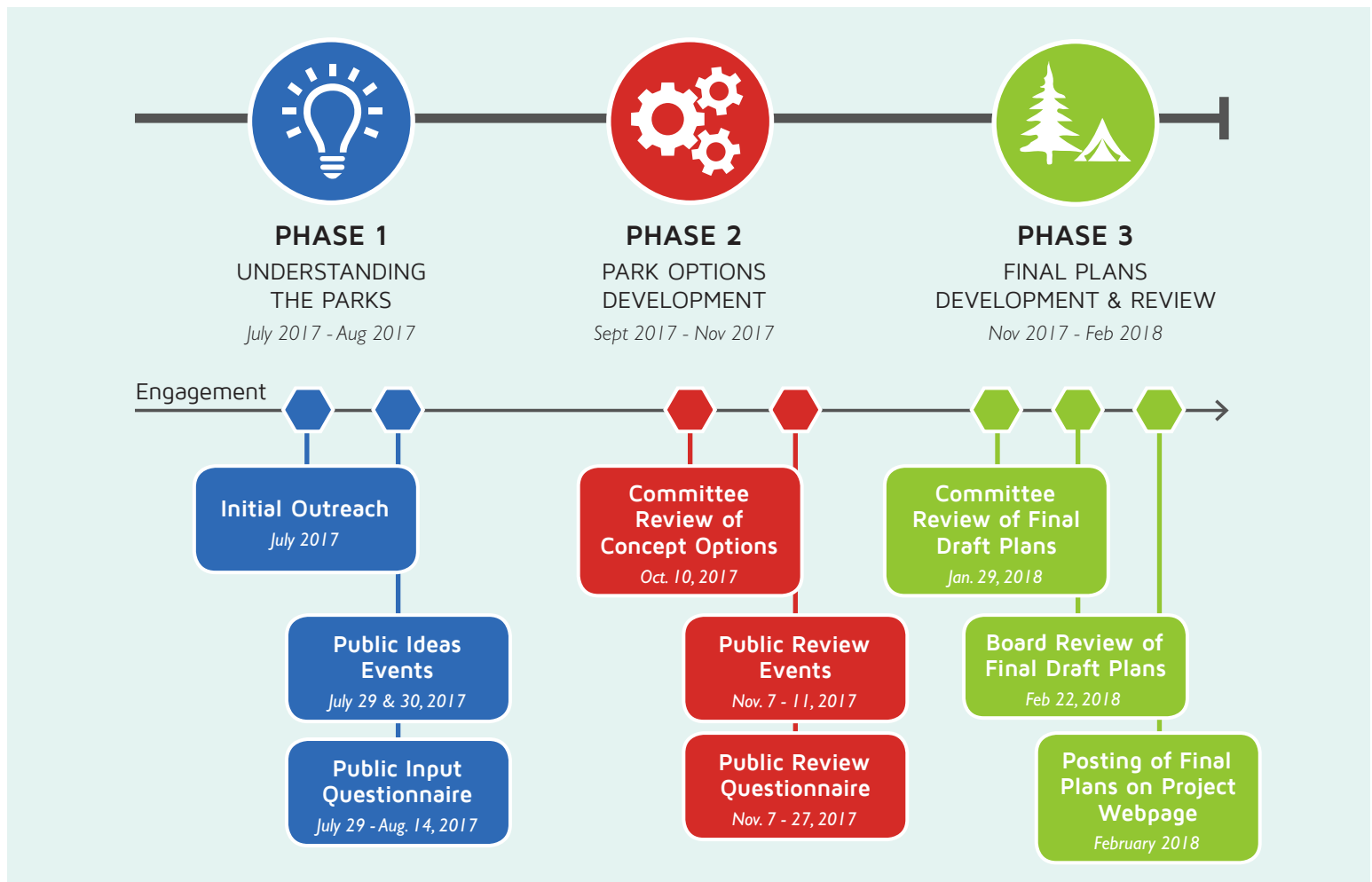


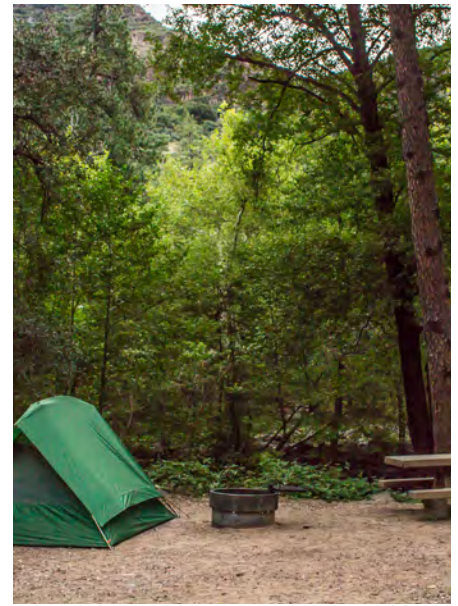
Figure 1: Process for the Regional Park Design Study

The Study invited public input during Phase 1 and Phase 2:

- **Public Input #1: Gathering Ideas** (July 2017) gathered information on key issues, potential amenities, ideas for improving the parks, and identification of precedents.
- **Public Input #2: Review of Draft Concepts & Recommendations** (November 2017) invited feedback on draft options and recommendations to be considered in the development of a preferred concept and plan for each park.

A summary of the engagement is provided in **Section 3**.

2 | THE PARK TODAY

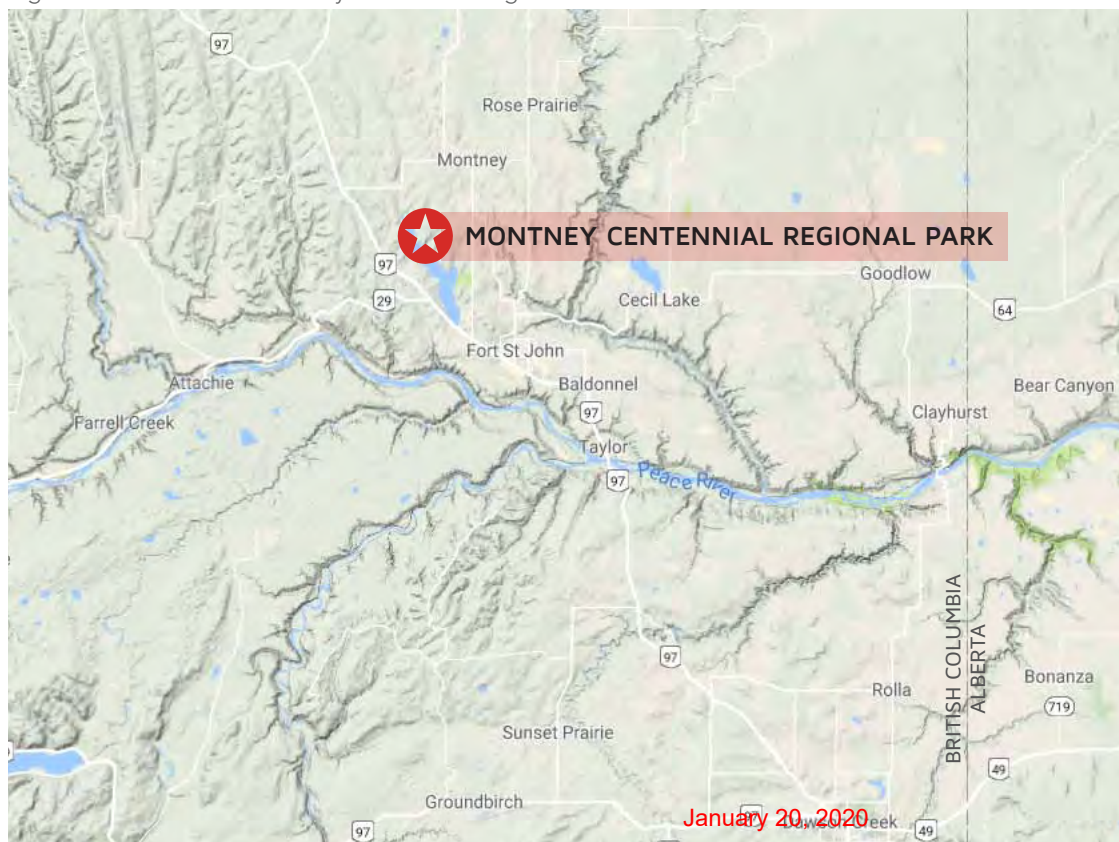


Understanding the physical and historical context of Montney Centennial Regional Park provides a starting point for planning for the park's future.

2.1 PARK LOCATION

Montney Centennial Regional Park is situated on the northeast side of Charlie Lake approximately 35 km northwest of Fort St. John and 15 km southwest of the rural community of Montney. Surrounding lands are mainly rural agricultural areas along with some residential areas surrounding Charlie Lake.

Figure 2: Location of Montney Centennial Regional Park



Montney Centennial Regional Park is one of the PRRD's five regional parks.

In the PRRD, a regional park is defined as a "set-aside" property or area that is significant to all people within the entire regional district in both urban and rural areas. Furthermore, a regional park within the PRRD provides opportunities for a variety of outdoor recreation activities – including camping (where appropriate) – and plays a role, where possible, in environmental and heritage preservation.

January 20, 2020

2.2 PARK CONTEXT

THE REGION

The PRRD is comprised of seven incorporated municipalities and four rural electoral districts and covers approximately 117,387 km². According to BC Stats, the 2016 population for the PRRD was 62,942 with about two-thirds of residents residing in municipalities and the remaining one-third in rural areas. Regional Parks play a key role in providing access to outdoor recreation, especially as more residents choose to live in urban areas.

The region saw a 4.8% increase in population from 2011 to 2016, adding to a 3.1% increase between 2006 to 2011, indicating moderate, sustained growth in the PRRD. Census data shows that people living in the PRRD are younger than elsewhere in BC, with the average age of the population at 35.9, compared to BC's average at 42.3.

LEGAL & LAND USE

LEGAL DESCRIPTION

Blocks D, E & F and that portion of Block C of Section 23 together with those portions of the SE ¼, Section 23 and all of Township 85, Range 20

The park is secured through a Crown Lease of Occupation (No. 811645), tenured originally by the Montney Recreation Commission to develop the site as a Canada Centennial Project in 1967 and assumed by the Regional District in 1988.

Montney Centennial Regional Park is designated in PRRD's Rural Official Community Plan (Bylaw No. 1940, 2011) as Park and Natural Environment. The objectives of this designation are to support community groups and other organizations in identifying and protecting culturally and ecologically valuable features and to help provide recreational destinations.

CLIMATE & ENVIRONMENT

Montney Centennial Regional Park is 22.8 ha in size and situated on the northeast shore of Charlie Lake. The location is within the Boreal Plains Ecoprovince, which is part of the Alberta Plateau, and is within the Peace Lowland Ecosection that includes the Peace River and its main tributaries. The area consists of plateaus, prairies, and lowlands with deep riverbeds. Lands are used primarily for farming, oil and natural gas exploration, and some forestry. The area is characterized by the Boreal White and Black Spruce biogeoclimatic zone and moist warm subzone (BWBSmwl) (Demarchi, 2011).

The region has cold, snowy winters, and spring and fall temperatures can be cool, potentially affecting park use during the shoulder seasons. Summer is the main camping season and tends to be dry and warm during the day, but can cool substantially in the evenings (to below 10°C).

Montney Centennial Regional Park is located on the northeast side of Charlie Lake with prevailing winds that blow towards the park. Reports suggest prevailing winds can affect boat launching or other lakeshore activities. The park has a western aspect that invites late afternoon and evening sun from across Charlie Lake, creating a potentially pleasant evening climate.

The park is situated in a wooded area mainly composed of poplar and aspen trees as well as birch, spruce, and shrubby undergrowth. The park's treed lakefront setting provides a rich habitat for nesting bird populations and Charlie Lake is home to walleye, pike, and perch (PRRD, 2000). This wooded character is one of Montney's best assets, providing potential for future expansion of recreational uses.

TOPOGRAPHY & HYDROLOGY

Montney Centennial Regional Park slopes from east to west towards Charlie Lake with averaged slopes ranging from 8% to 14%. Contours show plateaus in the vicinity of the existing campsites and Northland Trailblazers clubhouse site, bounded by steeper grades. Additional plateaus appear to exist in the central and west parts of the park (to be confirmed by more detailed grading information), which may be the most viable areas for any additional development in the park. .

Lake access is limited to the northern parts of the park as the shoreline steepens significantly in the southern half.

ACCESS

The park is on Centennial Park Road / 279 Road which is accessed via a series of rural roads from the south (from Fort St. John) or the north (from Montney). The routes are unpaved and in fair condition.

Within the park, a single gravel-topped road provides access to the campsites, lake, and Northland Trailblazers clubhouse site. Road grades are steep and there are portions of road in poor condition.

The park does not have an existing trail network.



Figure 3: Montney Centennial Regional Park Context

RELEVANT DOCUMENTS

The following documents provide guidance when planning for Montney Centennial Regional Park:

Rural Official Community Plan Bylaw 1940

Montney Centennial Regional Park will adhere to guidelines outlined in the Rural OCP. The Rural OCP outlines goals to support the establishment of parks and recreational facilities with the recreational use of Crown land to enhance lifestyle opportunities.

Key policies for lands designated Park and Natural Environments include:

- ▶ Principle uses of land should include, but not be limited to, outdoor recreation, campgrounds, agriculture, ecological reserves, work that supports ecological protection, conservation, or restoration, and interpretive structures.
- ▶ Collaboration with the public, not-for-profits, government agencies, or other organizations to identify and protect environmentally-sensitive areas is encouraged.
- ▶ Collaboration should be undertaken with the Province, stakeholders, and agencies to address "all terrain recreational vehicle (ATV) use" and discourage ATV damage.

Parks Regulation Bylaw 860

Bylaw 860 provides regulation and use of community and regional parks.

The bylaw outlines regulations for camping and special park use permits. At present, a permit for camping or other activities is not required for Montney Centennial Regional Park and the PRRD does not have a reservation system to administer permits. The bylaw also includes rules and regulations for use of parks.

Regional Parks and Trails Master Plan

PRRD's Regional Parks and Trails Master Plan (2014) outlines recommendations for Montney Centennial Regional Park, primarily:

- ▶ Design and construct additional camping area and sites including additional pit toilets.
- ▶ Improved amenities such as playground elements, a fishing dock, and trails.

Peace River Regional District Lakeshore Development Guidelines

In 2000, the PRRD developed Lakeshore Development Guidelines to help guide environmentally-responsible development on lands in proximity to lakes in the Peace River Regional District. The guidelines apply to private lands situated within 300 metres of the natural boundary of lakes within the PRRD.

While Montney Centennial Regional Park is public land, where possible, future development should adhere to the guidelines to help manage development on lakeshore lands for the benefit of the environment and the community. The guidelines provide direction on siting, design, access, vegetation management, and construction materials for development in the lakeshore area.

*Enhancing recreation opportunities at Montney Centennial Regional Park
was suggested during the Regional Parks and Trails Master Plan in 2014*



2.3 EXISTING PARK ELEMENTS

Montney Centennial Regional Park is a day-use park and campground. Figure 4 documents the existing park features and initial observations about their current function. The numbers on Figure 4 correspond with descriptions below and on subsequent pages.

1 PARK ENTRY

ABOUT: There is one park access to Montney Centennial Regional Park from 279 Road. A heritage sign marks the park entrance.

KEY OBSERVATIONS:

- ▶ A common issue raised is difficulty finding and accessing the park, as well as limited information about amenities available at the park.
- ▶ Directional signs were installed on the route from Fort St. John in 2017, improving navigation to the park.
- ▶ The existing park sign has a strong heritage character, but its deterioration and set-back make it difficult to see from the road.



The existing park sign has a heritage character, but is set back into vegetation making it difficult to see.

2 ACCESS ROADS

ABOUT: The entry road leads to a crossroads in the centre of the park. At the crossroad, visitors can turn left (south) to the campsite area, right (north) to a gated access to the Northland Trailblazers Club, or stay straight (west) down to Charlie Lake.

KEY OBSERVATIONS:

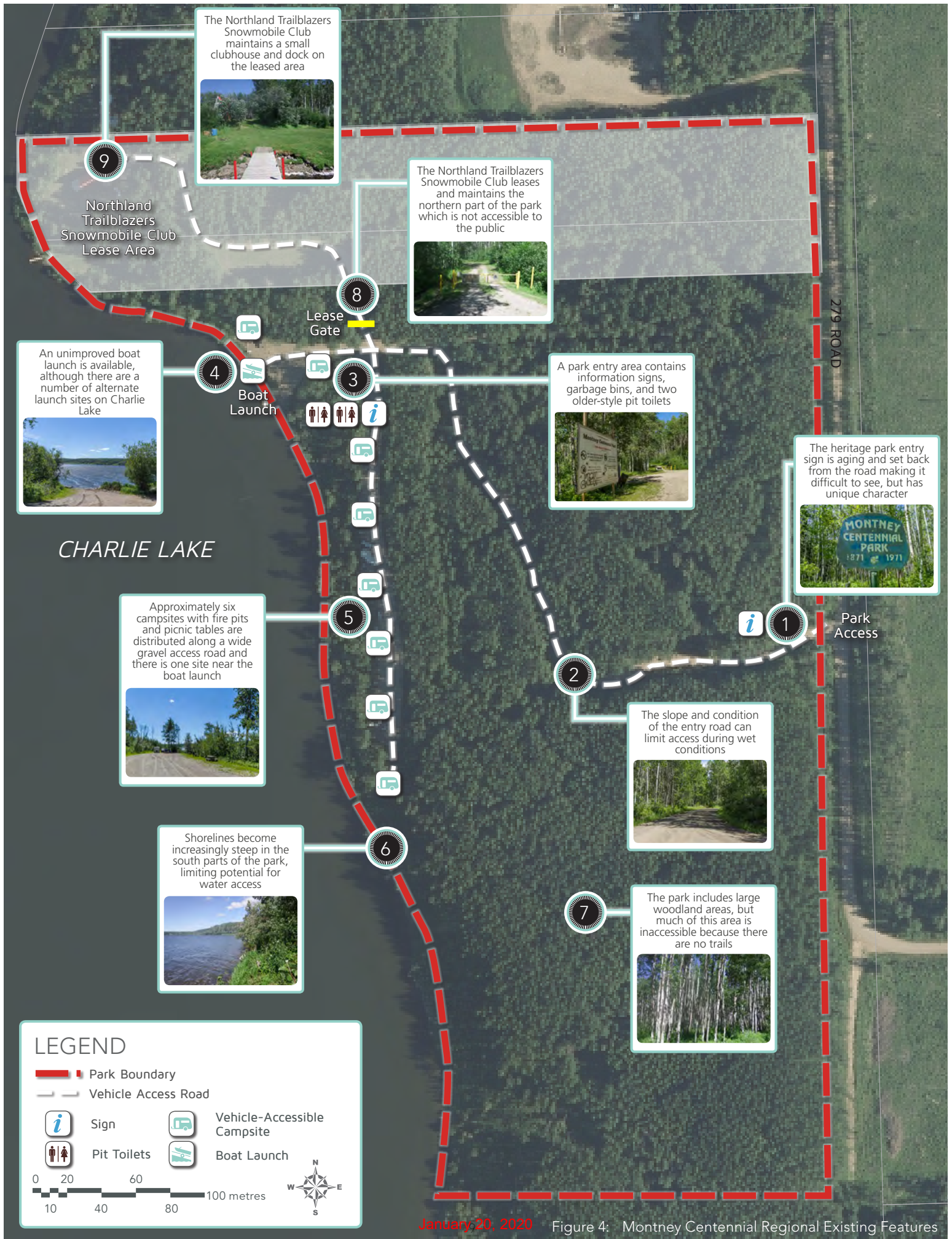
- ▶ Sections of the road (campsite area, lake access) are much wider than needed for vehicle travel which is a limitation to creating an intimate, campground-like character.
- ▶ There is a steep section of roadway at the park access road where erosion and mud can present challenges for people towing trailers.
- ▶ There is no designated parking. Users typically park along the sides of the road where space permits.



The campsite access road is substantially wider than needed for access. It is up to 14 m wide in some locations; two-way access roads are typically 6 to 7 m wide.



A gated access road leads to the lease area.



January 20, 2020 Figure 4: Montney Centennial Regional Existing Features

3 PARK ENTRY AREA

ABOUT: The entry area includes a sign with park rules and regulations, garbage receptacles, a small information kiosk, and two pit toilets.

KEY OBSERVATIONS:

- ▶ The toilets are aging and replacement will soon be necessary.
- ▶ The existing toilets are not in an easily accessible location from the road; users must descend a slope to reach them.
- ▶ The furthest campsite is about 225 m from the toilets.
- ▶ There are signs of vandalism in the area including graffiti and bullet damage to the signs and garbage receptacles.

4 BOAT LAUNCH AREA

ABOUT: At the lake edge, there is a small area that is used for motorized and non-motorized boat launching, as well as a single campsite.

KEY OBSERVATIONS:

- ▶ The boat launch does not have a ramp or other improvements and the area can get muddy during wet weather.
- ▶ The launch area is the only location (outside the lease area) where there is access to Charlie Lake.
- ▶ Prevailing winds blow to the east on Charlie Lake, so a significant amount of debris, reeds, and flotsam accumulate in the area.
- ▶ Much of this area is open gravel area used for turning boat trailers and a single campsite.
- ▶ Space is an issue for the launch area – there is little space for parking boat trailers in a way that they do not affect launching manoeuvres.



The existing pit toilets are an older concrete-style and will require replacement in the near future.



The entry area could be enhanced to include additional information about camping and space for day-use parking.



Water currents deposit debris near the existing boat launch area.

5 VEHICLE CAMPSITES

ABOUT: There are approximately seven vehicle campsites in the park – six along the access road and one at the lakeshore. Campsites are generally marked with a picnic table and fire ring.

KEY OBSERVATIONS:

- ▶ The campsites are road pull-offs, with little definition, privacy, or shade.
- ▶ The single camping at the lakeshore includes lake views, but when it is occupied by a camper, this area is generally not available to other visitors.
- ▶ Vandalism of campsite amenities has been an issue.



Typical campsites are a pull-off from the access road marked by a picnic table and fire ring.

6 LAKE SHORELINE

ABOUT: The park borders Charlie Lake; however much of the park has steep slopes, limiting lake access opportunities.

KEY OBSERVATIONS:

- ▶ The north part of the park has flatter shoreline grades and the lake is accessible at the boat launch area and within the lease area.
- ▶ In the south part of the park, steeper shorelines are likely not suitable for lake access.



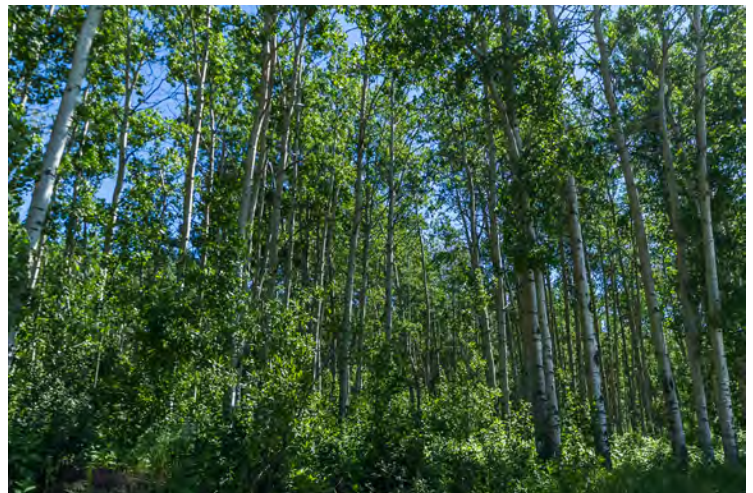
The shoreline in the south part of the park has steeper slopes and heavy vegetation, making it less suitable for lake access.

7 WOODED AREA

ABOUT: Most of the park (about 90% to 95%) is wooded area, comprised mainly of aspen trees with heavy undergrowth.

KEY OBSERVATIONS:

- ▶ Most of this area is inaccessible as there are no park trails.
- ▶ There are steep grades throughout the wooded areas, at times exceeding 20%.
- ▶ Opportunities may exist to expand recreation amenities in these areas.



Vegetation in the park is largely aspen tree canopy with a herbaceous understory.



LEASE AREA

ABOUT: The Northland Trailblazers Snowmobile Club leases approximately 4 ha of the northern part of the park for a clubhouse and meeting area.

KEY OBSERVATIONS:

- ▶ This portion of the park includes some of the flatter grades within Montney Centennial.
- ▶ Access is limited to club members; a gate restricts vehicle access at the main crossroad.
- ▶ The snowmobile club has helped with snow plowing to support access during the winter months.



NORTHLAND TRAILBLAZERS CLUBHOUSE & DOCK

ABOUT: The club has built a small clubhouse and deck, along with a dock on Charlie Lake. There are also pit toilets and parking.

KEY OBSERVATIONS:

- ▶ The club maintains the park area within the lease boundary.
- ▶ Strategic clearing has been completed to provide space for club events.
- ▶ Club members have reported that boats accessing the park have previously landed at their dock.



The lease area is maintained by the club.



The club has developed a small clubhouse building on the lease area.



There is a small dock on Charlie Lake where shoreline slopes are gentle.

2.4 KEY PARK CHALLENGES

Key challenges to be considered in the planning process for Montney Centennial Regional Park include:

- ▶ **Location:** The park's remote location on the northeast shore of Charlie Lake, means people must be purposeful in choosing to visit.
 - ▶ **Awareness:** There is limited awareness and information available about the park, amenities, and location. In 2017, park direction signs were posted along the route from Fort St. John to help people navigate the rural road network to the park.
 - ▶ **Alternative Camping Options:** Charlie Lake has a large number of potential camping sites, including two well-developed Provincial Parks (Beaton and Charlie Lake) and two private campgrounds (Rotary RV Park and Charlie Lake RV and Leisure Park). Between these campgrounds, there are over 200 campsites (some unserviced, some serviced), three boat launches, and numerous trails and amenities. Finding a niche for Montney Centennial within this already well-serviced area is a challenge.
 - ▶ **Safety:** Observations and maintenance crew reports suggest there are issues with disruptive behaviour in the park, including firearm activity, drug use, partying, noise, etc. This may be in part due to the park's low level of use – there is little passive surveillance or reporting discourage these activities. In addition, the park's remote location makes it difficult to effectively police.
 - ▶ **Lack of Services:** The park has no potable water, sanitary, or electricity and its rural location would make it costly to extend services, in turn limiting options for serviced camping or a full-time park attendant. The remote location means access to nearby goods and services are also limited.
 - ▶ **Quality of Campsites:** The existing campsites are located along a wide access road and have little separation or privacy. This limits the attractiveness of the park to people seeking camping in a park-like setting.
 - ▶ **No Recreational Amenities:** Aside from camping areas and boat launch, the park offers no additional recreation amenities such as trails or play areas.
 - ▶ **Limited Boat Access:** The existing boat launch provides access to Charlie Lake, but has minimal improvements. There are other launches on Charlie Lake that are developed to a higher standard (e.g., Beaton Provincial Park, Charline Lake Provincial Park, Rotary Park).
- While there are limitations for Montney Centennial Regional Park, its location on Charlie Lake and the quiet, peaceful atmosphere can provide value to residents.



2.5 PARK USERS AND ACTIVITIES

Montney Centennial Regional Park's natural assets provide outdoor recreation opportunities. Participants in the Study identified the following activities occurring in Montney Centennial Regional Park:

- ▶ Picnicking
- ▶ Nature appreciation and learning
- ▶ Camping (RV or trailer)
- ▶ Camping (tent)
- ▶ Birdwatching
- ▶ Motorized sports (snowmobiling)
- ▶ Boating (motorized)
- ▶ Boating (non-motorized)
- ▶ Fishing

As part of planning for Montney Centennial Regional Park, it is important consider the types of campers using the park and the types that may be accommodated in the future.

As the camping experience has evolved, so too have the people participating in camping. Brooker and Meyer (2013) categorize types of campers in their article *"Trends in camping and outdoor hospitality - An international review."* Table 1 summarizes camper categories and provides commentary on whether they are likely / desired audiences for camping at Montney Centennial Regional Park.

Table 1: Types of Campers¹

Camper	Description	Anticipated Use of Montney Centennial Regional Park
Full-time Campers: Mobile	People who live year-round in a motorhome or trailer, but move from location to location	▶ Low ▶ Potential for some mobile users to visit during summer months
Full-time Campers: Stationary	People who live year-round in a motorhome or trailer in one location	▶ None ▶ Not suitable for long-term camping
Long-term Campers: Seasonal	People who park their motorhome or trailer on a particular site for use on vacations or weekends during the camping season	▶ None ▶ Not permitted at park ▶ No hookups or amenities available in foreseeable future
Long-term Campers: Workers	People who are employed in local industries and live temporarily in campgrounds during the work season	▶ None ▶ Park location is likely too remote ▶ No hookups or amenities available in foreseeable future
Long-term Campers: Work Campers	People who are employed part-time by the campground for maintenance and administration in exchange for a site and access to amenities	▶ None ▶ No on-site position anticipated in foreseeable future

¹ Adapted from "Trends in camping and outdoor hospitality - An international review," Brooker and Meyer, 2013.

Camper	Description	Anticipated Use of Montney Centennial Regional Park
Short-term Campers: Families	Families that consider camping an affordable travel option and an opportunity for quality time and access to outdoor leisure	► High ► Additional amenities would attract more families to use the park
Short-term Campers: Partier	People who view camping as an opportunity to have fun, hang-out with friends, and relax	► High ► Potential challenges due to limiting monitoring at the park
Short-term Campers: Soft-rugged	Mature campers who use motorhomes and RVs to increase the comfort of camping	► Moderate ► Park planning could consider a range of vehicle types ► Access road grades may be a challenge for some larger vehicles
Short-term Campers: Extreme	Adventurers who seek out primitive, intense, and challenging wilderness experiences	► Low ► Park does not provide access to "extreme" adventure
Short-term Campers: Average	People who participate in more "traditional" camping including the outdoors, campfires, a tent, and socializing	► Moderate ► Enhancing amenities, adding a tenting area, and naturalizing existing sites may attract this group
Short-term Campers: Group	Collection of people who travel and camp together	► Moderate ► A variety of sites could encourage both individual and group opportunities

Figure 5: The Camping Spectrum



2.6 TREND ANALYSIS

Trends – local, regional, national, and international – affect how people use and enjoy parks. Trends evolve alongside community interests and pursuits over time. Current trends that may influence Montney Centennial Regional Park include:

Age Demographics:

The median age in Canada has been increasing through the past decade and the future proportion of senior citizens is anticipated to grow. Segments of this population pursue camping for leisure, but most often seek out amenities that make camping more comfortable and convenient.

At the other end of the spectrum, KOA's 2017 *North American Camping Report* shows an increasing number of Millennials participating in camping to "get away" from the busyness of daily life (KOA, 2017). Younger campers have shown a demand for group camping and experiences they can enjoy with their friends and family (KOA, 2017).

Camping Preferences:

Participation in camping continues to rise, attributable to factors such as the perceived value of natural experiences, increased variety of camping options, increased quality of products and amenities, and desire to escape the stress of daily life (Brooker & Joppe). KOA's 2017 *North American Camping Report* indicates that in 2016 approximately 66% of Canadians reported camping at least occasionally (KOA, 2017).

Public preferences for camping continues to evolve. In previous decades tents and small campers were the norm; however, today, many campers prefer large recreational vehicles and trailers equipped with a range of comforts including power, water, and sanitary. Campgrounds are evolving to accommodate the servicing and manoeuvring requirements of these vehicles. In Montney, physical challenges may limit potential for accommodating some sizes of campers.

Technology:

Today's campers expect more access to technology than before. A KOA study completed in 2015 indicated that over half (51%) of campers claim to go online at least once a day when camping and 41% say that having free Wi-Fi influences their decision to stay at a campground (KOA, 2015). Montney Centennial Regional Park does have cellular reception, but Wi-Fi is not anticipated.

Environment:

As the local climate changes, there may be warmer, wetter summers or colder, drier winters. In PRRD, climate-related issues such as wildfires, pest infestation, vegetation management, and lake water quality may affect Montney Centennial Regional Park. Careful consideration of potential environmental or climate challenges when planning capital investments and management will be important.



Image: Chemise Mountain, Bureau of Land Management, California

In recent years, camping is increasing in popularity as a way to escape the stress of daily living and reconnect with nature, family, and ourselves.

2.7 DEMAND ANALYSIS

Within the Peace River Regional District, there are four other regional parks; 35 Provincial Parks and Protected Areas; 21 Recreation Sites, and numerous private campgrounds. Understanding the other types of campgrounds within the local area assists when considering the type of facilities and services that may be desirable in Montney Centennial Regional Park. Identifying a niche will be important to encouraging use of the park.

There are four other publicly-owned campgrounds within 50 km of Montney Centennial Regional Park and five privately-owned campgrounds. Table 2 on the following page summarizes each of these. Four of the campgrounds are also on Charlie Lake providing over 200 potential campsites on the lake. Given the number of available sites in close proximity to Montney, and with all of these more easily accessed from population centres, demand for additional campsites at the park will likely remain relatively low.

Figure 6: Campsites in Close Proximity to Montney Centennial Regional Park

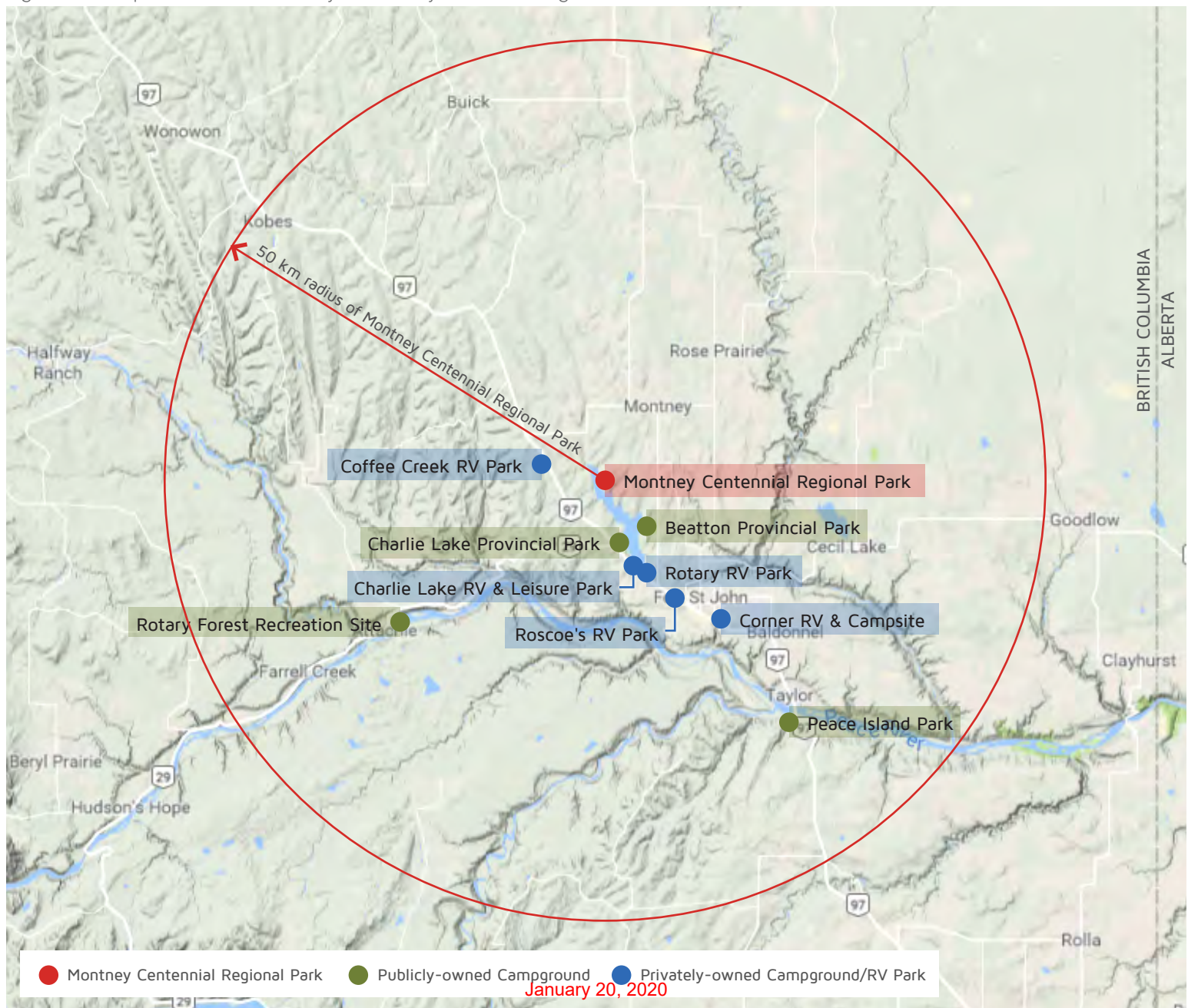


Table 2: Campsites within a 50 km Radius of Montney Centennial Regional Park

Campsite	Km to Park (driving)	Ownership	Description	Cost
Beatton Provincial Park 248 Road, Charlie Lake, BC	24	Province	▶ 18 unserviced vehicle campsites ▶ Amenities: pit toilets, drinking water taps ▶ Recreation amenities: boat launch, day-use area, lake access, picnic shelter, ball diamond, adventure playground, trails, cross-country ski trails, snowshoe trails	▶ \$20/vehicle site ▶ \$35/picnic shelter
Coffee Creek RV Park Coffee Creek Rd. South (Hwy 97 N), Charlie Lake, BC	24	Private	▶ 53 full service sites (50 amp power, water, sewer) ▶ Long-term rates ▶ Amenities: Wi-Fi, flush toilets, showers, coin laundry	▶ \$40/vehicle site ▶ \$850/month
Ross H. Maclean Rotary RV Park Lakeshore Drive, Charlie Lake, BC	30	Private	▶ 10 full service sites (30 amp power, water, sewer) ▶ 44 water + power sites ▶ 14 power sites ▶ Tent sites ▶ Amenities: Wi-Fi, showers, laundry, sales, sani-dump ▶ Recreation amenities: lake access, playground, playing field, horseshoe pits, nature trails, boat launch, fishing dock, interpretive information	▶ \$38/vehicle site (power, water, sewer) ▶ \$33/vehicle site (power, water) ▶ \$29/vehicle site (power) ▶ \$19/tent site ▶ \$10/firewood
Roscoe's RV Park Alder Crescent, Charlie Lake, BC	32	Private	▶ 82 full service sites (50 amp power, water, sewer) ▶ Long-term rates ▶ Amenities: flush toilets, showers, Wi-Fi,	▶ \$40/vehicle site
Charlie Lake RV & Leisure Park Nielson Ave, Mile 52, Alaska Hwy, BC	33	Private	▶ 65 full-service sites (35 amp power, water, sewer) ▶ Tent sites ▶ Amenities: flush toilets, showers, laundry, Wi-Fi, sani-dump ▶ Recreation amenities: lake access, playground, playing field, horseshoe pits	▶ \$20-\$35/site

Campsite	Km to Park (driving)	Ownership	Description	Cost
Charlie Lake Provincial Park <i>Alaska Hwy, Charlie Lake, BC</i>	37	Province	▶ 57 unserviced vehicle campsites ▶ Amenities: pit toilets, drinking water, sani-dump ▶ Recreation amenities: boat launch, playground, grass field, picnic shelter, horseshoe pits	▶ \$20/vehicle site ▶ \$35/picnic shelter ▶ \$5/sani-dump discharge
Corner RV & Campsite <i>Alaska Rd, Fort St. John, BC</i>	37	Private	▶ 40 full service sites (35 amp power, water, sewer) ▶ Long-term rates ▶ Amenities: full-time park attendant, flush toilets, showers, laundry ▶ Recreation amenities: open lawn area	▶ \$43/vehicle site ▶ \$777/month
Peace Island Park <i>Mile 35 Alaska Hwy, Taylor, BC</i>	90	District of Taylor	▶ 39 unserviced vehicle sites ▶ 60 full service vehicle sites ▶ 18 group sites ▶ Amenities: flush toilets, showers (off site), sani-dump (off site) ▶ Recreation amenities: picnic shelters, walking trails, horseshoe pits, historic display, playgrounds, shelter with cook-house, water pump, firewood, boat launch, cross-country ski/snowshoe trails	▶ \$20/vehicle site ▶ \$25/vehicle site (power) ▶ \$40/vehicle site (full service) ▶ \$80/group site
Rotary Forest Recreation Site, <i>Peace River E, BC</i>	66	Province	▶ User-maintained tent campsite ▶ Boat access only ▶ Amenities: Picnic tables, pit toilet, fire ring	▶ No fee



Considering ways to increase opportunities for play and activity in Montney Centennial Regional Park could continue to build its use

January 20, 2020

3 | WHAT WE HEARD



An integral component of the Regional Park Design Study was understanding the values and concerns of community members and stakeholders so that the resulting plan for Montney Centennial Regional Park is comprehensive and publicly supported.

3.1 ENGAGEMENT PROCESS OVERVIEW

The process included two rounds of engagement:

► PUBLIC INPUT #1: GATHERING IDEAS

Public Input #1 focused on gathering information and perspectives about the park today and hearing ideas for future improvements. Engagement included public outreach, an interactive community event on Saturday, July 29, 2017 at Montney Centennial Regional Park, and a public questionnaire.

► PUBLIC INPUT #2: REVIEW OF DRAFT CONCEPTS AND RECOMMENDATIONS

Public Input #2 focused on defining a realistic and supported concept and framework for the park based on two illustrated concepts. Engagement included outreach, public displays at the U17 World Hockey Tournament in Fort St. John and Dawson Creek, and a response form to gather opinions on preferred directions.

Audiences involved included:

- Park Users
- Residents of the PRRD
- Identified Stakeholders
- PRRD Staff
- PRRD Regional Parks Committee
- PRRD Regional Board

Key outcomes from each round of engagement are summarized on the subsequent pages.

3.2 PUBLIC INPUT #1: GATHERING IDEAS

Input suggested that Montney Centennial Regional Park is valued by those who use it; however, there is limited knowledge about the park and its amenities. Park visitors expressed concerns about limited recreation assets in the park, as well as undesirable or unlawful activities that have been reported to occur. These concerns are a limitation to park use.

DEMOGRAPHICS

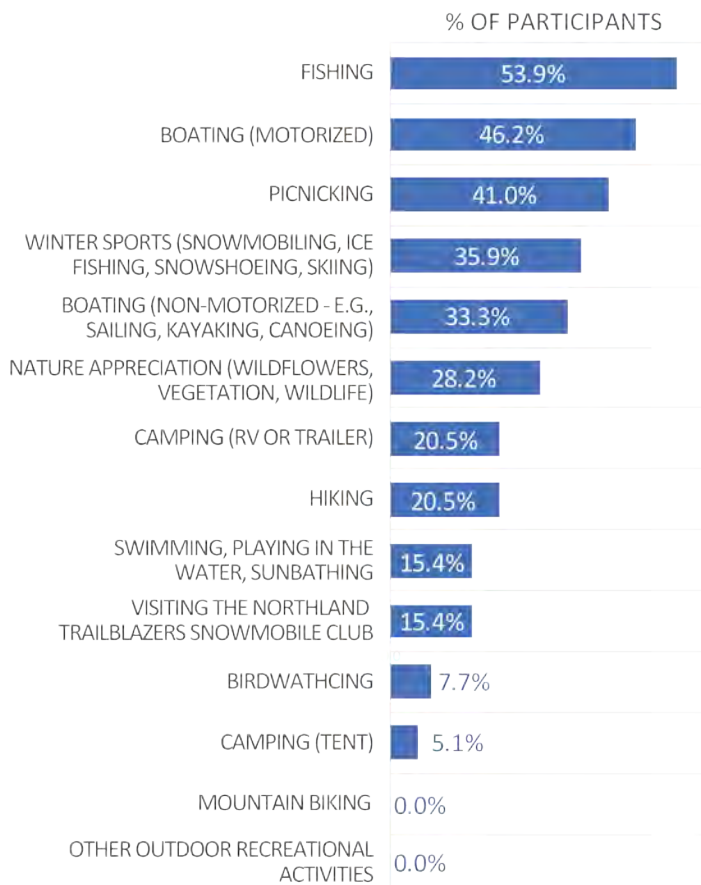
67% of participants visit Montney Centennial Regional Park at least once per year

- ▶ Over half of survey participants reside in either Dawson Creek or Fort St. John
- ▶ About three-quarters of participants were between the ages of 30 and 59

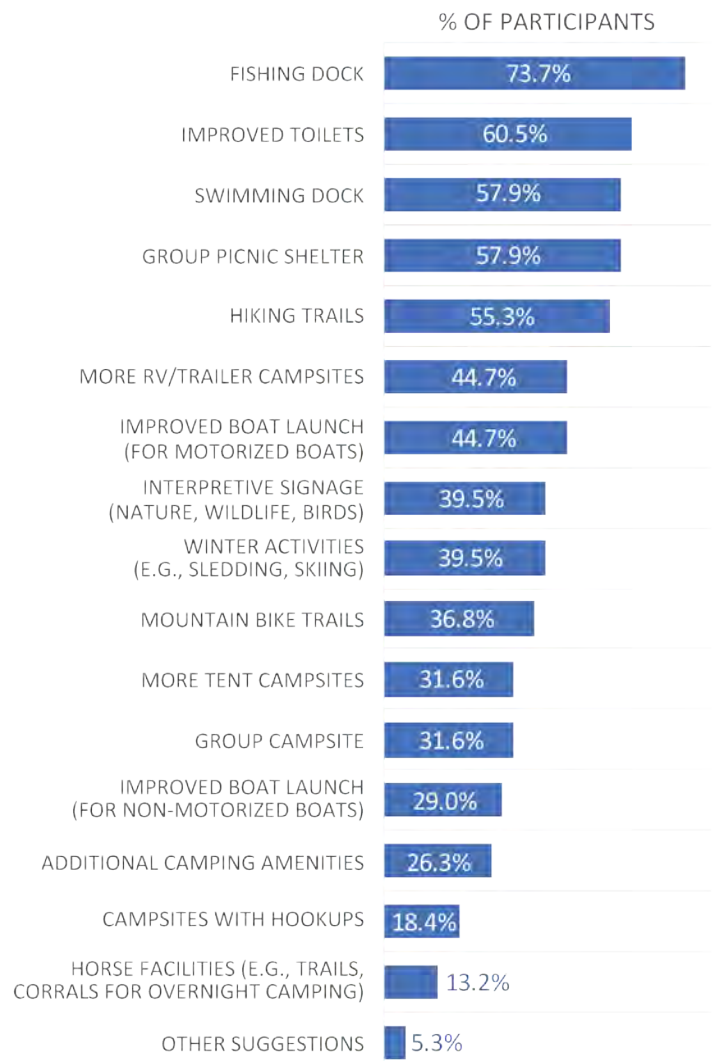
PUBLIC INPUT #1 DETAILS

- ▶ Initial input was invited during Park Day at the Montney on July 29, 2017, 1 pm to 5 pm
- ▶ A comprehensive outreach program was undertaken between July 14 and August 18, 2017
- ▶ Approximately **70** people attended the event at the park
- ▶ **84** questionnaires were received

ACTIVITIES THAT PEOPLE DO AT THE PARK

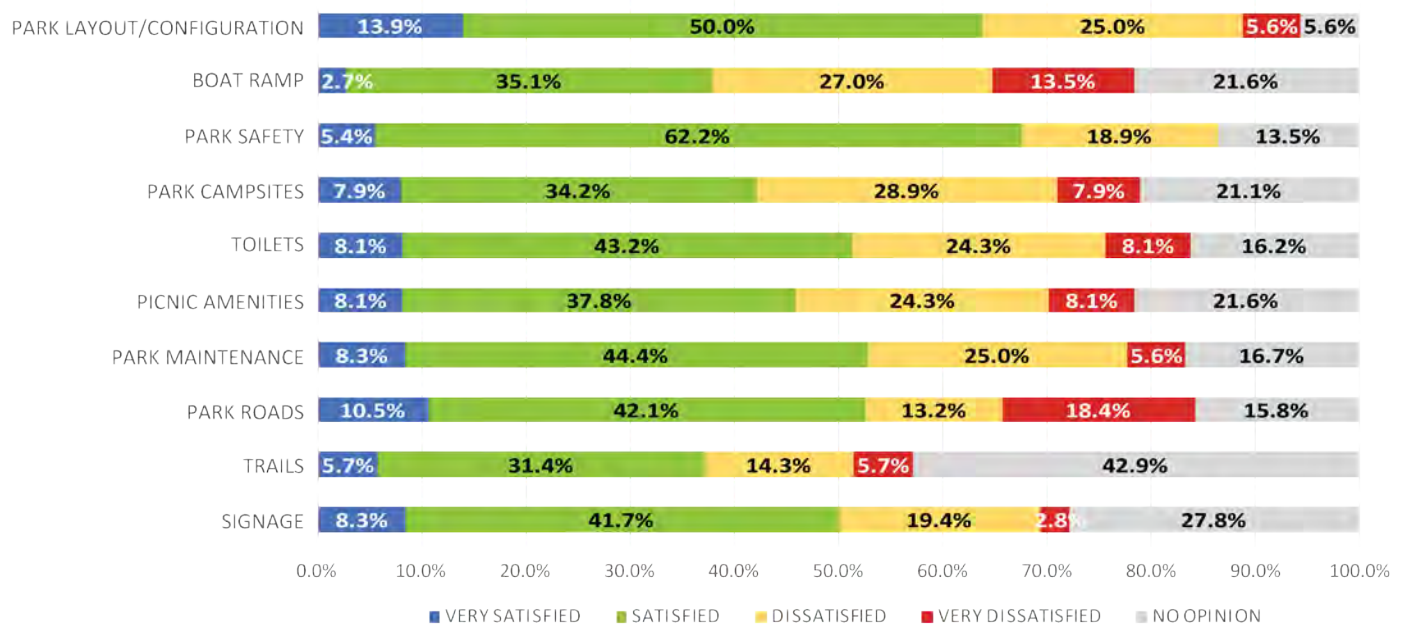


MOST DESIRED AMENITIES



SATISFACTION WITH PARK ELEMENTS

The elements that people were least satisfied with included the boat ramp, campsites, toilets, and picnic amenities.



ISSUES OR CONCERNS

- ▶ Poor road conditions (muddy, dusty)
- ▶ Difficult to find due to lack of signage to get to park from highway (recently upgraded)
- ▶ Charlie Lake is not swimmable (poor water quality, lack of shoreline or beach area)
- ▶ Open park configuration and lack of privacy (limited campsites, no private campsites)
- ▶ Lack of park monitoring for safety
- ▶ Insufficient park information
- ▶ Insufficient maintenance and upkeep (littering, dogs)
- ▶ Limited amenities including adequate boat launch and access point for fishing
- ▶ Long-term campers (staying beyond the 14-day limit)
- ▶ Not enough activities (no trails, playground, open space, or other activities)

81%

of participants would consider paid camping if amenities were added/improved

SEE APPENDIX A FOR THE FULL PUBLIC INPUT #1 SUMMARY

3.3 PUBLIC INPUT #2: REVIEW OF DRAFT CONCEPTS & RECOMMENDATIONS

Phase one public input and background analysis were used to develop preliminary options for Montney Centennial Regional Park. During Public Input #2, participants provided feedback on the draft options identifying their preferred directions.

DEMOGRAPHICS

- ▶ Three-quarters of survey participants reside in either Dawson Creek or Fort St. John
- ▶ Age of participants was well-distributed among all age groups with about one-third of participants within the 30 to 39 age range

DRAFT VISION & GOALS

91%

of participants agreed or strongly agreed with the draft vision

- ▶ Draft goals were broadly supported with feedback emphasizing addition of more activities, maintaining the rustic feel of the park, and improving basic infrastructure (roads, toilets, boat launch)

SEE APPENDIX B FOR THE CONCEPT OPTIONS DEVELOPED FOR MONTNEY CENTENNIAL REGIONAL PARK

PUBLIC INPUT #2 DETAILS

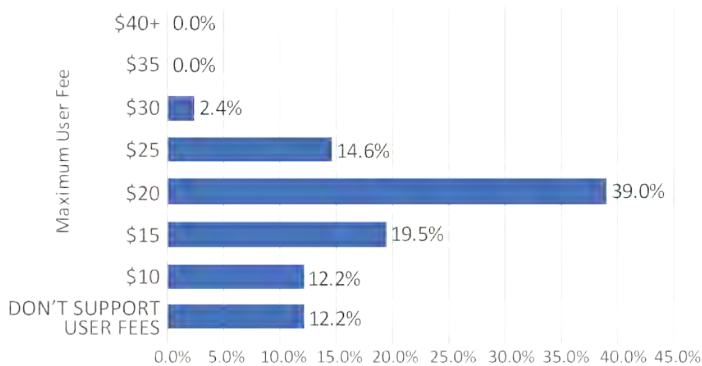
- ▶ A booth was set-up at North Peace Arena in Fort St. John and the Encana Events Centre in Dawson Creek during the U17 World Hockey Challenge November 6 to 11, 2017
- ▶ Public information displays were also available at community public meetings in Doe River and Farmington
- ▶ A comprehensive public outreach program was undertaken between October 30 and November 27, 2017
- ▶ **Hundreds** of people viewed the information at the events
- ▶ **69** response forms were received

PREFERRED DIRECTIONS FOR MONTNEY CENTENNIAL REGIONAL PARK

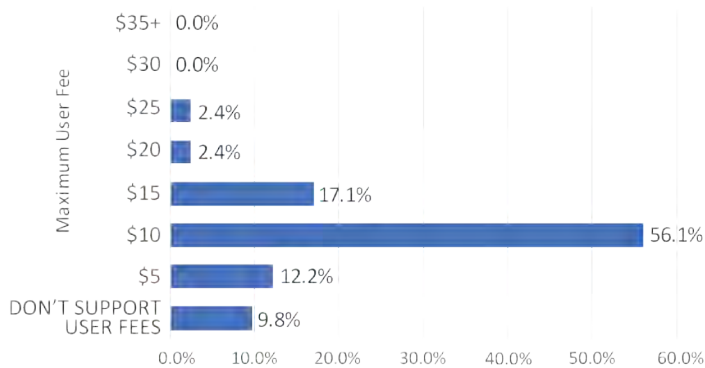
- ▶ **Vehicle Campsites:** Moderate increase in unserviced sites (+/- 19 total) with consideration for more varied camping options
- ▶ **Tent Campsites:** Group tenting area added near picnic and play facilities
- ▶ **Roads:** Existing access roads maintained with long-term consideration for new access to future camping areas
- ▶ **Trails:** Multi-use trails considered in partnership with organizations
- ▶ **Site Services:** New vault toilets for camping and recreation areas, with park remaining unserviced (no power, water, sewer)
- ▶ **Picnic & Play Areas:** New playground area adjacent to camping areas and addition of an activity staging area for the recreational trail network
- ▶ **Boat Launch:** Existing boat launch improved for motorized and non-motorized launching
- ▶ **Park Operations:** Paid camping with collections via drop box or weekend attendant and increased operations and maintenance

SUPPORT FOR USER FEES

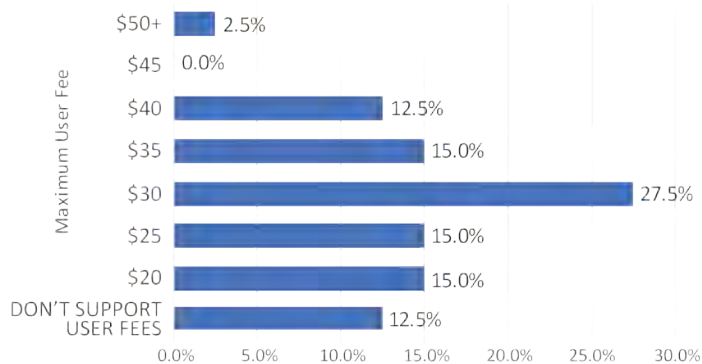
Unserviced Vehicle Campsites/Day



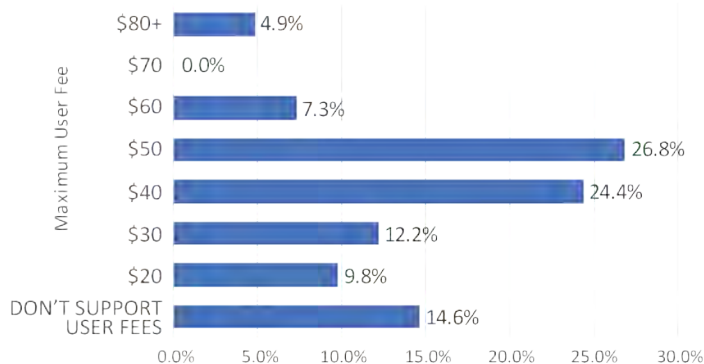
Tent Campsites/Day



Equestrian Vehicle Campsites/Day



Group Picnic Shelter Rental/Day



PRIORITIES

- 1 Amenities – Add Fishing Dock
- 2 Amenities – Improve Boat Launch
- 2 Circulation – Develop Nature Trails
- 4 Amenities – Add Picnic & Play Area
- 5 Campsites – Add New Unserviced Sites
- 6 Amenities – Improve Vault Toilets
- Amenities – Develop Recreational Network (in Partnership with Interest Clubs or Organizations)
- 6 Circulation – Improve Roads & Park Entry
- 9 Management – Improve Maintenance
- 10 Campsites – Improve Existing Unserviced Sites
- 11 Circulation – Improve Signage/Park Maps
- 12 Campsites – Add New Tenting Area
- 13 Campsites – Add New Equestrian Unserviced Sites
- 13 Other

SEE APPENDIX C FOR THE FULL
PUBLIC INPUT #2 SUMMARY



As Montney Centennial Regional Park evolves, more opportunities could be created for people to enjoy recreation in a natural setting

January 20, 2020

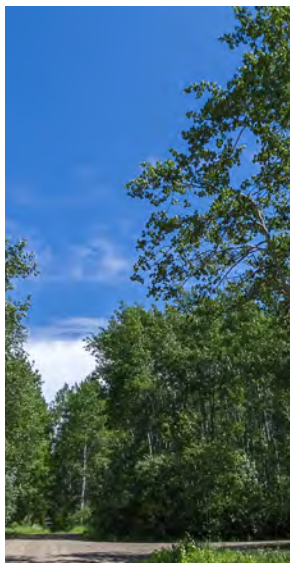
4 | VISION, GOALS & PROGRAM



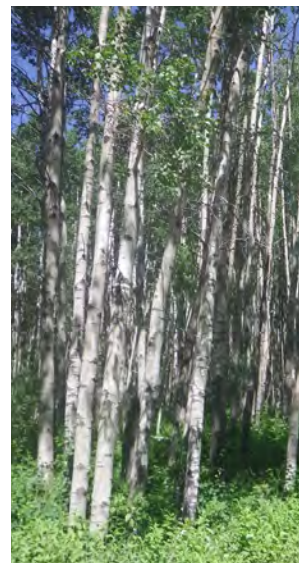
4.1 VISION

A vision describes a long-term future for Montney Centennial Regional Park. It is a guiding statement and a touchstone for consideration when making decisions about changes and development. The vision for Montney Centennial Regional Park was developed based on public input, direction from previous planning efforts, background research, and input from Committee.

Montney Centennial Regional Park offers unique and rustic recreational experiences on Charlie Lake that invite people to stay for a day or for a week and enjoy leisure and relaxation in a lakefront forest. The park will become increasingly well-used as new opportunities to play are added.



January 20, 2020



4.2 GOALS

Goals support realization of the vision by providing specific guidance for future park projects. These goals act as a “checklist” for proposed park improvements; if a proposed project meets these objectives it will support the spirit and intent of the plan.

Attract a Wider Range of Visitors



- ▶ Expand potential recreational pursuits in the park to attract a broader range of park visitors
- ▶ Encourage unique experiences that are not readily available in the surrounding area
- ▶ Support partnerships with clubs and organizations to develop recreation amenities and add amenity to the park

Enhance the Lake & Camping Experience



- ▶ Seek ways to better connect park amenities with Charlie Lake, capitalizing on the lakefront setting
- ▶ Enhance existing campsites to increase the feeling of being in nature and add privacy, shade, and character to the sites
- ▶ Encourage increased park use and passive surveillance, as well as potentially enhanced monitoring, to decrease undesirable activities

Plan for Economic Sustainability



- ▶ Work to establish strategic partnerships and grants that help manage capital and park operation costs
- ▶ Maintain the park as a free or low-cost camping area in the near future
- ▶ Plan and manage improvements incrementally, minimizing maintenance and operational costs, while still providing a higher quality experience

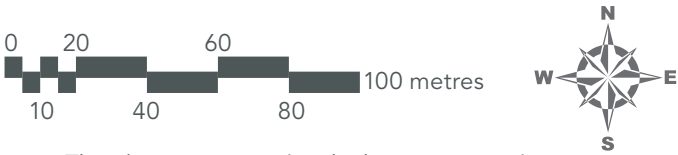
4.3 PARK CONCEPT



PROGRAM

Given the varied camping options already existing on Charlie Lake, it is anticipated that Montney will remain a rustic, modest campground in the foreseeable future. However, improvement and expansion of day-use activity areas, along with support for local clubs and groups to consider the park for development of new recreation amenities is encouraged to help expand the park's recreational value.

LEGEND



Note: The above concept sketch shows a general arrangement of proposed future improvements at Montney Centennial Regional Park. More detailed investigation will be required to verify actual siting of amenities based on terrain, geographical features, and existing vegetation.

5 | RECOMMENDATIONS



Eight recommendations are provided to support the implementation of the ideas and priorities generated through the planning process.

5.1 OVERVIEW

The recommendations in this section describe general planning directions. Detailed design and planning will be required to confirm design details and project costs as projects are implemented. It will be important that an adaptive management approach is used so that when new opportunities or circumstances arise, the District is prepared to make informed decisions about improvements to Montney Centennial Regional Park.

The recommendations include Class 'D' planning-level estimates based on plan-level evaluation, which brings with it inherent limitations. The budget figures are meant for project budgeting, phasing, and comparative costing only.

Notes:

- ▶ Class 'D' estimates are pre-design with an accuracy of +/- 30% at the time of the plan. Detailed design and planning is required to refine project costs.
- ▶ Estimates use unit costs and quantities based on general design assumptions and historical construction cost data from similar projects to assist with long-range budget planning.
- ▶ Costs can vary depending on site constraints, design, market forces, timing, and other variables.

5.2 RECOMMENDATIONS LIST

The following recommendations are described in detail in the remainder of this section.

- 1 Develop a Trail Network
- 2 Improve Existing Campsites and Consider Campsite Expansion only if Demand Increases
- 3 Take Steps to Improving Public Perceptions about Park Safety
- 4 Add New Vault Toilets at Key Locations
- 5 Upgrade Existing Roads & Add Parking
- 6 Develop a Lakefront Recreation Area
- 7 Update Wayfinding & Signage
- 8 Encourage Recreation Groups to Develop Compatible Activities in the Park

1

DEVELOP A TRAIL NETWORK

Develop a series of nature trails that support exploration and adventure including hiking loops and links between campsites and recreation destinations.

BACKGROUND:

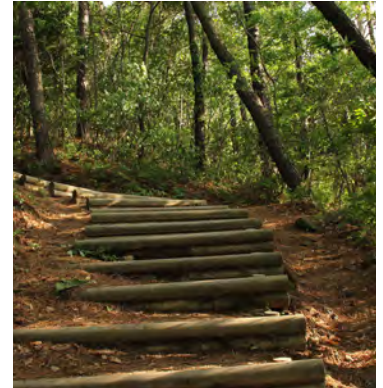
Today, there are no trails in Montney Centennial Regional Park. Trails provide activities that enhance visitor experience and well-defined routes help reduce environmental impacts by directing users' footprints.

55%

of participants in Public Input #1 identified walking/hiking trails as a priority



Low cost/low impact nature trails can be developed through clearing, levelling, and signage.



Crib stairs may be needed in some locations to manage steep grades.

PLANNING & DESIGN CONSIDERATIONS:

- Figure 9 on the following page suggests potential routes for trail development
- Two types of trails are suggested for the park:

Destination Trails

Destination trails should link key park destinations. Trail width is typically one to two metres with well-compacted aggregate or asphalt surface.

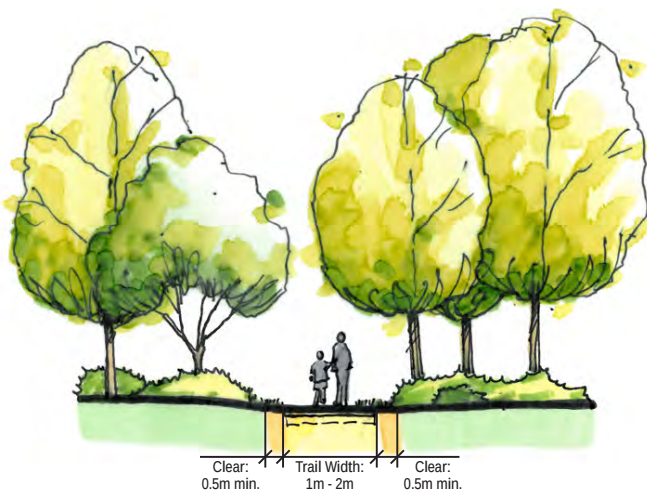


Figure 7: Typical Destination Trail

Nature Trails

Nature trails are narrower, typically with a cleared and compacted native soil surface suitable for hiking and walking.

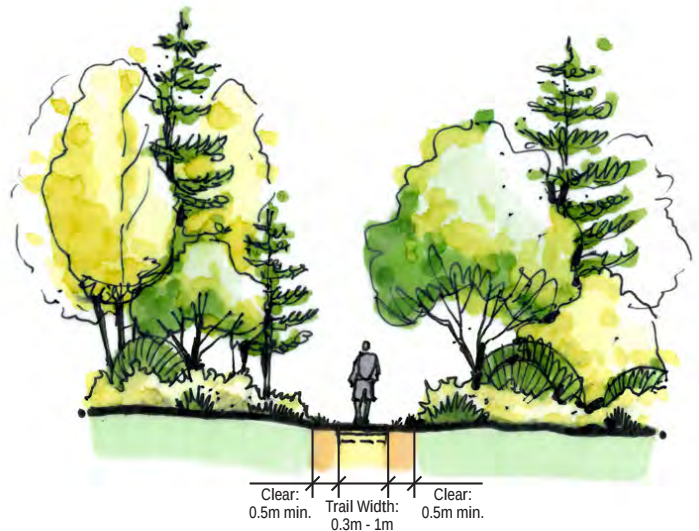


Figure 8: Typical Nature Trail

Figure 9: Potential Trail Routes



1 Large Loop Hiking Trail	
Connects	► Camping Area ► Lakefront Recreation Area ► Wooded Areas
Approx. Distance	1.5 km
Trail Type	Nature
Comments	Routing based on terrain Crib stairs may be required in steep areas
2 Key Connector Trails	
Connects	► Camping Area ► Tenting Area ► Wooded Areas
Approx. Distance	500 m
Trail Type	Nature/Destination
Comments	Accessible in key locations
3 Future Campsite Linkages	
Connects	► Existing areas to future camping areas (if developed)
Approx. Distance	TBD
Trail Type	TBD
Comments	Routing determined during planning for future camping areas

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
1.1 Develop a large loop hiking trail (1).	A	\$21,000
1.2 Develop key connector trails (2).	B	\$7,000
1.3 Develop links to future campsite areas if developed.	n/a	TBD at time of development

2

IMPROVE EXISTING CAMPSITES AND CONSIDER CAMPSITE EXPANSION ONLY IF DEMAND INCREASES

Improve the existing campsites to enhance the quality and experience. If camping demand grows in the park, consider additional vehicle and tenting sites along the existing access road. Only consider long-term expansion of new camping areas if demand significantly increases or a user group comes forward to form a partnership.

BACKGROUND:

Currently Montney Centennial Regional Park has approximately seven campsites. Informal monitoring by the maintenance contractor suggests the campsites are modestly used; it is rare the park is fully occupied.

The park's location is a challenge for increasing campsite use. The trip to the park is lengthy, mostly on rural roads, and the Charlie Lake area is already well-served by a variety of campgrounds – including two provincial and two private campgrounds. Between Beatton Provincial Park, Charlie Lake Provincial Park, Rotary RV Park, and Charlie Lake RV & Leisure Park, there are over 200 campsites on Charlie Lake, both serviced and unserviced, as well as three boat launches and a variety of recreation amenities. Given this existing provision of camping, it is anticipated that Montney Centennial will remain a small-scale, rustic campground for the foreseeable future.

To manage capital costs, the plan recommends focusing on the existing camping area before considering any future expansion. The existing camping area is on a level site and with limited investment could be developed into a more attractive and peaceful campground experience.

PLANNING & DESIGN CONSIDERATIONS:

Figure 10 provides an overview of potential camping areas and the following pages provide additional detail about improvements recommended for each area.



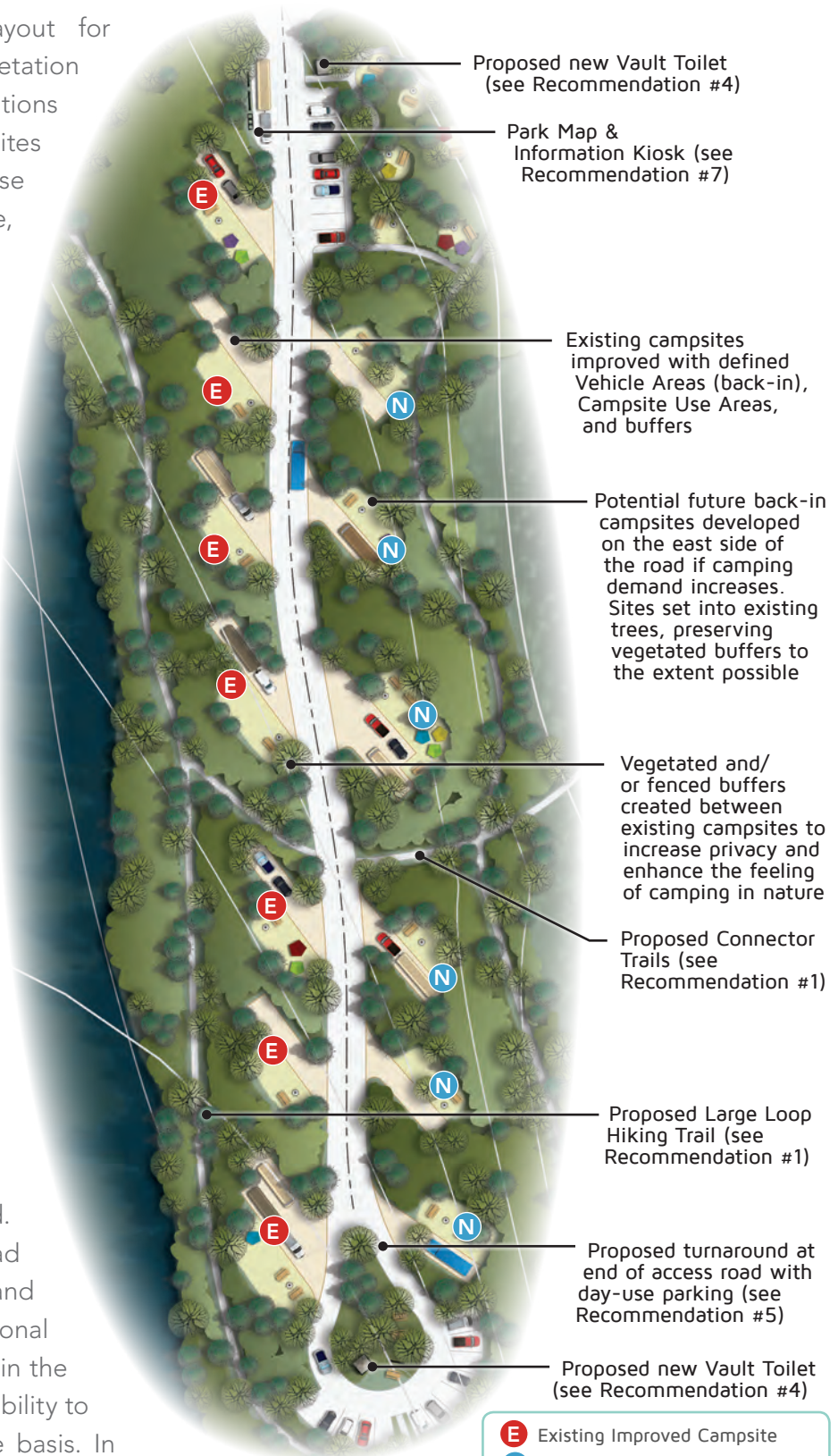
Figure 10: Recommended Campsite Improvement Phasing

Improved Vehicle Camping Sites

The plan provides a conceptual layout for campsites based on air photo interpretation and site analysis and shows general locations only. Actual location and design of campsites should be on a site-by-site basis in response to conditions such as existing trees, slope, and space available.

The existing vehicle camping area accommodates about six to seven pull-off campsites on the west side of the access road. In the short-term, it is recommended that minor investments be considered to enhance the existing sites, without further expansion. Improvements may include narrowing the existing access road and better defining the sites using vegetated buffers and/or fencing to increase privacy, shade, and the feeling of being in nature. A turnaround at the south end of the access road is recommended for manoeuvring RVs and trailers. The one existing campsite near the lake is recommended to be removed to accommodate a Lakefront Recreation Area (see Recommendation #6).

In the medium-term, if camping demand increases in the park, the PRRD could consider developing new sites on the east side of the existing road. Expansion along the existing access road would help manage development costs and could create up to six or seven additional sites, for about 13 to 14 total campsites in the park. Layout and design will require flexibility to respond to conditions on a site-by-site basis. In some cases, fill or excavation may be required.



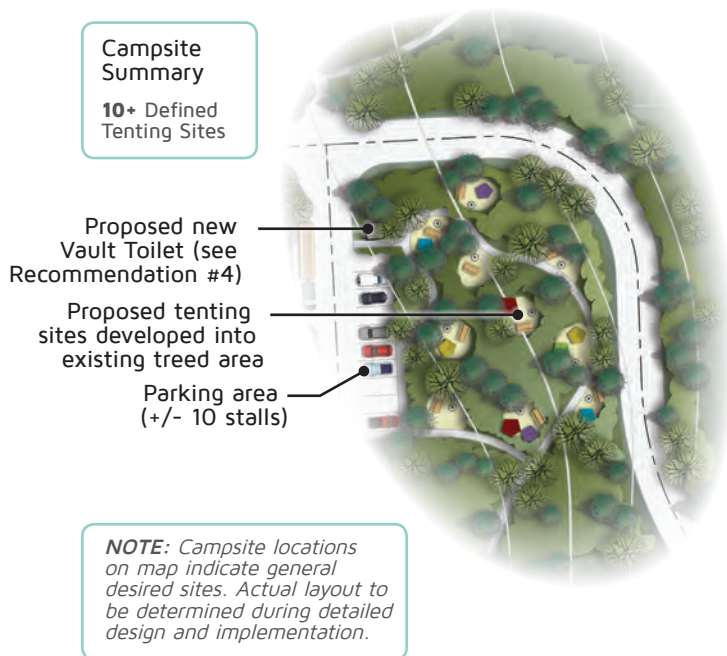
NOTE: Campsite locations on map indicate general desired sites. Actual layout to be determined during detailed design and implementation.

Proposed Tenting Area

A new tenting area may be considered at the north end of the campground near amenities like a Vault Toilet and the Lakefront Recreation Area. Tent sites should be developed in the existing trees, with minimal removal of tree canopy and vegetation buffer to maintain privacy and shade.

The area could include designated parking spots for tent campers, possibly along the existing park access road or via a one-way road with stalls sited to minimize tree removals.

The tenting area could incorporate a small group campfire and seating area.



Maintaining trees and shrubs in the tent camping area is important to creating defined sites that offer privacy and shelter.



The tenting area could incorporate a central gathering area where groups can enjoy a campfire or picnic together.

Future Campsite Expansion (Long-Term)

Beyond the improved vehicle campsites and proposed tenting area above, the plan does not recommend expansion of the campground at this time due to limited demand. However, it is recommended that potential future camping areas be identified and preserved to allow for future expansion should demand increase. Figure 10 on page 34 on indicates two areas in the central and east parts of the park that may have grades that could be suitable to future camping area development. In addition, while there is no planned change with the existing Northland Trailblazers Snowmobile Club lease at the north end of the site, should the lease end in the future, the area includes large expanses of flat area that would be suitable to campground development.

Campsite Design & Amenities

A key issue at Montney Centennial Regional Park is the openness of existing campsites. Future improvements should focus on creating a more park-like camping experience. The following directions may be considered during future campsite development:

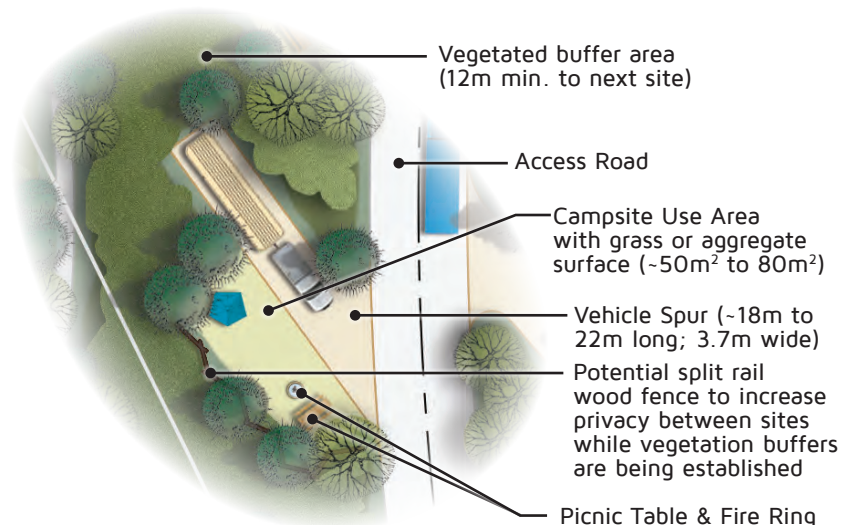
- ▶ Where possible, each campsite should accommodate modern campers and RVs (up to 14 m long), while also allowing smaller trailers or tents. Where grades create challenges, some smaller sites could be considered. Access along the main road is steep and may be a long-term limitation to accommodating large recreational vehicles in the park.
- ▶ A Vehicle Area should be defined for parking a recreational vehicle plus up to two cars. Vehicle Areas should be clearly defined by surface material (aggregate) and potentially perimeter markers (e.g., boulders, bollards, or fencing) to discourage people parking on vegetated or Campsite Use Areas.
- ▶ A Campsite Use Area should be defined for each site, large enough to accommodate tents plus a rain tarp or screened enclosure (+/- 50m² to 75m² in size). The surface of this area should be stable, flat, and well-drained with turf, aggregate, or native material surface.
- ▶ Each site should be equipped with a picnic table and campfire ring.
- ▶ Siting of new campsites should be based on terrain, with flat areas for the Vehicle and Campsite Use Areas. Where possible, cut and fill should be avoided to minimize removal of vegetation and manage costs. Where terrain challenges are encountered, sites may be terraced, with the Vehicle Area on one terrace and the Campsite Use Area on another.
- ▶ New campsites, if developed, should be sited to retain as much existing vegetation as possible to provide shade, privacy, and natural character.
- ▶ Campsites should be separated and defined to allow the natural park landscape to dominate and provide peace and privacy for park users. The objective is creating a "park-like" camping atmosphere; not an "RV Park".
- ▶ Each campsite should be designed as a discreet area, with natural boundaries marked by vegetation, rocks, or other natural-looking materials. In areas where vegetated buffers do not exist, physical screening should be considered, potentially through the use of split-rail fencing to provide immediate separation, with surrounding areas revegetated with trees and shrubs to re-establish a natural buffer over time.
- ▶ Campsites should be accessible wherever grades permit.

The graphics illustrated in Figure 11 on the next page show typical layouts and amenities for campsites.

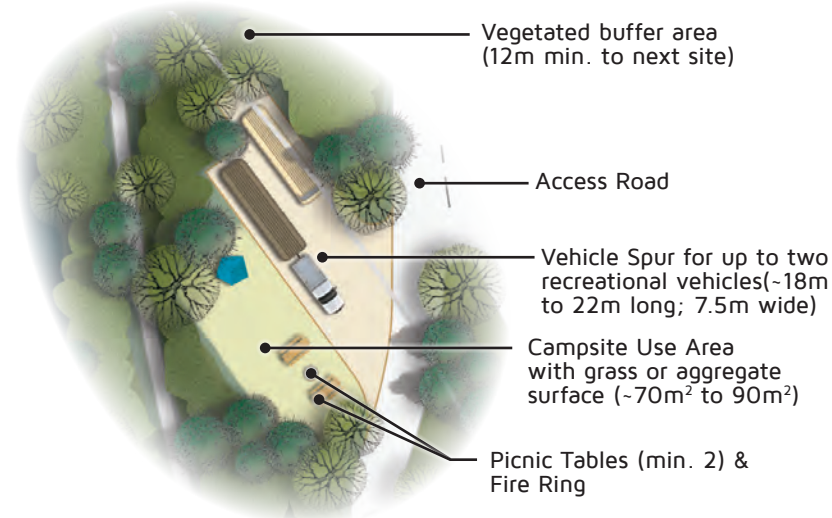


In areas that have been previously cleared, split rail fencing could be used as an initial step towards defining campsites and re-establishing vegetation.

Back-in Single Campsite



Back-in Double/Group Campsite



Sites should have defined use areas. Example of a back-campsite with an easily identifiable Vehicle Area and Campsite Use Area.



Example of wood bollards used to define the extents of a Vehicle Area where it may not be obvious based on vegetation.

Figure 11: General Campsite Layouts

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
2.1 Improve the existing campsites on the west side of the access road by adding buffers between sites and defining Vehicle and Campsite Use Areas.	A	\$72,000
2.2 Develop a Tent Camping Area including creation of campsites within existing treed areas and establishment of a group picnic/campfire area.	B	\$58,000
2.3 Consider addition of new campsites on the east side of the existing access road within existing treed areas.	C	\$54,000
2.4 Consider long-term future campsite areas only if demand increases or there is strong support from interest groups.	n/a	TBD at time of implementation

3

TAKE STEPS TO IMPROVING PUBLIC PERCEPTIONS ABOUT PARK SAFETY

Continue to provide weekend maintenance services at the park, while encouraging more passive and/or active surveillance.

BACKGROUND:

Public input suggests that negative activities such as parties, noise, vandalism, and drug use occur at Montney Centennial. With only a small number of campsites and limited opportunities for attracting more camping, addition of a full-time campsite attendant is unlikely.

PLANNING & DESIGN CONSIDERATIONS:

While full-time monitoring may not be viable, steps could be considered to increase the perception of safety in the park:

- **Increased Activity:** Increasing desirable activity in the park increases passive surveillance. Typically, crimes and undesirable activity are less likely when there are other people around. Improvements to existing campsites (see Recommendation #2), development of enhanced trails and day-use facilities (see Recommendations #1 & #6), and support to user groups for development compatible activities at the park (see Recommendation #8) all have potential to increase positive activity, lessening the attraction of the area to negative behaviours.

- **Increased Maintenance Presence:**

Adjustments could be considered to the maintenance schedule and/or duties to increase presence in the park when negative activities may be more likely to occur (e.g., weekend evenings).

- **Increased Active Surveillance:** The location of Montney Centennial makes it challenging and costly for regular monitoring. However, opportunities may exist for video monitoring or occasional patrol, helping to discourage the site being seen as an "unsupervised zone" for negative behaviours.

To help offset potential operational cost increases, a self-registration process and camping fee could be collected at a locked registration box at the main park kiosk. Maintenance personnel would be responsible for emptying the box and confirming registration of those on site. While enforcement of fee payment may be more limited, a large number of legitimate park users would be willing to pay a small fee for an enhanced campsite experience.

81%

of participants would consider paid camping if amenities were added/improved

RECOMMENDED ACTIONS:

Action	Suggested Phase	Preliminary Capital Cost Allowance
3.1 Continue weekend maintenance for the park.	Ongoing	Operations
3.2 Consider establishing a small camping fee and add a fee collection box at the park.	B	\$2,000

4

ADD NEW VAULT TOILETS AT KEY LOCATIONS

Replace the two existing vault toilets with three new vault toilets at key locations to improve access from camping and recreation areas.

BACKGROUND:

There are two existing toilets in Montney Centennial Regional Park, both at the north end of the campground access road. This location is approximately 250 m from the campsite at the south end of the road. The existing toilets are outdated and are nearing time for replacement. Public input strongly supported enhancement of amenities within Montney Centennial Regional Park.

32%

of participants in Public Input #1 were dissatisfied or very dissatisfied with the existing toilets

PLANNING & DESIGN CONSIDERATIONS:

As there is no servicing planned for Montney Centennial Regional Park, toilets are anticipated to remain vault toilets, but upgraded to new standards.

The plan recommends the two existing vault toilets be replaced by three new vault toilets located to be within 150 m of all campsites and main activity areas. Figure 12 illustrates potential locations where vault toilets may be desirable in Montney Centennial Regional Park.

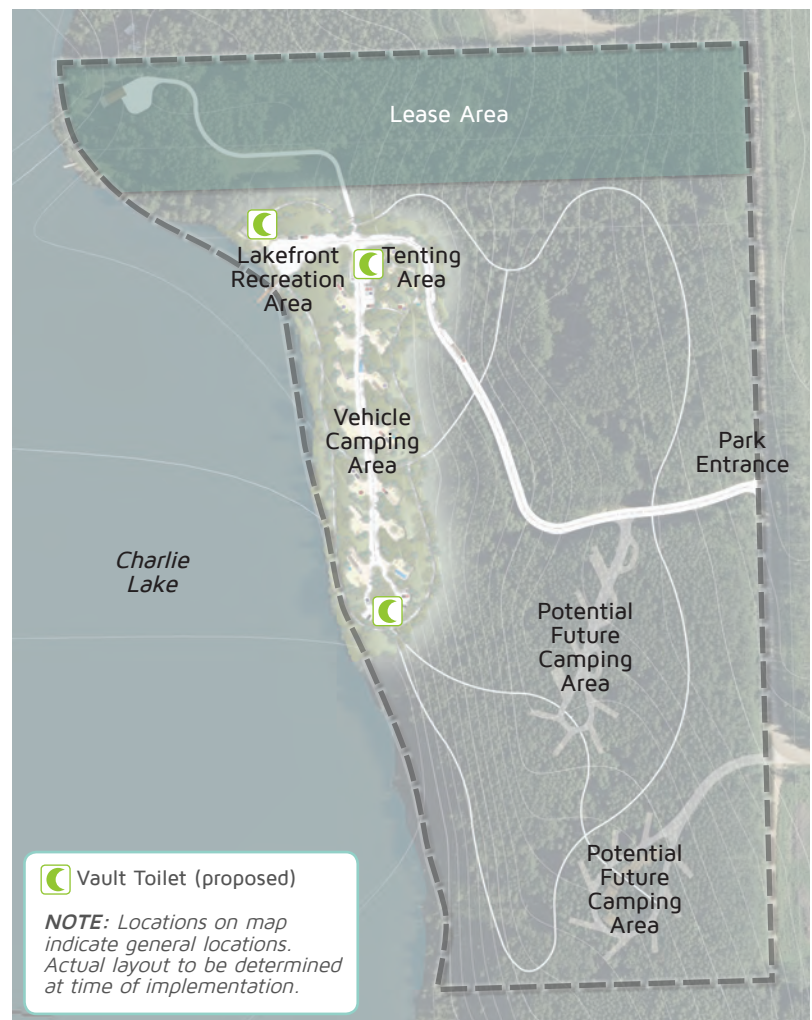


Figure 12: Preliminary Vault Toilet Locations



Image: Blackfoot Regional Park, Clayhurst

Vault toilets in the PRRD's Blackfoot Regional Park have been recently upgraded to a newer standard.



Image: Rath Trevor Provincial Park, Parksville

Example of an accessible vault toilet building in Rath Trevor Beach Provincial Park, Parksville. Where possible, all toilet buildings should be accessible.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
4.1 Remove the existing toilets and add a new Vault Toilet near the proposed Tenting Area (see Recommendation #2).	A	\$20,000
4.2 Add a new Vault Toilet at the south end of the campground near the car turnaround and trailhead.	B	\$17,000
4.3 Add a new Vault Toilet at the Lakefront Recreation Area (concurrent with amenity improvements, see Recommendation #6).	B	\$17,000

5

UPGRADE EXISTING ROADS & ADD PARKING

Upgrade the main park entry road and add day-use parking in key locations.

BACKGROUND:

There is one access road into Montney Centennial Regional Park, which leads down the slope to the lake and camping areas. The park terrain slopes steeply towards the water, resulting in sections of the road having steep grades. Input to the process identified that large recreational vehicles encounter challenges when accessing the park, especially during wet conditions.

Participants also indicated dissatisfaction with the width of the existing campground road, which diminishes the feeling of being in nature and provides little privacy for campsites.

32%

of participants in Public Input #1 were dissatisfied or very dissatisfied with the existing access roads

DESIGN & PLANNING CONSIDERATIONS:

Figure 13 illustrates potential improvements to the existing park roads:

- The existing main access road should be upgraded with minor rerouting and regrading, as well as resurfacing, to improve park access. Paving of road sections may warrant consideration to reduce issues during wet weather.

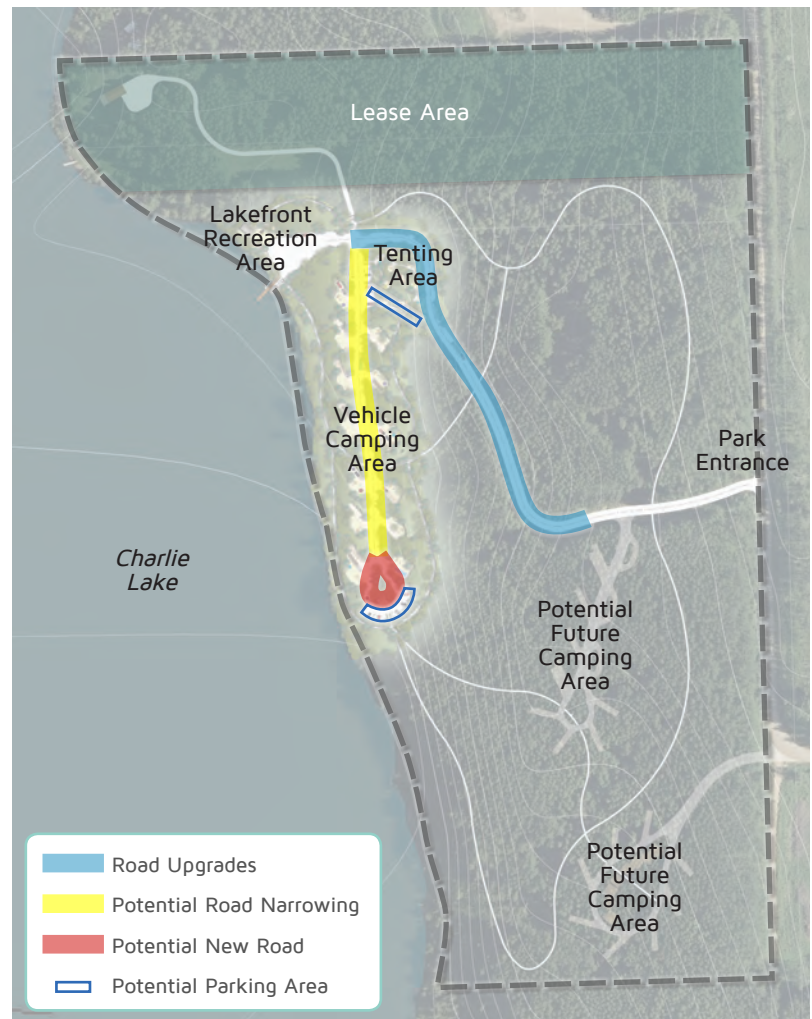


Figure 13: Recommended Road Improvements



The Campsite Access Road is currently much wider than needed, which detracts from the natural setting.



Image: Sharps Creek Recreation Site, Bureau of Land Management, Oregon Department of Forestry, Washington

Natural campgrounds often use narrow campground roads (one-way road shown) marked by wood bollards and trees.

- ▶ The existing campsite access road should be narrowed to support a more park-like setting. Narrowing would involve erecting barriers to prevent people from driving over former road areas and starting a process of revegetation.
- ▶ A turn-around loop is proposed for the south end of the access road to maintain circulation.
- ▶ Two formal parking areas are recommended – one near the proposed tenting area (see Recommendation #2) that could also be used as day-use parking for the Lakefront Recreation Area and one at the south end of the campground access road for people accessing the trails network or other recreation activities developed in the park.
- ▶ Ongoing maintenance of roads should include gravel re-topping as required.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
5.1 Complete alignment and surfacing improvements for the main entry road to improve eroded or damaged sections.	A	\$24,000
5.2 Undertake road narrowing and develop a turn-around at the south end of the campground access road as part of campground improvements (see Recommendation #2).	See Rec. #2	See Rec. #2
5.3 Develop day-use parking at the Tent Camping Area (concurrent with Recommendation #2).	B	\$17,000
5.4 Develop day-use parking at the south end of the campground to provide access to the trails network.	B	\$21,000
5.5 Undertake regular maintenance including gravel re-topping as required.	Ongoing	Operations

6

DEVELOP A LAKEFRONT RECREATION AREA

Develop a waterfront recreation area that provides a destination for park activities including a fishing dock, nature playground, picnic shelter, and potentially an improved boat launch.

BACKGROUND:

A key issue for Montney Centennial Regional Park is the limited number of activities or amenities available. Public participants commonly identified that there is not enough to "do" when visiting the park.

Participants in Public Input #2 identified addition of a fishing dock, an improved boat launch, and picnic and play amenities in their top 5 priorities.

PLANNING & DESIGN CONSIDERATIONS:

The plan recommends focusing amenity additions in a proposed Lakefront Recreation Area on Charlie Lake. The existing campsite in this location would be removed and the area redeveloped with amenities shown in Figure 14. The amenities proposed are anticipated to be modest in scale, fitting within the limited space available.

During the process, mixed feedback was received about a boat launch. While input suggested many desired an improved launch, some feedback also recognized the challenges presented by location, terrain, and space limitations to developing a high-quality launch at the park. If a boat launch is not pursued, the space could be used as expanded open area for informal recreation.

Figure 14: Suggested Amenities for the Lakefront Recreation Area

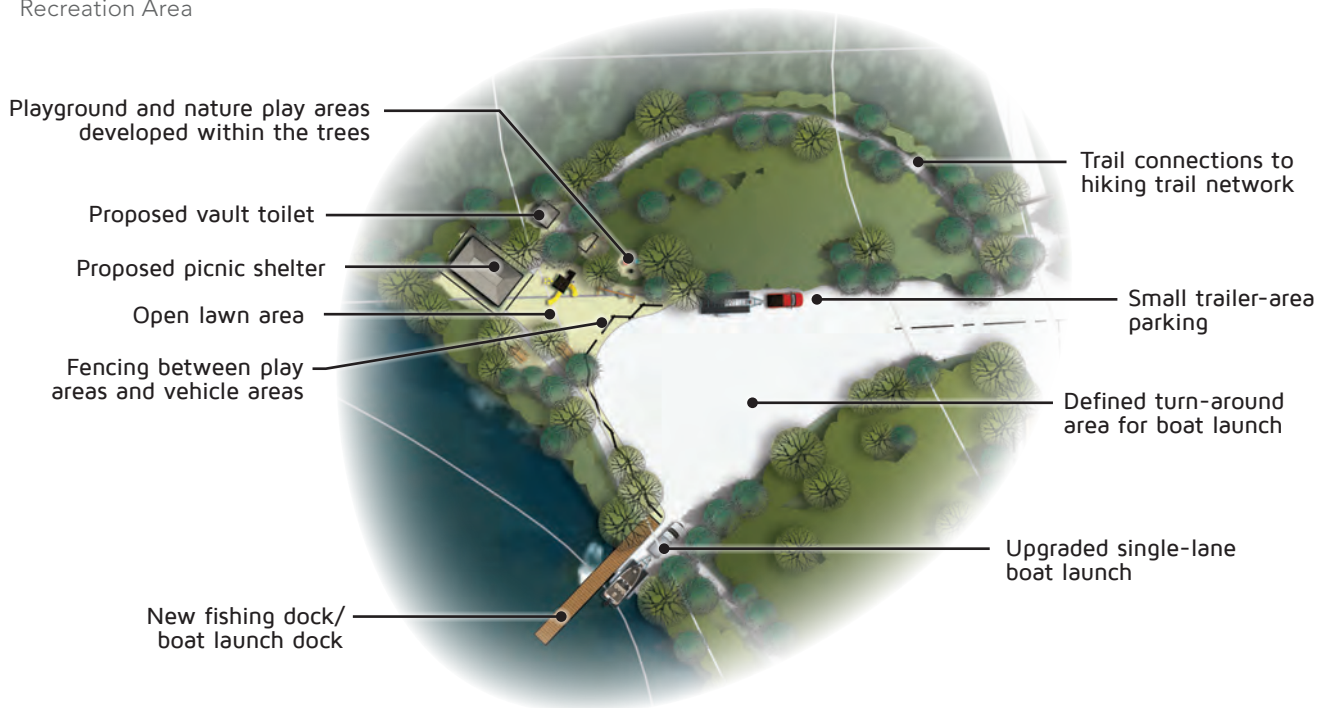




Image: Picnic Shelter, Virginia State Parks



Image: Lone Pine Campground, Bureau of Land Management

A picnic shelter would encourage social activity in the park. Shelter design can vary depending on budget available, but should be developed with the goal of complementing the park's natural lakeshore character.



Image: seabamirum



Image: manofhg

Public input supported the idea of a small fishing dock, which could also double as a swimming dock for those brave enough to jump in the lake.



Image: Leslie Science & Nature Centre

A few small-scale play elements could be developed to create a play area. Natural features and elements that blend into the park's wooded areas could provide high value for low cost.



Image: Kelso Boat Ramp

Combined with the fishing dock, a modest boat launch could be considered to provide amenity to those living in the area, although there are other existing public launch sites on Charlie Lake that may be more accessible.



Enhanced trails and open space areas can support unstructured recreation activities like bocce, soccer, or frisbee.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
6.1 Develop a fishing dock on Charlie Lake to improve water access and potential for fishing, as well as boat tie-up.	A	\$29,000
6.2 Develop a playground and grassy open space for recreation near the lake.	B	\$91,000
6.3 Consider an improved boat launch with a turn-around and small space for parking boat trailers. If boat launch development is not pursued, the space should be maintained as open recreation area.	C	\$78,000
6.4 Develop a picnic shelter near the playground area.	C	\$76,000

7

UPDATE WAYFINDING & SIGNAGE

Add to existing signs to improve park navigation and attractiveness.

BACKGROUND:

There are limited signs at Montney Centennial Regional Park, with the exception of the park entry sign and regulatory signs

PLANNING & DESIGN CONSIDERATIONS:

The plan recommends that the park entry sign be refurbished and a few informational signs be added as park elements are developed. Figure 15 provides suggested locations for signs and examples below illustrate proposed sign types.



It is recommended that the existing park entry sign be updated, potentially incorporating elements or components of the existing heritage sign.



Image: South Steens Campground, Bureau of Land Management, Oregon and Washington

The new park entry sign could have a unique character and style that sets the tone for the park.



Figure 15: Potential Sign Locations & Types



Image: North Barr Trailhead Cline Buttes Recreation Area, Bureau of Land Management Oregon & Washington

Two park kiosks – one at the park entry crossroads and one at the trailhead entry area at the south end of the campground access road – are proposed for posting a park and trails map, rules and regulations, potential fee collection information, and other information.



Image: Rath Trevor Beach Provincial Park, Parksville

Information signs may be considered as part of a revegetation program along the main roadway.



Image: Coconino National Forest Cave Springs Campground

Pedestrian-scale signs should be located at trailheads to provide direction to key locations. Distance information could be provided.



Image: Rath Trevor Beach Provincial Park, Parksville

Each campsite should be marked with an assigned number to aid in wayfinding and potential for fee collection.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
7.1 Develop a new park entry sign, potentially incorporating refurbishment of the existing entry sign.	B	\$9,000
7.2 Develop an improved kiosk at the crossroads area that includes a park map and a new kiosk at the trailhead area at the south end of the campground access road with information about the trails network.	B	\$8,000
7.3 Add road signs and campsite markers as a component of campsite development (see Recommendation #2).	See Rec. #2	See Rec. #2
7.4 Add trail signs as a component of trail network development (see Recommendation #1).	See Rec. #1	See Rec. #1

8

ENCOURAGE RECREATION GROUPS TO DEVELOP COMPATIBLE ACTIVITIES IN THE PARK

Consider proposals from organized groups to develop compatible, low-impact recreation activities in underused portions of the park.

BACKGROUND:

The existing and proposed improvements in Montney Centennial Regional Park will not make full use of the existing park area. The unused portions of the park could provide potential for development of additional recreation activities, further supporting the goals of increasing park amenity and encouraging more visitors to the park.

The PRRD currently maintains a lease with the Northland Trailblazers Snowmobile Club for the northern 7.5 hectares of the park.

DESIGN & PLANNING CONSIDERATIONS:

Figure 16 indicates an approximate area about 11 ha in size that could be available for development of compatible recreational uses in Montney Centennial Regional Park. Input has suggested disc golf, snowshoeing, and mountain biking as potentially compatible activities, although the PRRD should be open to all potentially compatible proposals.



Figure 16: Potential Recreational Development Area



Image: Stewart Pond Disc Golf, Bureau of Land Management

During the process, disc golf was identified as a potentially compatible recreation use for Montney Centennial Regional Park.

Key considerations would include:

- ▶ A formal agreement and/or lease should be established to clearly outline acceptable improvements, roles and responsibilities, maintenance requirements, and details to ensure each party understands their obligations.
- ▶ Improvements must be compatible with existing and potential future park functions, including the proposed hiking trail network (see Recommendation #1).
- ▶ Opportunities may exist to incorporate multiple recreation pursuits, creating a multi-use network maintained by a number of groups.



Image: Bike Park Prati di Tivo, Rino Peroni

The grades in Montney Centennial Regional Park would likely accommodate mountain biking; however, available space may be a limitation.

- ▶ Site analysis and planning will be required to verify potential for development of the area without compromising the forest and lakeshore character (e.g., due to extensive tree removals or damage to natural areas). There is a limited park area, which may affect recreation uses that fit within the park.
- ▶ Investigations will need to consider the challenges of steep slopes throughout the park to determine if there is viable development space for the intended park use.
- ▶ Potential for senior government or NGO funding may exist.

A successful partnership has potential benefits for both the PRRD – by increasing recreational potential and activity at the park – and for the recreational group – by providing space for developing their activities.

RECOMMENDED ACTIONS:

Action	Suggested Timing	Preliminary Capital Cost Allowance
8.1 Invite and assess proposals from organized groups to develop recreation amenities within the park.	Ongoing	Staff Time
8.2 Consider improvements to the park area that would complement recreation activities developed in the park.	TBD	TBD

6 | IMPLEMENTATION



Implementation of the ideas and directions in the Montney Centennial Regional Park Plan will occur over time as opportunities and funds are available. This implementation summary provides a recommended phased approach to implementing actions. The PRRD should review and update implementation planning regularly to respond to changing opportunities and community needs.

6.1 OVERVIEW

The implementation summary organizes the actions identified in **Section 5** into recommended phases. The plan is a long-term outlook and it is recognized that the park and surrounding area will continue to evolve, so it will be necessary to be flexible and adapt to new opportunities and challenges that arise.

The projects recommended in this plan will need to be prioritized within the PRRD's overall planning which may affect how quickly implementation can occur.

While the PRRD Board is responsible for overseeing the plan, successful implementation will require coordination between a number of groups including, but not limited to:

- ▶ PRRD Board;
- ▶ Regional Parks Committee;
- ▶ PRRD Departments (Community Services, Environmental Services, Communications, Financial Services);
- ▶ Potential Partners;
- ▶ Stakeholders; and
- ▶ Community Members.

6.2 FUNDING STRATEGIES

Implementation of the park plan recommendations will likely be achieved through a combination of funding sources. Availability of funding will influence the extent and content of each phase of park development.

There are several possible sources of funding that could help implement the recommendations in this plan. Table 3 provides a brief description of strategies that could be employed.

Table 3: Potential Funding Sources

Action	Potential Key Recommendations
1. Capital: Property tax is the PRRD's principle source of revenue for providing park services. The 2014 Parks and Trails Master Plan recommended a modest increase in tax rate allocation (on property improvements only) to support the regional parks system.	► All recommendations
2. Government and NGO Funding: The Province of BC, Federation of Canadian Municipalities, Northern Development Initiative Trust, Government of Canada, and other government and non-government organizations offer grants that provide capital or planning funds. These funds could be harnessed for both further design development or implementation of key capital projects that boost economy or increase recreation assets for the area.	► #1 - Develop a Trail Network ► #2 - Improve Existing Campsites ► #6 - Develop a Lakefront Recreation Area ► #12 - Encourage Recreation Groups to Develop Compatible Activities in the Park
3. Donations & Fundraising: Corporations, organizations, and individuals are often willing to contribute to community assets either through capital or in-kind donation of materials, equipment, or time. With an active resource sector in the PRRD, there may be a number of businesses interested in contributing to local recreation resources. An organized donation campaign helps harness these opportunities and ensures the community sees results.	► #1 - Develop a Trail Network ► #6 - Develop a Lakefront Recreation Area ► #12 - Encourage Recreation Groups to Develop Compatible Activities in the Park
4. Partnerships: Partnerships with other groups could help implement key recommendations that may be challenging for the PRRD to complete independently.	► #12 - Encourage Recreation Groups to Develop Compatible Activities in the Park
5. User Fees: User fees provide funding to assist with the costs of operating and maintaining park facilities. User fees for camping or other park uses may warrant consideration to support successful operation of the park.	► #3 - Improve Public Perceptions about Park Safety

6.3 CAPITAL COST ESTIMATES

While completing all the recommended park upgrades in one phase would provide the greatest efficiency, funding limitations will likely require phased implementation. Table 4 suggests a potential phasing and cost budget estimate summary based on priorities identified through community input and logical phasing of projects.

Phasing of improvements in Montney Centennial Regional Park has potential flexibility. Many of the proposed improvements could be implemented in a different order than indicated to respond to shifts in funding opportunities or public interest.

Costs estimates include a 30% contingency due to the pricing and quantity variables associated with this level of planning including unknowns and inflationary factors. Costs also include an add-on of 15% - 30% to account for design and engineering fees during detailed design development.

Note that even with a 30% contingency built into the estimates, annual inflationary and market conditions will always need to be taken into consideration in the intervening years up to the point of actual implementation. These allowances provide an order of magnitude +/- 30% and illustrate relative costs among components. More accurate site information and engineering is required prior to final budgeting and implementation.

Table 4: Capital Cost Estimate Phasing Summary

#	Recommendation	Preliminary Capital Cost Allowance
PHASE A		
1.1	Large Loop Hiking Trail	\$21,000
2.1	Existing Campsite Improvements (including road narrowing, turn-around, fencing, and revegetation)	\$72,000
4.1	Remove Existing and Add New Vault Toilet near Future Tenting Area	\$20,000
5.1	Improve Existing Entry Road	\$24,000
6.1	Fishing Dock	\$29,000
7.1	Refurbished Park Entry Sign	\$9,000
PHASE A TOTAL:		\$175,000
PHASE B		
1.2	Small Loop & Connection Trails	\$7,000
2.2	Tent Camping Area	\$58,000
3.1	Fee Collection Box	\$2,000
4.2	Vault Toilet in the South End of the Park	\$17,000
4.3	Vault Toilet in the Lakefront Recreation Area	\$17,000
5.3	Day-use Parking at the Tent Camping Area	\$17,000
5.4	Day-use Parking at the South End of Campground	\$21,000
6.2	Lakefront Playground & Open Space Area	\$91,000
7.2	Park Kiosks & Maps	\$8,000
PHASE B TOTAL:		\$238,000

#	Recommendation	Preliminary Capital Cost Allowance
PHASE C		
2.3	Develop 6 to 7 New Campsites along Existing Access Road	\$54,000
6.3	Upgraded Boat Launch	\$78,000
6.4	Picnic Shelter	\$76,000
PHASE C TOTAL:		\$208,000
TOTAL, ALL PHASES:		\$621,000

The above summary does not include costs for potential partnership projects or long-term expansion of campground areas. These costs could range significantly depending on agreements and circumstances. Specific recommendations that may or may not have future cost implications include:

- ▶ Long-term expansion of camping areas should demand increase (see Recommendation #2)
- ▶ Support for groups proposing to develop amenities within the park (see Recommendation #8)

6.4 OPERATIONS & MAINTENANCE

Given the limited number of campsites in the park and potential competition from other campgrounds in the area, it is not anticipated that Montney Centennial Regional Park will generate substantial revenue in the foreseeable future. However, opportunities may exist to offset some operations and maintenance costs at the park by considering paid camping with a drop-box system (see Recommendation #3).

Table 5 summarizes a potential long-term operating scenario that includes some potential cost recover for Montney Centennial based on information from similar operations.

The following assumptions should be noted:

- Numbers are based on the full build-out of campsites along the existing access road (i.e., up to 13 campsites). Additional campsite expansion is not assumed at this time.

► Campsite booking assumptions:

- » All campsites will be available for booking between May 15 and Sept. 15 annually (124 potential days).
- » Campsites will be booked at rate of 75% on weekends and 20% on week days for a total of 45.7 days/year. This is a conservative booking estimate – higher booking rates would result in higher revenue.

Maintenance of the campground facilities will be essential to protect public investment and achieve the PRRD's goal of providing campers with a clean, safe, and enjoyable camping experience. The PRRD should regularly review and update its maintenance program to set detailed maintenance practices for new and existing campground facilities.

Table 5: High-Level Operational / Revenue Budget Summary (per Season)

#	Recommendation	Estimate
Projected Campground Operating Costs		
1	Annual Park Attendant Maintenance Contract including the following duties: ► Regular park maintenance including cleaning, mowing, etc. ► Provision of day-to-day supplies (e.g., cleaning supplies) ► Provision of maintenance equipment and tools ► Minor repairs and upgrades ► Park patrol and reporting ► Reporting	\$22,000
2	Optional increased park monitoring/surveillance.	TBD
3	Vault Toilet Maintenance	\$2,000
4	Annual repairs	\$4,000
5	Insurance	\$2,000
ESTIMATED CAMPGROUND OPERATIONS COSTS TOTAL:		\$30,000
Projected Campground Revenues		
1	Camping Fees (13 unserviced individual sites) @ \$20/site	\$12,796
2	Camping Fees (up to 8 tents) @ \$15/tent	\$5,484
ESTIMATED CAMPGROUND REVENUES TOTAL:		\$17,366

REFERENCES



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APPENDIX A: PUBLIC INPUT #1 SUMMARY





REGIONAL PARK DESIGN STUDY

ENGAGEMENT SUMMARY REPORT PUBLIC EVENT #1 & IDEAS QUESTIONNAIRE

OVERVIEW

The Peace River Regional District (PRRD) is undertaking a Regional Park Design and Feasibility Study for **Blackfoot Regional Park** and **Montney Centennial Regional Park**. The purpose of the Study is to develop a plan that will enhance the functionality, environmental sustainability, safety, and fiscal and operational viability of the parks.

An integral component of the process is to understand the values and issues amongst community members including park users, Peace River Regional District residents, stakeholders, PRRD staff, Regional Parks Committee, and the Regional Board.

This report provides a summary of **Public Event #1 & the Ideas Questionnaire**, which occurred as part of the first phase of the planning process (Phase 1: Understanding the Parks). This first phase focused on:

- ▶ Introducing the Regional Park Design Study to community members;
- ▶ Gathering information and perspectives about both parks from the community;
- ▶ Gathering input on a collective vision and objectives for the future of each park; and
- ▶ Generating ideas for new activities, amenities, programs, or other potential improvements.

The Regional Park Design Study began in July 2017 and is planned to be complete in November 2017. Subsequent phases of this process will focus on:

- ▶ Park Options Development (Phase 2)
- ▶ Final Park Plans Development and Review (Phase 3)

HOW INPUT WILL BE USED

Input provided during this phase will be considered, along with technical and financial information, to develop improvement options and recommendations for each park. These options will be brought back for public consideration during Phase 2.

This remainder of this summary is organized in the following sections:

Section	Description	Refer to Page:
1 Engagement Process	Provides a brief overview of the process and outreach that was undertaken during Phase 1	2
2 Overview Summary of Input:	Provides a consolidated summary of key input obtained, focusing on repeated and common comments. This section will provide the reader with a high-level overview of the input.	4
3 Detailed Summary of Ideas Questionnaire Results	Provides an expanded summary of all input received through the Ideas Questionnaire if a reader wishes to delve deeper into the information.	6
Appendix A	Verbatim Responses from the Public Events	25
Appendix B	Verbatim Responses from the Ideas Questionnaire	28
Appendix C	Input Questionnaire Form	39

1 | ENGAGEMENT PROCESS

METHODOLOGY

Between July 14, 2017 to August 20, 2017, the PRRD provided information regarding the Regional Park Design Study and sought initial input from the public through:



Two interactive community events:

- **Montney Centennial Regional Park**
14460 – 279 Road, Charlie Lake, BC
Saturday, July 29th from 1:00 pm to 5:00 pm
(concurrent with Parks Day)
- **Blackfoot Regional Park**
213 Blackfoot Road, Clayhurst, BC
Sunday, July 30th from 11:00 am to 2:00 pm

PARTICIPATION

- ▶ 84 Completed questionnaires
- ▶ ~100 people attended two public events (~70 at Montney Centennial Regional Park Parks Day and ~30 at Blackfoot Regional Park)



Questionnaire in online format (using third-party survey software Simple Survey®) or in hard copy format available at:

- Community events
- PRRD website: www.prrd.bc.ca/engage
- PRRD's Official Facebook page: www.facebook.com/OfficialPRRD
- PRRD offices in Dawson Creek or Fort St. John, BC

Participants who submitted a completed questionnaire had the option to be entered into a draw for a chance to win a \$250 Canadian Tire Gift Card. The draw was completed August 25, 2017.



Display Boards to support the events, including the following information:

- **Welcome and Overview** – What is a Regional Park Plan? What is the Process? Design Study Objectives. How to Share Ideas.
- **About the Parks** – History, Location, Amenities, and Potential Challenges for Blackfoot Regional Park and Montney Centennial Regional Park.
- **Explore the Possibilities** – Participant ideas for what they envision in each park in the future. See **Appendix A** for comments.
- **Community Mapping Exercise** – Participant observations and ideas about each park. See **Appendix A** for comments.

NOTIFICATION

- ▶ **PRRD Website:** Communication on main page (link to Project webpage); Engage! Page (www.prrd.bc.ca/engage/regional-park-design-study); and Events Calendar.
- ▶ **PRRD Official Facebook Page:** 7 posts on www.facebook.com/OfficialPRRD from July 14 to August 11 (25 likes, 1 comment).
- ▶ **Online Advertising:** Banners on www.EnergeticCity.ca (Published July 19 – 29 resulting in 4 comments; 4 shares, 2 likes via Facebook); www.TownWall.ca (Twitter via Taylor Comm Services); Tourism Dawson Creek; Fort St. John Tourism; Moose FM event calendar; and coordination with Parks Day communications.
- ▶ **News Release:** Article in [Energetic City.ca](http://EnergeticCity.ca) (<https://energeticcity.ca/2017/07/prrd-inviting-residents-to-share-ideas-for-regional-park-design-study/>) published on July 27, 2017 to announce the public events (14 shares).
- ▶ **Postcard Mailout:** 6,000 postcards distributed to rural addresses within the PRRD the week of July 17.
- ▶ **Poster / Large-Format and Directional Signage:** Displayed in key locations including PRRD solid waste transfer stations; three community bulletin boards in Dawson Creek; both Regional District offices (Dawson Creek and Fort St. John); on the PRRD website; Charlie Lake Fire Station.
- ▶ **Radio Advertising:** Aired on local radio station Moose FM between July 17 and July 29 (twice daily); Peace FM between July 17 and July 29 (twice daily); and Bell Media July 24 to July 29.
- ▶ **Board Highlights:** One newspaper notification was published in *Board Highlights* on July 6.
- ▶ **Email Communication:** Notification of public events and email reminder to identified stakeholders.



2 | OVERVIEW SUMMARY OF INPUT

The following summary outlines key themes in the input received. This information is detailed further under **Section Error!**
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KEY THEMES

Generally, comments received were positive and participants appreciated the opportunity to learn more about the parks and provide input. The following key themes were observed:

- Participants were mainly residents of Dawson Creek and Fort St. John between 30 and 60 years of age.
- A total of **55%** of questionnaire participants have visited Blackfoot Regional Park and **44%** have visited Montney Centennial Regional Park. Most visit the parks occasionally, typically a few times a year.
- The main limitations for park use include: lack of facilities and amenities that suit people's needs, concerns about unsanctioned activities (parties, ATV use), park accessibility / location, and limited maintenance / upkeep.
- While many appreciate that the parks provide no fee camping, a large percentage of questionnaire participants (43% for Blackfoot and 57% for Montney Centennial) indicated that they would consider paid camping if there were improved/additional amenities.

BLACKFOOT REGIONAL PARK

- Park users appreciate the relaxed, natural, and rustic feel of the park. Many appreciate that the park offers a peaceful, quiet place to enjoy nature, camping, or picnics.
- The current park configuration and amenities could be functionally improved. Desirable amenities include more campsites, water supply, improved/more washrooms, improved boat launch, trails, and an enhanced day-use area.
- A key challenge is the uncertainty about camping availability due to a lack of reservation system and limited number campsites.
- Many park users desire more supervision and management for safety, particularly for unsanctioned activities and ATV use in family areas, as well as general maintenance.



Figure 1: Blackfoot Regional Park

MONTNEY CENTENNIAL REGIONAL PARK

- Many participants appreciate that the park is quiet and secluded with rustic features as opposed to an extensively developed park with fees.
- Some comments indicated that camping preferences can conflict, notably the noise generated by generators and motorized activities affecting quieter outdoor pursuits. Improvements could include division of RV camping and tent camping, as well as considering elimination of motorized activities from some parks/park areas.
- Park users enjoy the park simplicity, but would like to see the park better maintained for safety, camping, and families.
- The park draws users to mainly fish, boat, or enjoy picnics. A lack of activities was a significant factor in park use. Participants suggested that the park should offer more family friendly activities and amenities including boat access.
- Park accessibility is a key factor in park use as the road leading to the park has slopes / surface that can be compromised by adverse weather conditions.
- Ideas were suggested to make the park more multi-functional, including establishment of a multi-use trail / activity network that could accommodate hiking, mountain biking, disc golf, cross-country skiing, snowshoeing, etc.



Figure 2: Montney Centennial Regional Park

ISSUES & OPPORTUNITIES

Table I lists key comments related to issues and opportunities in each park recorded during the Public Event and Ideas Questionnaire.

Table I: Summary of Issues and Opportunities for Both Parks

	ISSUES	OPPORTUNITIES / IDEAS
BLACKFOOT REGIONAL PARK	• Lack of park management and regulation for safety, vandalism, control of parties, ATV use • Confusing campground configuration • Limited number of campsites and no hook ups • No information if campsites are booked • Lack of information or awareness of park • Limited activities and programming for families • Park location and remoteness • Road conditions can be impassable at times • Lack of adequate boat access, seasonal challenges for creating a launch on the Peace River • Lack of marked trails for hiking and walking • Inadequate washroom facilities • Lack of fresh drinking water supply • Concerns about steep slopes and safety • Limited maintenance	• Park attendant for monitoring and regulation of park user activity (e.g. garbage, vandalism, parties, emergencies) • Additional, expanded campsites with some hook-ups • Reservation system • Improved day-use area, parking, and activities including a larger playground, central cook station • Small store selling supplies (associated with attendant position) • Park promotion and programming (e.g. Bike Day, Dog Day, Geocaching Day, Teddy Bear Picnic, educational sessions, astronomy camp-outs) • Clear, directional signage and maps (including proximity to major centres) • Improvement of road conditions to park • Improved boat launch • Marked trails (hiking, biking, and horse riding in summer and cross-country skiing and snowshoeing in winter, ATV-specific trails) • Clean toilets; fresh drinking water supply • Grassy areas for play and picnics and enhanced tree planting by the river • Remove/manage danger trees
MONTNEY CENTENNIAL REGIONAL PARK	• Poor road conditions (muddy, dusty) • Difficult to find due to lack of signage to get to park from highway (recently upgraded) • Charlie Lake is not swimmable (poor water quality, lack of shoreline or beach area) • Open park configuration and lack of privacy (limited campsites, no private campsites) • Lack of park monitoring for safety • Insufficient maintenance and upkeep (littering, dogs) • Limited amenities including adequate boat launch and access point for deep water fishing • Need to address long-term campers • Limited park information • Not enough activities (lack of trails, other activities)	• Improve road conditions to park • Provide directional signage, maps, and park information (e.g. interpretive for environmental impact, bird species, other species) • Provide sandy beach and clean up lake • Reconfigure campground with designated campsites to improve privacy • Provide park monitoring and enforcement • Provide maintenance; removal of dead trees • Provide amenities (e.g. playground/play area for kids, additional walking/hiking trails, designated fire pits, day use parking, boat launch with aggregate or dock with benches, upgraded washroom facilities, ATV trails, disc golf) • Enforce maximum for park stay duration (14 days) • Day use area with grassy areas for picnics and playing, picnic tables, gazebos, covered area

3 | DETAILED SUMMARY OF QUESTIONNAIRE RESULTS

The following section provides a more detailed summary of the results of each question in the Ideas Questionnaire. The Ideas Questionnaire gathering input in four parts:

- ▶ Part 1: Demographics of potential park users
- ▶ Part 2: Blackfoot Regional Park – Current and Future Park Use
- ▶ Part 3: Montney Centennial Regional Park – Current and Future Park Use
- ▶ Part 4: Ideas & Experiences and General Comments

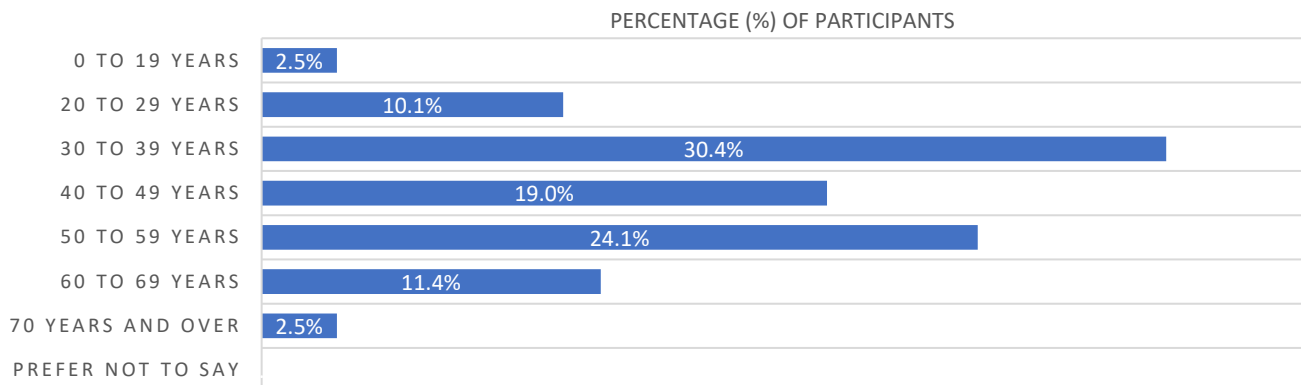
A full record of verbatim comments from the questionnaire input is in **Appendix B**.

PART 1: PARTICIPANT DEMOGRAPHICS

To understand park users and demographics, participants were asked to answer the following six questions.

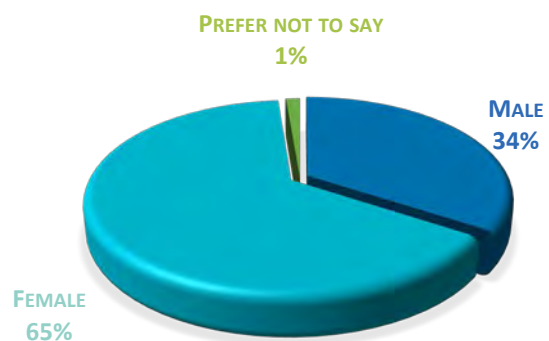
QUESTION 1: IN WHICH AGE GROUP ARE YOU?

- ▶ Most participants were between the ages of 30 to 59 years old (73.5% combined).
- ▶ There was limited participation from individuals under the age of 29 (12.6%) or over the age of 60 (13.9%).



QUESTION 2: WHAT IS YOUR GENDER?

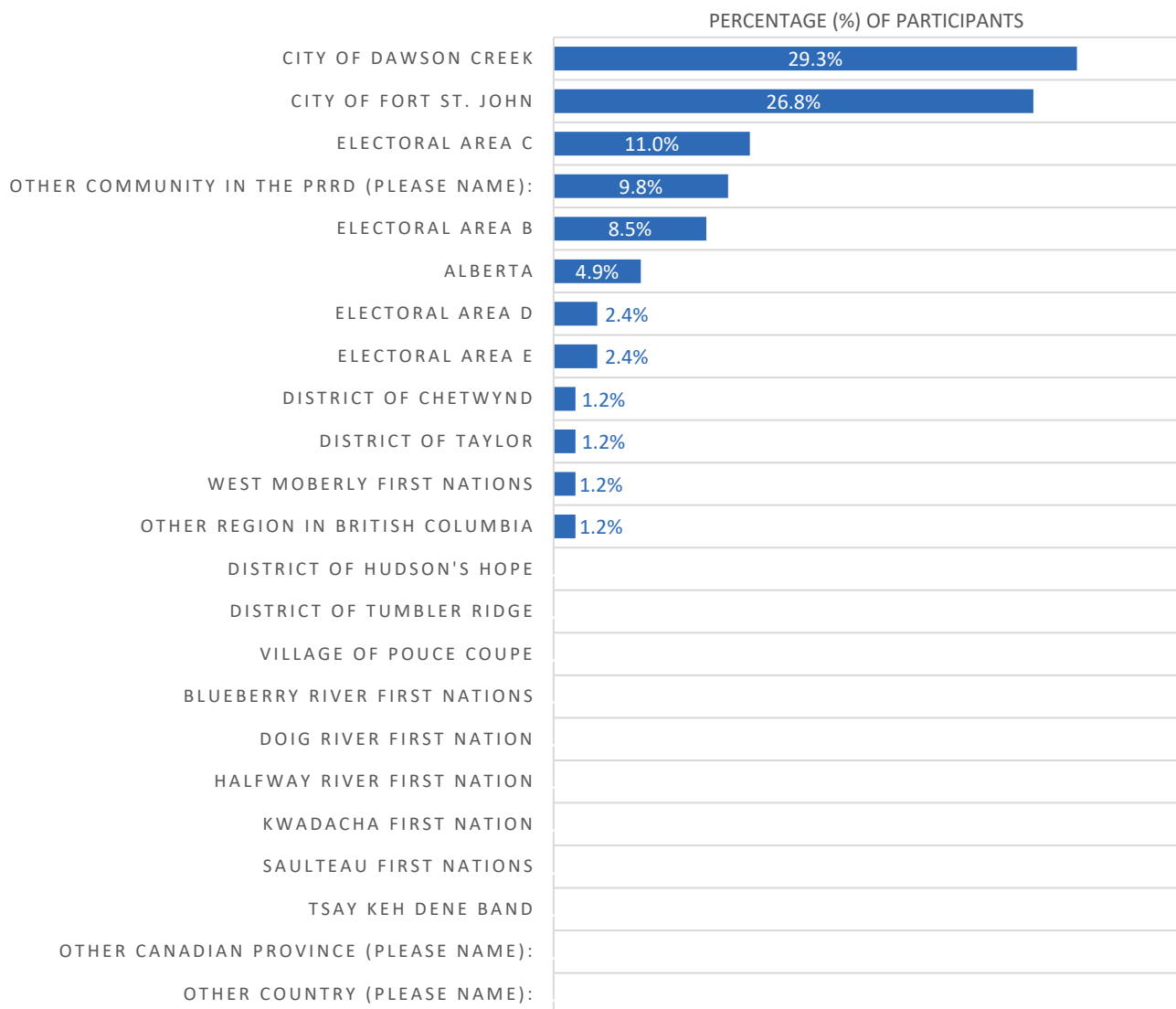
- ▶ More females (64.5%) than males (34.2%) participated in the questionnaire.



QUESTION 3: WHERE DO YOU LIVE?

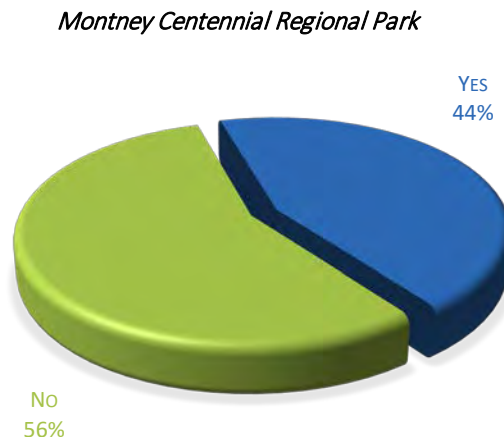
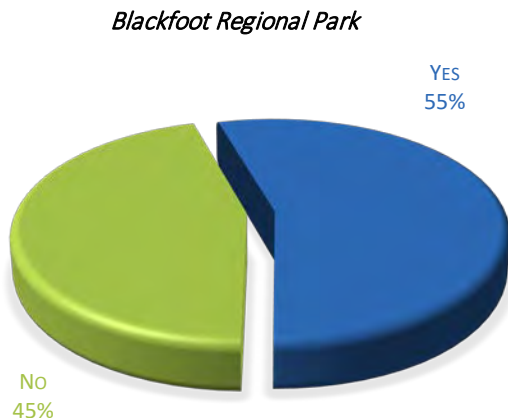
Participants were asked to identify where they lived:

- ▶ The largest percentage of participants reside in either the City of Dawson Creek (29.3%) or the City of Fort St. John (26.8%).
- ▶ Several other participants reside in Electoral Area C (11%) and Electoral Area B (8.5%), or identified living in an other specific community in the PRRD (9.8%).
- ▶ Other communities where participants identified as residing included Rolla, Diamond Willow Sub, Doe River, Farmington, Winnowing, Cecil Lake, and Charlie Lake.
- ▶ Almost 5% of participants reside in Alberta.



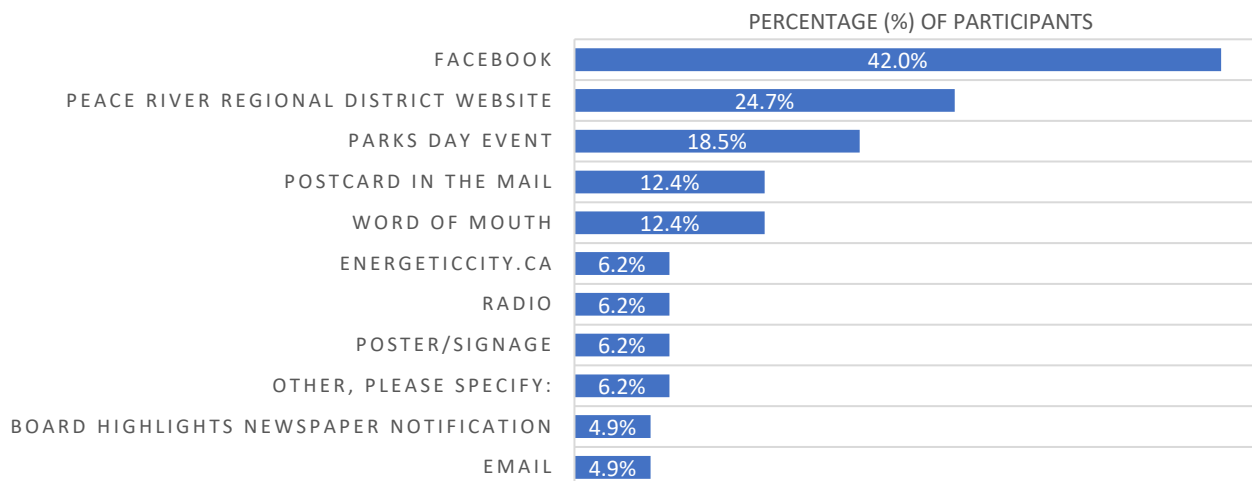
QUESTION 4: DO YOU CURRENTLY USE EITHER OF THE PARKS?

- ▶ 55% of participants identified using Blackfoot Regional Park.
- ▶ 44% identified using Montney Centennial Regional Park.



QUESTION 5: HOW DID YOU HEAR ABOUT THIS QUESTIONNAIRE?

- ▶ A large percentage of participants heard about the questionnaire through Facebook (42%).
- ▶ The Peace River Regional District website (24.7%) and the Parks Day event at Montney Centennial Park (18.5%) also informed a number of participants.



QUESTION 6: I WISH TO PROVIDE INPUT ON:

- ▶ Both Parks (37%)
- ▶ Only Blackfoot Regional Park (32%)
- ▶ Only Montney Centennial Regional Park (31%)

PART 2: BLACKFOOT REGIONAL PARK

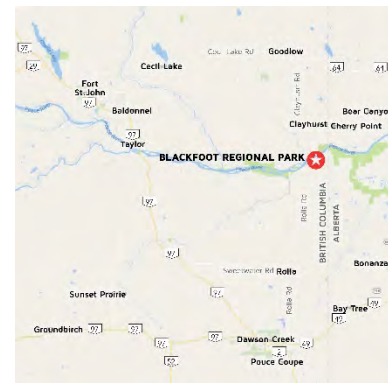
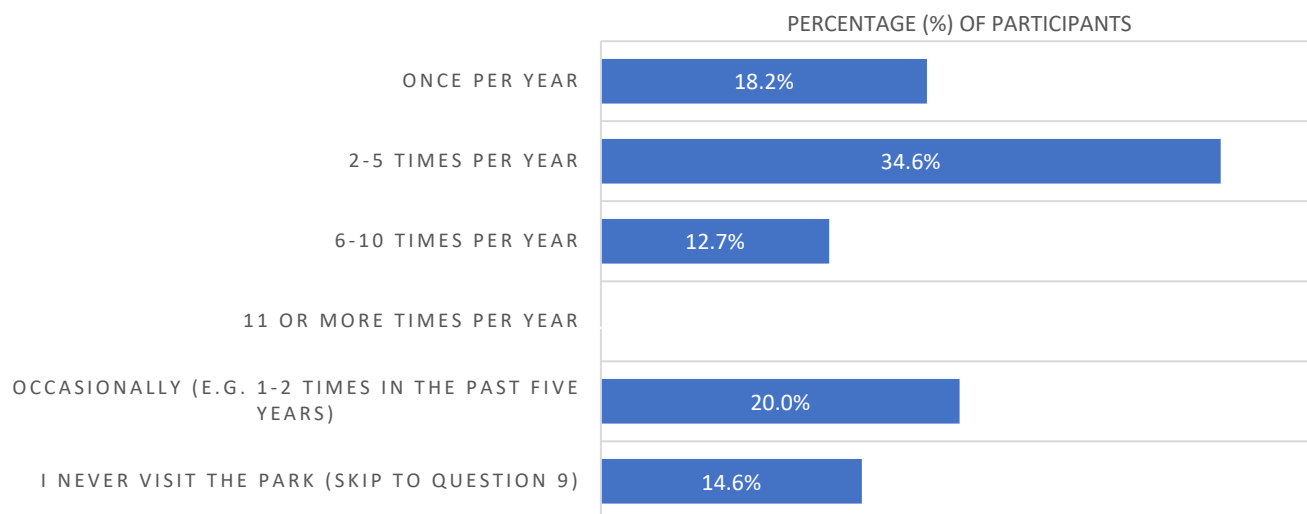


Figure 3: Blackfoot Regional Park Site Map (above) and park location (above right).

CURRENT PARK USE

To understand how visitors currently use Blackfoot Regional Park, participants answered the following five questions.

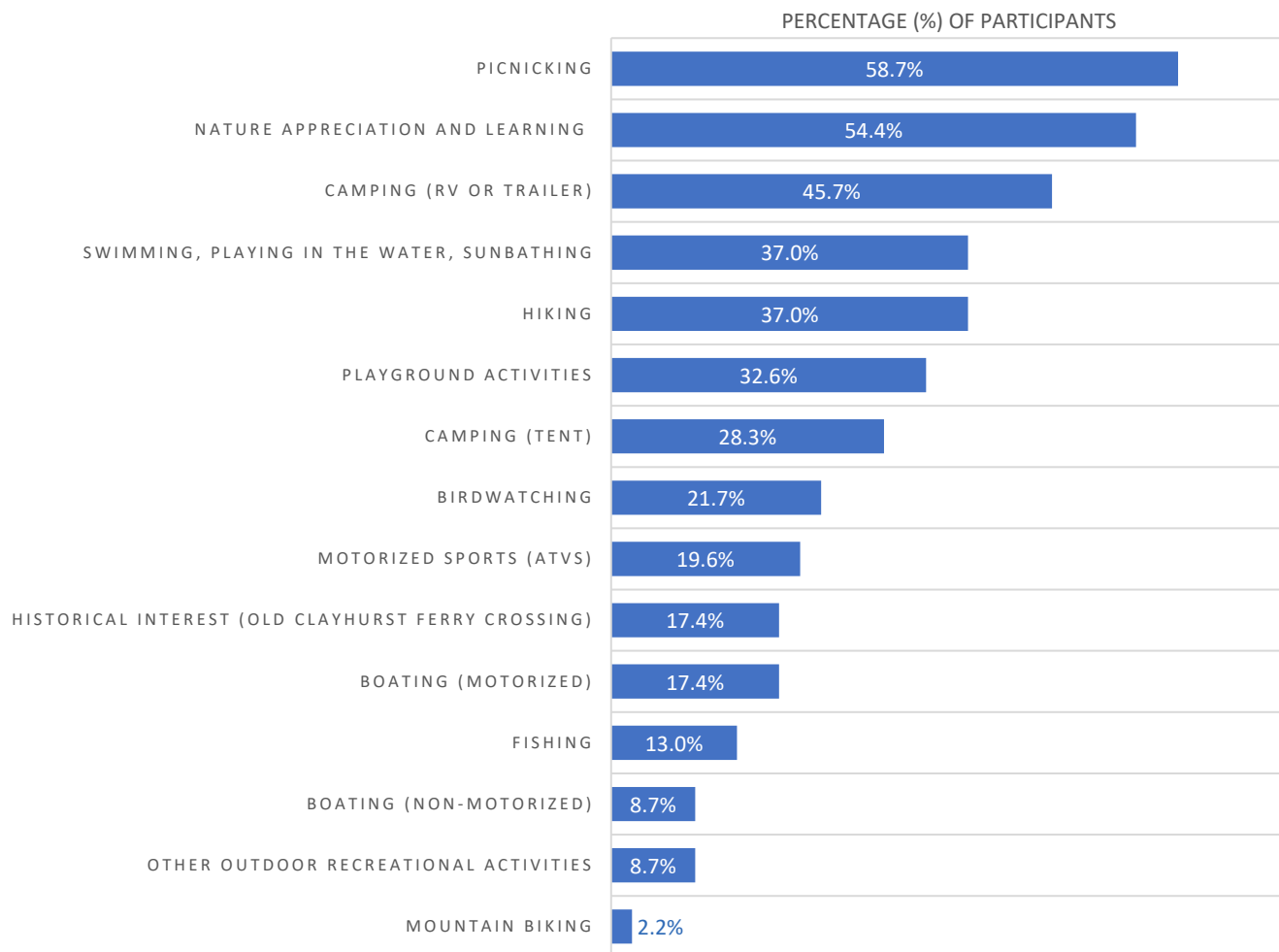
QUESTION 7: HOW FREQUENTLY WOULD YOU SAY YOU VISIT THE PARK?



QUESTION 8: WHAT ACTIVITIES HAVE YOU PARTICIPATED IN AT BLACKFOOT REGIONAL PARK?

Top three activities:

1. Picnicking
2. Nature appreciation and learning (e.g. wildflowers, vegetation, wildlife)
3. Camping (RV or trailer)



“Other” identified activities included:

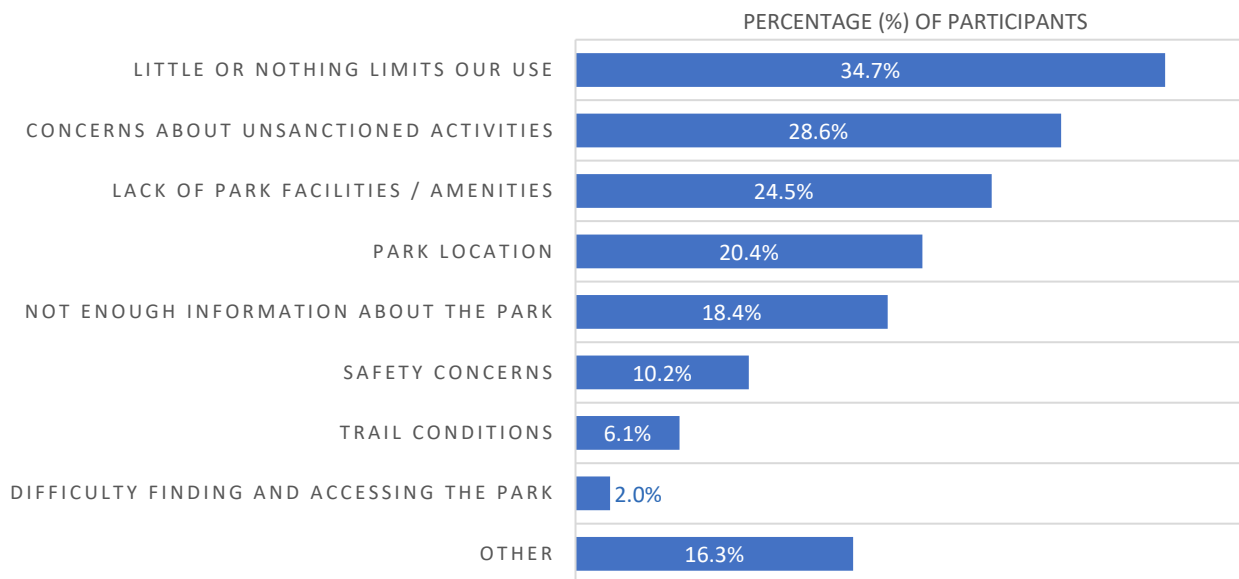
- ▶ Sandcastle building
- ▶ Dog walking
- ▶ Tobogganing

QUESTION 9: WHAT, IF ANYTHING, LIMITS YOUR USE OF BLACKFOOT REGIONAL PARK?

A large percentage of participants (34.7%) indicated that little or nothing limits their use of the park.

The top three limitations:

1. Concerns about unsanctioned activities (parties, vandalism)
2. Lack of facilities and amenities
3. Park location

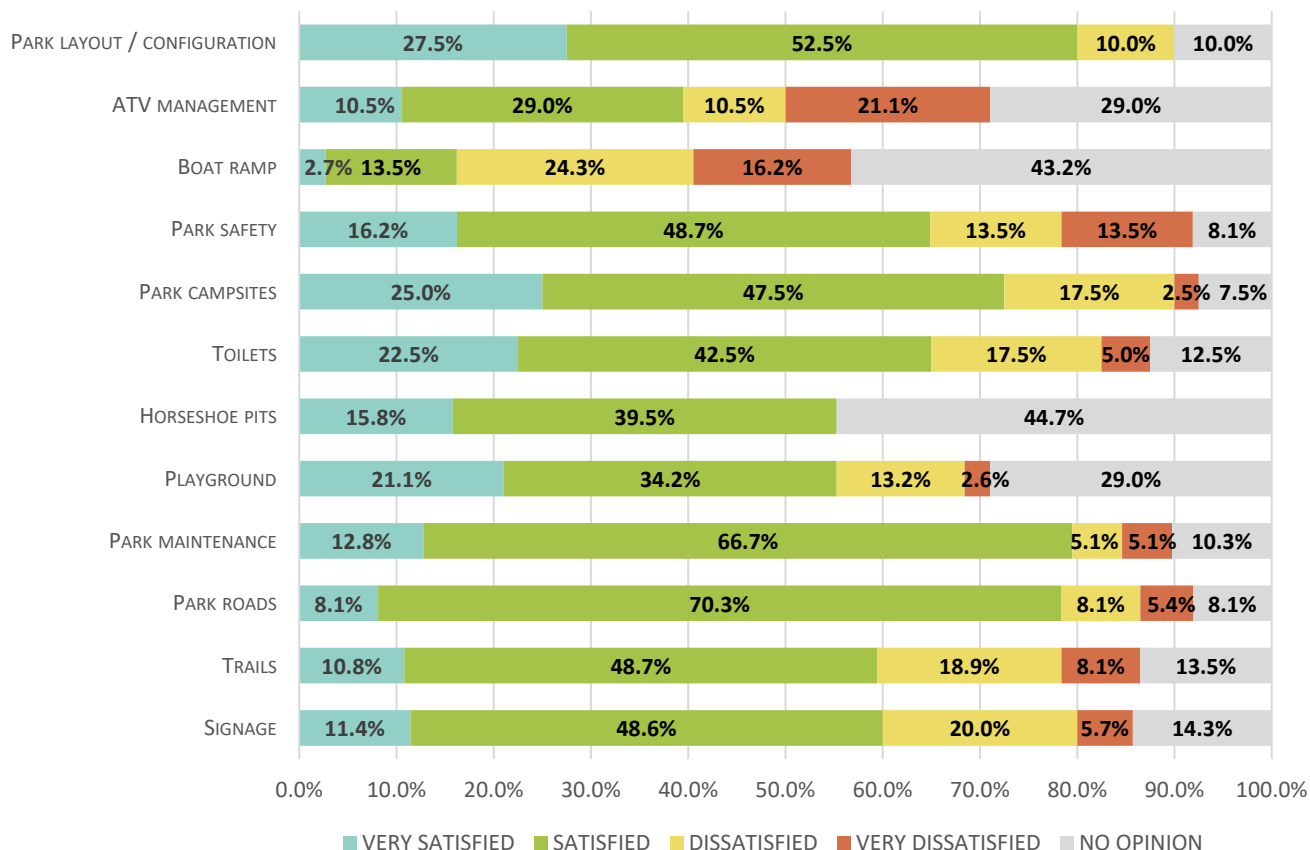


“Other” limitations for park use besides the reasons listed included:

- ▶ Lack of well-maintained trails
- ▶ Lack of control of park user activity such as parties
- ▶ Distance (to travel)
- ▶ No hiking and mountain biking trails
- ▶ No RV hook-ups
- ▶ Unmaintained boat launch and difficult river access
- ▶ Conflicts with motorbike or quad use (lack of management, speed, misuse)
- ▶ Lack of a reservation system

QUESTION 10: IF YOU'VE VISITED BLACKFOOT REGIONAL PARK, WHAT IS YOUR LEVEL OF SATISFACTION WITH THE FOLLOWING ASPECTS?

- ▶ In general, participants noted that they were satisfied with most park elements.
- ▶ Participants indicated that they were most “dissatisfied” or “very dissatisfied” with the boat ramp (40.5%) and ATV management (31.6%).



Other comments concerning park aspects for Blackfoot Regional Park included:

- ▶ Love of the park based on relaxed camping setting, beauty, and that it is a no fee campsite.
- ▶ Desire for improved maintenance (feels neglected).
- ▶ Desire for improved management (concerns about ATV noise, ATV use, and bush parties).
- ▶ Desire for improved amenities including more trails, larger playground, better signage, boat launch for access to the river (which can be seasonally challenging depending on silt and woody debris deposition), more campsites, improved toilets, and day use parking.
- ▶ Easier access to the tenting area – remove big logs blocking the entrance.

QUESTION 11: WHAT DO YOU BELIEVE ARE THE BIGGEST ISSUES OR CHALLENGES IN BLACKFOOT REGIONAL PARK?

- ▶ Lack of park management (park attendant for monitoring of park user activity including garbage and vandalism) and regulation (for safety due to remoteness, control of parties, and ATV management)
- ▶ Campground configuration
- ▶ Limited campsites and no hook-ups
- ▶ No information if campsites are booked
- ▶ Lack of day-use area
- ▶ Lack of activities for families
- ▶ Limited park knowledge – suggested park promotion to increase awareness
- ▶ Lack of programming (suggested programming included Bike Day, Dog Day, Geocaching Day, Teddy Bear Picnic, educational sessions, astronomy camp-outs)
- ▶ Park location (suggestion to provide clear directional signage including proximity to major centres)
- ▶ Park road conditions can be impassable at times
- ▶ Inadequate boat access to river
- ▶ Lack of marked trails (suggestion to develop trails specifically for hiking, biking, and horse riding in summer and cross-country skiing and snowshoeing in winter as well as ATV-specific trails)
- ▶ Lack of clean toilets
- ▶ Lack of fresh drinking water supply

FUTURE PARK USE

To identify potential improvements in Blackfoot Regional Park, participants were asked to provide input on future park use.

QUESTION 12: IF YOU COULD DESCRIBE IN ONE WORD OR SHORT PHRASE YOUR VISION FOR THE FUTURE OF BLACKFOOT REGIONAL PARK, WHAT WOULD IT BE?

Words generated:

- | | |
|--|--|
| • Safe | • Picnic by the river |
| • Family friendly fun | • Keep natural |
| • Easy going | • Explore the natural beauty of the Peace River |
| • More campsites | • Hidden gem |
| • Better playground | • Free |
| • More supervision | • Green oasis on banks of Peace River |
| • Peaceful and quiet place to relax and enjoy nature | • Well-maintained, clearly marked trails for hiking/biking |
| • Maintain rustic feel | • Cater to larger RV's with hook-ups |
| • Usable | • Boater destination |
| • Functional | • Less vandalism and partying |
| • Responsible quad use | • Beautiful, quiet park to enjoy with family and friends |

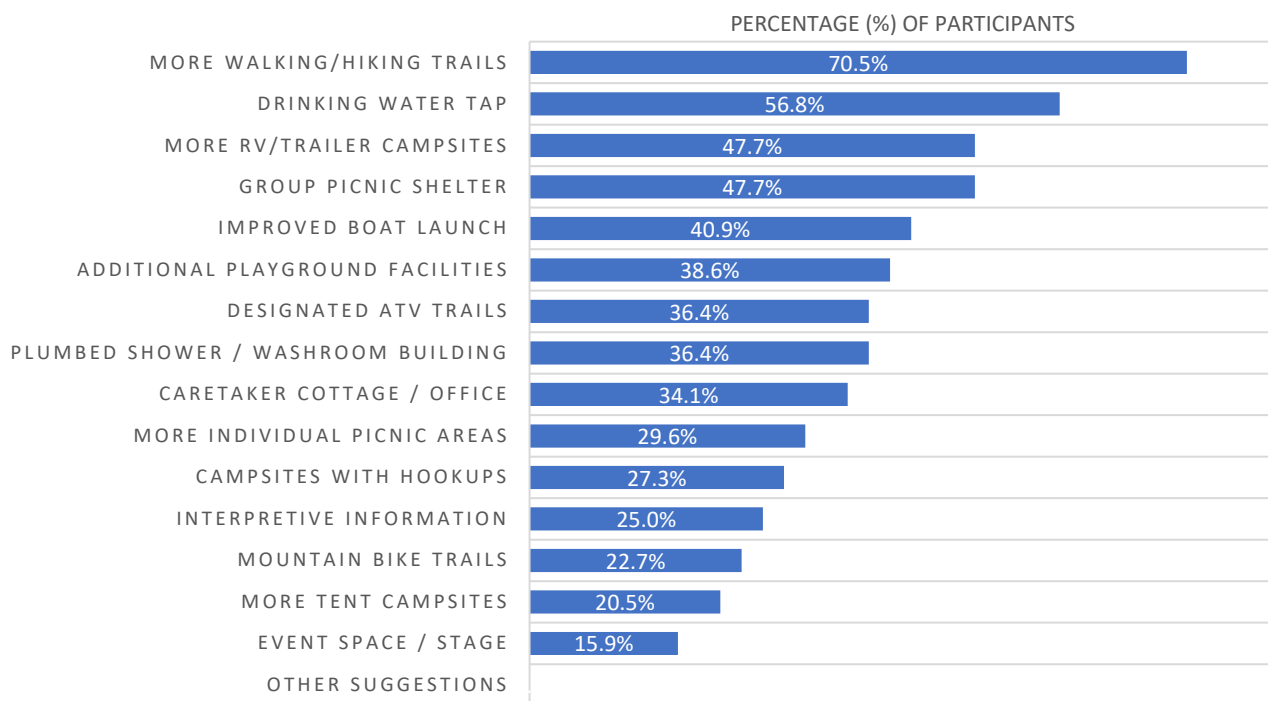
PRELIMINARY DRAFT VISION FOR BLACKFOOT REGIONAL PARK

Blackfoot Regional Park invites people to explore the natural splendor of the Peace River in a rustic, quiet, and family-friendly forest space, becoming the starting point to many great adventures and memories.

QUESTION 13: WHAT AMENITIES DO YOU THINK MIGHT WARRANT CONSIDERATION IN BLACKFOOT REGIONAL PARK?

The top three amenities that participants felt might warrant consideration for Blackfoot Regional Park included:

1. More Walking/Hiking Trails
2. Drinking Water Tap
3. More RV/Trailer Campsites (tie)
3. Group Picnic Shelter (tie)

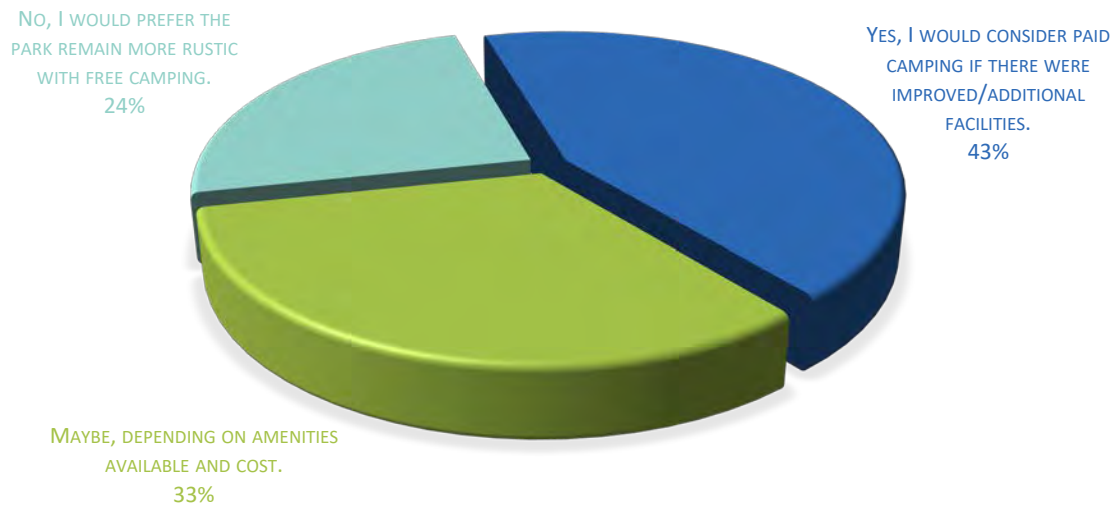


Other suggestions included:

- ▶ Plant new trees to replace the old trees
- ▶ Water (even non-potable water for dishes and putting out campfires)
- ▶ Day use parking
- ▶ Well-maintained washroom facilities
- ▶ Centre cook station with picnic tables and camp wood stove
- ▶ ATV management

QUESTION 14: IF BLACKFOOT REGIONAL PARK WAS ENHANCED TO INCLUDE IMPROVED/ADDITIONAL FACILITIES, WOULD YOU CONSIDER PAYING FOR CAMPING IN THE PARK?

- ▶ Many participants (43%) indicated that they would support paid camping if it meant that there were improved or additional facilities in the park.
- ▶ About one-quarter (24%) indicated a preference that the park remain more rustic with free camping.



PART 3: MONTNEY CENTENNIAL REGIONAL PARK

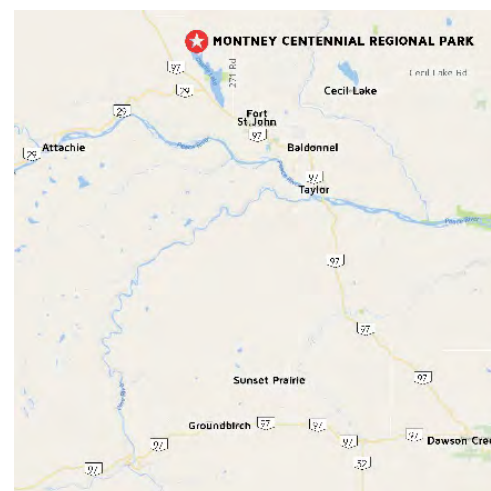
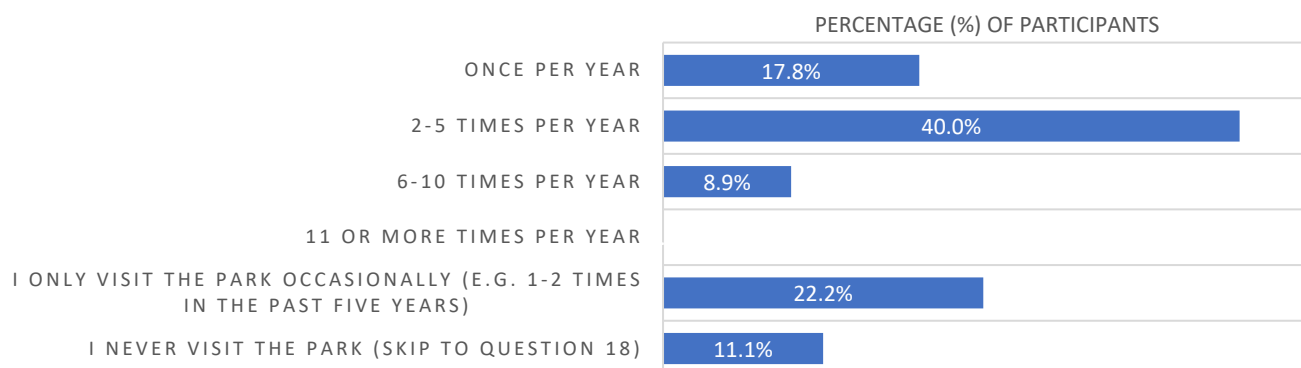


Figure 4: Montney Centennial Regional Park Site Map (above) and park location (above right).

CURRENT PARK USE

To understand how visitors currently use Montney Centennial Regional Park, participants answered the following five questions.

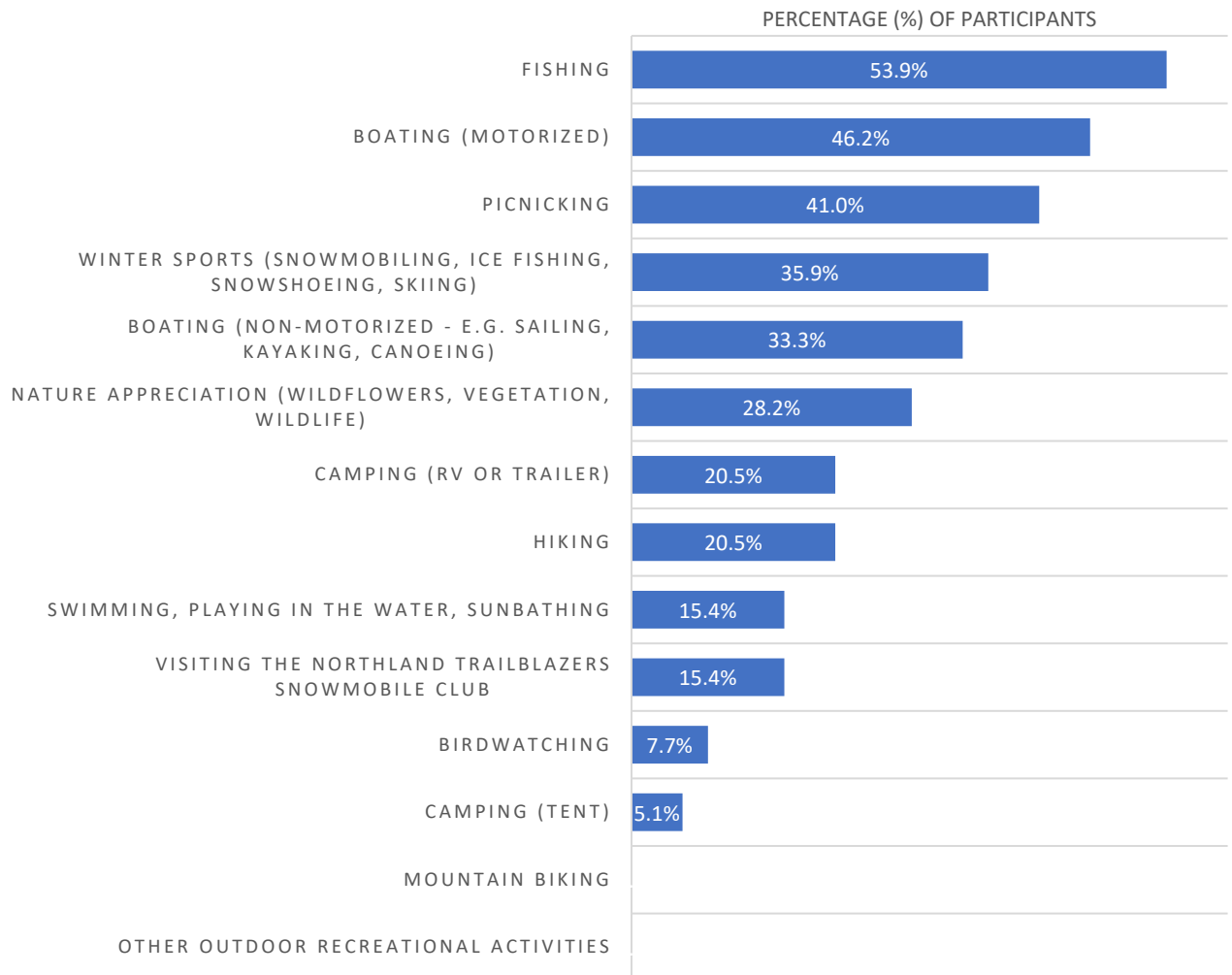
QUESTION 15: HOW FREQUENTLY WOULD YOU SAY YOU VISIT THE PARK?



QUESTION 16: WHAT ACTIVITIES HAVE YOU PARTICIPATED IN AT MONTNEY CENTENNIAL REGIONAL PARK?

Top three activities:

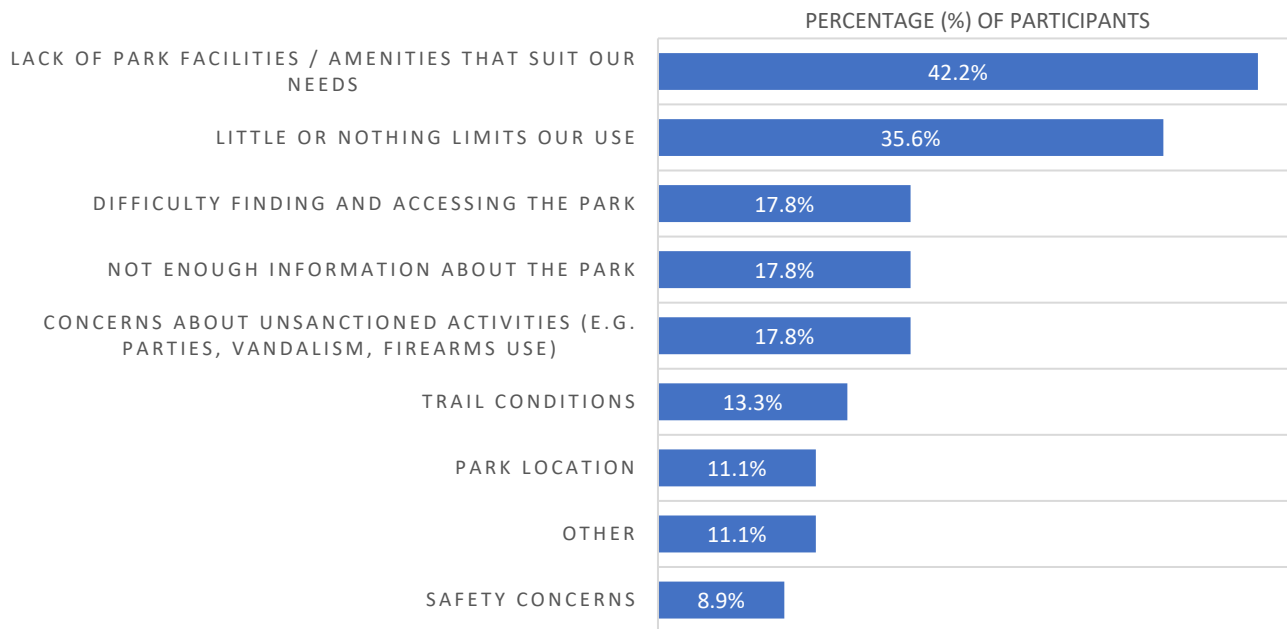
1. Fishing
2. Boating (motorized)
3. Picnicking



Participants did not identify any other activities that they participate in at Montney Centennial Regional Park.

QUESTION 17: WHAT, IF ANYTHING, LIMITS YOUR USE OF MONTNEY CENTENNIAL REGIONAL PARK?

- ▶ The main reason people do not visit Montney Centennial Regional Park is lack of park facilities/amenities that suit their needs (42.2%).
- ▶ Park accessibility, lack of park information, and concerns about unsanctioned activities were also identified as limitations (each 17.8%).

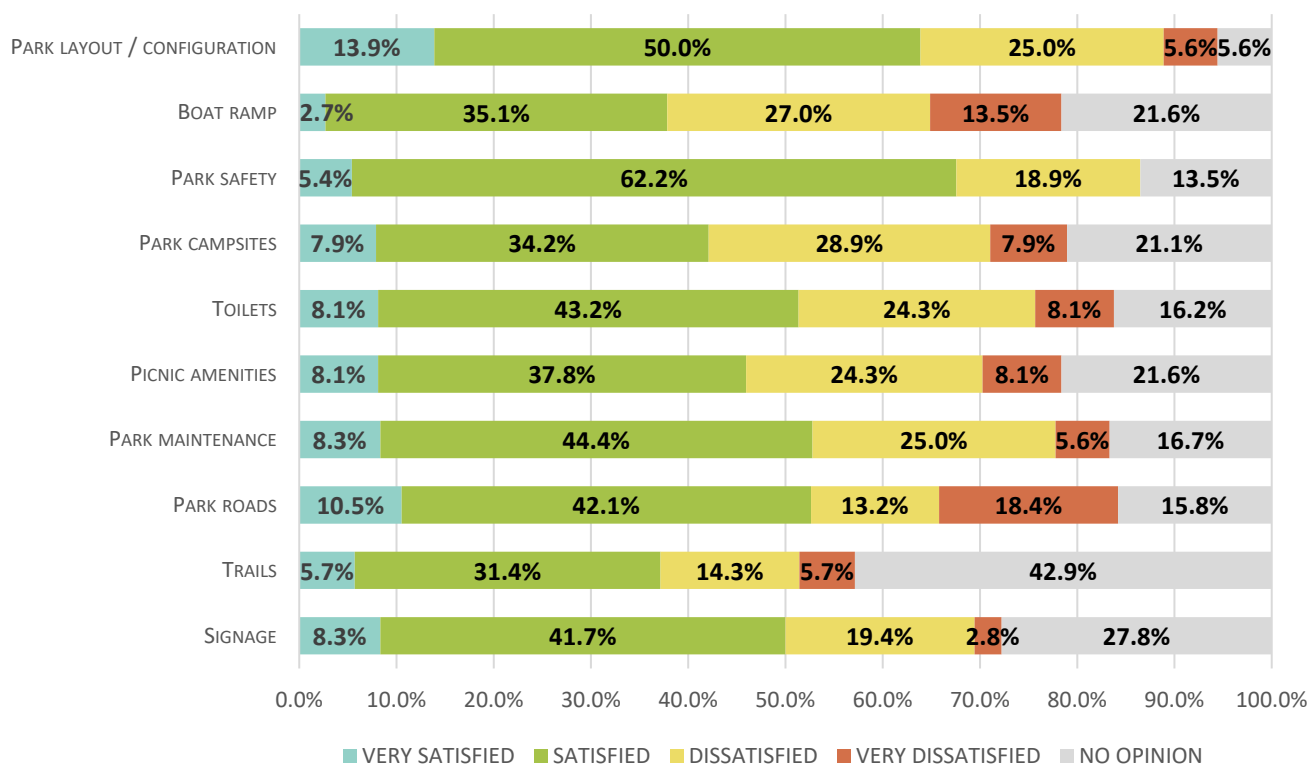


“Other” limitations for park use aside from reasons listed included:

- ▶ Road leading into the park (rough and dusty)
- ▶ Lack of signage
- ▶ Limited day use area
- ▶ Limited available campsites (issues with long-term campers occupying sites for long periods)
- ▶ No campsites with hook-ups
- ▶ Charlie Lake water quality (conditions of the lake water)
- ▶ Lack of a “family” feel
- ▶ Lack of activities

QUESTION 18: IF YOU'VE VISITED MONTNEY CENTENNIAL REGIONAL PARK, WHAT IS YOUR LEVEL OF SATISFACTION WITH THE FOLLOWING ASPECTS?

- ▶ Generally, many were satisfied with the park elements at Montney Centennial Regional Park.
- ▶ Participants indicated that they were most “dissatisfied” or “very dissatisfied” with the boat ramp (40.5%), park campsites (36.8%), and park toilets and picnic amenities (32.4% each).



QUESTION 19: WHAT DO YOU BELIEVE ARE THE BIGGEST ISSUES OR CHALLENGES IN MONTNEY CENTENNIAL REGIONAL PARK?

- ▶ Poor road conditions (muddy conditions when it rains, dusty conditions)
- ▶ Difficult to find due to lack of signage to get to park from highway recently upgraded
- ▶ Charlie Lake is not swimmable (due to poor water quality, lack of shoreline or beach area)
- ▶ Poor park configuration and lack of privacy (limited campsites, no private campsites)
- ▶ Lack of park monitoring for safety
- ▶ Lack of maintenance and upkeep
- ▶ Limited amenities (e.g. play area for kids, additional walking/hiking trails, designated fire pits, day use parking, boat launch or dock, and upgraded/additional washroom facilities)
- ▶ Need to address long-term campers

FUTURE PARK USE

To understand participant needs and wants for potential improvements for Montney Centennial Regional Park, participants were asked to provide input on future park use.

QUESTION 20: IF YOU COULD DESCRIBE IN ONE WORD OR SHORT PHRASE YOUR VISION FOR THE FUTURE OF MONTNEY CENTENNIAL REGIONAL PARK, WHAT WOULD IT BE?

Respondents were asked to provide in one word or a short phrase their vision for the future of the park. Common words and phrases were:

- Leave as is
- Close enough to home but far enough away for a holiday
- Accessible for all campers
- Multi-use area that attracts people
- Day use activities (hiking on designated trails, viewpoints for lake and wildlife)
- Clean water in Charlie Lake
- Quiet, peaceful
- Secret treasure in Peace Country
- Hidden gem
- Better upkeep
- Nicer camping facility
- Fishing or boating dock
- Picnic
- Family friendly campsite
- RV friendly
- Safe
- Upgraded
- Quiet
- Larger
- Rustic
- One with nature
- Safe environment

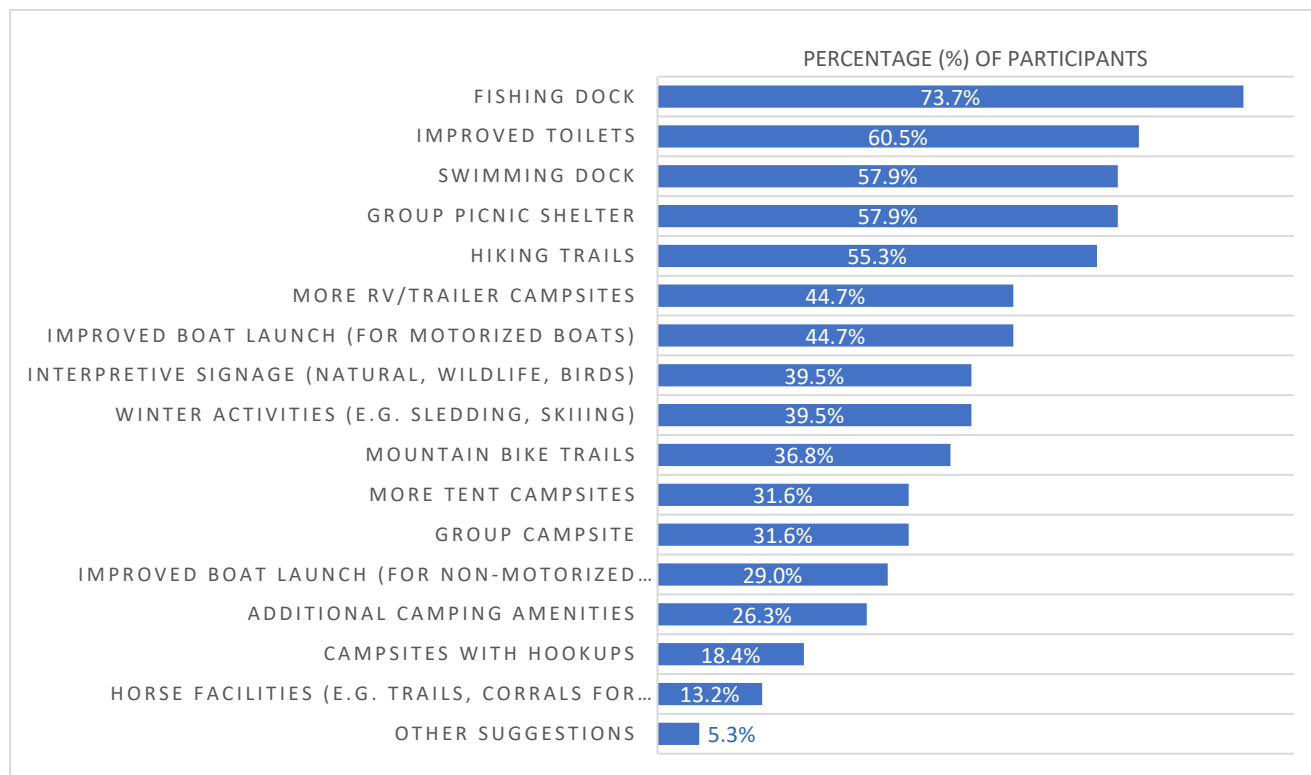
PRELIMINARY DRAFT VISION MONTNEY CENTENNIAL REGIONAL PARK

Montney Centennial Regional Park offers unique, remote recreational experiences on Charlie Lake that invite people to stay for a day or for a week and enjoy solitude and peace in a lakefront forest.

QUESTION 21: WHAT AMENITIES DO YOU THINK MIGHT WARRANT CONSIDERATION IN MONTNEY CENTENNIAL REGIONAL PARK?

Top three amenities:

1. Fishing Dock
2. Improved Toilets
3. Swimming Dock (tie)
3. Group Picnic Shelter (tie)

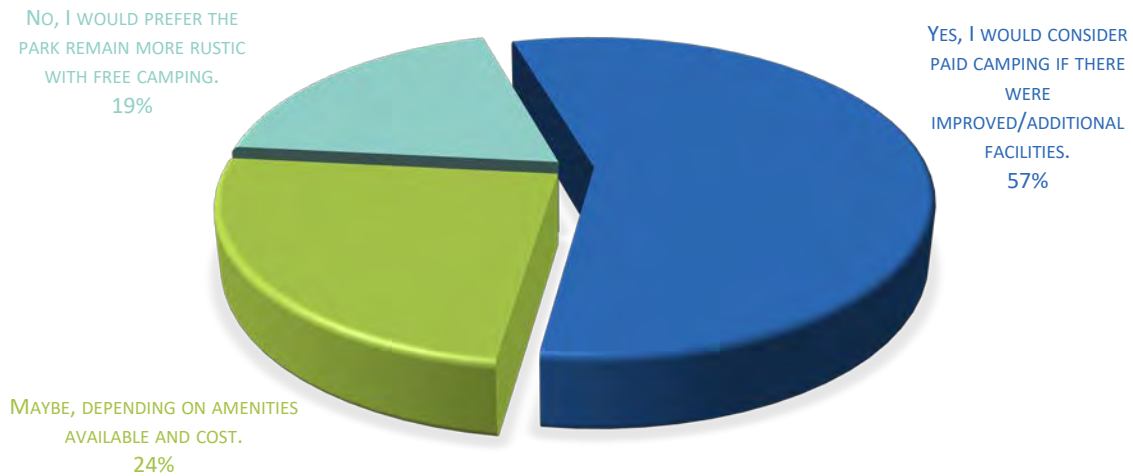


Other suggestions included:

- ▶ Disc golf (positive effects, blends well with other park activities such as skiing and mountain biking, and there is a local club that could support planning / fundraising – Fort St. John Disc Sports Club)
- ▶ Dog management (waste bags)
- ▶ Improved washrooms (handrail)
- ▶ Sandy beach
- ▶ Fishing dock
- ▶ Playground
- ▶ Tent sites (few places in the area to go for quiet tent camping while there are many options for RVs)
- ▶ Trails around the lake
- ▶ Motor-free to leave space for quiet outdoor pursuits

QUESTION 14: IF MONTNEY CENTENNIAL REGIONAL PARK WAS ENHANCED TO INCLUDE IMPROVED/ADDITIONAL FACILITIES, WOULD YOU CONSIDER PAYING FOR CAMPING IN THE PARK?

- ▶ The majority of participants (57%) indicated they would support paid camping if there were additional / improved facilities.



PART 4: GENERAL QUESTIONS

QUESTION 23. HAVE YOU VISITED A PROVINCIAL, REGIONAL, OR OTHER TYPE OF BACKCOUNTRY PARK AND HAD A GREAT EXPERIENCE? IF YES, PLEASE TELL US THE NAME OF THE PARK AND WHAT MADE IT GREAT.

- **Swan Lake Provincial Park (south of Dawson Creek)** – family friendly, boat launch, dock, green areas (but fee)
- **Heart Lake (Pine Le Moray Provincial Park)** – beautiful, rustic, water-side sites, free camping
- **Liard Hot Springs Provincial Park (Alaska Hwy)**
- **Kiskatinaw Provincial Park (Alaska Hwy)**
- **Mile 54 Campground at Charlie Lake (Charlie Lake Provincial Park)** – cleanliness, paths, and very clean outhouse facilities, tidy campsites, ability to reserve
- **William Lake** – well water supply, paved roads, good park attendants
- **Stewart Lake**
- **Galloping Goose Trail (Capital Regional District)** – management of motorized uses
- **Beaton Provincial Park (Charlie Lake)** – paved but natural, good snow shoe trails, good camping facilities, day use area for swimming and picnicking
- **Peace Island Park (Taylor)**
- **Campbell Valley Regional Park (Langley)** – variety of trails, group picnic shelters, parking, wheelchair accessibility, camping, off leash dog areas)
- **Aldergrove Regional Park (Aldergrove)** – variety of trails, group picnic shelters, parking, and educational sessions
- **Tumbler Ridge (Lions Flatbed Creek Campground, Monkman Cascades Trail)** – many great backcountry campgrounds and hiking areas including Monkman Cascades (fire rings, tent sites, and simple but clean pit toilets) and Lions Campground (large play area and creek)
- **One Island Lake Provincial Park (south of Dawson Creek)** – nice campground
- **Juniper Beach Provincial Park (Cache Creek)** – along the Thompson river to explore, great swimming area, good fishing spots, full hook-up sites, grassy tent area, pay showers, play area for children to play and ride bikes
- **Moonshine Lake (Hwy 49, west of Spirit River, AB)** – common area for BBQs, open but treed for privacy
- **Jones Lake Recreation Area (Chilliwack)** – beautiful lake with swimming, variety of campsites for both families and other groups, very rustic, pay shower, secluded (no cell service) but close enough for a weekend getaway, park warden, free camping
- **Desolation Sound Marine Provincial Park** – marine park but good amenities in the park
- **Provincial Parks (e.g. Fintry Park, Christina Lake, Lakelse Lake)** – reservation system so confirmed spot, shower facilities, outdoor kitchen sinks
- **Blackfoot Regional Park** – nostalgic, free to camp, seems well cared for
- **Meziadin Lake Provincial Park (Hwy 37)** – good park operator, well maintained, lakefront sites
- **Southern Interior Campgrounds** – lots of amenities, maintain water resource
- **Whistlers Campground (Jasper)** – wash basins outside of washrooms, fire permit for fee (free wood)
- **Pacific Rim National Park (Tofino)**
- **Carp Lake Provincial Park (near McLeod Lake)** – peaceful solitude, quiet, beautiful, fish cleaning station at boat launch, free firewood
- **Cotillion Park (west of Spirit River, AB)** – shower/washroom facility, but fee
- **Alberta Parks** – many have group picnic shelter, plumbed shower and washroom facility (paid by oil companies working in the area that have profits that can pay for facilities)
- **Oles Lake Provincial Recreation Area (Hwy 2, north of Grande Prairie, AB)** – trail around the lake, sandy beach, and playground
- **Mount Revelstoke National Park** – hiking trails, clean, well maintained
- **Moberly Lake Provincial Park** – natural beauty, clean toilets, regulations on park use (issues in 2017 are due to lack of enforcement on rules at night and hours of generator use)

QUESTION 24: DO YOU HAVE ANY ADDITIONAL COMMENTS, CONCERNS, OR IDEAS ABOUT EITHER PARK THAT YOU WOULD LIKE TO SHARE AT THIS TIME?

PAID CAMPING / NO-FEE CAMPING

- ▶ Some park users appreciate the no fee option to camp and are satisfied with limited services and the rustic aspect as it allows them to camp more during the summer.
- ▶ A reservation system would be beneficial, as both parks are remote and can be busy and full during the summer months.
- ▶ Some park users suggested that if there is a fee with a park attendant, park users would respect the park more and there would be less misuse.

CAMPING PREFERENCES

- ▶ There are a variety of park users including those who seek out parks for quiet, rustic, and natural settings and those who prefer motorized activities (RVs, quads, ski-dos, power boats, generators). This can impact those park users who prefer a quieter style of camping (tenting, canoeing, snow shoeing) or family recreation.

"The large RV campers do not notice the impact they have on those seeking a different style of camping; their noise trumps the silence of nature. Having a mere buffer of trees does not eliminate the noise or nuisance caused by other types of campers and takes away from the natural serenity."

PARK MANAGEMENT AND MAINTENANCE

- ▶ Local community members may not use the parks due to limited management of ATVs, noise, unsanctioned activities, and garbage.
- ▶ Desire for clean, well maintained parks.
- ▶ Desire for an on-site park attendant.
- ▶ Maintenance of roadway trees (to accommodate larger RVs).
- ▶ Improve maintenance of Road 277 to Montney Centennial Regional Park to account for additional traffic during summer.

ENVIRONMENT

- ▶ Take steps to improve the water quality of Charlie Lake.
- ▶ Enhance parks as natural areas.
- ▶ Blackfoot Regional Park has unique presence of fireflies.

AMENITIES

- ▶ Install a water pump at Blackfoot or install signage to use unpotable water at own risk.

GENERAL

- ▶ Need for a Regional Park that is closer to the City of Dawson Creek (suggestion for PRRD take over the Nordic Ski Hill on Bear Mountain and manage it in the summer and winter seasons).



APPENDIX A: COMMUNITY EVENT FEEDBACK

"EXPLORE IT, ENVISION IT" RESULTS

During the community events, participants were asked to help explore the possibilities for Blackfoot and Montney Centennial Regional Parks by writing down words about what they envision for the two parks.

VISION FOR THE PARKS	
BLACKFOOT REGIONAL PARK	Less vandalism and partying
MONTNEY CENTENNIAL REGIONAL PARK	- Boat launch dock/wharf - Interpretive signage (environmental impact) - Reduce littering and smoking - Grassy areas for picnics and playing - Lake "clean-up" - Dock with benches (currently snowmobile club dock is used) - Access to point for deep water fishing - Park signage, maps, and park promotion - Playground - Improved boat launch (better aggregate)

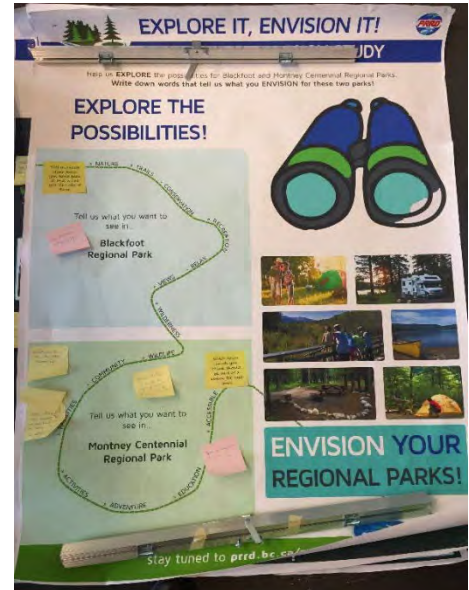


Figure 5: "Envision it, Explore it" Activity

COMMUNITY MAPPING RESULTS

During the community events, participants were asked to record their observations and ideas for each park by adding a sticky note to the park maps.



Figure 7: Community Mapping Exercise for Blackfoot Regional Park

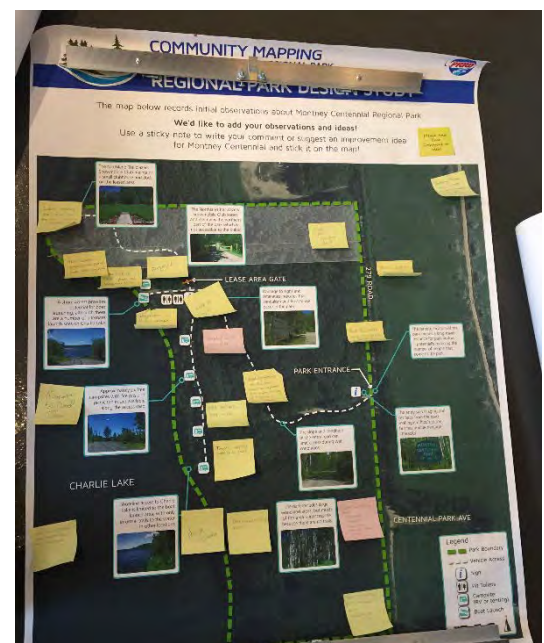


Figure 6: Community Mapping Exercise for Montney Centennial Regional Park.

SUGGESTED PARK IMPROVEMENTS

BLACKFOOT REGIONAL PARK

- Park management and enforcement potentially with fee (security, emergencies)
- Improved walking trails (to beach, dog walking)
- Consider steep slopes due to safety and liability issues
- Interpretive signage, park maps, and directional signage to park
- ATV management and regulation in park and beach area/sand dune area
- Garbage cans
- Improvements to boat launch for safety
- Enhanced tree planting by river
- Grassy areas for play and picnics
- Paved route to improve campsite accessibility

MONTNEY CENTENNIAL REGIONAL PARK

- Dock with benches (currently snowmobile club dock is used)
- Access to point for deep water fishing
- Park signage, maps, and park promotion
- Playground
- Boat launch (better aggregate)
- Improve road maintenance to park to alleviate issues with rain and dust
- Day use or picnic areas including gazebo, picnic tables, or covered areas
- Walking trails
- Designated campsites (improve privacy)
- Remove dead trees
- Enforcement/patrols
- Limitations for park stay duration (14 days maximum)
- Interpretive signage on unique bird species
- Improve multi-use aspects of park (disc golf, cross-country skiing, snowshoeing, mountain bike trails)

WHAT PEOPLE LIKE

Blackfoot Regional Park

- ▶ Large, private campsites
- ▶ Group camping (large areas)
- ▶ Shallow swimming area that is ideal for families
- ▶ Trees
- ▶ Relaxed setting
- ▶ No fee campsite

Montney Centennial Regional Park

- ▶ Secluded park with rustic features
- ▶ Quaint, peaceful park on Charlie Lake
- ▶ No fee campsite



APPENDIX B: IDEAS QUESTIONNAIRE VERBATIM RESPONSES

BLACKFOOT REGIONAL PARK

CURRENT PARK USE

QUESTION 9: PARK USE LIMITATIONS

- ▶ Love this park.
- ▶ Safety. Lack of well-maintained trails to walk on.
- ▶ Distance to get there.
- ▶ Lack of additional hiking and/or mountain biking.
- ▶ We live on lake shore property at Swan Lake - it is park like every day!
- ▶ My experience with these types of parks is that it is hard to get a campsite as reservations cannot be made.
- ▶ Busy farming.
- ▶ Would like to see services inside the park such as hook-ups.
- ▶ Unmaintained boat launch; difficult river access for boat launching due to silt deposits from recent flood events.
- ▶ No boat launch.
- ▶ Sometimes parties get out of hand (usually grad parties).
- ▶ Motor bikes and four-wheelers running around camping area at fast speeds.
- ▶ Too many people misusing the park for parting and driving their quads in the park.

QUESTION 10: SATISFACTION WITH PARK ELEMENTS

- ▶ Don't appreciate the ATV noise. Don't use the boat ramp or horseshoe pits. No problem with park safety. Need more trails. Larger playground would be nice.
- ▶ Boat launch not in service but people still use it; signage is minimal.
- ▶ We have been going to Blackfoot for over 25 years and we like the relaxed camping setting. It is beautiful down there, and we like the fact that it is a no-fee campsite.
- ▶ Lack of day use parking.
- ▶ Like it.
- ▶ Maintenance could be better.
- ▶ Boat access to river.
- ▶ It feels neglected. Bush parties and quads are ruining the outdoors in the Peace.
- ▶ Existing boat launch not maintained and river access is seasonally difficult depending on silt and woody debris deposition.
- ▶ Could use a few more camp sites. I am a respectful ATV rider. Boat ramp is gone. Could have more trails for ATV & walking.
- ▶ Should be more camping spots and should have more toilets.
- ▶ There are not enough toilets.
- ▶ Love this park.

QUESTION 11: BIGGEST ISSUES OR CHALLENGES

- ▶ The control of parties and ATV use.
- ▶ ATV use and partying.
- ▶ Vandalism.
- ▶ More campsites would be nice.
- ▶ Lack of attractions for day use.
- ▶ Awareness of location, awareness of proximity to Fort St. John and Dawson Creek.
- ▶ Not enough campsites.
- ▶ Signage has always been confusing.
- ▶ Monitoring the park. Unregulated, I am concerned about camping with partiers.
- ▶ Party spot and feelings of unsafe.
- ▶ Vandalism and lack of things to do.
- ▶ Controlling unsanctioned events (parties) and vandalism.
- ▶ Not enough camping spots.
- ▶ Road condition going down the hill from industrial activity, heavy haulers, etc.
- ▶ Boat access to river.
- ▶ People partying and leaving garbage.
- ▶ Hiking trails
- ▶ Fairly remote - hard to police, maintain.
- ▶ Boat launch.
- ▶ Keep grad parties contained.
- ▶ Need water supply for campers.
- ▶ No boat launch.
- ▶ Needs an attendant to oversee stuff regularly.
- ▶ Park roads make it impassable in some areas.
- ▶ The last time I was there a few year ago it was mainly teenagers partying. Makes me hesitate to take my kids now.
- ▶ ATV's in the park and driving out into the main road, someone will get hurt or killed.
- ▶ Provide safety for park users from others park users.
- ▶ Not knowing if sites are booked.
- ▶ More variety of trails for walking, bicycle, and horses in the summer. Cross-country skiing and snowshoeing in the winter.
- ▶ No day use area.
- ▶ Highway directions to get there from main roads.
- ▶ Broken glass.
- ▶ ATV use.
- ▶ Lack of fresh water supply.

- ▶ Garbage from inconsiderate campers.
- ▶ Three of camp sites.
- ▶ It feels neglected.
- ▶ Size - more area should be in the park to be utilized for hiking, etc.
- ▶ Lack of advertising - haven't heard much about it.
- ▶ Find ways to expand & increase campsites.
- ▶ Question: Are you going to replace the water supply being removed?
- ▶ Park campsite.
- ▶ A boat launch.
- ▶ Sometimes, depending on who camped there last, the sites can be in a state of disrepair.
- ▶ I don't think it has enough to do for my kids.
- ▶ Need a park attendant to cut the parties down and misuse of the park/ lots of garbage left behind on the road and park.
- ▶ Provide safe camping spots.
- ▶ More weekend activities. Bicycle day at the park. Dog day at the park. Geocaching day. Teddy bears picnic. More educational sessions. Camp-out under the skies with telescopes.
- ▶ No hook-ups.
- ▶ Minimal winter time use.
- ▶ Campground layout.
- ▶ Need more camp spots.
- ▶ Better marked and more developed / distinguished trails.
- ▶ A bit tired looking.
- ▶ Not sure.
- ▶ Increase trails - walking trails & ATV trails.
- ▶ ATV management.
- ▶ Need to expand number of campsites.
- ▶ Lack of signs on hiking trails.
- ▶ People driving ripping up the Goleta Creek Hill and Clay Hurst Hill with quads, side by side, and vehicles.
- ▶ Provide clean toilets and drinking water.

FUTURE PARK USE

QUESTION 12: VISION

- ▶ Safe family fun.
- ▶ More campsites.
- ▶ Large playground, more supervision.

- ▶ Peaceful and quiet.
- ▶ Rustic and usable.
- ▶ Just a nice family park with option to quad responsibility.
- ▶ Some improvements, but please keep it the rustic campsite it is.
- ▶ A place to relax and enjoy nature.
- ▶ Picnic by the river.
- ▶ Overnight and day use campsite.
- ▶ Keep natural.
- ▶ Safe and family friendly.
- ▶ Explore the natural beauty of the Peace River.
- ▶ Family friendly and easy going.
- ▶ Great camping near the Peace River.
- ▶ Hidden gem.
- ▶ Make more sites.
- ▶ Peaceful.
- ▶ Free.
- ▶ Green oasis on banks of river with well-maintained and clearly marked trails both for hiking and biking.
- ▶ More campsites, and more to cater to larger RV's.
- ▶ Boater destination.
- ▶ Family friendly, fun park.
- ▶ Functional.
- ▶ Actual hiking trails in the area would be nice.
- ▶ Family friendly.
- ▶ Better playground, hook-ups.
- ▶ Beautiful, quiet park for people to enjoy with friends and family.
- ▶ Safe place.

QUESTION 13: POSSIBLE AMENITIES

- ▶ Plant new trees to replace the old ones. Have water available to campers - even non-potable water for dishes and putting out campfires.
- ▶ Day use parking.
- ▶ Washroom facilities (whatever they are) need to be well-maintained.
- ▶ Maybe have a Centre Cook Section for people to have use of. With a couple of picnic tables and camp wood stove.
- ▶ I think ATV's should not be allowed in or around the park. The road going by the park is too busy to allow this.

MONTNEY CENTENNIAL REGIONAL PARK

CURRENT PARK USE

QUESTION 17: PARK USE LIMITATIONS

- ▶ Rough and dusty road.
- ▶ Lack of signage.
- ▶ Limited day use area for when campsites are full or limited spots to tent.
- ▶ Water quality.
- ▶ More campsites with RV hookups would be nice.
- ▶ Lack of available sites, long term campers occupy campsite for long periods.
- ▶ Condition of the lake waters.
- ▶ Very few campsites.
- ▶ More campsites are needed as there are few to no RV parks in the area.
- ▶ It would be nice if there was a play area for children (park, sand/beach, tables by lake) or quadding trails. Not much to do at this campsite. Last time we camped here there were "squatters". Not much of a "family" feel.

QUESTION 18: SATISFACTION WITH PARK ELEMENTS

- ▶ Need private tucked campsites and better signage.
- ▶ Park monitoring.
- ▶ Signage needs to be more accurate.
- ▶ Don't camp; no trails; much better signage in 2017.
- ▶ The people camping had obviously been there for weeks. It looked like a squatter's camp.
- ▶ Glad to see the new signs on the highway :).

QUESTION 19: BIGGEST ISSUES OR CHALLENGES

- ▶ Muddy road when it rains
- ▶ Need designated fire pits, just so they know exactly where the fire should be.
- ▶ Improved roads, dust control.
- ▶ Poor access.
- ▶ Lack of walking trails.
- ▶ Charlie Lake water is not clean (wouldn't swim).
- ▶ Lack of shore line - beach gone.
- ▶ Lack of walking trails.
- ▶ More parking spaces.
- ▶ Poor layout.
- ▶ Difficult to find.

- ▶ Location.
- ▶ Access roads.
- ▶ Signage to get to the park from highway.
- ▶ No swimming.
- ▶ Need more outhouses. Should have a little more gravel for less dust.
- ▶ Campsites could be more private.
- ▶ Poor monitoring of the park.
- ▶ Boat launch.
- ▶ Better road access.
- ▶ Poor access/signage to get there.
- ▶ Upkeep.
- ▶ Not enough campsites.
- ▶ Lack of boat access.
- ▶ Information available in Regional Visitor Centre teaching me about what's available.
- ▶ Do not want fees.
- ▶ Do not want fees and require more outhouses.
- ▶ Cleaner water.
- ▶ Season long campers on site are tying up the boat launch area.
- ▶ No proper boat launch or dock.
- ▶ Play area for kids.
- ▶ Boat launch.
- ▶ Not enough amenities.
- ▶ Beach area developed and more private campsites.
- ▶ Bathrooms are disgusting.

FUTURE PARK USE

QUESTION 20: VISION

- ▶ Leave it as is.
- ▶ Close enough to home but far enough away for a holiday.
- ▶ Accessible.
- ▶ Create more of a multi-use area to attract people.
- ▶ Day use opportunities for hiking on designated trails, dock for viewing lake/wildlife.
- ▶ Would love to see water in Charlie Lake cleaned up.
- ▶ Quiet, peaceful; secret treasure in the Peace country.
- ▶ Create more of a multi-user area to attract people.

- ▶ I would like to see it kept up a bit better. I didn't actually know it had toilets at all. It seems pretty forgotten! We kayak so the boat launch is okay but a bit of gravel or something would be great (to avoid the muck). People are always fishing there so I think some sort of dock for them would be great.
- ▶ Picnic.
- ▶ Family campsite.
- ▶ More RV friendly / family friendly.

QUESTION 21: POSSIBLE AMENITIES

- ▶ Add disc golf to the park! There are many positive effects and there is a local club. It also blends really well with other activities in the park (i.e., skiing, mountain biking).
- ▶ Handrail to washrooms; baggies for cleaning up after dogs.
- ▶ It is a pretty minimal park. I think the people who go there are trying to avoid the larger parks. It would be great if there were some tent sites and perhaps some trails to explore but overall, I think it should be kept simple, just cleaned up.
- ▶ I want Montney Park to be a quaint, peaceful park along Charlie Lake. There are many options for those who haul large RVs and the similar camping styles that accompany it. For those seeking for a quiet campout in a tent, there are few places to go.
- ▶ Keep it motor-free. Too many motorized activities are taking over. Leave space for quiet outdoor pursuits.
- ▶ A sandy beach with a playground!

GENERAL

QUESTION 23: OTHER SUCCESSFUL PROVINCIAL, REGIONAL, OR BACKCOUNTRY PARKS

- ▶ Swan Lake and Heart Lake.
- ▶ Liard Hot Springs.
- ▶ Swan Lake - very kid friendly. Heart Lake - beautiful area/rustic.
- ▶ Mile 54 Campground at Charlie Lake - I love the cleanliness of it. I love the paths and the outhouse facilities are phenomenal. Very clean!
- ▶ William Lake has a well set up in the park, paved roads, good park attendants, and water supply.
- ▶ Stewart Lake.
- ▶ Beaton Provincial Park. It is paved but still has nature in it.
- ▶ Yes, Beaton Park - good snow shoe trails, good camping facilities and day use (swimming, picnicking).
- ▶ Peace Island.
- ▶ We were on the committee that had the land given for a park.
- ▶ Campbell Valley Regional Park - Awesome park with a variety of trails, group picnic shelters, parking, wheelchair access, camping, dog off-leash areas, etc. <http://www.metrovancouver.org/services/parks/parks-greenways-reserves/campbell-valley-regional-park> and Aldergrove Regional Park - Awesome park with a variety of trails, group picnic shelters, parking, and wonderful educational sessions <http://www.metrovancouver.org/services/parks/parks-greenways-reserves/aldergrove-regional-park>

- ▶ Tumbler Ridge has many great backcountry campgrounds. We hiked to the Monkman Cascades this summer and stayed in four of them. They tended to have a fire ring with some logs around it, a tent site, and a pit toilet somewhere nearby. Simple but clean. One Island Lake also was a nice campground (but I don't know if it qualifies as backcountry).
- ▶ Juniper Beach Provincial Park (Cache Creek) - right along the Thompson river, great swimming area, good fishing spots, full hook-up sites, grassy tent area, pay showers, spot for kids to play and ride bikes around, cool areas along the river to explore
- ▶ Jones Lake (Chilliwack) - beautiful lake, very rustic, pay showers (I think), awesome for a close weekend getaway as it's very secluded (no cell service/hard to find), good swimming, lots of different campsites - area for families and then another side where the more rowdy groups go, free camping but has a park warden (not sure how that works).
- ▶ Heart Lake park - signage sucked though
- ▶ Desolation Sound - although it's a marine park and not applicable, but the informational available on it is nice.
- ▶ I like most provincial parks because you can make a reservation so you know you will have a spot when you get there and there are usually nice shower houses and I like the outdoor kitchen sinks they are putting in. Fintry Park was nice by Kelowna and so was Christina Lake and Lakelse Lake.
- ▶ So many parks up here feel neglected and look tired. Too many trailers, quads, ski-doo's, and power boats. We need to leave space for quiet, family recreation. So many people would love to see spaces for tenting, canoeing and snowshoeing.
- ▶ Yes, Blackfoot is nostalgic to me and I spent a lot of time there. It is nice to have free places to camp and have always enjoyed that. The place as always seemed well cared for when I have been there.
- ▶ Meziadin Lake - awesome park operator, one of the best maintained provincial parks I've seen in years. Really appreciated all of the lakefront sites.
- ▶ The campsites in the Southern Interior are very nice. Lots of amenities and they seem to upkeep the water resource.
- ▶ Jasper, too expensive.
- ▶ Pacific Rim National Park, perfect.
- ▶ Carp Lake - LOVE the peaceful solitude. The fish cleaning station at the boat launch is very well appreciated and was well thought out. Free firewood.
- ▶ Whistlers in Jasper - the wash basins on the outside of the washrooms, keeps the food smell not right in the campsites. Pay for a fire permit, but the wood is free.
- ▶ Yes, Charlie Lake Provincial Park. Tidy campsite and the ability to reserve a campsite made it great.
- ▶ Swan Lake - Nice boat launch, dock, green areas, but they charge.
- ▶ Heart Lake - Few spots near the water, others up the hill, free camping.
- ▶ Cotillion Park - Nice shower/bathroom facility but they charge to camp.
- ▶ In Alberta so many parks have a group picnic shelter and plumbed shower and washroom facility that are paid for by the oil companies working in the area. They have huge profits and should pay for these facilities.
- ▶ Lions campground in Tumbler Ridge. Large play area and creek to play in.
- ▶ We love Oles lake. The walking trail around the lake is wonderful, as is the sandy beach & playground. I believe if there were a playground, and more important a sandy beach with fishing dock it would draw more attention to the park. Walking trail could be made along the lake for families to enjoy.
- ▶ Revelstoke National Park. Lots of hiking trails clean and well looked after.

- ▶ We went to Moonshine Lake for a BBQ at the common area and really enjoyed it. The area itself was wide open, but still surrounded by trees, so the group had privacy.
- ▶ Carp Lake is one of my favorite campsites - quiet and beautiful, Tumbler Ridge's hiking trails are awesome.
- ▶ Moberly Lake Provincial Park - Great because of natural beauty, clean toilets, regulations on park use. Problems in 2017 include lack of enforcement of rules - noise at night and hours of generator use.

QUESTION 24: ADDITIONAL COMMENTS, CONCERNS, OR IDEAS ABOUT EITHER PARK

- ▶ Would really like the park to stay free to use or if paying then be able to reserve.
- ▶ Clean park, clean lake.
- ▶ Please consider leaving the park and camp as a no service park. The rustic aspect is received well in the North.
- ▶ Roadway trees cut back for larger RV trailers.
- ▶ The disc golf club is the Fort St. John Disc Sports Club. They know how to put in a course and have done so already in town.
- ▶ Appreciate opportunity learn more through Parks Day.
- ▶ PRRD staff very helpful and informative. Enjoyed seeing critters in Charlie Lake visuals and information.
- ▶ We would like to see a boat launch and more parking spaces.
- ▶ We need a Regional Park that is closer to the City of Dawson Creek. Love to see the PRRD take over the Nordic Ski Hill on Bear Mountain and manage it in the summer and winter seasons.
- ▶ Not all park users seek the same thing. And unfortunately, those who seek out parks for their calm, quiet, rustic nature setting are almost always interrupted by different styles of campers with large RVs, generators, motorized boats, and motorized items in general. The large RV campers do not notice the impact they have on those seeking a different style of camping; their noise trumps the silence of nature. Having a mere buffer of trees does not eliminate the noise or nuisance caused by other types of campers and takes away from the natural serenity. Montney Park has an opportunity to create a non-motorized park: no generators, no motor boats, no large RVs. A campsite that is tailored to day use and tenting. This would be a gem that people seek out. Traditional zoning practices don't place industry next to playgrounds or residential homes. And not all campgrounds should lump RV camping and tent camping together. Take this opportunity to be bold and keep one park natural and quiet.
- ▶ Keep it open! P.S. this is an amazing survey format to get feedback - good work!
- ▶ I think the PRRD would get more tourists if we had better campsites to offer to RV travelers.
- ▶ My family and I enjoy that park. We would like it to stay free as it allows us to camp more frequently during the summer. If we go to paid sites, we are limited to how many times we can take the family camping.
- ▶ We live on the 277 road and would love to see better maintenance of this road to account for the extra traffic that is on the road during the summer.
- ▶ On-site attendants.
- ▶ I feel it could have more hiking available. And a larger area included in the park.
- ▶ In the 47 years I have lived here, Blackfoot Regional Park is the only place in Northeast BC I have seen fireflies. Kind of regionally significant.
- ▶ It would be nice for both campsites (if you had to pay for use) if you could reserve a site just like you can with the Hudson's Hope sites (like Cameron Lake, Dinosaur Lake, etc.). Both parks are a little out of the way and Montney Park can be very busy and full in the summer.

- ▶ Would like to keep it rustic and free. Love the ability to use ATVs. Could use more trails. Would like to see a water hand pump area and maybe a few more camp sites.
- ▶ I think that people should have to pay for staying at the park with a park attendee and then maybe the park will not get misused. The community close to the park rarely uses the park because of all the ATV's and people getting out of hand with their parting. The garbage left behind along the roads from these people is sickening. The ATV's ripping out of the park onto the main road is scary: adults, kids, teens without helmets, doubled up, driving around is not safe, someone will get killed and I hope that my husband isn't the one driving his gravel truck and hit one of these idiots! I love the park but wishes people would use respect. Also, would like the water system to stay as is just put a sign up stating: USE AT OWN RISK! This water is good.



APPENDIX C: QUESTIONNAIRE FORM



REGIONAL PARK DESIGN STUDY

IDEAS QUESTIONNAIRE

Help us plan an exciting future for **Montney Centennial Regional Park** and **Blackfoot Regional Park** – two important outdoor parks in our region!

The PRRD is undertaking a Regional Park Design Study for these parks to understand what improvements could make the parks more enjoyable for visitors now and in the future.

The Regional Park Design Study began in July 2017 and is planned to be complete in November 2017. During this time, the PRRD will be requesting your input for each park to guide future activities, development, and management.

Share Your Ideas for a Chance to Win

Please share your ideas and insights about these two parks by completing this questionnaire. It should take about **10-15 minutes**. Your input will help inform concepts and recommendations for the parks.

Participants who submit a completed questionnaire will have the option to be entered into a draw for a chance to win a **\$250 Canadian Tire Gift Card**. To be entered, please check the contest entry box at the end of the questionnaire and provide your contact details. Contact information is confidential and will only be used to contact the draw winner.

You can submit your questionnaire any time between:
Saturday, July 29 and Monday, August 14, 2017

Would you Prefer to Complete this Questionnaire Online?

Visit prrd.bc.ca/engage and click on the **Regional Park Design Study** link.

Pass it On!

Know someone who might be interested in sharing their ideas for Montney Centennial or Blackfoot Regional Parks? Please let them know about this questionnaire. Don't forget to mention the chance to win a Canadian Tire Gift Card!

Questions?

» Please contact Bryna Casey, Parks and Rural Recreation Coordinator:
T: 250-748-3200 E: bryna.casey@prrd.bc.ca

What is a Regional Park Plan?

A Regional Park Plan that is a strategic, long-term document that the region can use to plan, prioritize, and budget for park improvements over time.

The plan establishes a guiding vision and principles and provides a concept plan and recommendations for development, operations, and management.

How to Submit Your Questionnaire:

In Person:

- » July 29 or 30 at a Park Event

Drop-off to:

- » PRRD Offices in Dawson Creek or Fort St. John
Attn: Bryna Casey

Mail to:

- » Peace River
Regional District
Box 810, 1981 Alaska Hwy
Dawson Creek, BC
V1G 4H8

Scan and Email to:

- » bryna.casey@prrd.bc.ca

Complete it online:

- » prrd.bc.ca/engage



PART 1: ABOUT YOU

To help us understand who responds to this questionnaire, please answer the following questions.

1. In which age group are you?

- ☐ 0 to 19 years
- ☐ 20 to 29 years
- ☐ 30 to 39 years
- ☐ 40 to 49 years
- ☐ 50 to 59 years
- ☐ 60 to 69 years
- ☐ 70 years and over
- ☐ Prefer not to say

2. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

3. Where do you live?

In the Peace River Regional District (please select location):

- | | |
|--|--|
| ☐ Blueberry River First Nations | ☐ Saulteau First Nations |
| ☐ City of Dawson Creek | ☐ Tsay Keh Dene Band |
| ☐ City of Fort St. John | ☐ Village of Pouce Coupe |
| ☐ District of Chetwynd | ☐ West Moberly First Nations |
| ☐ District of Hudson's Hope | ☐ Electoral Area B |
| ☐ District of Taylor | ☐ Electoral Area C |
| ☐ District of Tumbler Ridge | ☐ Electoral Area D |
| ☐ Doig River First Nation | ☐ Electoral Area E |
| ☐ Halfway River First Nation | ☐ Other Community, please name: _____ |
| ☐ Kwadacha First Nation | |

Outside the Peace River Regional District (please select location):

- ☐ Other region in British Columbia
- ☐ Alberta
- ☐ Other Canadian Province (please name): _____
- ☐ Other Country (please name): _____

ABOUT YOU

4. Do you currently use either of the Parks?

Blackfoot Regional Park?

☐ Yes

☐ No

Montney Centennial Regional Park?

☐ Yes

☐ No

5. How did you hear about this questionnaire?

☐ PRRD Website

☐ Facebook

☐ Energeticcity.ca

☐ Radio

☐ Poster/signage

☐ Board Highlights Newspaper Notification

☐ Postcard in the Mail

☐ Email

☐ Parks Day Event at Montney Centennial Regional Park

☐ Word of Mouth

☐ Other (please specify):

6. I wish to provide input on:

☐ Both Parks (Go to Page 4)

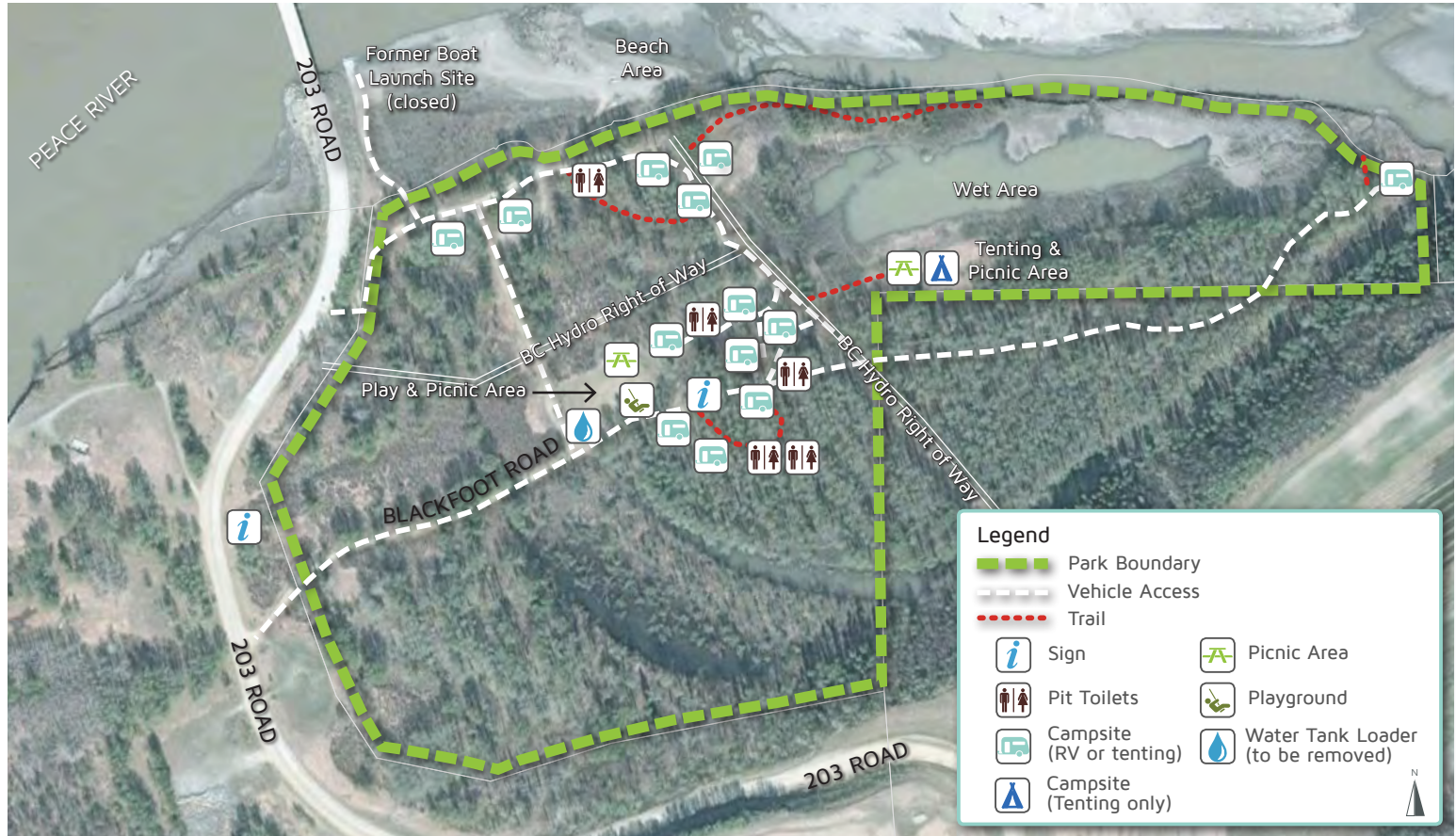
☐ Only Blackfoot Regional Park (Go to Page 4)

☐ Only Montney Centennial Regional Park (Go to Page 8)

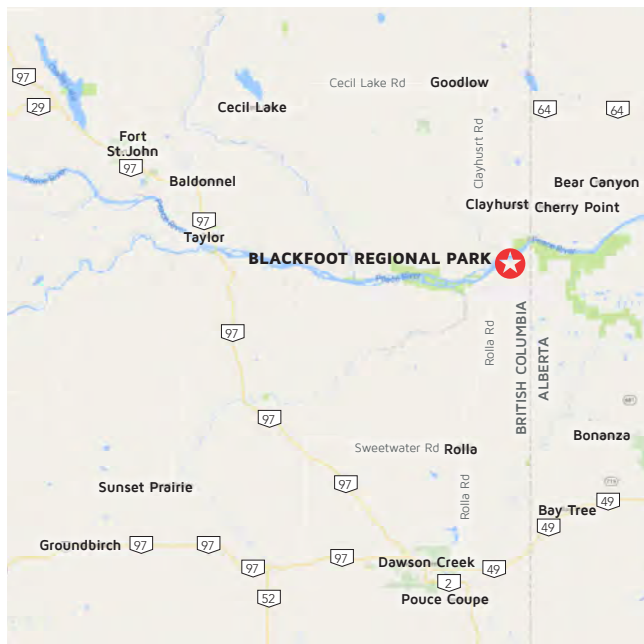


PART 2: BLACKFOOT REGIONAL PARK

Park Overview



Park Site Map



Park Location Map

HISTORY

Before the Don Phillips bridge was built over the Peace River, people crossed on the Old Clayhurst Ferry. Blackfoot Regional Park commemorates the ferry crossing site, providing access to the Peace River and recreation opportunities in a forest area.

AMENITIES & ACTIVITIES

- » 13 rustic free campsites (no hookups)
- » 1 tent camping area
- » Picnic tables
- » Pit toilets
- » Playground
- » Horseshoe pits
- » Open lawn area
- » River access
- » Former boat launch (now closed)
- » Bird and wildlife habitat
- » Water tank loader (to be removed)

BLACKFOOT REGIONAL PARK

CURRENT PARK USE

To help us understand how visitors currently use Blackfoot Regional Park, please answer the following questions.

7. How frequently would you say you visit the park?

- | | |
|--|---|
| ☐ Once per year | ☐ Only occasionally
(e.g. 1-2 times in the past five years) |
| ☐ 2-5 times per year | |
| ☐ 6-10 times per year | ☐ I never visit the park (skip to Question 9) |
| ☐ 11 or more times per year | |

8. What activities have you participated in at Blackfoot Regional Park? Please check all that apply:

- | | |
|---|--|
| ☐ Bird watching | ☐ Mountain biking |
| ☐ Boating (motorized) | ☐ Nature appreciation
(wildflowers, vegetation, wildlife) |
| ☐ Boating (non-motorized - e.g., kayaking,
canoeing) | ☐ Picnicking |
| ☐ Camping (RV or Trailer) | ☐ Playground activities |
| ☐ Camping (Tent) | ☐ Swimming, playing in the water, sunbathing |
| ☐ Hiking | ☐ Other outdoor activities (please describe):

_____ |
| ☐ Historical interest (Old Clayhurst Ferry
Crossing Site) | |
| ☐ Motorized sports (ATVs) | |

9. What, if anything, limits your use of Blackfoot Regional Park? Select all that apply.

- ☐ Little or nothing limits our use
- ☐ Park location
- ☐ Difficulty finding and accessing the park
- ☐ Not enough information about the park
- ☐ Trail conditions
- ☐ Lack of park facilities / amenities that suit our needs
- ☐ Safety concerns
- ☐ Concerns about unsanctioned activities (e.g. parties, vandalism)
- ☐ Other, please describe: _____

BLACKFOOT REGIONAL PARK

10. If you've visited Blackfoot Regional Park, what is your level of satisfaction with the following aspects?

Please check one box for each category. If you haven't visited the park, skip to the next question.

Park Aspect	Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	No Opinion	Comments?
Park layout/ configuration						
ATV management						
Boat ramp						
Park safety						
Park campsites						
Toilets						
Horseshoe pits						
Playground						
Park maintenance						
Park roads						
Trails						
Signage						
Other (please describe) 						
Other (please describe) 						

11. What do you believe are the biggest issues or challenges in Blackfoot Regional Park?
(Please describe up to three)

1.	
2.	
3.	

BLACKFOOT REGIONAL PARK

FUTURE PARK USE

The Regional Park Study will consider potential improvements for Blackfoot Regional Park.

12. If you could describe in one word or short phrase your vision for the future of Blackfoot Regional Park, what would it be? (We will use these words and phrases to create a draft vision.)

13. What amenities do you think might warrant consideration in Blackfoot Regional Park?
Check all that apply.

- | | |
|---|---|
| ☐ More walking/hiking trails | ☐ Interpretive information |
| ☐ Mountain bike trails | ☐ Improved boat launch |
| ☐ Designated ATV trails | ☐ Additional playground facilities |
| ☐ More RV/Trailer campsites | ☐ Event space / stage |
| ☐ More tent campsites | ☐ Caretaker cottage / office |
| ☐ Campsites with hookups | ☐ Plumbed shower / washroom building |
| ☐ More individual picnic areas | ☐ Drinking water tap |
| ☐ Group picnic shelter | |

Other suggestions – your ideas could be big or small – we want to hear them all!

14. If Blackfoot Regional Park was enhanced to include improved/additional facilities, would you consider paying for camping in the park?

- ☐ Yes, I would consider paid camping if there were improved/additional facilities
- ☐ Maybe, depending on amenities available and cost
- ☐ No, I would prefer the park remain more rustic with free camping

To provide input on Montney Centennial Park → please go to the next page

To complete your questionnaire without providing
input on Montney Centennial Regional Park → please go to page 11



PART 3: MONTNEY CENTENNIAL REGIONAL PARK

Park Overview



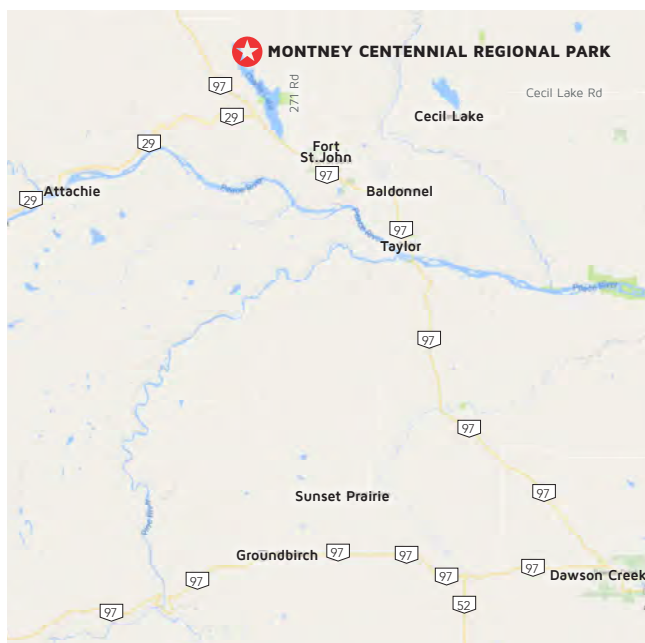
HISTORY

Montney Centennial Regional Park, situated on the northeast shore of Charlie Lake, was established by the Montney Recreation Commission as a Canada Centennial project in 1967. In 1988, the Commission requested that the park become a Regional Park.

AMENITIES & ACTIVITIES

- » 6 Rustic free campsites (no hookups)
- » Picnic tables
- » Pit toilets
- » Lake access
- » Boat launch
- » Bird and wildlife habitat

Park Site Map



Park Location Map

MONTNEY CENTENNIAL REGIONAL PARK

CURRENT PARK USE

To help us understand how visitors currently use Montney Centennial Regional Park, please answer the following questions.

15. How frequently would you say you visit the park?

- | | |
|--|--|
| ☐ Once per year | ☐ Occasionally
(e.g. 1-2 times in the past five years) |
| ☐ 2-5 times per year | |
| ☐ 6-10 times per year | ☐ I never visit the park (skip to Question 17) |
| ☐ 11 or more times per year | |

16. What activities have you participated in at Montney Centennial Regional Park? Select all that apply.

- | | |
|--|---|
| ☐ Bird watching | ☐ Nature appreciation
(wildflowers, vegetation, wildlife) |
| ☐ Boating (motorized) | ☐ Picnicking |
| ☐ Boating (non-motorized - e.g. sailing,
kayaking, canoeing) | ☐ Swimming, playing in the water, sun bathing |
| ☐ Camping (RV or Trailer) | ☐ Visiting the Northland Trailblazers
Snowmobile Club |
| ☐ Camping (Tent) | ☐ Winter sports (e.g. snowmobiling, ice fishing,
snowshoeing, skiing) |
| ☐ Fishing | ☐ Other outdoor activities (please describe): |
| ☐ Hiking | _____ |
| ☐ Mountain biking | _____ |

17. What, if anything, limits your use of Montney Centennial Regional Park? Select all that apply.

- ☐ Little or nothing limits our use
- ☐ Park location
- ☐ Difficulty finding and accessing the park
- ☐ Not enough information about the park
- ☐ Trail conditions
- ☐ Lack of park facilities / amenities that suit our needs
- ☐ Safety concerns
- ☐ Concerns about unsanctioned activities (e.g. parties, vandalism, firearms use)
- ☐ Other, please describe: _____

MONTNEY CENTENNIAL REGIONAL PARK

18. If you've visited Montney Centennial Regional Park, what is your level of satisfaction with the following aspects? Please check one box for each category. If you haven't visited the park, skip to the next question.

Park Aspect	Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied	No Opinion	Comments
Park layout/ configuration						
Boat ramp						
Park safety						
Park campsites						
Toilets						
Picnic amenities						
Park maintenance						
Park roads						
Trails						
Signage (entry, wayfinding)						
Other (please describe) 						
Other (please describe) 						

19. What do you believe are the biggest issues or challenges in Montney Centennial Regional Park?
Please describe up to three.

1.	
2.	
3.	

MONTNEY CENTENNIAL REGIONAL PARK

FUTURE PARK USE

The Regional Park Study will consider potential future improvements for Montney Centennial Regional Park.

20. If you could describe in one word or short phrase your vision for the future of Montney Centennial Regional Park, what would it be? (We will use these words and phrases to create a draft vision.)

21. What amenities do you think might warrant consideration in Montney Centennial Regional Park? Please check that apply.

- | | |
|---|--|
| ☐ Swimming dock | ☐ Mountain bike trails |
| ☐ Fishing dock | ☐ Interpretive signage (nature, wildlife, birds) |
| ☐ More RV/Trailer campsites | ☐ Winter activities (e.g. sledding, skiing) |
| ☐ More tent campsites | ☐ Additional camping amenities |
| ☐ Campsites with hookups | ☐ Improved toilets |
| ☐ Improved boat launch (for motorized boats) | ☐ Group picnic shelter |
| ☐ Improved boat launch (for non-motorized boats) | ☐ Group campsite |
| ☐ Hiking trails | ☐ Horse facilities (e.g. trails, corrals for overnight camping) |

Other suggestions – your ideas could be big or small – we want to hear them all!

22. If Montney Centennial Regional Park was enhanced to include improved/additional facilities, would you consider paying for camping in the park?

- ☐ Yes, I would consider paid camping if there were improved/additional facilities
- ☐ Maybe, depending on amenities available and cost
- ☐ No, I would prefer the park remain more rustic with free camping



PART 4: GENERAL

23. Have you visited a provincial, regional, or other type of backcountry park and had a great experience? If yes, please tell us the name of the park and what made it great. Learning from other successes helps us understand ideas and experiences that might be considered.

24. Do you have any additional comments, concerns, or ideas about either park that you would like to share at this time?

Thank you for providing your input!

CONTEST ENTRY

I wish to be entered into a draw for chance to win a \$250 Canadian Tire Gift Card:

☐ Yes ☐ No

If yes, please provide your contact details.

Contact information will be kept confidential and will only be used to contact the draw winner.

Name:	
Phone:	
Email:	

Only one entry per person. Winner will be contacted by August 17, 2017.

Stay Connected!

- » Watch for updates on Facebook: Peace River Regional District "Official Page"
- » Subscribe to **PRRD's Engage!** email list
- » Watch for announcements and public events in the parks
- » Visit: prrd.bc.ca/engage



Participation in this questionnaire is voluntary and may require the disclosure of personal information.
Questionnaire information will be used on an aggregated basis only (and not on an individually-identifiable basis).

APPENDIX B: PRELIMINARY CONCEPT OPTIONS





REGIONAL PARK DESIGN STUDY | PRELIMINARY CONCEPT OPTIONS

Montney Centennial Regional Park Concept Options

CONCEPT OPTION A: A QUIET GETAWAY

Option A focuses on addressing existing issues and considers addition of key amenities to support the park as a quiet camping destination. The investments proposed in this option are more modest in scale and cost, with the intention of maintaining the park as a rustic, free campground.



CONCEPT OPTION B: OUTDOOR ENTHUSIAST DESTINATION

Option B considers adding recreational opportunities that invite users of all ages through all seasons to visit the park. This approach would require strong partnerships with clubs and organizations and would include paid camping to support enhanced amenities, operations, and maintenance.



Upgraded toilets



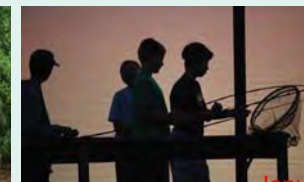
Fencing used to delineate campsite areas



Low cost play features



New campsites set into forest



Small fishing dock

January 20, 2020



Dedicated tent camping area



Picnic shelter near activity staging area



Improved boat ramp



Corrals at an equestrian camping area



Woodland disc golf course

APPENDIX C: PUBLIC INPUT #2 SUMMARY





REGIONAL PARK DESIGN STUDY

ENGAGEMENT SUMMARY REPORT Community Input #2 – Preliminary Concept Options

1 | OVERVIEW

The Peace River Regional District (PRRD) is undertaking a Regional Park Design and Feasibility Study for **Blackfoot Regional Park** and **Montney Centennial Regional Park**. The purpose of the Study is to develop a plan that will enhance the functionality, environmental sustainability, safety, and fiscal and operational viability of each park. The Regional Park Design Study began in July 2017 and is planned to be complete in early 2018.

Community engagement is a key part of the process to understand the values and issues of community members including park users, Peace River Regional District residents, stakeholders, PRRD staff, Regional Parks Committee, and the Regional Board.

This report provides a summary of **Community Input #2**, part of **Phase 2: Park Options Development**. The purpose of this phase has been to:

- ▶ Translate input received and technical analysis from Phase 1 into an initial vision, goals, and set of program directions for each park.
- ▶ Define preliminary concepts that illustrate potential directions for each park.
- ▶ Engage with the Regional Parks Committee, members of the public, and stakeholders to review draft concepts and gather feedback to help refine the directions being considered.

The final phase of the Study, **Phase 3: Final Plans Development and Review**, will use the community input to recommend a plan for each park.

HOW COMMUNITY INPUT WILL BE USED

Input provided during this phase of engagement will be considered by the project team, along with technical and financial information, to refine preliminary options for each park into preferred concepts and recommendations for implementation.

More information about the PRRD's Regional Park Design Study can be found at www.prrd.bc.ca/engage.

2 | ENGAGEMENT PROCESS

METHODOLOGY

During Phase 2 of the Regional Park Design Study, stakeholders and members of the public were asked to provide input through a series of interactive feedback opportunities. The following key points of input occurred:

REGIONAL PARKS BOARD COMMITTEE MEETING

- ▶ **Date:** Tuesday, October 10, 2017
- ▶ **Feedback:** The project team presented emerging preliminary options for each park and received feedback from board members. This feedback was used to refine the preliminary options before bringing them forward for public input.

PUBLIC INPUT EVENTS

- ▶ **Dates:** Monday, Nov. 6 through Wednesday, Nov. 29
- ▶ **Locations:**
 - World U17 Hockey Challenge Drop-in Booth, North Peace Arena, Fort St. John
Tues. Nov. 7 @ 6:30-10:00 pm
Fri. Nov. 10 @ 1:00-4:30 pm
Fri. Nov. 10 @ 5:30-9:00 pm
 - World U17 Hockey Challenge Drop-in Booth, Encana Events Centre, Dawson Creek
Mon. Nov. 6 @ 2:00-5:30 pm
Wed. Nov. 8 @ 2:00-5:30 pm
Sat. Nov. 11 @ 2:00-5:30 pm
Sat. Nov. 11 @ 6:30-10:00 pm
 - Community Public Meetings
Doe River Public Meeting, Nov. 15
Farmington Public Meeting, Nov. 29
- ▶ **Feedback:** Project team representatives discussed park options with participants and encouraged people to provide input by completing a community response form.

RESPONSE FORM

- ▶ **Dates:** Monday, Nov. 6 through Monday, Nov. 27
 - ▶ **Locations:** Online format (using third-party vendor Simple Survey®) or in hard copy format available at:
 - Community events
 - PRRD website: www.prrd.bc.ca/engage
 - PRRD's Official Facebook page: www.facebook.com/OfficialPRRD
 - PRRD Branch Offices in Dawson Creek or Fort St. John, BC
- Participants who submitted a completed response form had the option to be entered in a draw for a chance to win a \$200 Canadian Tire Gift Card.*

NOTIFICATION

The PRRD provided public outreach to notify the public about input opportunities:

- ▶ **PRRD Website:** Communication on main page (link to Project webpage); Engage! Page; Project webpage www.prrd.bc.ca/engage/regional-park-design-study; Events Calendar, and other PRRD media channels.
- ▶ **PRRD Official Facebook Page:** 11 posts on www.facebook.com/OfficialPRRD from Oct. 31, 2017 to Nov. 27, 2017.
- ▶ **Board Highlights:** One submission to provide an update on the process and advertise Community Event #2
- ▶ **Online Advertising:** Banner on www.EnergeticCity.ca.
- ▶ **Stakeholder Referrals:** Emails to stakeholders and previously engaged participants with invitation to events and request to circulate invitation to membership.
- ▶ **Postcard:** Information postcards distributed to participants at events.
- ▶ **Posters / Signage:** Displayed in key locations including: event venues, PRRD solid waste transfer stations; three community bulletin boards in Dawson Creek; Regional District offices (Dawson Creek and Fort St. John); on the PRRD website; and to Directors, Charlie Lake Fire Station.
- ▶ **Email Communication:** Notification of public events and email reminder to subscribers to PRRD's *Engage!* List.



3 | SUMMARY OF INPUT

The following summary briefly outlines key themes in the input received. This information is detailed further in **Section 4**.

OVERVIEW OF KEY THEMES

- ▶ Participants generally supported the draft vision and goals for each park.
- ▶ For Blackfoot Regional Park, more participants preferred **Concept B: Camping Destination**.
- ▶ For Montney Centennial Regional Park, more participants preferred **Concept B: Outdoor Enthusiast Destination**.
- ▶ Input and comments suggest that some elements from each concept may warrant consideration for blending into a preferred concept.

BLACKFOOT REGIONAL PARK

- ▶ Participants supported additional amenities and management to encourage adventure and activities, while still retaining the park's natural and rustic character.
- ▶ Generally more participants preferred Concept B: Camping Destination for each park aspect.
- ▶ ATV management garnered mixed responses, with 14% preferring neither concept, and comments suggesting some participants would prefer no ATV use in the park.
- ▶ A large majority of participants supported pursuing an improved boat launch.
- ▶ Most participants would support user fees in the range of:
 - \$15-\$25 for unserviced vehicle campsites
 - \$25-\$35 for serviced vehicles campsites
 - \$10 for tent campsites
 - \$20-\$50 for group picnic shelters (although a large percentage – 30% - did not support user fees for group shelters)
- ▶ The top improvement priorities for the park were:
 - Drinking water for campers
 - Nature Trails
 - New unservices sites
 - New serviced (power and water sites
 - Showers/flush toilets building
 - Boat launch re-establishment

MONTNEY CENTENNIAL REGIONAL PARK

- ▶ Participants supported additional amenities and management that may increase park use including disc golf, fishing dock, and boat launching. There was mixed support for equestrian camping with some concerns about costs.
- ▶ Several suggestions for coordination with local clubs for management and funding of park improvements.
- ▶ In general, more participants preferred Concept B: Outdoor Enthusiast Destination as a multi-use park that supports a variety of activities, while still remaining the natural aspects of the park.
- ▶ Most participants would support user fees in the range of:
 - \$15-\$25 for unserviced vehicle campsites
 - \$30 for equestrian campsites
 - \$10 for tent campsites
 - \$40-\$50 for group picnics
- ▶ The top improvement priorities for the park were:
 - Fishing Dock
 - Improved Boat Launch
 - Nature Trails
 - Play and Picnic Area
 - New Unserved Campsites

4 | DETAILED SUMMARY OF RESPONSE FORM RESULTS

The Response Form for Community Input #2 gathered feedback on the following four topics:

1. **Demographics**
2. **Blackfoot Regional Park** – Draft Vision and Goals, Concept Options, User Fees, and Park Improvement Priorities
3. **Montney Centennial Regional Park** – Draft Vision and Goals, Concept Options, User Fees, and Park Improvement Priorities
4. **General Comments**

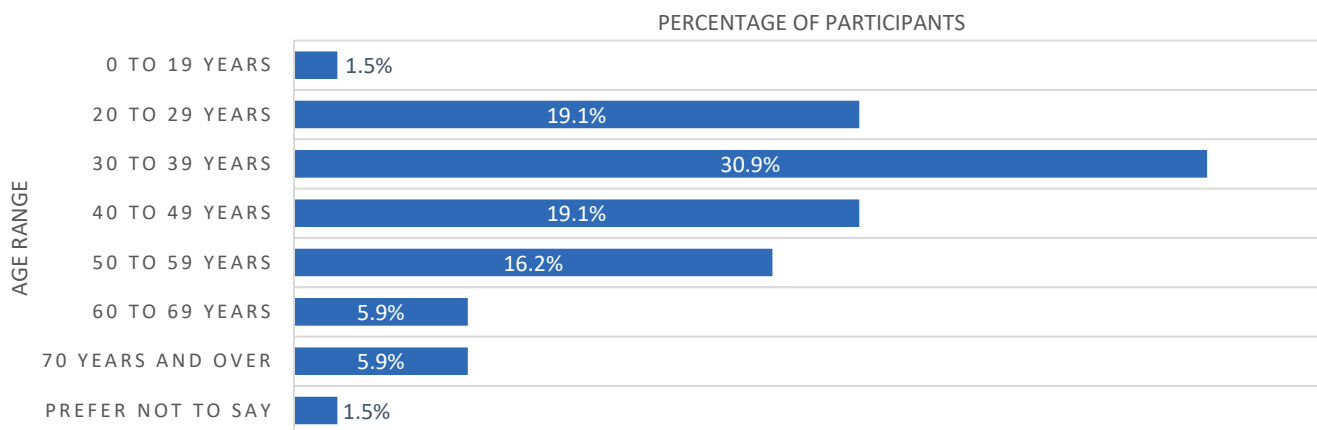
A verbatim record of response form comments is attached to this report in **Appendix A**.

PART 1: PARTICIPANT DEMOGRAPHICS

Participants were asked to answer the following four demographic questions.

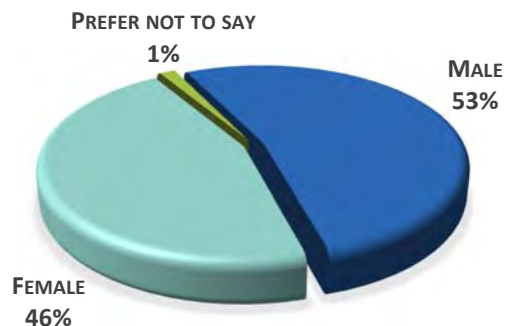
QUESTION 1: IN WHICH AGE GROUP ARE YOU?

- ▶ Most participants were between the ages of 30 to 39 years old (30.9%) followed by an equal number of respondents between 20 and 29 years (19.1%) and 40 and 49 years (19.1%).
- ▶ There were limited numbers of participants under the age of 29 (20.6% combined) or over the age of 60 (13.3% combined).
- ▶ This generally aligns with the PRRD's demographics, where the average age of residents is 35.9.



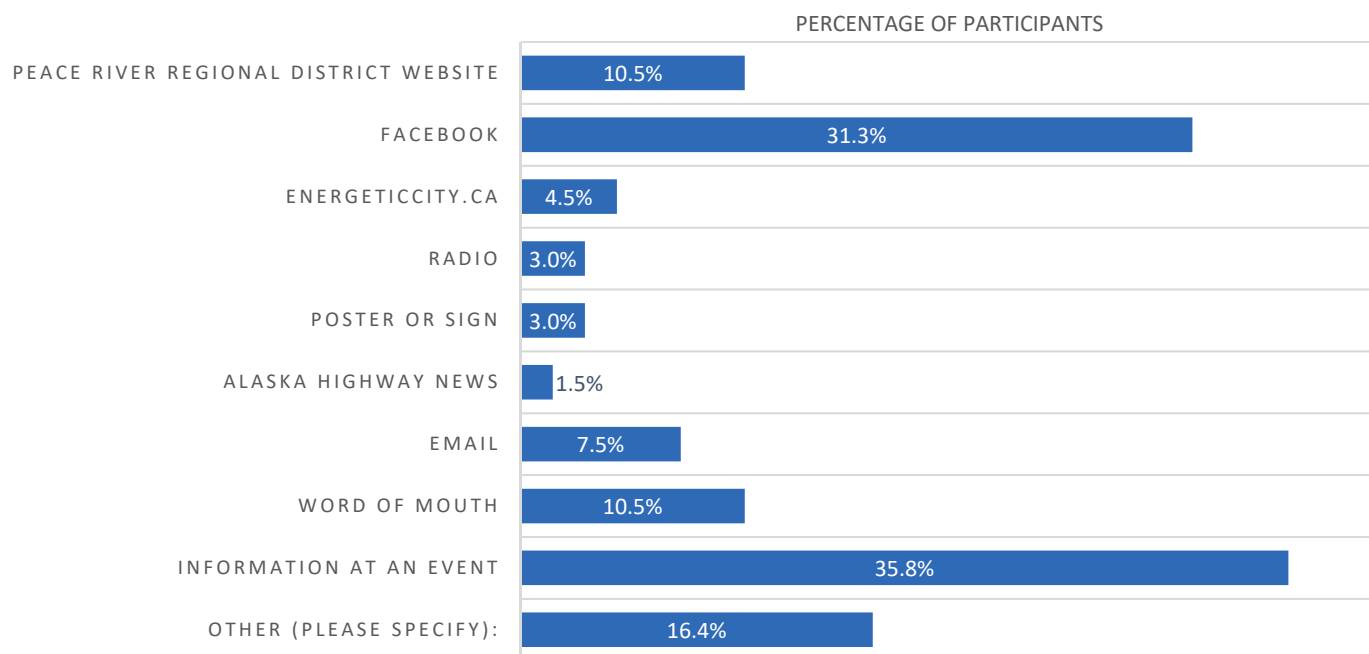
QUESTION 2: WHAT IS YOUR GENDER?

- ▶ Slightly more males (52.9%) than females (45.6%) completed a response form.
- ▶ These results were different from the first questionnaire, where a significantly larger number of respondents were female (64.5%).



QUESTION 3: HOW DID YOU HEAR ABOUT THIS RESPONSE FORM?

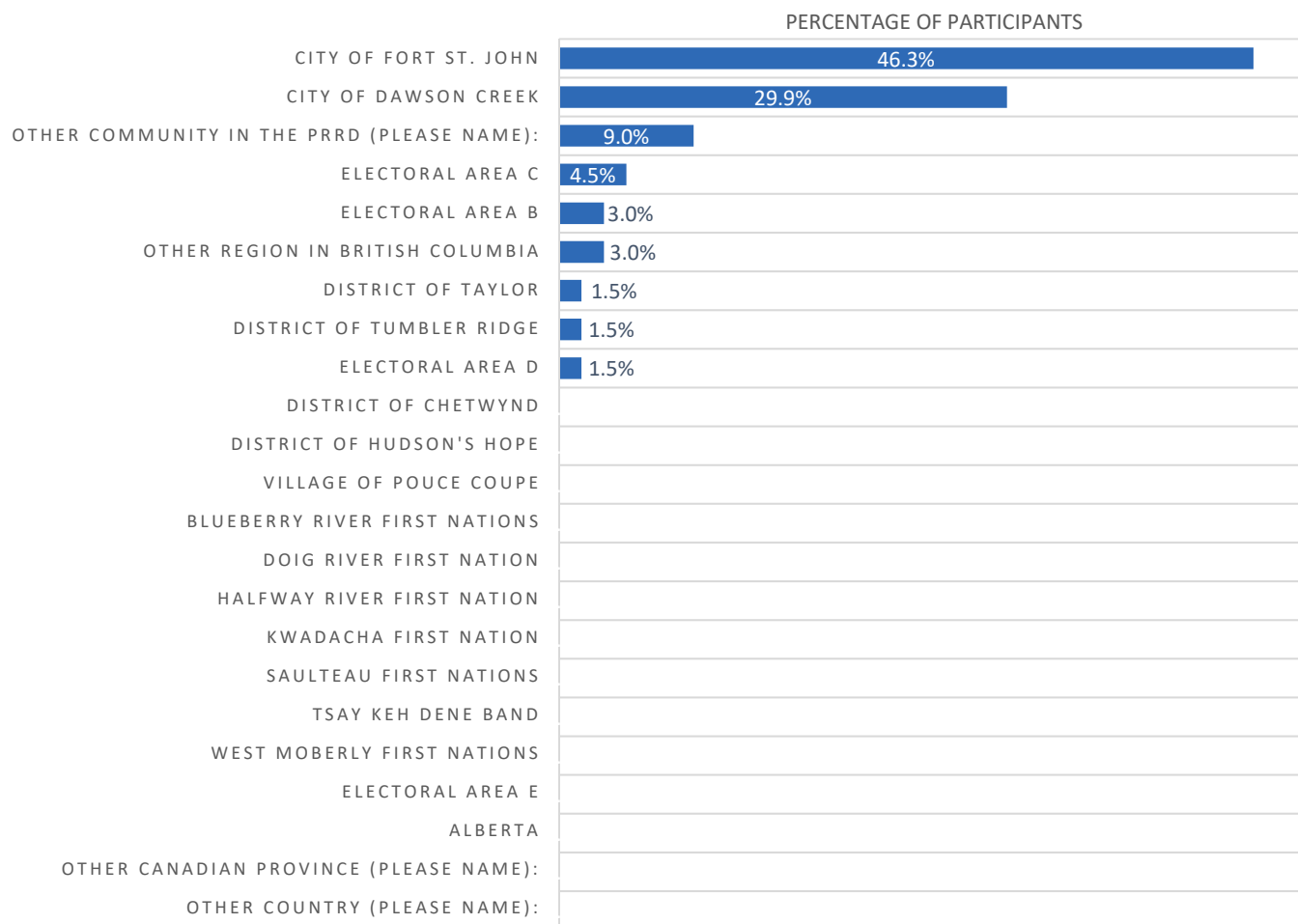
- ▶ A large percentage of participants heard about the response form by seeing information at an event (35.8%) or through Facebook (31.3%).
- ▶ 16.4% identified that they heard about the opportunity to provide feedback through other information sources including from PRRD employees, representatives at the World U17 Hockey Challenge, and Fort St. John disc golf club.



QUESTION 4: AREA OF RESIDENCE

Participants were asked to identify where they lived:

- ▶ The largest percentage of participants reside in either the City of Fort St. John (46.3%) or the City of Dawson Creek (29.9%).
- ▶ Most other participants identified as residing in other communities within the Peace River Regional District or one of the electoral areas (21%), including District of Taylor, District of Tumbler Ridge, Electoral Areas B, C, or D; or other communities including Montney, Charlie Lake, Mile 74, and Farmington.



ART 2: BLACKFOOT REGIONAL PARK

VISION AND GOALS

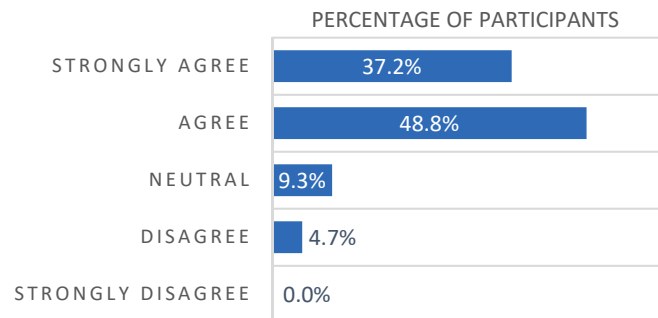
Participants were asked their level of support for the DRAFT VISION and GOALS for Blackfoot Regional Park and to suggest refinements.

DRAFT VISION

Blackfoot Regional Park invites people to explore the natural splendour of the Peace River in a rustic, quiet, and family-friendly forest campground; it is the starting point to many great adventures and memories.

QUESTION 5: DRAFT VISION

- ▶ 48.8% of agree with the draft vision and 37.2% strongly agree – for a total of 86% of participants in general agreement with the draft vision for Blackfoot Regional Park.



QUESTION 6: SUGGESTIONS FOR IMPROVING THE DRAFT VISION

- ▶ Minor text refinements
- ▶ More specific about type of adventures and memories (e.g., hiking, viewing, sports areas, ATV trails)
- ▶ Suggestion that the park outcome is what is important, and the rest is redundant / not relevant to campground
- ▶ Satisfaction with minor improvements but appreciation of the rustic aspects to retain natural feel of the park.

Several participants added comments to state or reiterate desired amenities which included walking trails, signage, dog park, 18-hole disc golf course, revenue generation, improved access, powered sites, sites to accommodate larger recreational vehicles, more secluded campsites, tenting options, and outhouses.

There were also concerns noted about lack of enforcement and management issues

QUESTION 7: DRAFT GOALS

Participants were asked to indicate their level of agreement with the following DRAFT GOALS for Blackfoot Regional Park:

INCREASE PARK AMENITIES

- ▶ Enhance recreational opportunities at the park by providing a variety of amenities that appeal to a wide range of users, especially families
- ▶ Expand campsites in a phased manner

MAINTAIN PARK CHARACTER

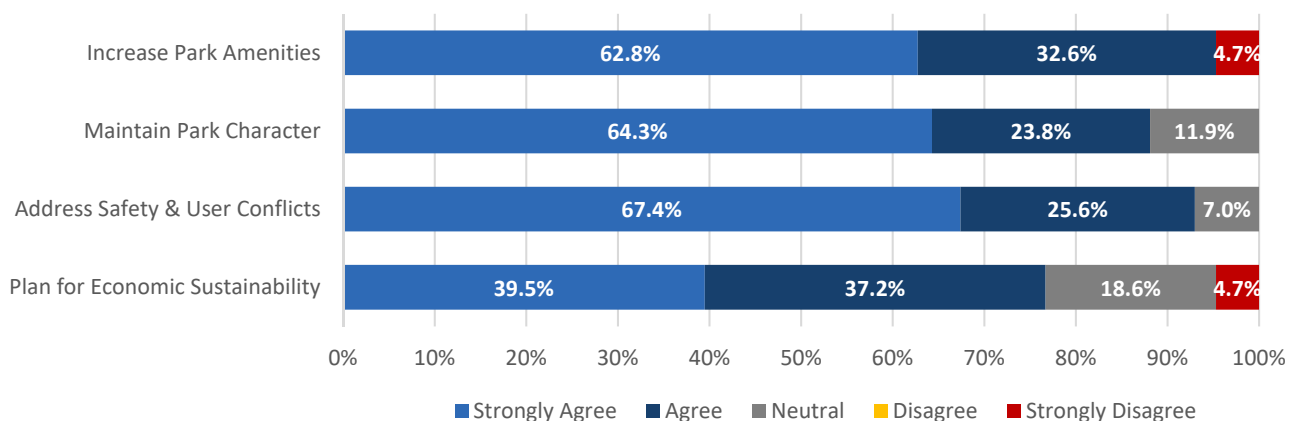
- ▶ Ensure future park improvements align with the rural and rustic feeling that is valued by park users
- ▶ Plan to retain and manage park trees for long-term renewal

ADDRESS SAFETY & USER CONFLICTS

- ▶ Make physical and operational park improvements to encourage a family-friendly atmosphere and discourage disruptive activities

PLAN FOR ECONOMIC SUSTAINABILITY

- ▶ Ensure improvements that increase operational demands can be offset through revenue generation



QUESTION 8: SUGGESTIONS FOR IMPROVING THE DRAFT GOALS

- ▶ Develop initiatives to remove the reputation of the park as a “bush party” destination that attracts drug and alcohol related activities (possibly by providing a park host to provide security/authority)
- ▶ Emphasize maintenance (e.g. garbage collection)
- ▶ Develop education programs for environmental education and recreational activities such as astronomy and fishing
- ▶ Retain rustic feel and natural beauty of the park; caution about over-commercializing park
- ▶ Support for small user fee for camping
- ▶ Enhance park winter activities for hiking and sledding

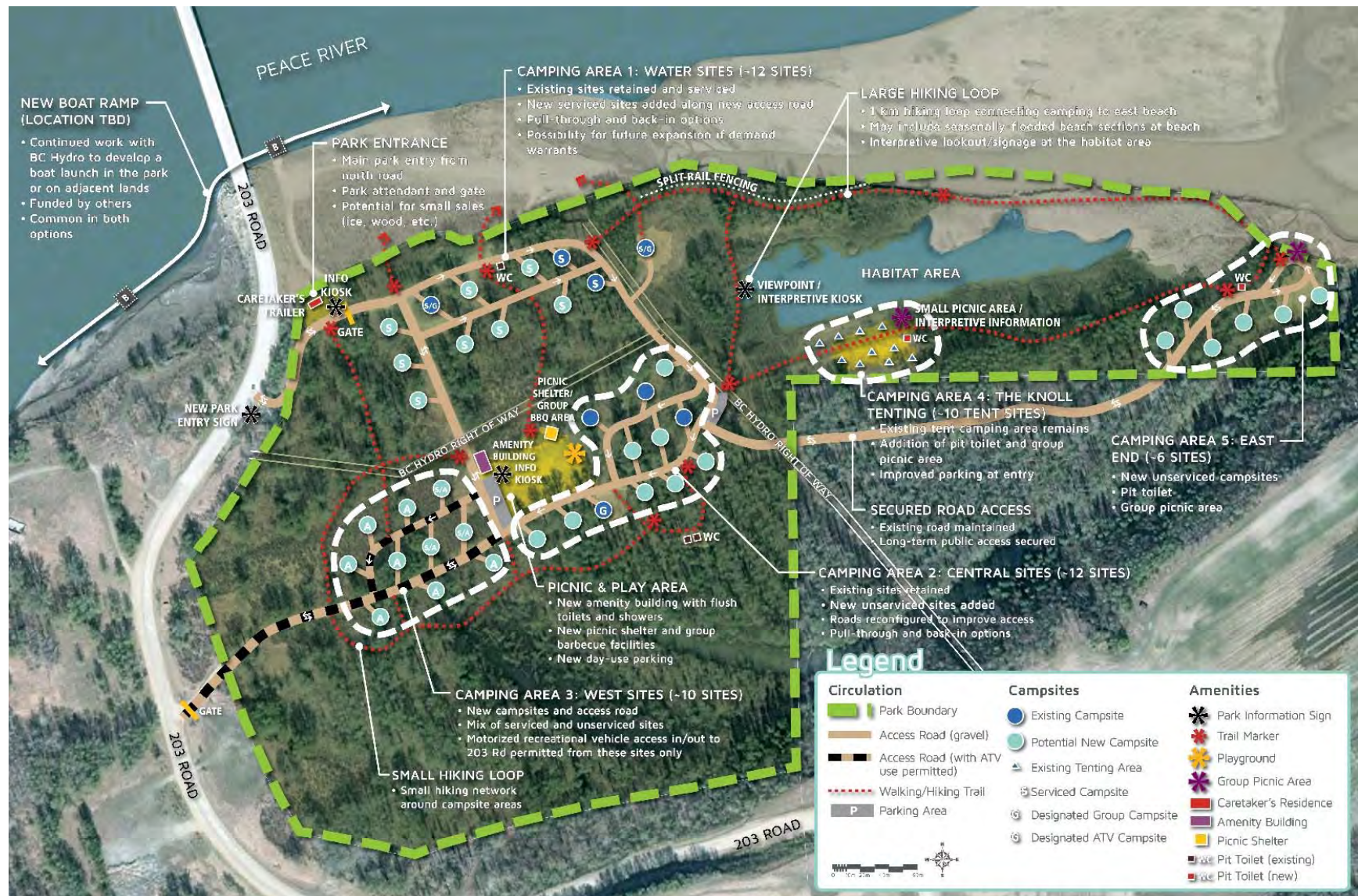
CONCEPT OPTIONS – BLACKFOOT REGIONAL PARK

Two different concept options were developed for Blackfoot Regional Park to show many of the ideas heard in the process to date. Participants were asked to review each concept, Concept A (this page) and Concept B (next page), then answer questions on what they like most/least in each. Larger versions of the concepts are available at www.prrd.bc.ca/engage.

CONCEPT A: RUSTIC & RELAXED



CONCEPT B: CAMPING DESTINATION



QUESTION 9: PREFERRED DIRECTIONS FOR BLACKFOOT REGIONAL PARK

The following concept directions were provided for each option. Participants were asked to identify which concept ("A", "B", or "Neither") they preferred and if they had refinements, comments or additional suggestions. The preferred responses are circled in red below and comments are summarized at the bottom of the graphic.

1. VEHICLE CAMPSITES		2. TENT CAMPSITES		3. ROADS	
CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B
» Small increase in unserviced vehicle sites (~15 new sites) » Total number of campsites = ~24	» Moderate increase in unserviced vehicle sites (~21 new sites) » Addition of serviced sites (~15 new or upgraded sites) » Total number of campsites = ~40	» Existing tent camping area remains (on knoll in the centre of the park) » New vault toilet added	» Tent camping area relocated to east end of park with walk-in access only (vehicle parking near central campsites) » Vault toilet and group picnic area added	» Access road to east end of the park closed to vehicles (walk-in access only) to help discourage parties and maintain all park roads inside the park boundary	» Access road to east end of the park remains open to vehicles and family-style camping is encouraged » Agreement with private landowner pursued to ensure long-term road access
A - 27.5%	B - 72.5%	A - 29.3%	B - 68.3%	A - 32.5%	B - 65.0%
NEITHER - 0.0%		NEITHER - 2.4%		NEITHER - 2.5%	
» More sites are desirable » Paid camping can support more responsible/return guests				» Deter vehicles from driving on/accessing the dry riverbed	

4. TRAILS	
CONCEPT A	CONCEPT B
» Some new nature trails including: » Large hiking loop (common) » Trails connecting campsites to toilets and play area	» More new nature trails including: » Large hiking loop (common) » Interpretive lookout over habitat area » Small hiking loop around campsites
A - 17.5%	B - 82.5%
NEITHER - 0.0%	
» At least one trail that is accessible to wheelchairs/baby strollers	

5. SITE SERVICES	
CONCEPT A	CONCEPT B
» Existing/new vault toilets to replace old toilets and better service camping areas » New drinking water tap at the play and picnic area for campers using improved well facilities	» New amenity building with flush toilets, showers, and drinking water at the play and picnic area » Existing/new vault toilets for non-central camping areas
A - 35.0%	B - 65.0%
NEITHER - 0.0%	
» Cost will be a key consideration for advancing services	

6. PICNIC & PLAY AREA	
CONCEPT A	CONCEPT B
» Minor improvements such as: » Additional picnic tables » Information kiosk with park map » Day-use parking	» Additional amenities such as: » New picnic shelter » Group BBQs and picnic areas » Information kiosk with park map » Day-use parking
A - 29.3%	B - 70.7%
NEITHER - 0.0%	
» Consider protection for the kiosk	

7. BOAT LAUNCH	
COMMON TO BOTH OPTIONS	
» Continue to work with BC Hydro or other partners to develop a public boat launch site in Blackfoot Regional Park or on adjacent lands » Funding would be by others	
SUPPORT - 95.1%	DON'T SUPPORT - 4.9%
OTHER SUGGESTIONS - 0.0%	
» Consider proceeding with or without partners » Parking for trailers needed » Concerns about having a boat launch in a river, noise, and risk of pollution	

8. ATV MANAGEMENT	
CONCEPT A	CONCEPT B
» A few sites (~4) designated for ATV use with direct access west in/out to 203 Rd » Signs in other park areas prohibiting ATV use	» More sites (~10) designated for ATV use with direct access west in/out to 203 Rd » On-site manager to monitor/ manage ATV use in park areas
A - 36.6%	B - 48.8%
NEITHER - 14.6%	
» No ATV use after 9 pm » Some non-support for any ATV use in the park » Concerns about noise and disturbance	

9. PARK OPERATIONS	
CONCEPT A	CONCEPT B
» Free camping » Operations and maintenance similar to existing (minor improvements) » Remains a first-come, first-serve campground	» Paid camping » Park attendant from mid-May to mid-Sept. to manage registration, maintenance, and security » Campsite reservations available
A - 32.5%	B - 65.0%
NEITHER - 2.5%	
» Free camping can attract problems, whereas paid camping attracts legitimate campers » Fees cannot be too high » Potential for generating funds through alternative methods (e.g., fundraising)	

OTHER SUGGESTIONS FOR BLACKFOOT REGIONAL PARK:

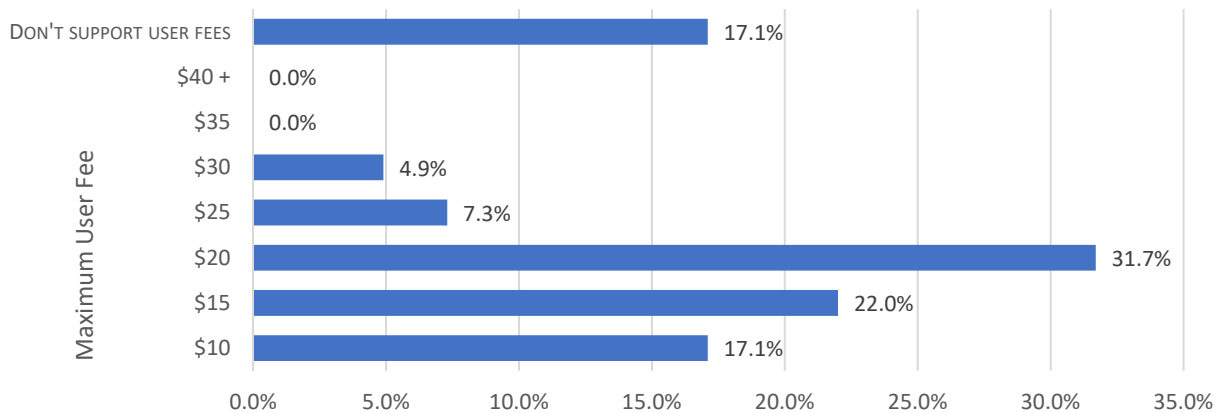
- ▶ Limit or prohibit ATV use
- ▶ Increase campsites further
- ▶ Additional trails for walking
- ▶ Additional trails for ATV use
- ▶ Improve dog waste management

QUESTION 10: USER FEES

Participants were asked to indicate the maximum user fee they would support for potential paid park uses in Blackfoot Regional Park.

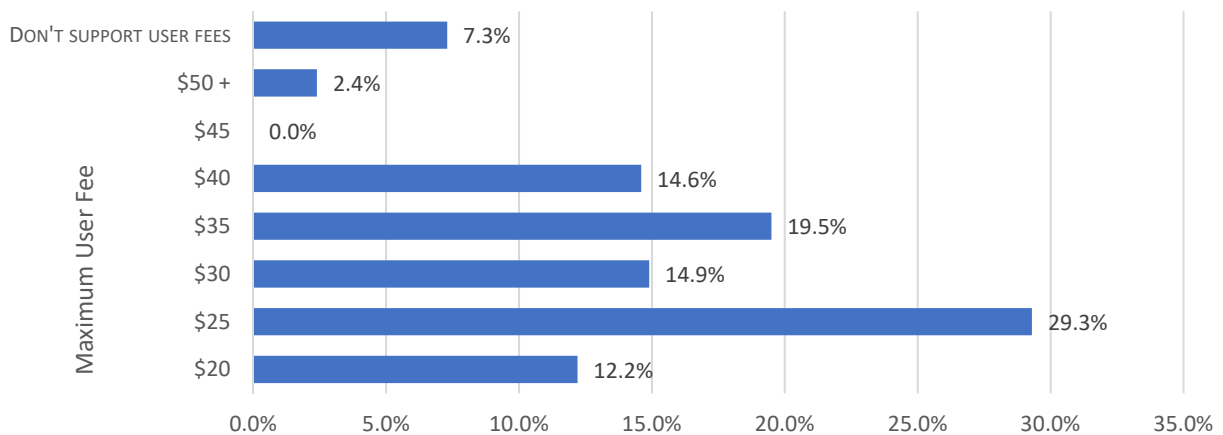
USER FEE FOR UNSERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$15 or more for an unserviced vehicle campsite



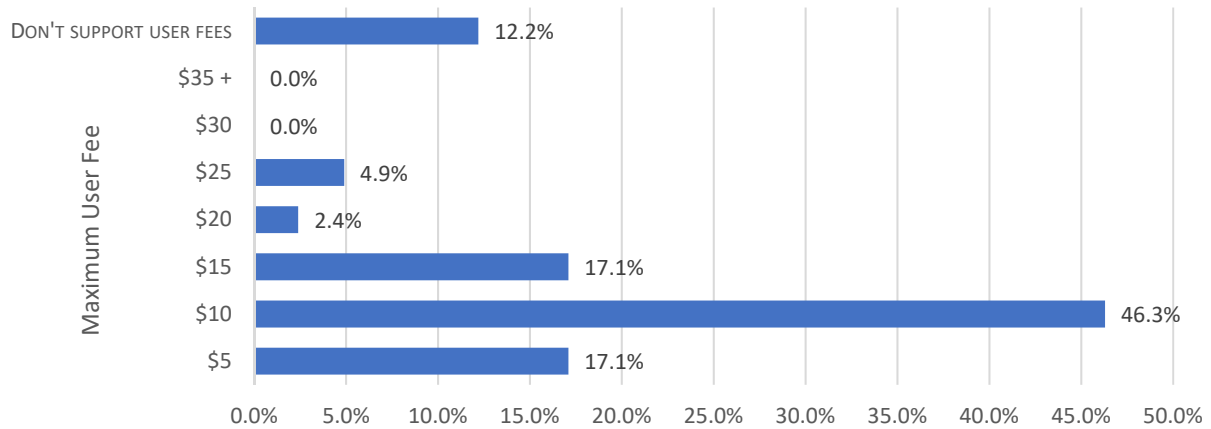
USER FEES FOR SERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$30 or more for a serviced site



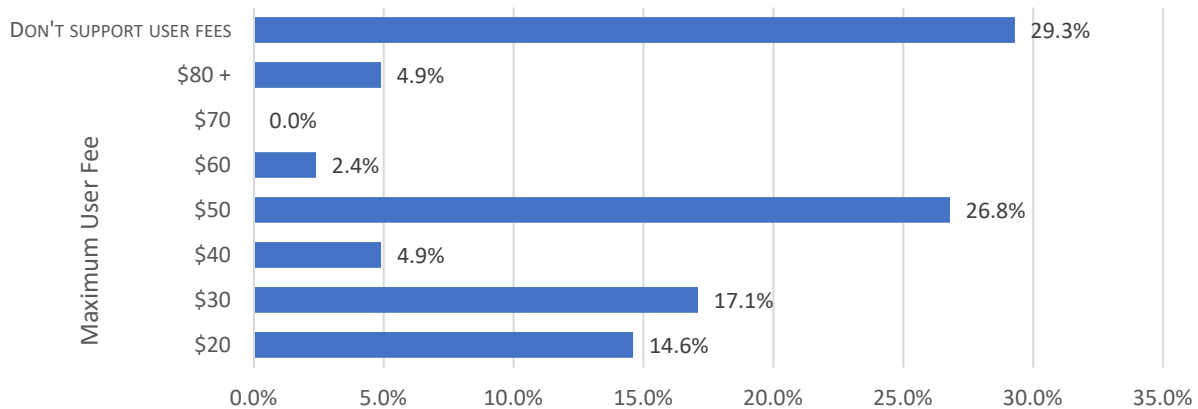
USER FEES FOR TENT CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$10 or more for a tenting site



USER FEES FOR PICNIC SHELTER RENTAL / DAY

- ▶ The majority of respondents would support a user fee of \$30 or more for a group picnic shelter rental
- ▶ One-third of participants indicated they would not support user fees for group picnic shelter rental



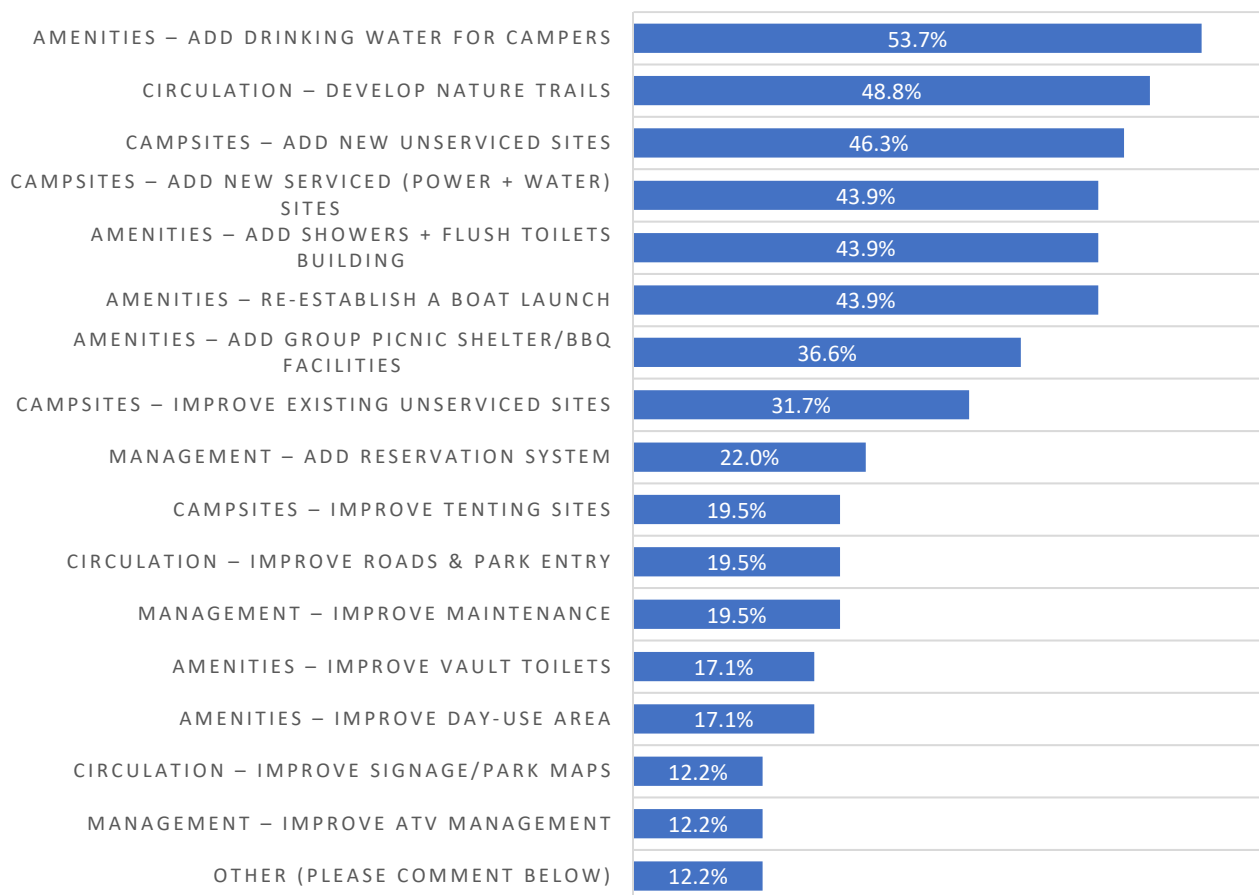
ADDITIONAL COMMENTS ON USER FEES OR FUNDING:

- ▶ The group picnic shelter may not be warranted
- ▶ Fees can be a useful tool for keeping the park maintained and well used
- ▶ Suggestion to consider an annual fundraiser, rather than fees
- ▶ Fees should be kept low through proper management and capital investment

QUESTION 12: TOP PRIORITIES FOR POTENTIAL PARK IMPROVEMENTS – BLACKFOOT REGIONAL PARK

The top priorities included:

1. Drinking water for campers
2. Nature trails
3. New un-serviced sites
4. New serviced (power and water) sites (tie)
4. Showers/flush toilets building (tie)
4. Boat launch re-establishment (tie)



ADDITIONAL COMMENTS FOR PARK IMPROVEMENTS

- ▶ Prevent motorized access to riverbed
- ▶ Day use parking
- ▶ Add an 18-hole disc golf course
- ▶ Dump stations
- ▶ ATV trails
- ▶ Improve sites, but first add hiking trails

PART 3: MONTNEY CENTENNIAL REGIONAL PARK

VISION AND GOALS

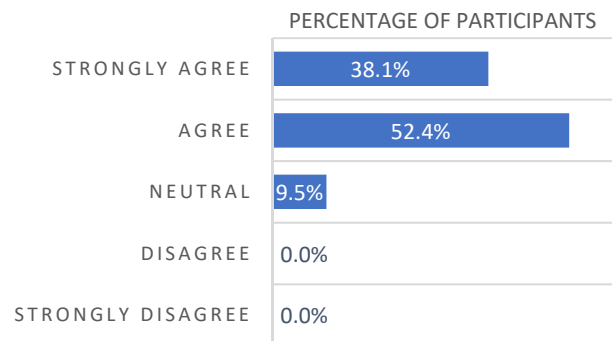
Participants were asked their level of support for the DRAFT VISION and GOALS for Montney Centennial Regional Park and to suggest refinements.

DRAFT VISION

Montney Centennial Regional Park offers unique, remote recreational experiences on Charlie Lake that invite people to stay for a day or for a week and enjoy recreation and relaxation in a lakefront forest.

QUESTION 13: DRAFT VISION

- ▶ 52.4% of participants agree with the draft vision and 38.1% strongly agree – for a total of 90.5% of participants in general agreement with the draft vision for Blackfoot Regional Park.
- ▶ No participants indicated disagreement.



QUESTION 14: SUGGESTIONS FOR IMPROVING THE DRAFT VISION

- ▶ Emphasize day use area aspects including picnic area, fishing, and parking
- ▶ Focus on the "unique and remote" to draw regular users

Other comments focused on the amenities which included:

- ▶ Support for disc-golf and horse camping which could suit the interests of residents
- ▶ Dog park
- ▶ Site attendants and enforcement
- ▶ Campsite amenities and improvements
- ▶ Boat launch and dock
- ▶ Road improvement

QUESTION 15: DRAFT GOALS

Participants were asked to indicate their level of agreement for the DRAFT GOALS for Montney Centennial Regional Park:

ATTRACT A WIDE RANGE OF VISITORS

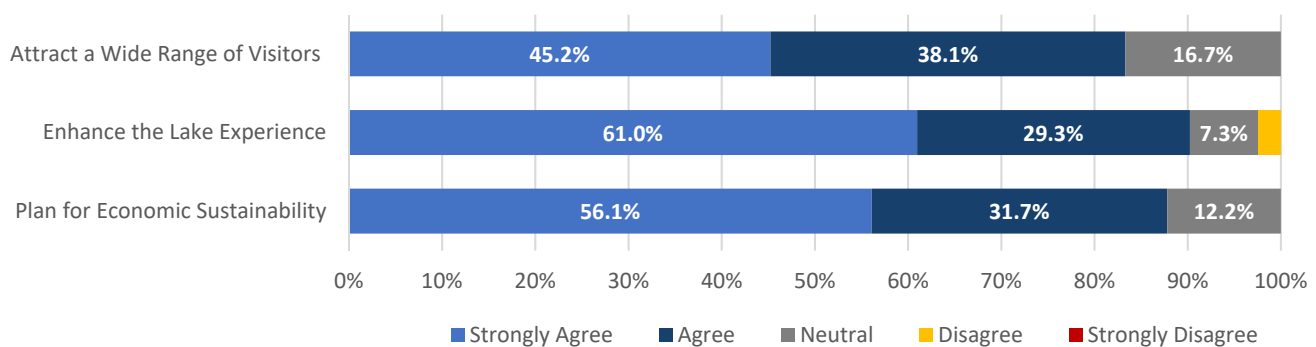
- ▶ Expand potential recreational pursuits in the park to attract a broader range of park visitors
- ▶ Create unique experiences that are not readily available in the surrounding area
- ▶ Support partnerships with clubs and organizations to develop recreation amenities

ENHANCE THE LAKE EXPERIENCE

- ▶ Seek ways to better connect park amenities with Charlie Lake, allowing people to enjoy the lakefront experience

PLAN FOR ECONOMIC SUSTAINABILITY

- ▶ Work to establish strategic partnerships and grants that help manage capital and park operation costs



QUESTION 16: SUGGESTIONS FOR IMPROVING THE DRAFT GOALS

- ▶ Work with Fort St. John Disc Sports Club when designing the 18-hole course to ensure it is the appropriate level for both new and experienced players
- ▶ Lake enhancement including shoreline clean-up
- ▶ Enlist financial or volunteer help from clubs and organizations that use the park to support PRRD efforts
- ▶ Emphasize that an enhanced park would be used more by surrounding communities

CONCEPT OPTIONS – MONTNEY CENTENNIAL REGIONAL PARK

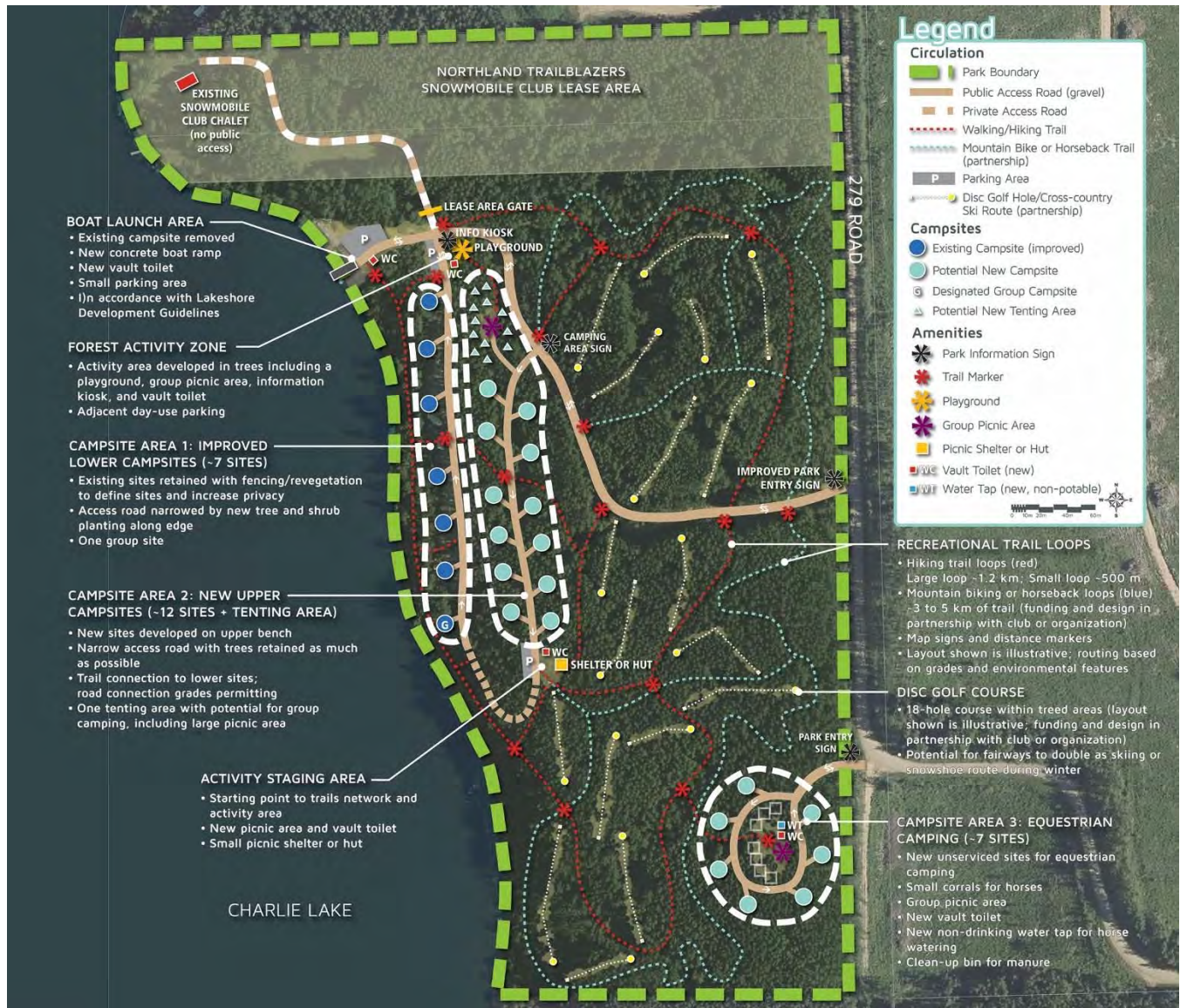
Two different concept options were developed for Montney Centennial Regional Park to show many of the ideas heard in the process to date. Participants were asked to review each concept, Concept A (this page) and Concept B (next page), then answer questions on what they like most/least in each. Larger versions of the concepts are available at

www.prrd.bc.ca/engage.

CONCEPT A: A QUIET GETAWAY



CONCEPT B: OUTDOOR ENTHUSIAST DESTINATION



PREFERRED DIRECTIONS

The following concept directions were provided for each option. Participants were asked to identify which concept ("A", "B", or "Neither") they preferred and if they had refinements, comments or additional suggestions. The preferred responses are circled in red below and comments are summarized at the bottom of the graphic.

1. VEHICLE CAMPSITES		2. TENT CAMPSITES		3. ROADS	
CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B	CONCEPT A	CONCEPT B
» Small increase in unserviced vehicle sites (~7 new sites) » Unserved sites only (common) » Total number of campsites = ~14	» Moderate increase in unserviced vehicle sites (~19 new sites) » Unserved sites only (common) » Varied camping options such as areas for tenting and equestrian camping » Total number of campsites = ~26	» No designated tent camping area (tent camping at vehicle campsites)	» Group tenting area added near picnic and play area	» Existing access roads maintained with minor upgrades to address issue areas	» Existing access roads maintained and new access road developed to provide access to "upper campsite" area » New separate park access for equestrian campsites
A - 17.9%	B - 82.1%	A - 21.6%	B - 75.7%	A - 15.8%	B - 84.2%
NEITHER - 0.0%		NEITHER - 2.7%		NEITHER - 0.0%	
» Mixed support for equestrian campsites		» Tenting should be allowed in all sites, but less costly in group area		» Day parking near trailheads » Better roads will be required to support more campsites	

4. TRAILS

CONCEPT A	CONCEPT B
» Some new nature trails including: » Large hiking loop in wooded area » Trails connecting campsites to toilets and play area	» Multi-use trails developed in partnership with organizations » Possible activities could include: » Hiking » Disc golf » Snowshoeing » Cross-country skiing » Horseback riding » Mountain biking
A - 21.1%	B - 78.9%
NEITHER - 0.0%	
» Concerns about ATV use on trails » Multi-use activities would be an asset for the region » Concerns about too much impact » Would need support from clubs	

5. SERVICES

COMMON TO BOTH CONCEPTS	
» New vault toilets for camping and recreation areas » Park remains unserviced (no drinking water, power, or sanitary)	
SUPPORT - 94.9%	DON'T SUPPORT - 5.1%
OTHER SUGGESTIONS	
» Some suggestions for drinking water » Some suggestions for power and sanitary » General support for rustic amenities	

6. PICNIC & PLAY AREAS

CONCEPT A	CONCEPT B
» New waterfront picnic and playground area developed adjacent to the lake	» New upland forest picnic and playground area developed adjacent to camping areas » New activity staging area for the recreational trail network with a picnic shelter/ hut, parking, and vault toilet
A - 25.0%	B - 75.0%
NEITHER - 0.0%	

7. BOAT LAUNCH

CONCEPT A	CONCEPT B
» Existing boat launch and access road removed » Small fishing dock developed to support fishing and small boat access to Charlie Lake (e.g. canoes, kayaks)	» Existing boat launch improved for motorized and non-motorized boat launching with concrete ramp, upgraded access road, and parking area
A - 35.9%	B - 64.1%
NEITHER - 0.0%	
» Potential for paid boat launch » Concerns that an improved boat launch would create too many issues in the park (e.g. more parking demand) » Sufficient boat launches on Charlie Lake	

8. PARK OPERATIONS

CONCEPT A	CONCEPT B
» Free camping » Operations and maintenance similar to existing (minor improvements)	» Paid camping (collections via drop box or weekend attendant) » Increased operations and maintenance to manage additional camping areas
A - 23.7%	B - 76.3%
NEITHER - 0.0%	
» Potentially a nominal fee for various park facilities (e.g., skiing, disc golf, etc.)	

OTHER SUGGESTIONS FOR MONTNEY CENTENNIAL REGIONAL PARK:

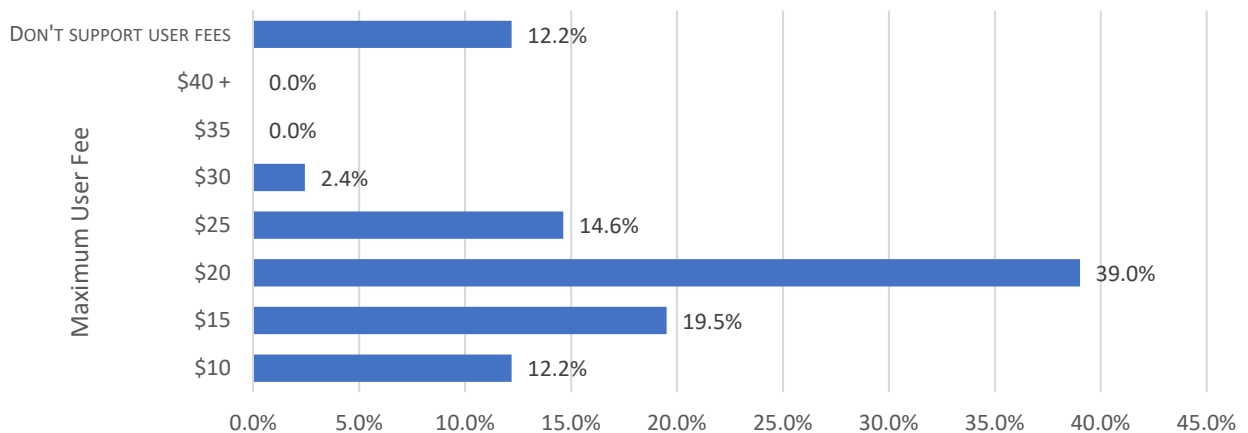
- ▶ Concept B is too busy – the most important thing is retaining the environment and not disrupting the natural beauty of the campsites
- ▶ Concern that the equestrian facilities would be costly and require ongoing maintenance
- ▶ Support for a multi-use park (skiing, disc golf, boating, camping, mountain bikers) that share facilities and collectively help maintain the park. Collective support can also open grant opportunities

QUESTION 18: USER FEES

Participants were asked to indicate the maximum user fee they would support for potential paid park uses in Montney Centennial Regional Park.

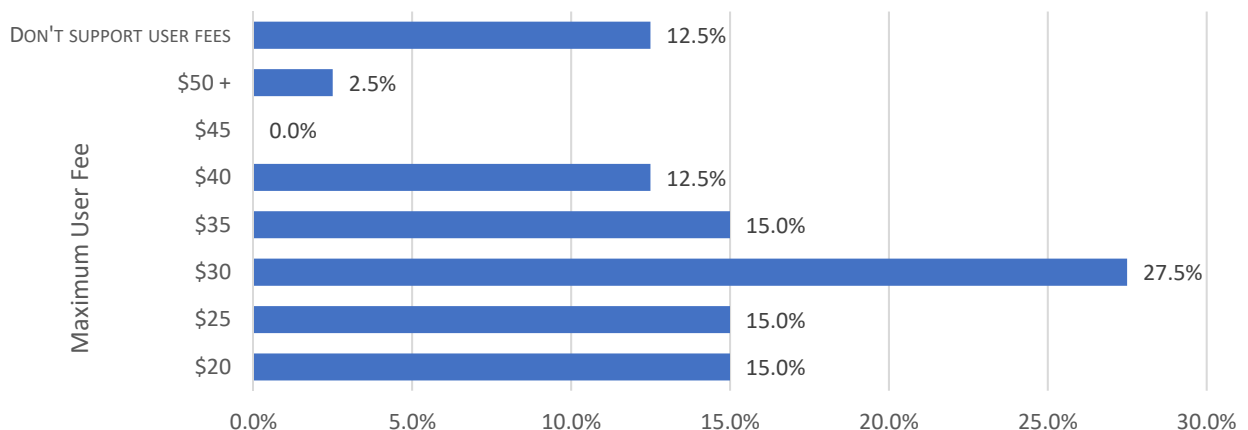
USER FEE FOR UNSERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$20 or more for an unserviced vehicle site



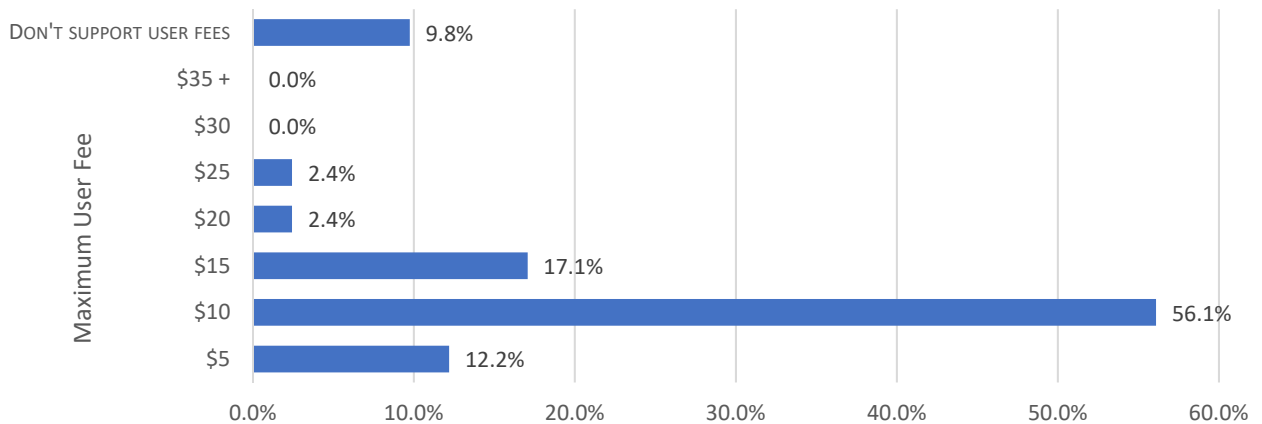
USER FEES FOR SERVICED VEHICLE CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$30 or more for an equestrian vehicle site



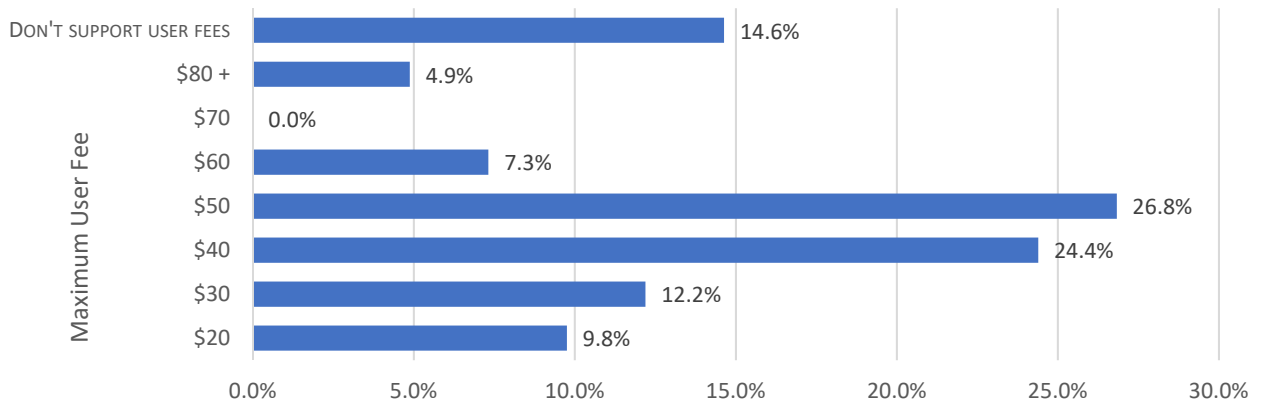
USER FEES FOR TENT CAMPSITES / DAY

- ▶ The majority of respondents would support a user fee of \$10 or more for a tenting site



USER FEES FOR PICNIC SHELTER RENTAL / DAY

- ▶ The majority of respondents would support a user fee of \$40 or more for use of a group picnic shelter



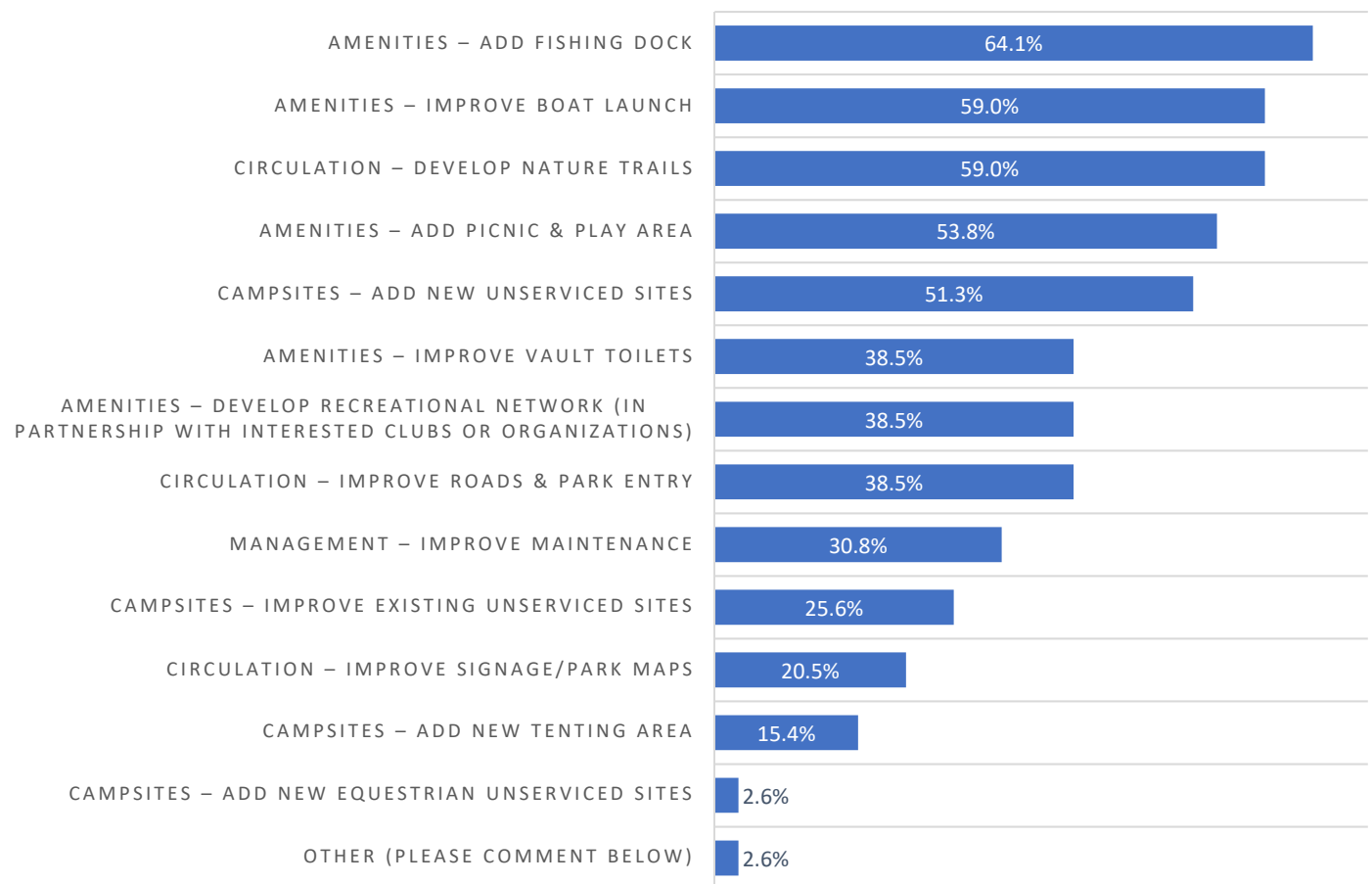
ADDITIONAL COMMENTS ON USER FEES OR FUNDING:

- ▶ Day use activities should be free
- ▶ There is a correlation between the condition of the park and how much people are willing to pay. If it is clean and well-kept, people do not mind paying a bit more
- ▶ The group shelter should not have a cost unless in high demand

QUESTION 19: TOP PRIORITIES FOR POTENTIAL PARK IMPROVEMENTS – MONTNEY CENTENNIAL REGIONAL PARK

The top priorities included:

1. Fishing Dock
2. Improved Boat Launch (tie)
2. Nature Trails (tie)
3. Play and Picnic Area
4. New Unserved Campsites



Part 4: General comments

QUESTION 20: ADDITIONAL COMMENTS ABOUT EITHER PARK

Participants were asked to share any additional comments about either Blackfoot Regional or Montney Centennial Regional Park. Comments included:

- ▶ Support for disc golf, multi-use, and mountain bike trails as growing activities in the region and beneficial for attracting people from other regions to explore PRRD parks.
- ▶ Desire to ensure the parks remain natural in character, keeping spaces park-like and accessible to everyone to enjoy.
- ▶ Concerns that boat launches limit use of shoreline areas.
- ▶ Desire to expand day-use opportunities that encourage locals to enjoy the parks.
- ▶ Appreciation for providing opportunities for input.

APPENDIX A: RESPONSE FORM VERBATIM COMMENTS

PART 2: BLACKFOOT REGIONAL PARK

DRAFT VISION AND GOALS

QUESTION 6: COMMENTS ON DRAFT VISION

- ▶ It always seems dirty, crowded, etc...
- ▶ I might change the word "the" starting point to "a" starting point.
- ▶ End vision afterward: campground. The rest is redundant and is hardly relevant to the campground site.
- ▶ Day Parking, Walking Trails, Signage, Dog Park.
- ▶ An 18-hole disc golf course in either or both parks. This will provide families an excellent way to get out and explore the park together. It will also be a great way to draw disc golfers from other regions throughout BC and Alberta by way of an annual tournament held with the approval of the PRRD. This in turn could provide extra revenue from return visitors who really enjoyed the tournament, and through nominal fees charged to the tournament director, not to mention the camping fees for the golfers on the weekend of the tournament.
- ▶ Presently a party area due to no policing.
- ▶ Improve access, add some powered sites.
- ▶ Be more specific about adventures and memories (hiking, viewing, sports areas, ATV trails).
- ▶ Dog friendly.
- ▶ As far as a vision statement goes, I feel that it encompasses well how I see the park.
- ▶ I think it's great so far!
- ▶ More secluded camp spots; walking trails, ATV trails.
- ▶ I would like campsites with A and/or B big enough to accommodate a 5th wheel with the option to pitch a tent for kids.
- ▶ I am for the site remaining rustic. I am happy with some minor improvements like more sites, hiking trail and outhouses. I do not want to see anymore improvements. They are destroying the natural feel of the campsite.
- ▶ I would like to see minor improvements of the park like more sites and outhouses.

QUESTION 8: COMMENTS ON DRAFT GOALS

- ▶ Work to remove "bush party" reputation - drunks/drugs. Provide Park Host to provide security/maturity.
- ▶ Develop an Education Program: Flora, Fauna, Night Sky, Fishing, etc
- ▶ Making sure there is someone doing garbage maintenance is so important!
- ▶ I feel it's important to keep the away from civilization feel.
- ▶ Sounds pretty good.
- ▶ I believe in user pay and a small fee for camping would be appropriate
- ▶ Preservation of natural environment / beauty would always be a benefit. I believe commercializing this area would be a huge downfall for this park.
- ▶ Would be nice to have a park for winter with the idea of making the hiking trails wide enough for sleds. Fort St. John needs to utilize the winter months.

CONCEPT DIRECTIONS – BLACKFOOT REGIONAL PARK

QUESTION 9: IDEAS OR SUGGESTIONS TO IMPROVE OPTIONS

- ▶ No ATV use after 9:00 pm.
- ▶ Thank you for asking.
- ▶ Lower boat launch!
- ▶ Install electric mosquito zappers.
- ▶ More sites, more trails for both walking and ATVing would be a delighted addition to this beautiful piece of nature. Also, add one stand with doggy poop bags to avoid litter.
- ▶ Nope, you did very nice.

QUESTION 12: COMMENTS ON USER FEES AND FUNDING

- ▶ Don't want a group picnic shelter.
- ▶ Strongly believe in user fees.
- ▶ No user fees for day use.
- ▶ Fees keep park well maintained.
- ▶ Picnics are free.
- ▶ Fees suck but is necessary for needed upkeep.
- ▶ I definitely believe in user pay.
- ▶ Anything full hookup or special amenities should be charged, anything just nature provided should not.
- ▶ If Concept B requires paid camp, could there be an annual fundraiser instead?
- ▶ I support fees, but keep them low through proper management/concept.

PART 3: MONTNEY CENTENNIAL REGIONAL PARK

DRAFT VISION AND GOALS

QUESTION 14: COMMENTS ON DRAFT VISION

- ▶ Day use parking, dog park.
- ▶ The Option B with the Disc golf park and horse camping is very suited to our District. Love the idea.
- ▶ Add a disc golf course.
- ▶ We need another disc golf course.
- ▶ Requires site attendants to enforce rules.
- ▶ None.
- ▶ It states what is available for the campsite.
- ▶ A good boat launch and dock for boats.
- ▶ I love going to Charlie Lake, so I would love this camp site.

- ▶ Improve road and park sites.
- ▶ There will always be people that complain about not having this or that. But if you stay focused on "unique and remote", I think you will develop a clientele (so to speak) that see Montney as their go-to campground (just in my opinion).
- ▶ Day use opportunities should be enhanced with picnic and fishing opportunities.

QUESTION 16: COMMENTS ON DRAFT GOALS

- ▶ Work with Fort St. John Disc Sports Club when designing the 18-hole course to make sure it is a good level for new and experienced players.
- ▶ Clean the lake, so many dead fish on shore.
- ▶ Love to enhance the lake!
- ▶ I prefer Concept B.
- ▶ Support for clubs and organizations should work both ways. If PRRD is enhancing the park for them, then they should be helping, i.e., financially or volunteer work hours spent on the park.
- ▶ The enhanced park would be used more by the surrounding communities.

CONCEPT DIRECTIONS – MONTNEY CENTENNIAL REGIONAL PARK

QUESTION 17: DIFFERENT IDEAS OR SUGGESTIONS TO IMPROVE OPTIONS

- ▶ Disc golf! Heck yes!
- ▶ Concept B is too busy! Most important thing is keeping the green and not disrupting our beautiful natural looking camp sites.
- ▶ Disc golf, boating, and camping sound like a great weekend trip or day use.
- ▶ The equestrian setup would be a big cost and would require ongoing maintenance. It's very unlikely that the horse people would participate, they would only want to complain. The other clubs would likely be willing to work with you.
- ▶ I really like the idea of a multi-use park where skiers, disc golfers, and even mountain bikers can share facilities and help maintain the park. The more clubs that are involved, the less work each group must do to maintain it. Also, it opens more grant opportunities.

QUESTION 18: COMMENTS ON PARK USER FEES

- ▶ No fees for day use Education Programs.
- ▶ Your pricing scheme is per campsite overnight fees or day use fees? My comments reflect overnight.
- ▶ I support user fees and funding.
- ▶ I think there's a direct correlation between the condition of the park and how much people are willing to pay. If it's always clean and well-kept, people won't mind paying a little more. Judging by how often Beaton Park is full, I don't think there would be any trouble getting people out to enjoy Montney. Do a good job on the layout and construction, keep it clean and tidy, and people will come.
- ▶ The group shelter area should be a cost unless there is a high demand and potential double bookings. Some group shelter users may have already paid for camping that day as well.

PART 4: GENERAL COMMENTS

- ▶ Please proceed.
- ▶ I like the intent, but survey is fooling, hard to work through, better in a face-to-face, or one name.
- ▶ Disc golf and multi-use/mountain bike trails is a growing activity in the region. It would be great to see more options for those activities.
- ▶ I feel the two disc golf courses would be beneficial to attracting people from other regions to come explore our two beautiful parks.
- ▶ Disc golf course would be awesome.
- ▶ I think these parks are going to be great! Thank you for letting us give input!
- ▶ For the Montney Centennial Park, I would like to see the park remain more natural without access for boaters or motorized anything. Keep the water access for people, families and keep it park like and accessible for many people. Boat access limits who can use the area. Developing the trails and providing picnics only spots for families who would like to spend the day but not camp overnight. More day use of the park so the families can use the park without cost. Serve the local population and not cater to tourists.
- ▶ I had never heard of this park (Montney Centennial) until the design study was advertised. And in its current state, there is no reason for me or my family to visit this park. The Option B that was drafted would attract locals, visitors and people passing through. The nearest 18-hole disc golf course in BC is Kamloops. Mountain bikers in the region have also been looking for a place to go trail riding after losing their last location.
- ▶ Thanks for providing some great development options!
- ▶ Thank you for maintaining and improving our parks!





REPORT

To: Regional Parks Committee

Date: January 10, 2020

From: Trish Morgan, General Manager of Community Services

Subject: Peace Lookout Drainage Plan

RECOMMENDATION:

That the Regional Parks Committee recommend to the Regional Board that all work on the Peace Lookout Park project be ceased until the Peace River Valley Geohazard Assessment has been completed.

BACKGROUND/RATIONALE:

In February 2018, the Board of the Peace River Regional District passed the following resolution;

That a "Drainage and Storm Water Management Plan" for the Peace Valley Lookout be budgeted for with completion in 2018.

WSP Canada Inc. was hired by the PRRD in 2018 and to complete the "Drainage and Storm Water Management Plan" (as attached). The project was completed to determine the suitability of the site as a future regional park, however, during the course of the study, the Old Fort Landslide occurred and the Peace Lookout location was put on mandatory evacuation order. The stability of this location is currently unknown and a Geohazard Assessment of the area is currently underway.

The report recommends that due to the potential for slide movement to occur that should the Regional District develop the site, that annual monitoring of slope movement be implemented. It recommends that staff from the PRRD monitor the slope (take photographs) monthly for visual changes. If changes are noted, it is recommended to seek geotechnical advice.

Should the Regional Board wish to develop the site in the future, the Peace River Lookout Drainage Plan provides some key recommendations and has taken into consideration the impact of the recent slide. The proposed stormwater management would expand the existing north and west collection ditches into detention ditches to provide detained stormwater volume. These new detention ditches will drain stormwater at a reduced rate to prevent erosion. If completed as proposed, overland stormwater flow draining from the property will follow one of the three drainage paths down the slope towards Old Fort Road. Should the Board choose to move forward with this project, staff would be required to work with the Ministry of Transportation and Infrastructure to ensure that there are no unintended impacts to the road or community below. This plan was developed to respond to a 1-100 year rain event. Ease of constructability was discussed with contractors and it was determined that the plan was feasible (though challenging) to complete.

ALTERNATIVE OPTIONS:

1. That the That the Regional Parks Committee recommend to the Regional Board that the report titled "Peace River Lookout Drainage Plan dated July 30, 2019" be received for discussion.

Staff Initials:

Dept. Head:

CAO:

Page 1 of 2

January 20, 2020

2. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

The probable cost of construction of the infrastructure as proposed in the Peace River Lookout Drainage Plan, as outlined on page 37, is \$320,950 and includes a 30% contingency. Should the Regional Parks Committee recommend completing the project, the Peace Lookout would have to be included in the Regional Parks bylaw and then could be completed through taxation or through grant funding.

The total cost for development of the park, based on the 2010 Lookout Feasibility study could be \$1,025,805, which does not include inflation. Ongoing maintenance at this location was estimated to be approximately \$50,000 a year, and would also need to be considered should there be interest by the Board for this location to be developed as a regional park.

COMMUNICATIONS CONSIDERATION(S):

To be determined at the direction of the Regional Parks Committee.

OTHER CONSIDERATION(S):

The Peace Lookout is located on Crown land approximated 3km south on 100th Street from the intersection of 100th Street and Highway 97, just outside of the municipal boundaries of Fort St. John. A right-of-way belonging to the Ministry of Transportation and Infrastructure runs along the west side of the Lookout site. As this property sits on Crown land, the responsibility for upkeep and maintenance has traditionally been undefined, but the informal lookout location draws many visitors every day. The Regional District had investigated the possibility of taking on this Lookout as a Regional Park, but discontinued the project in 2012 due to the potential of slide activity at the location and the increased expense to operate and monitor that site as compared to other potential park sites. In 2017 there was renewed interest in the potential development of this location. The Drainage and Storm Water Management Plan is the 4th study completed by the PRRD for this purpose at the Peace Lookout. Previous studies completed for the Peace Lookout include the feasibility of developing a park, geohazard assessment, and a site evaluation report detailing potential development costs and next steps.

Attachments:

1. Peace River Lookout Drainage Plan (2019)
2. Peace Valley Lookout Planning Feasibility Study (2010)

PEACE RIVER REGIONAL DISTRICT

PEACE RIVER LOOKOUT DRAINAGE PLAN

JULY 26, 2019



January 20, 2020



PEACE RIVER LOOKOUT DRAINAGE PLAN

PEACE RIVER REGIONAL DISTRICT

PROJECT NO.: 181-13098-00

DATE: JULY 26, 2019

WSP
420-301 VICTORIA STREET
KAMLOOPS, BC
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WSP.COM



July 26, 2019

PEACE RIVER REGIONAL DISTRICT
1981 Alaska Avenue, PO Box 810
Dawson Creek, BC V1G 4H8

Attention: Bryna Casey

Subject: Peace River Lookout Drainage Plan

WSP is pleased to submit the attached design report for the drainage system plan for the Peace River Lookout in Fort St. John. If you have any questions, please contact me.

Kind regards,

Kevin Wiens
Project Manager

WSP ref.: 181-13098-00

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January 20, 2020

WSP Canada Inc.

SIGNATURES

PREPARED BY



Kevin Wiens
Project Manager



Date

REVIEWED¹ BY

Doug Randell
Branch Manager

Date

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1 BACKGROUND

The PRRD has been considering purchasing land and developing a park at the Peace River lookout. Several studies in recent years have looked at the feasibility and upgrades required. The most recent studies have recommended a comprehensive drainage plan.

This report reviews some of the drainage considerations and propose a conceptual drainage plan.

During the course of this study, WSP met with the PRRD staff, visited the site, reviewed historical LIDAR data, and met with contractors to review construction constraints.

In light of the landslide in the Old Fort area in October 2018 the drainage paths have had to be altered and a new plan proposed. This plan takes this recent slide and potential future slides into consideration.

1.1 SITE LOCATION

The PRRD is considering creating a park at the existing Peace River lookout approximately 3 km south of Fort St. John at the end of 100th Street. The existing lookout area was developed by MOTI with a portion of the area on MOTI right of way and a portion on crown land.

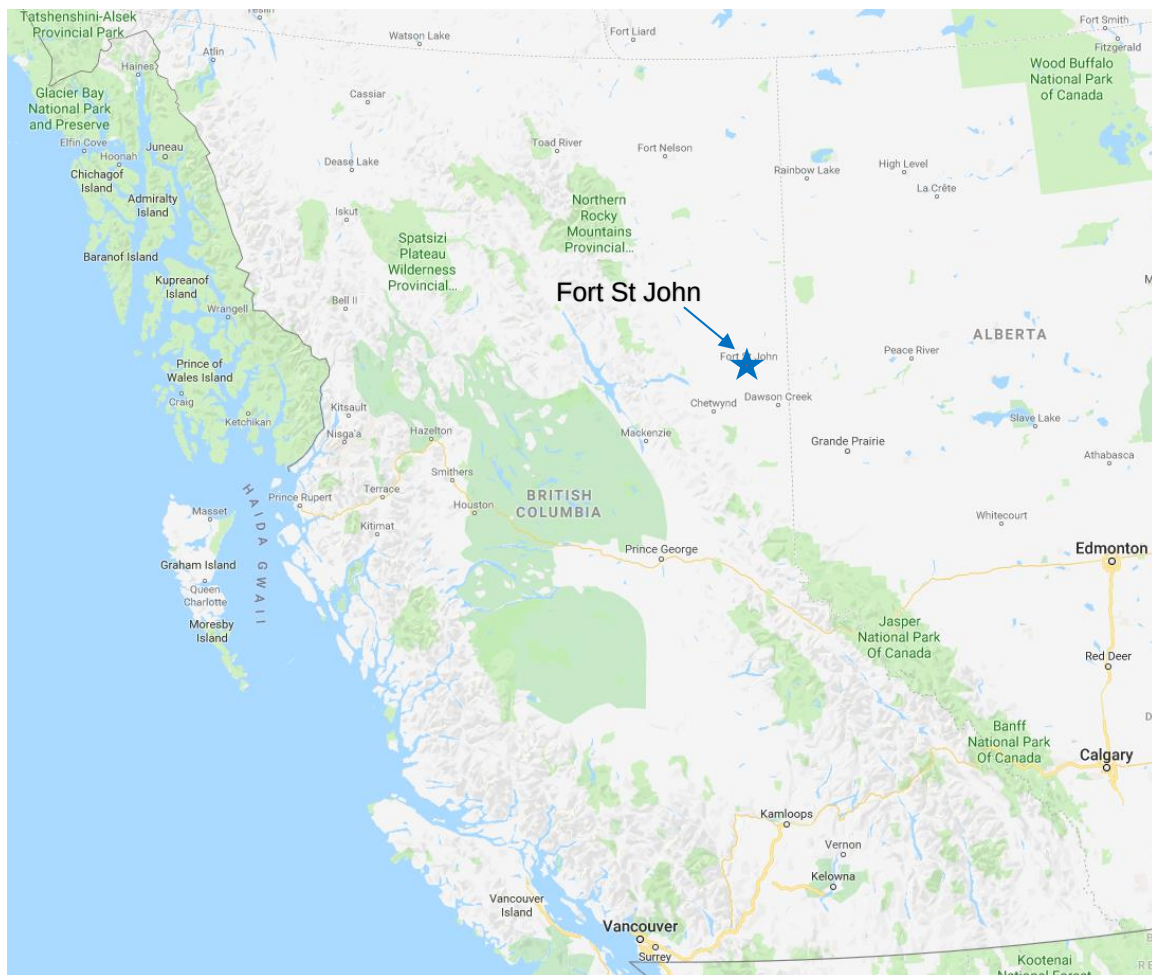


Figure 1. Google Maps imagery displaying the location of Fort St John within British Columbia.



Figure 2. Google Maps imagery showing the Peace River Lookout with reference to Fort St John.



Figure 3. Google Earth imagery that displays the surrounding topography of the Peace River Lookout.

1.2 PAST STUDIES

The PRRD would like to understand costs and the work required to effectively manage the drainage from this lookout area in order to ensure the potential park is safe for public use.

Several studies over the last 10 years have considered the feasibility, geohazards, and potential development costs. The recommendations of these studies are expressed in the following sections.

1.2.1 PEACE VALLEY LOOKOUT PLANNING FEASIBILITY STUDY (MARCH 2010) – CONDUCTED BY: FOCUS

The recommendations of the March 2010 report entitled Peace Valley Lookout Planning Feasibility Study, are copied below.

The Peace Valley Lookout presents a unique opportunity to expand upon something that is currently unique and special to the residents in the Fort St. John and surrounding areas. The view of the valley from the Lookout site is meaningful both historically and aesthetically.

Given the remoteness of the site, problems have surfaced including vandalism, improper use and safety concerns. Through proper site planning, monitoring and maintenance, these problems can be minimized. Some next steps and recommendations that this report summarizes include:

- 1. Gather geotechnical data to gauge the stability of the slope with possible on-going monitoring.*
- 2. Gain knowledge of the environmental history and possible solutions in terms of impact to surrounding water courses and habitat.*
- 3. Retain an engineer to design the proper handling of drainage and run-off.*
- 4. Obtain a detailed survey of the site for grading and drainage purposes.*
- 5. Phase the development of the site to first address public safety.*
- 6. Seek opportunities for partnerships / sponsors to aid in cost-sharing, monitoring and maintenance.*
- 7. Partner with the local RCMP in a strategy to monitor the site at night.*
- 8. Seek locally-made materials, products and services where appropriate during construction.*
- 9. Set up a maintenance and preservation schedule to ensure vandalism is kept to a minimum and public safety is maintained.*
- 10. Consult local First Nation communities and local historians for content in interpretive components.*
- 11. Market the Lookout site in a variety of methods including signage, print and online sources to gain the most exposure.*
- 12. In the future, consider linking the Lookout site with the historic graveyard below by means of a trail or stair system.*
- 13. In the future, provide vehicle baffles at the bottom of the bank to prevent vehicular and off-road equipment access.*
- 14. When the opportunity arises, approach the Ministry of Transportation and Infrastructure to consider upgrading the access road (100th Street) to include asphalt paving and a dedicated pedestrian lane.*

Following this report, the recommendations were all enacted on.

1.2.2 STAGE 1 & LIMITED STAGE 2 PRELIMINARY SITE INVESTIGATIONS: PEACE VALLEY LOOKOUT UPGRADE (MARCH 2011) – CONDUCTED BY: FOCUS

The following excerpt from the March 2011 report entitled Stage 1 & Limited Stage 2 Preliminary Site Investigations: Peace Valley Lookout Upgrade, is a copy of the summarized findings.

FOCUS completed a Stage 1 and Limited Stage 2 PSI at the Property that included a review of the current and historical conditions for potential environmental concerns both on the Property and adjacent sites. A total of seven boreholes were drilled to a maximum depth of 3.05 m below surface grade to assess the subsurface soil quality in the close vicinity of the potential dumping areas on the Property. The following conclusions were made based on the findings of this investigation.

- *The Property has been used for dumping of municipal wastes (garbage, appliances, furniture and etc.) and abandoned vehicles for a number of years. FOCUS considers the potential for environmental impairment to the Property from APEC A – illegal dumping to be moderate;*
- *One off-site APEC was identified from historical and current activities on the surrounding sites (McRae Metallizing Services). FOCUS considers the potential for environmental impairment to the Property from this APEC, to be low;*
- *Based upon the existing and future land use, FOCUS considers the CSR AL and PL soil standards are applicable to the Property; and*
- *Twelve soil samples, including two blind duplicate, were submitted to the laboratory for analysis of BTEXS, VPH, VOCs, EPHs, PAHs, LEPH and HEPH and/or metals concentrations. All concentrations were found to be below the applicable CSR AL and PL standards.*

Based on the findings of this Stage 1 and Limited Stage 2 PSI, it is FOCUS's opinion that further work is not required at this time.

Following this report, the recommendations were all enacted on.

1.2.3 PEACE VALLEY LOOKOUT: REMEDIAL OPTIONS REPORT (OCTOBER 2012) – CONDUCTED BY: FOCUS

The October 2012 report, entitled Peace Valley Lookout Remedial Options Report conducted by Focus recommended 6 follow-up actions. Of these 4 have been completed as follows:

a. Clean-up and Disposal of Car Hulks and Appliances

b. Clean-up of Surface Garbage (litter)

c. Installation of Garbage Bins

d. Preventative Plan

The following recommendation is resulting in this study.

e. Drainage Study to Prevent Further Surface Erosion

The major geotechnical concern for this site is drainage and surface erosion. It is our recommendation that the PRRD completes a surface erosion and drainage study and report. From this a storm water management plan should be implemented so that runoff does not continue to flow over the banks causing erosion and further slumping. An estimate of the cost to complete a storm water drainage study and management plan can be found in Table 5.1.

This report will complete this recommendation.

The following recommendation is for ongoing geotechnical monitoring at this site.

f. Geotechnical Recommendations:

Due to the potential for slide movement to occur, it is recommended that annual monitoring of slope movement be implemented. As per Northern Geo's report, it is recommended that staff from PRRD monitor the slope (take photographs) monthly for visual changes. If changes are noted, it is recommended to seek Geotechnical advice. This task could be incorporated into the monthly maintenance plan.

To ensure public safety, it is recommended that the current fence be maintained, and signs be installed warning the public of the potential for slides to occur. If additional shallow slides occur, a setback of the fence should be provided to maintain the stability of the fence.

1.2.4 SURVEY DATA

The Peace River Lookout stormwater drainage design is based on LiDAR data from December 4th, 2018. At this time, data was assembled into a contour map and aerial photography image by the WSP Fort St John office.

Existing drainage paths are shown on this image and the proposed drainage paths were identified using this data. Through utilizing the contour map, overland flow and catchment areas were determined.

2 EXISTING CONDITION

2.1 SITE CONDITION

Figures 4 to 12 display the Peace River Lookout site condition as of spring/summer 2018. These site visit photos provide a visual of the drainage paths, erosion prevention measures, and the erosion that has occurred.

Figure 4 provides a guide to the photo capture locations throughout the report.

Figure 5 shows the 3 drainage paths flowing from the Peace River Lookout to Old Fort Road in the valley. The west (left), middle, and north drainage paths are represented with thin white lines.



Figure 4. Google maps imagery showing locations of photos captured at Peace River Lookout (April 2019)



Figure 5. Google Earth imagery of the sites outflow drainage paths pre-landslide.

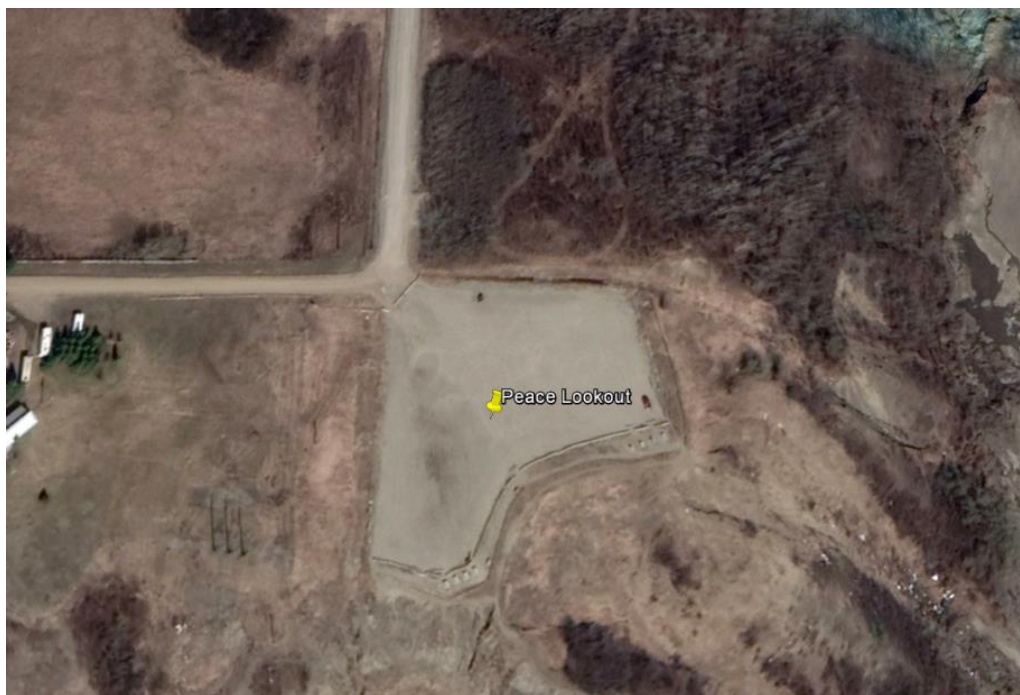


Figure 6. Google Earth aerial perspective view of the Peace River Lookout (April 2019).



Figure 7. West drainage path as of June 2018.



Figure 8. East drainage path as of June 2018.



Figure 9. Existing north collection ditch conveying drainage at the top of the lookout as of April 2018.



Figure 10. Existing west collection ditch conveying drainage at the top of the lookout as of April 2018.



Figure 11. Erosion from the top of the east drainage as of April 2018.



Figure 12. Erosion from the top of the west drainage as of April 2018.

2.2 OCTOBER 2018 LANDSLIDE

Over the course of several days a slow-moving landslide made its way down a hill adjacent to the Peace River Lookout. This slide eventually crossed Old Fort Road and cut off the community of Old Fort as this route provided the only method of travelling to and from the community. An evacuation of Old Fort commenced in October of 2018 as a result. Figures 13 to 16 show photos of the development of the creeping landslide making its way down the slope towards Peace River.



Figure 13. Landslide movement prior to the slide crossing Old Fort Road, as seen from Peace River Lookout (October 2018).

This slide was immediately adjacent to the Peace River Lookout and the area considered for development. There was no structural damage to the lookout area, but the down stream drainage courses were altered. We are unsure what effect continued runoff through the slide.



Figure 14. Landslide movement across Old Fort Road, as seen from Peace River Lookout (October 2018).



Figure 15. Zoomed image of landslide movement across Old Fort Road (October 2018).



Figure 16. Photo showing the extent of the landslide blocking Old Fort Road (October 2018).

3 DRAINAGE PLAN

3.1 SITE PLAN

Figures 17 and 18 provide a visual of the site drainage plan as it pertains to Peace River Lookout. There are three catchment areas, where the north and west catchments drain to the north and west detention ditches adjacent to Peace River Lookout. The lookout catchment drains out of the park site as overland flow retained during a storm event.

Figure 17 shows the catchment areas and Figure 18 indicates the location of the detention ditches and the drainage at the top of the slope. Yellow arrows represent overland flow within the catchment areas, while red arrows show culvert piping connecting the detention ditches. In Figure 18, green arrows represent existing drainage paths that convey stormwater off-site, while blue arrows show proposed new drainage paths.



Figure 17. Stormwater drainage site plan for Peace River Lookout, showing the 3 catchment areas.



Figure 18. Stormwater drainage site plan for Peace River Lookout, showing proposed drainage paths and detention ditches.

3.2 DESIGN GUIDELINES

The design complies with the Master Municipal Design Guidelines – 2014. Where this guide is silent, the City of Fort St. John Subdivision Servicing Bylaw was used.

3.3 EXISTING DRAINAGE

The area that drains towards the Peace River Lookout property is 16.2 hectares and slopes to the south along 265 Road and the properties on either side. At the north and west sides of the proposed park exists a collection ditch used to drain the surface flow from the property to the drainage paths down the eroding slope.

The land slopes at approximately 1.0% from the north end of the north and west catchments to the south side of the Peace River Lookout. From the top of the lookout to the bottom of the slope and Old Fort Road, the land slopes at approximately 9.0%.

The north catchment area drains overland flow to the north collection ditch. This stormwater is then conveyed through the north outfall, down the gully, and towards Old Fort Road. The stormwater that falls within the lookout catchment drains to the south and into the center outfall where it flows towards Old Fort Road. Similarly to the north catchment, the west catchment area drains overland flow to the west collection ditch. This stormwater is then conveyed through the west outfall, down the gully, and towards Old Fort Road.

3.4 PROPOSED DRAINAGE

The proposed storm water management plan will involve expanding the existing north and west collection ditches into detention ditches to provide detained stormwater volume. These new detention ditches will drain stormwater at a reduced rate to prevent erosion.

Overland stormwater flow draining from the property will follow one of three drainage paths down the slope towards Old Fort Road.

The C factor used in the rational method won't change when calculating the minor vs major stormwater runoff due to no development on-site from the existing to proposed condition.

3.4.1 UPSTREAM CATCHMENT AREAS

There are 3 catchment drainage areas on the property as seen in the Figure 16. The north catchment has an area of 7.2 ha and slopes down at about 3.7% from north to south. The west catchment has an area of 9.0 ha and slopes down at about 3.0% from north to south. The lookout catchment has an area of 0.7 ha and slopes down at about 0.3% from the lookout entrance towards the Peace River valley.

3.4.2 MAJOR STORM RUNOFF

Major Storm Runoff is the 1 in 100-year event as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw. Any runoff volumes in excess of that created by the 24-hour 2-year return period will be conveyed safely from the Peace River Lookout property by way of a drainage channel or an overland flow route to one of the two detention ponds. The detention ponds will convey the water along the length of the ditch, draining into one of three drainage paths down the slope towards Peace River to the south.

For drainage areas 10 ha and smaller, the Rational formula can be used, as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw.

Runoff from the north catchment for a 100-year storm at post development is estimated at

$$Q = C \times \text{Area} \times \text{Intensity} / 360, \text{ where}$$

$C = 0.15$ (For undeveloped land, as per Table G.1 from the City of Fort St. John Subdivision Servicing Bylaw)

$$A = 7.2 \text{ ha}$$

$I = 49.7 \text{ mm/hr}$ (26.7-minute T_c , 10-minute minimum, as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw)

$$Q(100 \text{ Post}) = 0.149 \text{ m}^3/\text{s} \text{ (at post development)}$$

Runoff from the west catchment for a 100-year storm at post development is estimated at

$$Q = C \times \text{Area} \times \text{Intensity} / 360, \text{ where}$$

$C = 0.15$ (For undeveloped land, as per Table G.1 from the City of Fort St. John Subdivision Servicing Bylaw)

$A = 9.0$ ha

$I = 54.4$ mm/hr (23.5-minute T_c , 10-minute minimum, as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw)

$$Q(100 \text{ Post}) = 0.204 \text{ m}^3/\text{s} \text{ (at post development)}$$

Runoff from the lookout catchment for a 100-year storm at post development is estimated at

$$Q = C \times \text{Area} \times \text{Intensity} / 360, \text{ where}$$

$C = 0.15$ (For undeveloped land, as per Table G.1 from the City of Fort St. John Subdivision Servicing Bylaw)

$A = 0.7$ ha

$I = 82.2$ mm/hr (13.1-minute T_c , 10-minute minimum, as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw)

$$Q(100 \text{ Post}) = 0.024 \text{ m}^3/\text{s} \text{ (at post development)}$$

3.4.3 MINOR STORM RUNOFF

Minor Storm Runoff is defined as the 2-year return flow for low density residential areas as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw.

Utilizing the Rational method, runoff from the north catchment for a 2-year storm at predevelopment is estimated at:

$$Q = C \times \text{Area} \times \text{Intensity} / 360, \text{ where}$$

$C = 0.15$ (As per Table G.1 from the City of Fort St. John Subdivision Servicing Bylaw)

$A = 7.2$ ha

$I = 19.7$ mm/hr (26.7-minute T_c , 10-minute minimum as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw)

$$Q(2 \text{ Pre}) = 0.059 \text{ m}^3/\text{s} \text{ (at predevelopment)}$$

Utilizing the Rational method, runoff from the west catchment for a 2-year storm at predevelopment is estimated at:

$$Q = C \times \text{Area} \times \text{Intensity} / 360, \text{ where}$$

$C = 0.15$ (As per Table G.1 from the City of Fort St. John Subdivision Servicing Bylaw)

$A = 9.0$ ha

$I = 21.4$ mm/hr (23.5-minute T_c , 10-minute minimum as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw)

$$Q(2 \text{ Pre}) = 0.080 \text{ m}^3/\text{s} \text{ (at predevelopment)}$$

Utilizing the Rational method, runoff from the lookout catchment for a 2-year storm at predevelopment is estimated at:

$$Q = C \times \text{Area} \times \text{Intensity} / 360, \text{ where}$$

$$C = 0.15 \text{ (As per Table G.1 from the City of Fort St. John Subdivision Servicing Bylaw)}$$

$$A = 0.7 \text{ ha}$$

$$I = 31.2 \text{ mm/hr (13.1-minute } T_c, \text{ 10-minute minimum as per G-2.01 from the City of Fort St. John Subdivision Servicing Bylaw)}$$

$$Q \text{ (2 Pre)} = 0.009 \text{ m}^3/\text{s (at predevelopment)}$$

3.4.4 STORMWATER DETENTION

Site grading will ensure the property drains towards the detention ditches.

The north detention ditch will drain out of the east end at the allowable 2-year predevelopment release rate of 0.059 m³/s. This flow rate corresponds to 1.20 m/s in a 250 mm diameter pipe, which is within the design guidelines as per G-2.02 from the City of Fort St. John Subdivision Servicing Bylaw. Similarly, the west detention ditch will flow out of its south end at the allowable release rate of 0.080 m³/s. This flow rate corresponds to 1.63 m/s in a 250 mm diameter pipe, which is within the design guidelines as per G-2.02 from the City of Fort St. John Subdivision Servicing Bylaw.

Storage requirement for stormwater detention in the north detention ditch is estimated as

$$\begin{aligned} \text{Storage} &= 100 \text{ yr Post} - 2 \text{ yr Pre} \\ &= (100 \text{ yr Runoff at 60 min} \times \text{Storm Duration}) - [(2 \text{ yr Runoff at 60 min} \times \text{Storm Duration}) / 2] \\ &= (0.084 \text{ m}^3/\text{s} \times 3600 \text{ s}) - [(0.059 \text{ m}^3/\text{s} \times 3600 \text{ s}) / 2] \\ \text{Storage} &= 196 \text{ m}^3 \text{ (max storage occurs at 50-minute storm duration, use 60-minute storage requirement as per G-2.01 of City of Fort St. John Subdivision Servicing Bylaw)} \end{aligned}$$

Storage requirement for stormwater detention in the west detention ditch is estimated as

$$\begin{aligned} \text{Storage} &= 100 \text{ yr Post} - 2 \text{ yr Pre} \\ &= (100 \text{ yr Runoff at 60 min} \times \text{Storm Duration}) - [(2 \text{ yr Runoff at 60 min} \times \text{Storm Duration}) / 2] \\ &= (0.105 \text{ m}^3/\text{s} \times 3600 \text{ s}) - [(0.080 \text{ m}^3/\text{s} \times 3600 \text{ s}) / 2] \\ \text{Storage} &= 234 \text{ m}^3 \text{ (max storage occurs at 40-minute storm duration, use 60-minute storage requirement as per G-2.01 of City of Fort St. John Subdivision Servicing Bylaw)} \end{aligned}$$

Due to the relatively small surface area of the lookout catchment, storm water detention of runoff from this area isn't required.

Therefore, the total detention volume required from the north and west catchment areas is 196 m³ and 234 m³ respectively. The detention ditches must detain 186 m³ and 224m³ while the channels in the drainage system hold an additional 10 m³ per detention ditch. This provides a minimum of 430 m³ of total detention storage to the drainage system.

The design drawing generates a storage volume of 262.5 m³ to both the north and west detention ditches. This produces an actual storage volume much larger than the calculated design storage volume.

Therefore, the storage capacity of the stormwater system meets requirements.

An option to combine the detention ponds would require the pond to hold 430m³ of runoff.

Table 1. North catchment storage calculations.

<i>Rational Method Post-Development</i>				
Develop ment	Area	Runoff Coefficient	Intensity	Peak Runoff
	(ha)		(mm/hr)	(m ³ /s)
Post 100 yr	7.200	0.15	49.673	0.149
Pre 2 yr	7.200	0.15	19.651	0.059
<i>Storage Required</i>				
Storm Duration (min)	Storm Duration (sec)	Intensity (mm/hr)	Peak Runoff (m ³ /s)	Storage Requireme nt (m ³)
2	120	311.1	0.933	108.474
5	300	162.6	0.488	137.530
10	600	99.6	0.299	161.524
15	900	74.7	0.224	175.206
20	1200	60.9	0.183	184.042
25	1500	52.0	0.156	189.972
30	1800	45.7	0.137	193.934
40	2400	37.3	0.112	197.893
50	3000	31.9	0.096	198.294
60	3600	28.0	0.084	196.287

Table 2. West catchment storage calculations.

<i>Rational Method Post-Development</i>				
Develop ment	Area	Runoff Coefficient	Intensity	Peak Runoff
	(ha)		(mm/hr)	(m ³ /s)
Post 100 yr	9.000	0.15	54.372	0.204
Pre 2 yr	9.000	0.15	21.354	0.080
<i>Storage Required</i>				
Storm Duration (min)	Storm Duration (sec)	Intensity (mm/hr)	Peak Runoff (m ³ /s)	Storage Requireme nt (m ³)
2	120	311.1	1.167	135.210
5	300	162.6	0.610	170.955
10	600	99.6	0.373	199.989
15	900	74.7	0.280	216.134
20	1200	60.9	0.229	226.221
25	1500	52.0	0.195	232.675
30	1800	45.7	0.172	236.671
40	2400	37.3	0.140	239.703
50	3000	31.9	0.119	238.289
60	3600	28.0	0.105	233.864

Table 3. Lookout catchment storage calculations.

<i>Rational Method Post-Development</i>				
Develop ment	Area	Runoff Coefficient	Intensity	Peak Runoff
	(ha)		(mm/hr)	(m ³ /s)
Post 100 yr	0.700	0.15	82.236	0.024
Pre 2 yr	0.700	0.15	31.239	0.009
<i>Storage Required</i>				
Storm Duration (min)	Storm Duration (sec)	Intensity (mm/hr)	Peak Runoff (m ³ /s)	Storage Requireme nt (m ³)
2	120	311.1	0.091	10.343
5	300	162.6	0.047	12.864
10	600	99.6	0.029	14.690
15	900	74.7	0.022	15.513
20	1200	60.9	0.018	15.865
25	1500	52.0	0.015	15.935
30	1800	45.7	0.013	15.813
40	2400	37.3	0.011	15.184
50	3000	31.9	0.009	14.209
60	3600	28.0	0.008	13.000

3.4.5 DETENTION DITCH OUTLET CONTROL

The Detention Ditch Outlet Control conforms with section G-2.19 of the City of Fort St. John Subdivision Servicing Bylaw. The drainage flow from the outlet of the north and west detention ditches must achieve the allowable predevelopment release rate of 0.059 m³/s and 0.080 m³/s respectively. Using these values, the diameter of pipe required can be determined.

$$\text{North DIA} = \frac{4 \times (Q \times \text{Manning's } \# / (4 \times \pi \times \text{Slope}^{0.5}))^{3/8}}{\text{Slope}}$$

Q = 0.059 m³/s
Manning's # = 0.013 (PVC, dirty water)
Slope = 0.02 m/m

$$\text{North DIA} = 0.219 \text{ m}$$

The required diameter of the north detention outlet control is 219 mm. Therefore, the pipe size necessary is 250Ø pipe at 2% slope.

$$\text{West DIA} = \frac{4 \times (Q \times \text{Manning's } \# / (4 \times \pi \times \text{Slope}^{0.5}))^{3/8}}{\text{Slope}}$$

Q = 0.080 m³/s
Manning's # = 0.013 (PVC, dirty water)
Slope = 0.02 m/m

$$\text{West DIA} = 0.245 \text{ m}$$

The required diameter of the west detention outlet control is 245 mm. Therefore, the pipe size necessary is 250Ø pipe at 2% slope.

3.4.6 DETENTION DITCH DESIGN

The design of the two stormwater detention ditches meets the requirements of the MMCD Design Guidelines and the City of Fort St. John Subdivision Servicing Bylaw. These requirements are as follows:

- Effective length 3 times larger than the width (5:1 preferred)
- Volumetric sizing using 1:100 year post-development design storm event
- Peak discharge rate using the 2 year return period pre-development flow rate for 1 hour duration event
- Emergency spillway designed for 100 year return period post-development design storm event plus freeboard
- Minimum 24 hour active storage detention
- Maximum pond depth of 1.5 m plus 0.6 m freeboard
- Side slopes not steeper than 4:1 on internal slopes and 3:1 on for exterior slopes (vegetated surfaces)
- Minimum 50 mm diameter orifice outlet (100 mm preferred)
- 3.0 m wide berms of ditch for vehicle access
- 8.0 m turning radius on berms
- Riprap and grating at outlet/inlet of ditch

Figure 19 shows the AutoCAD detention ditch design while Table 4 displays the calculated specifications of both the north and west detention ditches.

Table 4. Detention Ditch Parameters

	North Detention Ditch	West Detention Ditch	Lookout Runoff
Catchment Area	North Catchment - 7.2 ha	West Catchment- 9.0 ha	Lookout Catchment - 0.7 ha
Catchment Infrastructure	Field/Road with West and East Ditches	Field/Driveway to the West	Existing Lookout Parking Lot
Q ₁₀₀ Post	0.149 m ³ /s	0.204 m ³ /s	0.024 m ³ /s
Q ₂ Pre	0.059 m ³ /s	0.080 m ³ /s	0.09 m ³ /s
Minimum Outlet Diameter	219 mm	245mm	NA
Outlet Diameter Used	250 mm	250 mm	NA
Minimum Storage Required	196 m ³	234 m ³	13 m ³
Design Storage Attained	262.5 m ³	262.5 m ³	NA

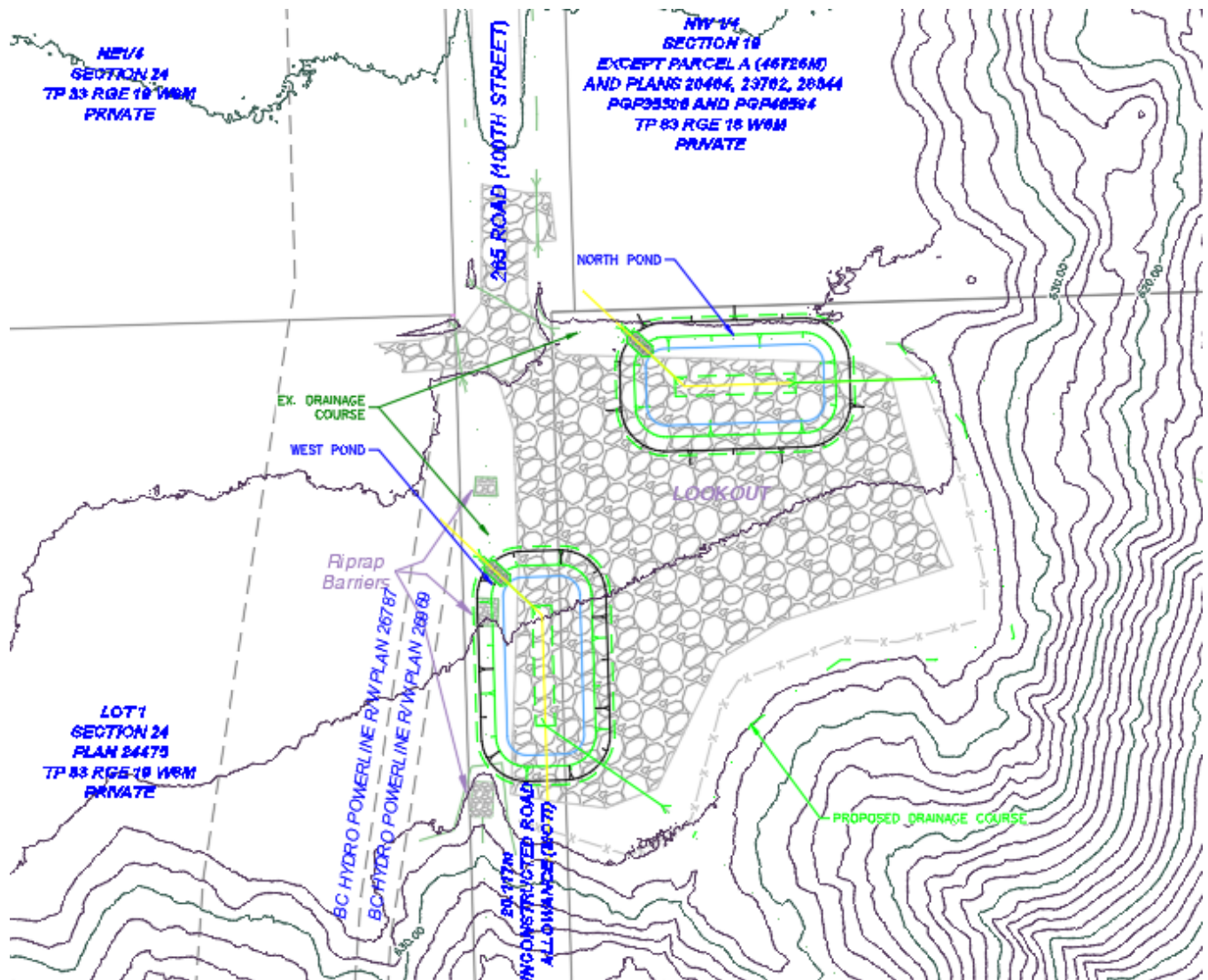


Figure 19. Plan view of the North and West detention ditch design.

3.5 DOWNSTREAM UPGRADES

It is recommended to pursue one of the three downstream drainage path options. Further evaluation of the downstream upgrades is provided in section 4 – options analysis.

3.5.1 DRAINAGE PATH OPTIONS

1. Riprap / Armouring

Pros:	Prevents erosion, Decreases water velocity, Benefits to water quality
Cons:	Expensive, Difficult to maintain, Difficult to access



Figure 20. Examples of a riprap drainage path.

2. Piping

- Corrugated Steel Flume Pipe
- 800mm diameter for 100-year flow
- Semi-circle cross section (open top)

Pros: Prevents erosion, Easy to maintain

Cons: Visually displeasing



Figure 21. Example of a flume pipe drainage path.

3. No upgrades

- No construction of the drainage paths down the slope

Pros: No erosion during construction, Save money

Cons: May erode, Could result in poor drainage and regular maintenance, Unsightly for park users

*Downstream upgrades 1 and 2 are assuming that stormwater from the north detention ditch flows around the lookout, collecting the lookout catchment overland flow, and joins with the west detention ditch outflow. This stormwater is then conveyed down the slope through the west drainage path.

3.5.2 DRAINAGE PATH SIZING

The proposed drainage path must have the capacity to convey the runoff from a 100 year storm event. This value can be determined through the addition of the Q_{100} post development values found in Table 4. Therefore, the drainage path downstream from the detention ditches must be able to transmit $0.38 \text{ m}^3/\text{s}$.

The purposed drainage paths parameters for riprap /armouring and flume piping is calculated as follows:

1. Riprap / Armouring

Known characteristics of the riprap drainage path include the use of 0.3m diameter drain rock and a maximum depth of 0.5m. The required dimensions of the trapezoidal riprap drainage channel to achieve a flow rate of $0.38 \text{ m}^3/\text{s}$ is as follows:

- Bottom width 0.5m
 - Side slopes 2:1 (H:V)
 - Riprap diameter 0.3m
- *Riprap diameter has no effect on manning's formula calculation.

The following calculation determines the extent of the maximum and minimum water depths throughout the drainage path. This calculation will ensure optimization of the drainage path cross-section so that flooding doesn't occur and the minimum quantity of riprap is used. The equation used for this calculation is the Manning's formula.

Trapezoidal Drainage Channel – Minimum Capacity:

$$Q = \text{Area} \times (R_h^{2/3}) \times (\text{Slope}^{0.5}) / \text{Manning's \#}, \text{ where}$$

$$\text{Area} = 0.10 \text{ m}^2$$

$$R_h = 0.09$$

$$\text{Slope} = 0.60 \text{ m/m}$$

$$\text{Manning's \#} = 0.04$$

$$Q = 0.38 \text{ m}^3/\text{s} \quad \text{*Equivalent velocity} = 3.90 \text{ m/s}$$

$$\text{Water Depth} = 0.13\text{m}$$

Trapezoidal Drainage Channel – Maximum Capacity:

$$Q = \text{Area} \times (R_h^{2/3}) \times (\text{Slope}^{0.5}) / \text{Manning's \#}, \text{ where}$$

$$\text{Area} = 0.24 \text{ m}^2$$

$$R_h = 0.15$$

$$\text{Slope} = 0.05 \text{ m/m}$$

$$\text{Manning's \#} = 0.04$$

$$Q = 0.38 \text{ m}^3/\text{s} \quad \text{*Equivalent velocity} = 1.59 \text{ m/s}$$

$$\text{Water Depth} = 0.24\text{m}$$

The water depth throughout the riprap drainage path will vary from 0.13-0.24m while achieving a flow rate of $0.38 \text{ m}^3/\text{s}$. A cross-sectional view of the trapezoidal riprap drainage path is shown in Figure 22.

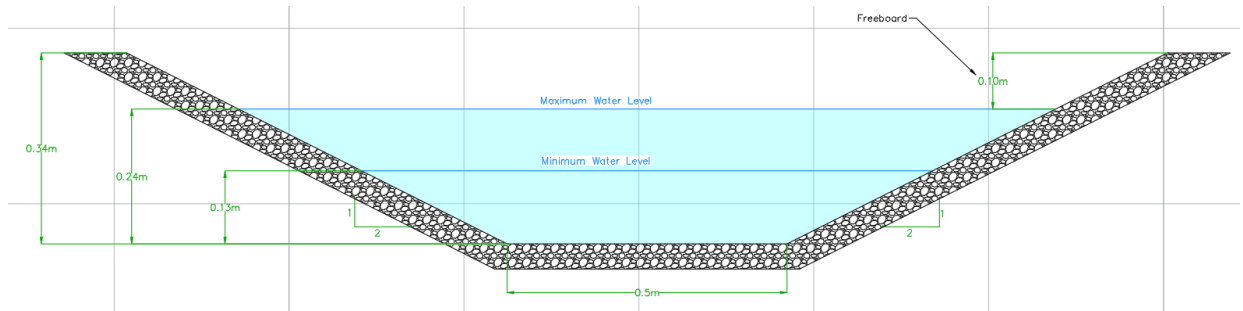


Figure 22. Trapezoidal riprap drainage path design.

2. Piping

The Manning's formula was used to determine the diameter of the flume piping required for the drainage path while achieving a flow rate of $0.38 \text{ m}^3/\text{s}$. To perform this calculation for a semicircular cross-sectional pipe, the flow rate of $0.38 \text{ m}^3/\text{s}$ must be converted to the equivalent flow rate for a circular cross-sectional pipe filled to capacity.

Given piping with a semi-circular cross-section at 80% capacity can convey water at $0.38 \text{ m}^3/\text{s}$, a pipe with the same dimensions but a circular cross-section at full capacity can convey water at the following corresponding flow rate:

$$Q = 1.52 \text{ m}^3/\text{s}$$

A slope of 5% is used in the Manning's formula calculation. This is because the point throughout the drainage path that would require the largest pipe size to transport $0.38 \text{ m}^3/\text{s}$ is the point with the smallest slope.

Circular Cross-Sectional Drainage Pipe (full capacity):

$$\text{Dia} = 4 \times [Q \times \text{Manning's } \# / (4 \times \pi \times \text{Slope}^{1/2})]^{3/8}, \text{ where}$$

$$Q = 1.52 \text{ m}^3/\text{s}$$

$$\text{Slope} = 0.05 \text{ m/m (minimum slope)}$$

$$\text{Manning's } \# = 0.026 \text{ (for metal corrugated flume pipe)}$$

$$\text{Diameter} = 0.808 \text{ m} \approx 800 \text{ mm}$$

It is recommended that a metal corrugated flume pipe with a diameter of 800mm is used to obtain a minimum flow rate of $0.38 \text{ m}^3/\text{s}$ throughout the drainage path.

4 OPTIONS ANALYSIS

4.1 CONSTRUCTABILITY

As a measure to control downstream impacts when releasing stormwater from the detention ditches, drainage path options were presented. A large factor in determining the feasibility of these drainage paths is the constructability of each option. The following subsections examine the constructability of the riprap and flume pipe downstream solutions.

4.1.1 RIPRAP / AMOURING

Although riprap drainage is the most common and effective approach to erosion prevention, there are some important construction methods required to move past this site's limitations. Such limitations and required actions include the following:

- Riprap isn't cheaply available in Northeastern BC
 - Expensive to acquire and construct
 - Installation would prove very difficult without damaging the slope and causing erosion
 - Galvanized wire mesh or chain link fencing might be needed to hold riprap in place on steep sections
 - Well graded, angular riprap might be required to increase the ability of the material to interlock and resist movement and adapt to uneven surfaces
 - If using ungraded riprap, maintenance would be required more often due to increased displacement of rock material
 - Ungraded riprap also requires careful placement to achieve proper thickness and a uniform pattern to prevent displacement of rock
 - Requires stripping and grubbing of subgrade to remove vegetation or debris
 - Excavate the drainage path deep enough for geotextile fabric and riprap
-

4.1.2 FLUME PIPING

Using metal corrugated flume pipe as a method for conveying storm water down the slope may seem like a straight forward approach, but certain limitations exist. These limitations and methods to avoid these limitations include but aren't restricted to the following:

- Difficult to construct and assemble 800mm diameter flume pipe on steep slopes
 - Significant safety concern in constructing large flume pipe on unstable surface
 - Difficult to adjust and bend the large pipe to match topography
 - Could require heavy equipment to transport the flume pipe on the steep slopes
-

4.2 MAINTENANCE & MONITORING

Upstream maintenance and monitoring should occur regularly to preserve the functioning of the system and detention ditches. This maintenance and monitoring includes the following:

- Culvert blockages can often cause flooding problems and can usually be traced back to two sources:
 - erosion and deposition of bedload material
 - transport of floatable debris such as branches, brush, garbage, etc

- Deposition of bedload material also results in the progressive reduction of drainage channel capacity, which increases flooding risk and can create an ongoing channel maintenance problem
- Sediment and debris must be regularly removed from debris catchers, inlets and outlets
- Plan for fluids leaking from vehicles
- Re-vegetate disturbed and bare areas to maintain vegetative stabilization
- Monitor the detention pond as to check for signs of flooding along banks and look for evidence of seepage along the berms
- Ensure the safety measures of the detention pond are in good condition

4.2.1 RIPRAP / ARMOURING

Monitoring of a riprap drainage path should occur periodically and after major storm events to evaluate their performance and upgrade where required. Necessary maintenance that must occur to sustain this drainage option includes the following:

- Slumps or displacement of riprap rock should be restored or replaced as they are observed.
- If damage has occurred to geotextile fabric, it should be replaced immediately
- For large slumps of rock in a particular section of the drainage path, assessment of the cause of failure should happen prior to repair.
- Given failure of the drainage path is deep and is due to rotational slump on a failure plane well behind the riprap and filter layer, it may be a result of instability in the slope material. If this is the case, a geotechnical engineer should be consulted prior to reconstruction.
- Trees, shrubs, and other vegetation growing with close proximity to the riprap drainage path shouldn't be disturbed as they provide vegetative stabilization. Inspection should ensure that tree roots don't displace riprap, if vegetation has potential to dislodge riprap should be removed annually. Vegetation that interrupts inspection is acceptable to remove.
- When inspecting the riprap system, look for signs of erosion and scour or sediment accumulation.
- Removal of accumulated material within the drainage path such as sediment, trash, and vegetative debris should occur once identified.
- If displacement of riprap stone is a continuous problem, replace material with larger stones in the area experiencing issues.

*Stockpiling of riprap is considered best practice due to the adherent need for replacement of drain rock as its displaced during major storm events and prolonged periods of rain.

4.2.2 FLUME PIPING

Monitoring for a metal corrugated flume pipe drainage path should occur periodically and after major storm events to evaluate their performance and upgrade where required. The necessary maintenance that must occur to sustain this drainage option includes the following:

- Flush out the pipe system if evidence of silt / sand build up exists
- Through flushing inspect the flume pipe drainage path from top to bottom to ensure there are no leaks in the pipe system
- If any evidence of pipe failure, or silt entering the system through broken pipe, then identify the broken locations and repair as required
- Ensure the drainage pipe remains clear of debris such as vegetation, trash, and bedload material to prevent flooding

- Clear inlets and outlets of debris and obstructions to ensure storm water drains into pipe network and flooding doesn't occur
-

4.2.3 NO DOWNSTREAM UPGRADES

If no upgrades are constructed downstream of the stormwater detention system, significantly more monitoring and maintenance is required to prevent erosion of the slope below the Peace River Lookout. The monitoring and maintenance actions needed are as follows:

- Site visits to ensure the existing drainage paths maintain their course down the slope. Erosion can increase storm water floods out of the existing drainage paths
 - Inspection of the storm water system must occur after a major storm events and prolonged periods of rain due to the susceptibility to erosion of the slope
 - The slope movement should be monitored frequently to assess the rate of movement and changes the state of erosion on the slope. Methods or technology that are capable of performing slope movement monitoring include:
 - Topographical Survey
 - Lidar
 - Inclinometer
 - Slope gauge
 - Bore-hole motion sensors / slope alarms
-

4.3 COST ESTIMATE

The construction costs for the proposed storm water management design are provided in Table 5.

Table 5. Cost of the proposed drainage plan construction.

ITEM	DESCRIPTION	UNIT	EST. QNTY	UNIT PRICE	ESTIMATED AMOUNT
A	Earthworks				
1	Stripping - 300mm Depth	m³	750	\$ 8	\$ 6,000.00
2	Common Excavation to Fill	m³	3,000	\$ 25	\$ 75,000.00
3	Scarify and Compact Subgrade - 150mm Depth	m²	2,500	\$ 8	\$ 20,000.00
4	Class 25kg Riprap c/w Non-woven Geotextile - 500mm T	m³	300	\$ 100	\$ 30,000.00
5	Erosion and Sediment Control	L.S.	1	\$ 5,000	\$ 5,000.00
6	Topsoil and Seeding	L.S.	1	\$ 5,000	\$ 5,000.00
7	Fencing	L.S.	1	\$ 5,000	\$ 5,000.00
8	Trail on Berm	L.S.	1	\$ 10,000	\$ 10,000.00
				Subtotal	\$ 156,000.00
B	Drainage Piping				
1	800mm dia. CSP (half pipe) anchored to ground	L.M.	50	\$ 200	\$ 10,000.00
2	Inlet / Outlet c/w headwalls	ea	4	\$ 5,000	\$ 20,000.00
				Subtotal	\$ 30,000.00
C	Ditches				
1	Ditching	m	200	\$ 50	\$ 10,000.00
2	Piping and Outlet Structures	L.S.	1	\$ 15,000	\$ 15,000.00
				Subtotal	\$ 25,000.00
Works Subtotal					\$ 211,000.00
Insurance, Mobilization and Demobilization					\$ 15,000.00
Engineering Services @ 15%					\$ 31,650.00
Contingency @ 30%					\$ 63,300.00
Total Probable Cost of Construction					\$ 320,950.00

APPENDIX

A DESIGN DRAWINGS



January 20, 2020



Peace River Regional District

PEACE VALLEY LOOKOUT

Planning Feasibility Study



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January 20, 2020

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Appendix 1 - Community Check-In (November 30, 2009)

Appendix 2 - Geotechnical Quote

Appendix 3 - Stakeholder Consultation

Appendix 4 - Community Check-In (February 17, 2010)

Appendix 5 - Peace Valley Lookout – Concept Plan

Appendix 6 - Cost Estimates And Phasing

1.0 INTRODUCTION / BACKGROUND

The Peace Valley Lookout is located on Crown Land approximately 3 km south on 100th Street from the intersection of 100th Street and Highway 97 in Fort St. John. The site provides a panoramic view of the Peace River which winds through a valley and beside a community called The Old Fort.

The Peace River Regional District (PRRD) is investigating the feasibility of converting the Peace Valley Lookout into a Regional Park. The North Peace Fringe Area Official Community Plan supports the development of this area through the following policies:

Section 10
PARK, OPEN SPACE AND NATURAL ENVIRONMENT

10.3 Policies

Policy 6 To work with the general public, committees, societies, organizations, First Nations and provincial agencies in identifying and protecting sites of scenic, heritage, cultural, historical, paleontological or archaeological significance within the Plan area.

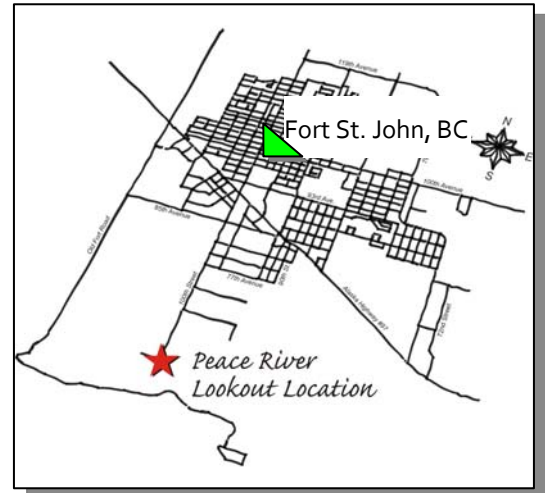
Policy 9 To work collaboratively with the stakeholders and agencies having jurisdiction to discourage damage caused by all terrain vehicles.

Policy 15 To recognize that the Peace River is one of 20 rivers in BC proclaimed as a BC Heritage River in order to provide greater emphasis on river related values during land use planning processes, to raise awareness of the importance of a healthy river system, to help protect the special values of the river and to build a stronger public support for and involvement in stewardship of the river.

The Lookout Site is already established as a locally known viewing point for rural and Fort St. John residents. The site has potential as a Park which, when ~~and~~ ^{and} designed, would draw local visitors and tourists due to its location overlooking a beautiful valley with the Peace River running through it.

This Planning Feasibility Study is intended to guide the PRRD in their decision pertaining to acquisition of park land, development of park facilities and a lookout, and projections for potential capital and costs related to on-going maintenance. This Study will outline steps and fees associated with creating a Regional Park and Lookout including:

- Geotechnical Information;
- Environmental Information;
- Conceptual Design of the Lookout;
- Marketing Analysis;
- Maintenance / Preservation; and



➤ Next Steps / Recommendations.

This Planning Feasibility Study incorporates input from PRRD staff as well as community organizations, associations, societies and businesses in the Peace River Regional District. Two public Community Check-In sessions were held. The goal of the first Community Check-In session was to set priorities and gauge the public's interest in the project. At the second Community Check-In session, a proposed concept plan and related budget and phasing options were presented for the public to comment on. Results from the two Community Check-In sessions can be found in Appendices 1 and 4.



Photos from Community Check-In #1 held at the North Peace Leisure Pool in Fort St. John on November 30, 2009.



2.0 GEOTECHNICAL

Northern Geo Testing & Engineering Ltd. (Northern Geo) was contacted by Focus to provide a quote for a Geotechnical Investigation and Slope Stability Assessment. The following is an overview of their recommendations and fees.

Based on the conceptual drawing provided to Northern Geo, it is understood that the Peace River Regional District proposes to develop a site at the south end of 100th Street. The lookout area would include a paved parking area, staging and picnic areas, a viewing platform, parks, trails, monuments and educational features. The site overlooks the Peace River Valley, with a long slope extending approximately 160m vertically to Old Fort Road over steep and undulating slopes, and an additional 60m over flatter, hummocky slopes down to the Peace River channel.

There are significant surface erosion features (water carved channels with debris), soil slumps and scarps, indicating both surface and subsurface soil instability potential on and below the site. It is also understood that there have been geotechnical assessments undertaken by others in the Old Fort area below the proposed development, and these assessments have indicated both shallow and moderately deep to deep-seated instability. The anticipated soil stratigraphy below the outlook area will likely consist of clay, clay tills and clay shale with possible sand and gravel layers.

Northern Geo proposes a threefold investigation process to accomplish the following objectives:

- ♦ Desktop Study - initially review existing landslide and slope inclinometer information in the area
- ♦ Slope Stability Assessment - assess overall global slope stability conditions at the site with deep test hole drilling and slope data
- ♦ Foundation Assessment - evaluate the near surface conditions at the site for foundation design of the proposed development with shallow test hole drilling

The proposed investigation may be carried out as one project simultaneously or as three separate but related studies. Detailed descriptions of these objectives can be found in Appendix 2.

Task	Timeline	Fees
Desktop Study	1 week	\$2,575
Slope Stability Assessment	1 Year (monitored)	\$53,045
Foundation Assessment	1 day	\$7,931
TOTAL (with disbursements and GST)		\$63,551

3.0 ENVIRONMENTAL

3.1 *Introduction*

During the preparation of this pre-feasibility cost estimate, environmental site assessments reports were not available for review. Focus understands that the subject property has been used for a long time by the public for recreational purposes. However, illegal dumping of household and commercial solid waste is evident on the slopes. In addition, based on anecdotal information provided by local residents, there could be debris disposed and buried at the flat portion of the subject property.

3.1.1 Scope of Work

The following scope of work is suggested for the property prior to re-development:

1. Conduct an Environmental Site Assessment (ESA) and limited soil sampling;
2. Develop Conceptual Site Remedial Options; and
3. Provide rough site clean up cost estimate.

3.1.2 Phase I Environmental Site Assessment (ESA)

The objective of the Phase I ESA would be to comment on whether past or present site use, either on-site or off-site, may have a potential to cause environmental impairment of the subject property. The Phase I ESA will be conducted in general accordance with the Canadian Standards Association (CSA) document "Z768-01 Phase I Environmental Site Assessment", dated November 2001 and reaffirmed in 2006.

The scope of work for the Phase I ESA will include the following:

- Review available historical information for the subject site and the immediate surrounding areas, including air photos and property listing and street directories;
- Review relevant environmental information from the BC Online Site Registry, the BC Ministry of Environment online Water Resources Atlas and the City of Fort St. John;
- Obtain and review historical and current land titles of the subject site;
- Review available public information such as geological and hydrogeological reports and maps;
- Conduct a site visit and personal interviews to evaluate the historic site activities and determine if there is a presence of materials which could cause harm to humans and ecological systems; and
- Prepare the Phase I ESA report suitable for submission to the Peace River Regional District in support of the property re-development application.

Focus is proposing to conduct the Phase I ESA site visit at the time of geotechnical soil investigation which will allow for environmental soil logging and sampling. Limited quantities of soil samples (4 to 6) will be collected during the geotechnical investigation to assess the soil quality at the site.

The Phase I will identify areas of potential environmental concern (APEC) and areas where additional environmental assessment is warranted.

Based on the Phase I ESA recommendation and soil quality assessment results conceptual site remediation – restoration options will be developed and presented to the Peace River Regional District for review and comments.

3.2 Remedial Options Report

Based on the information gathered during this pre-feasibility proposal preparation, the following media have been identified that could be potentially impacted by historic activities at the site: soil, surface water and groundwater. It is expected that shallow soils and surface water bodies (creek) at the site or near the site could be potentially impacted by illegal dumping, import of fill material from unknown sources and unreported releases of contaminants. Since the water table at the site is expected to be located several meters below the local grade, the impacts to the local groundwater are estimated to be at the lesser rate. Therefore, a contingency for the groundwater quality assessment is not included in this proposal.

The remedial objectives (RO) developed for the site should be based on BC Ministry of Environment (MoE) Contaminated Site Regulations¹ (CSR). Under the CSR, based on the proposed land use, the site specific APEC and the primary contaminants of concern (CoC) will be identified. Furthermore, mandatory and site specific exposure pathways and potential receptors will be identified and numerical standards applied to assess the soil quality and likelihood of contaminants from soil leaching into surface and groundwater. In addition a pre-screening risk assessment could be conducted.

Remedial options implementation and performance monitoring would require implementation of a sampling and analytical testing rationale for soil, groundwater and, potentially, surface water and air. These media samples should be collected before, during and after the remedial activities.

3.2.1 Remedial Methods

Impacted media, such as soil, surface water, sediment and groundwater at the site should be remediated to the environmental objectives developed following the completion of assessment activities. At this point in time, only a conceptual remediation action plan (RAP) is presented. The following conceptual remedial options have been considered for the proposed Lookout.

- Shallow Soils in Source Areas - excavate, treat, segregate, reuse and/or dispose of soils and debris from 'hot spots' at the flat portion of the site;
- Deep Soil – In-situ bioremediation (soil vapour extraction – bio venting);
- Collect, segregate and dispose of soils and debris from the slopes of the property, if required;
- Groundwater - In-situ bioremediation, Monitored Natural Attenuation (MNA), if required; and
- Surface water – creek channel restoration.

The methods selected are based on the brief review of a Google Map[®] image of the site, some anecdotal information, and common industry practices.

¹ Contaminated Sites Regulation (CSR), B.C. Reg. 375/96, including amendments up to B.C. Reg. 239/2007.

Flat Area

An excavation area based on the environmental site assessment should be reviewed by the geotechnical engineer to determine if all impacted soils could be safely removed and replaced with non-impacted fill material without compromising the site slope stability and bearing capacity. If soils can not be excavated in certain areas, impacted soils should be contained by applying a low-permeability barrier (clay or synthetic liner) and if necessary, capped. In areas where asphalt pavement will be applied, the capping material thickness should be adjusted accordingly. The impacted soils containment and capping should be completed in accordance with CSR and local municipality requirements. Generally, within the parking area, soils should be compacted to 95% of Standard Proctor and hydraulic conductivity of 10^{-7} m/s would be sufficient to prevent surface water intrusion. In addition, surface water runoff should be diverted from the site to minimize surface water intrusion into contaminated soils.

For cost estimate purposes, 0.5 m thick layer of surface soil distributed across the site was used in the remedial cost estimate.

Slopes

On the slopes of the site, large areas of distressed vegetation are visible. In addition, large pieces of abandoned equipment, cars, household appliances and other solid waste debris are noted. In order to restore the slopes, the debris should be removed and the slopes re-vegetated with native species and existing vegetation growth promoted.

Prior to commencing debris collection and disposal, special attention should be paid to the project safety procedures development. The site-specific hazards assessment, administration, hazard control and mitigation procedures should be developed. In addition, a site-specific health and safety plan should be prepared and available at the site during the remedial activities. Debris at the slopes should be collected manually wherever possible to minimize further damage to vegetation on the slopes. The hand-collected debris should be stored in large waste bins (totes) and prepared for removal. Larger pieces (appliances, cars, etc.) should be secured in place to prevent mobilization (tumbling) before commencing their removal. Once secured, larger pieces of debris and waste bins will be airlifted by helicopter and brought to the flat part of the property for further processing, separation and disposal to a landfill.

Task	Timeline	Fees
Environmental Site Assessment	1 week	\$10,045
Remedial Options Report	1 week	\$6,320
Remediation and Reporting	6 weeks	\$270,625
TOTAL (with disbursements and GST)		\$286,990

4.0 CONCEPTUAL DESIGN

4.1 Background

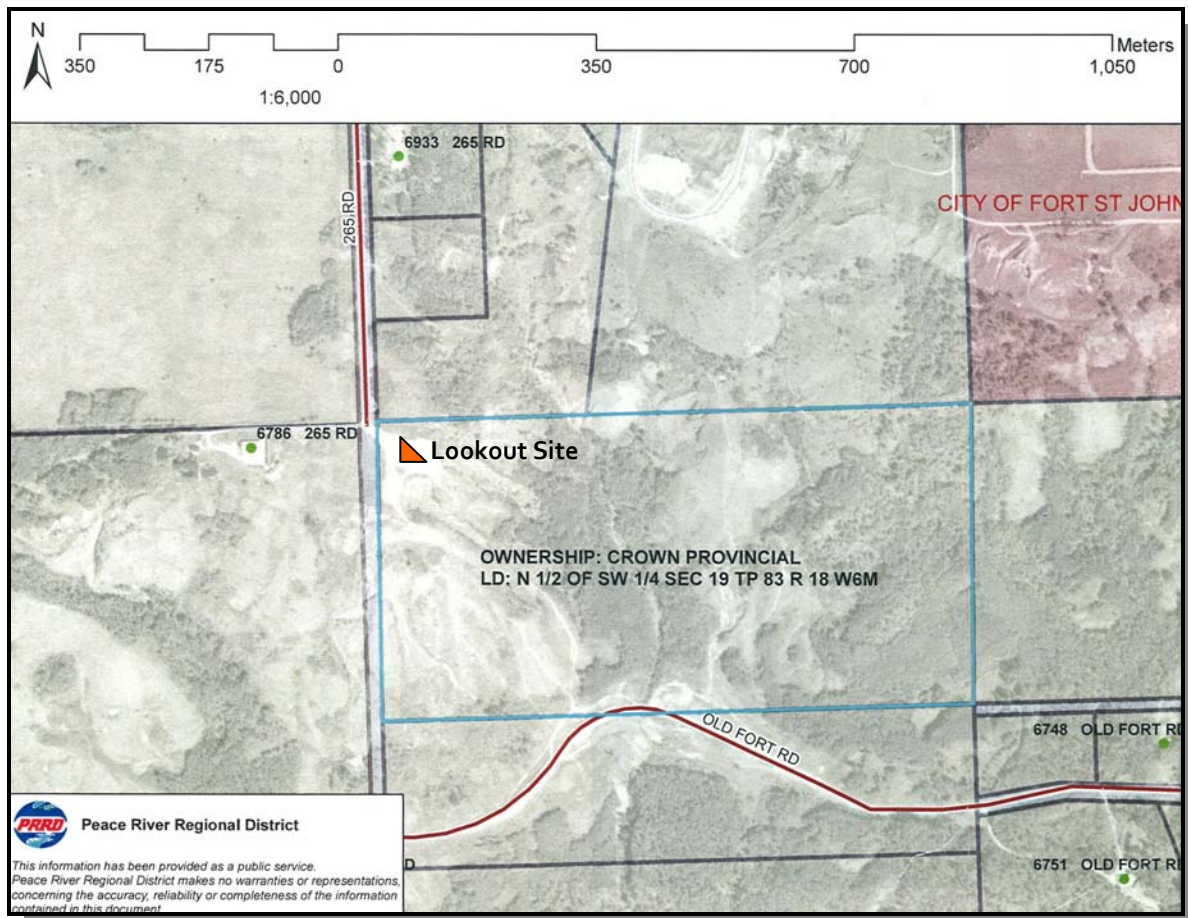
The conceptual design of the Peace Valley Lookout is a direct result of public input that was gathered at a Community Check-In session held on November 30th, 2009 at the Peace River Regional District office in Fort St. John (refer Appendix 1 for Community Check-In results). A few of the main themes that were expressed at the Community Check-In as well as through an online survey and individual conversations include:

- Safety - create a safe environment for visitors to walk around and enjoy the view – create a vehicle buffer to keep cars away from the edges and prevent dumping
- Security – issues surrounding youth parties and vandalism at the site and surrounding properties
- Retaining the site's integrity – site is currently used as a passive space for picnicking and site-seeing – residents in surrounding areas bring visitors to the site for the view, which is its greatest draw
- Tell the history – many historical sites can be seen from the Lookout, as well as the Peace River, which is an important asset to the area
- Keep it simple – current users enjoy the site and all it has to offer just as it is but expressed their desire to make it safe and functional without detracting from its natural beauty

Based on this feedback, a concept plan was created in consultation with the Peace River Regional District. The following information explains the rationale and preliminary findings.

4.2 Development Area

The current site of the Peace Valley Lookout is located on Provincial Crown Land described as the N ½ of SW ¼, Sec. 19, TP. 83, R18, W6M (refer Map 1). A right-of-way belonging to Ministry of Highways runs along the west side of the Lookout site and the site is not within the current Agricultural Land Reserve boundary. Historically, this site has been used as an informal land fill. For this planning feasibility study, only the Study Area as identified in Map 2 is being considered. In the future, it is recommended that a broader study area be considered to incorporate a trail system linking the existing graveyard and "Old Fort" community to the Lookout site.



Map 1 – Parcel Information



Map 2 – Study Area

4.3 Topography

For this planning feasibility study, a topographical survey of the area was not provided or conducted. All topography has been gauged based on photos and site visits only. The site, while generally flat at the immediate Lookout site, slopes to the south. It is estimated that there is a 1 to 2m difference in elevation from the north side of the site to the south side. The southern edge of the site drops down vertically approximately 160m to the Old Fort Road below and an additional 60m (approx.) to the Peace River channel. The topography not only makes the site unique but also poses a challenge in terms of safety.

4.4 Access Roads and Drainage

The site has one access which is located approximately 3 km south on 100th Street from the intersection of 100th Street and Highway 97 in Fort St. John. Pavement on this access road ends approximately at the City of Fort St. John municipal boundary. Beyond the municipal boundary, this access road also services 3 residents on the way to the Lookout site. This existing access road adequately provides access to the Lookout site. The proposed concept plan (refer Appendix 5) illustrates a large parking island at the entrance to the site. This would direct through traffic into the site and creates a right turn out of the site. It is recommended that in the future, if any upgrades are made to the road (e.g. widening or paving) that consideration be made for roadside walking trail, making pedestrian access to the Lookout site safer.

From preliminary review of the site, it appears that some of the bank instability may be due to spring run-off being directed over the southern side of the bank. A provision for drainage has been included in Appendix 6 – Cost Estimates and Phasing. It is recommended that rain water and run-off be collected either on-site and piped to other areas or alternatively, a ditch be constructed that directs the water around the site. Further investigation and study by an engineer is needed to address drainage for the Lookout site.

4.5 Underground Utilities

To the best of our knowledge and with all the information presented to date, Focus believes that there are currently no underground utilities at this site.

4.6 Concept Plan

4.6.1 Theme

The concept theme of the proposed park is both functional and historical, with a focus on using local materials whenever possible. The name “Peace Valley Lookout” speaks to the function of the site - a place to take visitors for a panorama of the Peace River flowing through the valley and a resting site for passing travelers. While visitors gather at the Lookout site, the interpretive components spell out the history of the area from both the Settlers and the First Nation perspective.

Suggested materials include items such as:

- Boulders, possibly donated from the surrounding farmland;
- pipe (e.g. surplus from pipeline projects) used for post and chain barriers;

- concrete benches and picnic tables;
- timber frame constructed washroom facilities, gazebo and entrance sign; and
- wood decking, possibly sourced from pine beetle infested trees.

4.6.2 Parking

The Concept Plan provides for a number of parking options including:

- 2 dedicated bus parking stalls;
- 6 recreation vehicle (RV) stalls; and
- 15 regular 3.0m wide parking stalls and 1 designated accessible stall.

Parking will not be designated until Phase III (refer Appendix 6) of the project when it is intended that the parking area will be paved with asphalt. At that time, lines will be painted and the designated accessible stall will be identified with a vertically mounted sign and the International Symbol of Access painted on the pavement.

4.6.3 Landscape Items

Landscaping in terms of plant material has been kept to a minimum and will be chosen from a palette of species that are hardy and native to the area. No provisions have been made for an irrigation system and plants will need to be hand watered for the first year or until established. Grass areas will be seeded with native grass species and hand watered until established. A windrow will be provided along the west side of the site to screen the Lookout site from the neighbouring property.

4.6.4 Site Amenities

The concept plan intends that overhead lighting be provided to improve safety and security for users during early morning or evening use. However, the site is not intended to be used for overnight camping.

No potable water source and no community sewer service are available at the site.

The concept plan has sited 2 washroom (outhouse type) facilities that will have buried holding tanks and will require maintenance on a regular basis.

4.6.5 Interpretive Components

The interpretive components of the Lookout will be on-site and potentially off-site. Kiosks placed at the staging area (southeast corner of parking lot) will contain relevant information about the park, including hours of operation (if required), safety information, relevant public notices, sponsor advertising, etc. Interpretive panels will be placed on the large viewing deck located on the southern point of the park. These interpretive panels will tell the history of the valley below from the Settlers and First Nations perspective. A map of all the historic Forts will be made available, and will refer to sites along the river bank below. In future phases, these sites could be tied into the mapping by placing physical markers at the actual sites large enough to be seen from the Lookout and colour coded to correspond to the mapping. There are also opportunities to inform visitors about the local area and its history, current uses, local legends, First Nations or information about the night skies and the mighty Peace River.

4.6.6 Phasing

The Park could be developed in five phases (refer Appendix 6) . The priority of the phasing is to first improve the safety of the current site and subsequently layer in the aesthetic, and lastly, the interpretive components.

4.6.7 Crime Prevention Through Environmental Design (CPTED)

Lighting:

Lighting should be low-level, downward facing, vandal-resistant, and sufficient to illuminate walkways and washroom buildings. Lighting will be directed away from the deck so as not to interrupt star-gazing activity etc.

Sightlines:

In terms of CPTED, sightlines, both into and within the Lookout site have been maintained and opportunities for hiding places have been minimized.

Signage:

Good signage is important. The design allows for entry signage, information kiosks, and interpretive panels. Signs should state hours of operation, rules of conduct, contact numbers, and wayfinding if necessary.

Safety:

Oftentimes, a real test is to ask yourself “would I feel comfortable here?” The intent of the design is to clearly see the site and what it offers - viewing deck, washrooms, picnic sites and information boards. People can get out and stretch their legs, have some lunch, walk around a bit, “ooh” and “aaah” at the stunning views and the great park space, and then be on their way.

A key to the success of this development is not only the natural surveillance on the site, but diligent maintenance and upkeep. While no one element is entirely vandal-proof, there is also responsibility on the part of the District to look after the site. If it looks rundown and abandoned, the message will be that it is an unloved and uncared for site, and the resultant behavior will reflect that. Broken bulbs or glass, graffiti, and litter should be cleared promptly. Also having community groups involved with clean-up and maintenance would bring a sense of ownership to the site.

Sponsorship for the site could come from a variety of sources such as the Kinsmen, Rotary, Lions, or other service groups, or the First Nations Treaty 8 group. They could sponsor or fund elements such as the deck, the interpretive panels, the gazebo, the benches and picnic tables, working in partnership with the regional district. There tends to be a greater sense of ownership and pride when organizations fundraise for project components.

4.6.8 Universal Accessibility

One accessible parking stall will be provided and the parking lot access, walking path, gazebo and wood viewing decks will be made wheelchair accessible. There will be an effort as well to incorporate Braille into the interpretive panels.

5.0 MARKETING ANALYSIS

The site should be promoted in several different ways to gain the most exposure and draw the most visitors.

Signage: Signage along Highway 97 (the Alaska Highway) will be a key component to marketing the Lookout. Binocular symbols much like the ones that designate “wildlife viewing” could be incorporated into the City of Fort St. John attraction signs. At the corner of 100th Street and Highway 97, another sign should be posted for the turn off, and lastly, the entrance sign to the Lookout site will announce arrival to the site.

Print: The following are opportunities for print advertising:

- Peace Valley Lookout brochures could be developed and made available at all surrounding visitor information centres including Dawson Creek, Taylor, Pouce Coupe, Fort St. John, Chetwynd, and as far away as Nelson and Prince George.
- Ads and information could be provided to the following print magazines: British Columbia Vacation Planner, BC Outdoor Adventure Guide and the BC Insiders Guide.

Internet and Digital Marketing Opportunities:

- HelloBC.com
- fortstjohn.ca
- prrd.bc.ca
- poucecoupe.ca
- districtoftaylor.com
- gochetwynd.com
- dawsoncreek.ca
- northernbritishcolumbia.com
- bctravelguide.ca
- camping.bc.ca

Word of Mouth / Programming: The Lookout site is already a place where local residents take visitors to enjoy the view. The site has potential to host small celebrations and events. A good way to animate the space, thus getting people to use it, is to program it. Programming opportunities could include star gazing, painting, nature appreciation, crafting, plant walks and historical talks. The Lookout site could also become part of school curriculum.

6.0 MAINTENANCE / PRESERVATION

The concept for the Lookout site caters to low maintenance and preservation costs. Most of the site furnishings will be concrete and wood. More specific and appropriate materials will be researched in subsequent phases once this project moves forward.

Weekly maintenance could include:

- Watering trees and grass until establishment
- Emptying garbage cans
- Picking up litter from site
- Ensuring the washroom facilities are cleaned and stocked, repairing any vandalism and monitoring holding tank levels
- Maintaining the kiosk information
- Winter snow removal and sanding as needed
- Sweeping / shoveling walkways

Monthly maintenance could include:

- Mowing the grass once established
- Pumping outhouse holding tanks
- Painting over any graffiti
- Grading gravel parking lot

Yearly maintenance could include:

- Painting
- Repairing potholes
- Adding gravel to parking lot as needed until it is paved

Task	Approx. hrs	Fees
Maintenance Contractor Wages	800hrs/yr	\$20,000
Equipment and Supplies		\$30,000
TOTAL		\$50,000

7.0 LIMITATIONS

This report is limited in nature and should not be relied upon either as a confirmation of regulatory compliance or of conditions on site, either above or below grade.

The evaluations presented in this report are based on information provided by individuals, available site records, readily available historical documents and observations made during limited site reconnaissance. Focus has accepted as true the information obtained from these sources but makes no representation or warranty regarding the accuracy or reliability of the information.

The services provided by Focus and the sub-consultants retained for this project have been provided in accordance with the standard of care applicable to similar services provided at the place and time of these services.

This report and the information contained in it is intended solely for the use of The Peace River Regional District for that project described as the Peace Valley Lookout Planning Feasibility Study and should not be relied upon or used by any other person whatsoever for any other purpose. Any such use is at the sole risk of the unauthorized user and without any responsibility on the part of Focus.

8.0 NEXT STEPS / RECOMMENDATIONS

The Peace Valley Lookout presents a unique opportunity to expand upon something that is currently unique and special to the residents in the Fort St. John and surrounding areas. The view of the valley from the Lookout site is meaningful both historically and aesthetically.

Given the remoteness of the site, problems have surfaced including vandalism, improper use and safety concerns. Through proper site planning, monitoring and maintenance, these problems can be minimized. Some next steps and recommendations that this report summarizes include:

1. Gather geotechnical data to gauge the stability of the slope with possible on-going monitoring.
2. Gain knowledge of the environmental history and possible solutions in terms of impact to surrounding water courses and habitat.
3. Retain an engineer to design the proper handling of drainage and runoff.
4. Obtain a detailed survey of the site for grading and drainage purposes.
5. Phase the development of the site to first address public safety.
6. Seek opportunities for partnerships / sponsors to aid in cost-sharing, monitoring and maintenance.
7. Partner with the local RCMP in a strategy to monitor the site at night.
8. Seek locally-made materials, products and services where appropriate during construction.
9. Set up a maintenance and preservation schedule to ensure vandalism is kept to a minimum and public safety is maintained.

10. Consult local First Nation communities and local historians for content in interpretive components.
11. Market the Lookout site in a variety of methods including signage, print and online sources to gain the most exposure.
12. In the future, consider linking the Lookout site with the historic graveyard below by means of a trail or stair system.
13. In the future, provide vehicle baffles at the bottom of the bank to prevent vehicular and off-road equipment access.
14. When the opportunity arises, approach the Ministry of Transportation and Infrastructure to consider upgrading the access road (100th Street) to include asphalt paving and a dedicated pedestrian lane.

A skilled team of professionals were called upon to consider the development potential of this site. Should the project move forward, all consultants and sub-consultants involved in this initial investigation would consider it a privilege to continue to work on the development of the Peace Valley Lookout site.

Appendix 1

Community Check-In (November 30, 2009)

Advertising for the event as follows:

Energeticcity.ca

Thursday, Nov. 19th thru to Monday, Nov. 30th

Alaska Highway News

Wednesday, Nov 25th and Friday, Nov 27th

CBC

Emailed to the CBC North website for their community events section

Moose FM

Press Release sent out

The PRRD website posted the day and time and posters were put up around FSJ announcing the event.

PRRD emailed electronic invites to various stakeholders for distribution to membership

Welcome to the Peace River Regional District

Peace River Lookout Community Check-In

The Peace River Regional District (PRRD) is undertaking a feasibility study to guide their decision regarding acquisition of park land, development of park facilities and a lookout and projections for potential capital and costs related to construction and on-going maintenance for the Peace River Lookout site.

Community Check-In Purpose...

- Inform rural and Fort St. John residents as well as surrounding area stakeholders about projects happening in their area
- Gain local knowledge of the Lookout area
- Gather input on significant themes / concepts for the Lookout
- Gather input on marketing opportunities and benefits of creating a Regional Park

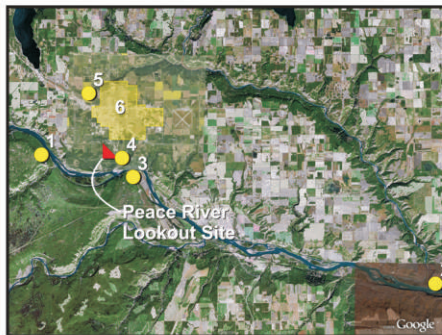
We Need your Input...

- Please provide comments on spaces defined on project boards
- Please vote for your favourite theme with red and green dots
- Please talk to PRRD staff and Focus representatives about your concerns, experience and vision for the Lookout site



You Could Win!

Please fill out an exit survey and have your name entered into a draw for a Winter Vehicle Emergency Kit!



Trading Post Locations in the Fort St. John Area

(courtesy of the Fort St. John Museum and Archives)

- 1 ROCKY MOUNTAIN FORT 1794-1805
 - earliest European settlement on mainland British Columbia
- 2 FORT J'EPINETTE 1806-1823
 - established by the Northwest Company called St. John name changed in 1821 when Hudson's Bay company took over the management of the fort
- 3 FORT ST. JOHN 1860's-1872
 - fort re-opened after a lapse of 40 years
- 4 FORT ST. JOHN 1872-1925
 - Hudson's Bay Company factor Frank Beaton moved post to a new location across the river
- 5 FORT ST. JOHN 1925
 - Frank Beaton again moved the post to be closer to the new settlers
- 6 FORT ST. JOHN PRESENT (approximate boundary)



Parks / Attractions in the area

- Scenic Highway from FSJ to Hudson's Hope
- W.A.C. Bennett Dam
- Williston Lake
- Beaton Provincial Park
- Charlie Lake Provincial Park
- The Alaska Highway
- The Exemplar
- North Peace Museum
- Taylor Gold Panning Days

Glaciation, tectonic forces (movement of the earth's plates) and climate have created the soils, vegetation, forest ecosystems and subsurface formations that exist today. The vast **flat plateau** that dominates the eastern regions of the planning area was formed by retreating glaciers. **Soils are generally fine textured** with deeply incised streams. The north eastern area tends towards saturated soils and **muskeg** while south eastern soils are drier. Moving westward, the topography rises to the rolling and hilly landscapes of the foothills and ends in the Rocky Mountains. River systems originating in the mountains cut deeply through **bedrock** and can be straight, **meandering or braided**. Rivers are the dominant hydrological feature in the planning area. The major river systems include the **Halfway, Graham, Beaton, Sikanni-Chief, Fontas and Peace River** systems. Where **lakes** exist, they tend to be **small and shallow** with low to moderate productivity. Significant lakes include **Charlie Lake and Redfern Lake**. Over **40 fish species**, including mountain whitefish, bull trout, Arctic grayling, rainbow trout, lake white fish and walleye are found, mostly in the large rivers and streams. The area has a fairly typical northern continental climate. Cold winters, short growing seasons and low precipitation limit the vegetation, agricultural crops and forest ecosystems that can thrive here. Mean **daily temperatures** range from -39.4°C to +21.50°C. Most of the moisture carried by the **prevailing westerly winds** falls on the west side of the Rocky Mountains, outside of the planning area. Average annual precipitation is 295.9 mm of rainfall and about 198.2 mm in equivalent **snow cover**. Some areas can suffer a water deficit, especially during summer. The **short growing season** is somewhat offset by the long sunny northern days during spring and summer. Substantial populations of large mammals such as **deer, elk, sheep, goat and moose** inhabit the LRMP area. Both **black and grizzly bear** are found across the planning area. Other significant wildlife include fur bearers such as marten and a variety of birds, including **waterfowl and warblers**. **White spruce, lodge pole pine and trembling aspen** are the main commercial tree species, accounting for most of the timber harvested in the planning area.

(courtesy of Integrated Land Management Bureau - Fort St. John Land and Resource Management Plan)

Participant Input

Please list any other relevant information that makes this site unique.



January 20, 2020



Fort St. John, BC



Google Earth 2008



Study Area

Google Earth 2008

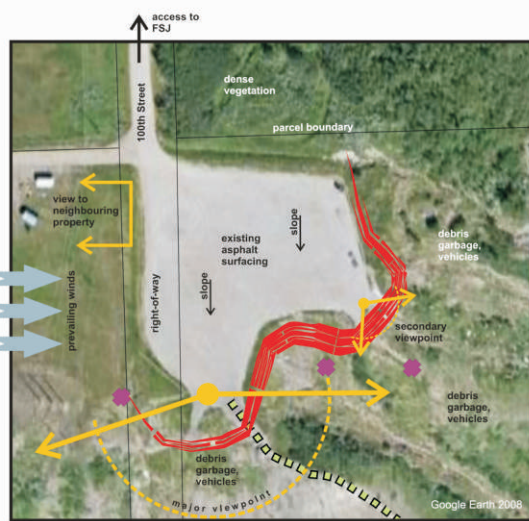


Peace River Lookout

Context

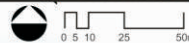


Engineering • Consulting • Planning



Legend

- steep slopes
- memorial markers
- existing trail



November 10, 2009

On-site Observations:

used for camping
lack of "dead end" sign
debris thrown over the bank
asphalt area slopes south towards edge
while on site: 1 person camping
1 person took dog for a walk
1 vehicle, people eating lunch

Participant Input

Please list what you perceive as attributes and detractors of the Lookout site (what's good, what's bad)

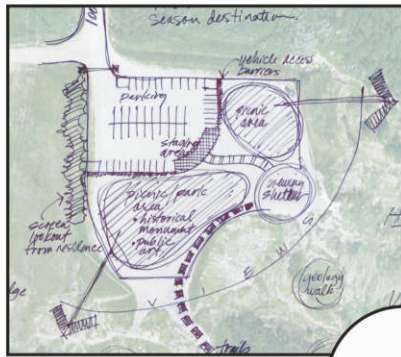
Peace River Lookout

January 20, 2020

Site Analysis



Engineering • Consulting • Planning



Draw Your Vision!



Participant Input

General Comments

Peace River Lookout

Preliminary
Concept



Theme One

The Peace in all Seasons

A place to go to experience nature in the north, see the amazing landscape change with all the seasons, website link to show when best times are to view northern lights or shooting stars, storm watching, sun rise / sun set watching, star gazing, "big sky" experience, wedding photo opportunities, wildlife viewing

Theme Two

A Historical "Viewpoint"

Interpretive kiosk showing locations of all Fort locations that can be seen from Lookout, fossil hunting, geology walk, man-made markers insert across the valley that are visible from the Lookout showing rock formations, markers showing historical river levels, history and significance of the Alaska Highway,



Peace River Lookout

Themes

January 20, 2020



November 30th Peace River Lookout Survey Results

Questions	Results
1. Check where you currently live: • Electoral B • Electoral C • In Fort St. John • Other	0 9 7 1
2. Do you currently use the Lookout site? • Yes • No If so, what for?	15 2 ▪ Sight seeing ▪ Walking ▪ Eating lunch ▪ Just visiting ▪ Walking ▪ Bring family and friends to see the beautiful scenery ▪ I work on 100th street and occasionally walk to the point at lunch and after work ▪ Eating lunch on occasion ▪ Viewing the fall leaves changing colours ▪ Watch the valley in early morning full of fog ▪ Scenic viewing ▪ Show visitors a wonderful vista ▪ Viewing scenery ▪ Moderate hiking ▪ Lunch site ▪ Showing visitors and new to town people ▪ See the river in all 4 seasons ▪ To show every person who visits FSJ or is new to the area the outstanding view of the Peace River, where the approx. Site C Dam might be located and where FSJ was located on the river etc. ▪ Walking ▪ I've gone there but don't use it regularly ▪ Visitors ▪ Lunch or supper site while RV-ing ▪ I have used the site over 200 times - I am a retired educator turned counselor – have counseled countless men while eating lunch there ▪ To show off area history to visitors ▪ To enjoy the view ▪ Relaxing ▪ Taking the visitors to see the Peace ▪ Sometimes but it is presently a bit

	embarrassing because of litter and old cars etc.. Fun to run to on a nice day ▪ Eat lunch
3. Do you see any benefits to developing the lookout site? If so, what are they?	▪ Very much, clean area up and make it a welcome spot for tourists ▪ Yes, it is already advertised as a tourist attraction ▪ Yes, tourists, more local usage, Less garbage ▪ I believe the lookout would be a wonderful place to attract tourism to the City and area ▪ Yes, if the site was developed, with a walkway from FSJ, many more people would utilize it, the view is beautiful ▪ Reduction of garbage – it spoils the view, great place for photos etc. ▪ Enhance visitor appreciation, greater constructive use by community members ▪ Recreational / picnic / walks ▪ Yes, get rid of garbage & develop it as a lookout point ▪ TREMENDOUS, FSJ needs a tourism site to promote the area & it's the area that can cater to all the historic aspects as well as the environment ▪ Absolutely, and it is long overdue. ▪ Provide a much cleaner / neater image of the region if all the garbage is removed ▪ Provide a safer area for vehicles and visitors ▪ Provide a tourism attraction for visitors ▪ Yes, clean it up, mark the heritage, create a safe site to visit ▪ Absolutely. One of the only places to view the Peace. I've seen many tourists there. Many folks go for an evening drive. Fabulous sunsets or moon rises ▪ Safety – improved barriers since it is already used ▪ Visitor information, historical site viewing ▪ Clean up garbage over the edge ▪ Yes tourism – lots of history ▪ Tourism or local people want to look out on one of the most impressive rivers in Canada ▪ Yes, NEBC does not have enough Parks
4. Are there any amenities that you could envision being located at the Lookout site?	▪ Playground ▪ Picnic area ▪ Walking trails ▪ <u>No</u> playground ▪ Lookout shelter, picnic area with garbage and recycling ▪ I see a tourism centre with a lookout porch along with trails attached as being the best option

	▪ Walkway from FSJ on the other side of the ditch so walking is safe ▪ Xeriscaping ▪ Picnic site ▪ Garbage cans ▪ Water fountain ▪ Dog water fountain ▪ Lookout area ▪ Pave site – wind blows continually ▪ Road needs to be paved to lookout ▪ SPCA is up the road and it would be really nice to have a walking trail for dogs & walkers ▪ Benches ▪ Grassy area ▪ Retaining wall to stop vehicles from accessing the edge ▪ Interpretive signs ▪ Trails ▪ Benches ▪ Washroom ▪ Periodic security tours ▪ Facility inspection ▪ Only minimal or it becomes so complicated & the point of developing becomes lost in the bureaucracy ▪ Paving, barricades, picnic tables & garbage receptacles would be all that's needed in my opinion ▪ RV & bus parking ▪ Picnic area with small amphitheatre for music & busking ▪ Many kiosks scattered throughout the site with a variety of historic & environmental (geology/geography) information ▪ Hiking information ▪ Wildlife sighting plaques ▪ Picnic tables ▪ Sani-dump & toilets ▪ Garbage cans ▪ Historic info kiosk ▪ Safety trails ▪ Parking places outlined ▪ Bicycle parking ▪ Decent boardwalk site ▪ Garbage receptacles ▪ Picnic tables required on the periphery ▪ Eliminate the huge flat area for vehicle antics ▪ Kiosk with attendant needed ▪ Paved road to site ▪ Paved parking ▪ Info kiosk
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	▪ Decorative railing ▪ Safety barriers ▪ Boardwalk ▪ Outhouses ▪ Sani-dump ▪ Cement curbs well back from edge will slow up / stop people from dumping and stop vehicles from going over (average 1-2 a year) ▪ Lower speed limit – dust control – safety – lots of deer – hikers ▪ Walkway from town – safety – summer time has lots of foot traffic ▪ Steel bench screw piled in – longevity – low maintenance ▪ Overlooking heritage site – plaque – selling point for tourism ▪ Washrooms like the one on the Attachie Hill on Hudson Hope road. Pave, curb, clean-up and landscape. Vandals will mess it up but keep on it and keep it clean ▪ Playground and tables
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5. Other comments

Shannon's List of Issues Discussed

- This project should be, and maybe is, part of a larger program of historic preservation and research. The Peace River (north and south) has no authority in charge of historic site research, archive collection, important political document preservation. The Regional District hopefully is developing such a program with this one project being one of many adding to a longer term goal.
- Site was a garbage dump until approx. 1967
- 1942 – army trucks dumped over the edge
- Be prepared for a lot of garbage – may affect budget
- Hill has slid in the past and may slide more in the future
- Drainage a big concern
- Need to take into consideration bottom of slope – need fencing at the bottom to prohibit ATV & motorbikes from going up the hill
- Historically connect the graveyard down below with the lookout
- McRae concerns (adjacent property owners) kids partying at night, fires in the summer, noise, garbage in the area, safety, maintenance, on-going monitoring, drainage
- Needs something to draw people off the highway – Regional Tourism Centre and possibly a partnership with oil and gas companies
- View to Site C – could have BC Hydro as a partner
- Build a restaurant
- Accidents happen on part of road just after pavement ends – fishtailing
- Lots of large trucks get lost and have to turn around at the lookout
- There have been people camping in the bush next just before the lookout and down the bank
- One resident thinks that the kids partying place has re-located so situation may be getting better for the immediate area
- Historically, pow wows were held at the bottom of the bank and the first nations

camped at the top of the bank

Ron's List of Issues Discussed

- quads and the problem on and around the lower area (mainly)
- security issues pertaining to improvements might be problematic (5-6 folks)
- opportunity to show tourists a wonderful viewscape
- upper pad -- great place to eat lunch by the locals ... 3 folks
- history – opportunity to provide an interpretive centre in a kiosk (area was a dumping site for US army vehicles, and dump site)
- put a fence on the lower road to impede quads
- put a picnic spot north off of Old Fort Rd
- consider site for stargazing 2-3 folks
- improve the road 2x
- consider using binoculars –vandalism was mentioned
- consider upgrading the trail
- consider a garbage cleanup of the site 2-3 folks (vehicles, fridges, stoves, microwaves, glass)
- look at providing just a minimal amount of money to upgrade the viewpoint
- from 12. eluding to not gating the parking area on the upper level
- from 12. eluding to perhaps just adding 60 tryons around the circumference of the upper parking area
- maintaining a Keep It Simple Concept approach

Trish's List of Issues Discussed

Issues:

- Speed limit needs to be reduced and/or enforced
- There needs to be a bigger stop sign at the entrance to the site
- Garbage left onsite and over the edge
- Location is used to shoot off fireworks
- After hours noise and parties
- Ditching on side needs to be replaced or upgrades
- Need signage that tells users there is a steep drop off
- Squatters
- Difficult to walk along the road to the site because there is no sidewalk or safe path
- Too much gravel, site needs paving to reduce dust and mud

Ideas:

- Despite the slope the area is good for hiking
- Make the lookout structure out of metal so it can't be burned
- Make a full circle walking trail that is off the road and safe
- Make it day use only
- The site could be made into a rest stop with a restaurant
- Add decking and guard rails
- Purchase adjacent parcel and make into a larger park
- Partner with the Energy Interpretive Centre to develop an attraction
- Make designated trails for hiking & ATVs
- Move the FSJ Tourism Centre to the site
- Add items that draw people there like monuments, proper signage and stationary binoculars
- Add picnic area with concrete tables

Concerns for future:

- Site needs have someone to maintain it and be a presence there to reduce vandalism and crime (possibly 24 hours)
- Ability to ticket for after hours use

History:

- The property may have at one time been owned by the Beattons

Email Response:

A resident from North Pine

- 1) the garbage needs to be cleaned up
- 2) she is concerned about safety and that barriers and reflectors should be installed to increase safety
- 3) there is an old sign that warns people about the drop off, but it has been grown over by trees or shrubs
- 4) they often take friends and family there when they come to visit and although they enjoy the scenery the safety issue always comes up
- 5) in 1985 when they moved to Canada there used to be very large trees at the site which she thinks stopped people from driving over the edge

Email Response:

The lookout is my favourite place to have lunch in the summer. Unfortunately I have a meeting during this community check in so I can't attend although I think that if the PRRD installed concrete picnic benches, garbage cans and cleaned up the bottom of the hill (all of the old vehicles) it would only enhance this area. Maybe a barrier or small fence should be installed at the end of the road (where you drive up to it) so that vehicles can't go over the end of the bank. There were a couple of concrete barriers there before but I can't remember if they are still there.

Email Response:

In regards to the proposed development of the lookout area, I have included a few points;

1. If we are to encourage people to take 100th to the lookout area then upgrades to the road will be a 'must' not only for the safety and comfort but also to the existing property owners who will see an increase in traffic.
2. Proper safety factors must take precedence to the view as history in this area has indicated safety needs a bit more attention. This not only should include barriers and safe parking/turning areas but also proper lighting.
3. If we are encouraging people to the area then we must also encourage proper maintenance; garbage, snow removal, security measures, etc.

Taking just these few points into consideration we can all see that a 'staged' upgrade is going to be more than a few dollars upfront to make the area look good.

In addition to the above concerns what about;

- The cost for the clean up needed just to get started,
- the upkeep and costs associated with the long term care for the area,
- costs for the marketing and promotion of the point to create interest,

- realistically how many people will visit this area (beyond the teenagers and existing users) and will it really offset the TOTAL investment being considered, and
- where will the money come from?

If additional traffic is created in this area resulting from the look out development, then does this mean that the district is willing to encourage tourist related development leading up to the lookout point – remembering that this is in ALR territory?

Faxed Comment

I like new parks, but my concern is the PRRD going to take care of it? Last year PRRD decided to close the Beaton Park on the way to Cecil Lake. This park was still well used even though no maintenance was done for years. On a hot day you could count 100 cars at this location. I question the use of our tax dollars after just abandoning the Beaton Park which would have been used more if maintained.

Appendix 2

Geotechnical Quote



Consulting
Engineering

Inspection
& Testing

Materials
Technology

9211 – 100 Ave.
Fort St John, BC
V1J 1X6

Tel. (250) 261-6615
Fax (250) 261-6614

Branch Offices:

- Abbotsford
(888) 855-9753
- Surrey
(604) 543-8871
- Whistler
(604) 938-2812
- Kelowna
(250) 860-9955
- Squamish
(604) 898-1420
- Salmon Arm
(250) 803-0248
- Burnaby
(604) 436-9111
- Williams Lake
(250) 296-4118
- Dawson Creek
(250) 782-8557

November 23, 2009
Our Proposal No.: FSJ204

Focus
10716 – 100th Avenue
Fort St. John, BC
V1J 1Z3

Attention: Mr. Rick Franzen, g.s.c.

**RE: Geotechnical Investigation and Slope Stability Assessment
Proposed Peace River Lookout Development
South End of 100th Street
Fort St. John, BC**

Northern Geo Testing & Engineering Ltd. (Northern Geo) is pleased to provide Focus (Client) with this cost estimate for Geotechnical Engineering services. Northern Geo is a full service, geotechnical engineering and materials testing company, fully qualified to carry out this assignment. We offer the services of over 150 engineers and technicians as well as CSA certified materials testing laboratories from four (4) locations throughout B.C. Our Fort St. John office is conveniently located to service your project on short notice.

GEOTECHNICAL INVESTIGATION

Based on the conceptual drawing provided to Northern Geo, it is understood that the Peace River Regional District (PRRD) proposes to develop the south end of 100th Street with an upgraded and restored lookout area, including a paved parking area, staging and picnic areas, a viewing shelter, parks, trails, monuments and educational features. The site overlooks the Peace River Valley with a long slope extending approximately 160 m vertically to Old Fort Road over steep and undulating slopes, and an additional 60 m over flatter hummocky slopes down to the Peace River channel.

There are significant surface erosion features (water-carved channels with debris), soil slumps and scarps, indicating both surface and below surface soil instability potential on and below the site. It is also understood that there have been geotechnical assessments undertaken by others in the Old Fort area below the proposed developments, and that these assessments have indicated both shallow and moderately deep to deep-seated instability. The anticipated soil stratigraphy below the outlook area will likely consist of clay, clay tills and clay shale with possible sand and gravel layers.

We propose a threefold investigation process – A) to initially review existing landslide and slope inclinometer information (desktop study) in the area; B) to assess the overall global slope stability conditions at the site with deep test hole drilling and slope data and C) to evaluate the near surface conditions at the site for foundation design of the proposed development with shallow test hole drilling.

The proposed investigations may be carried out as one project simultaneously, or possibly as three separate, but related studies.

A) Desktop Study

Northern Geo would carry out research in order to review existing mapping, test holes, slope failures, slides and any slope inclinometer information, where available in the area. A report of the findings would be provided summarizing the existing available information and potential future slope failure risk assessment, based on these.

January 20, 2020

B) Slope Stability Assessment

Northern Geo proposes to advance one deep borehole at the site to a minimum depth of 180 m. The test hole would be drilled, logged and sampled using an air rotary drilling rig. A slope inclinometer would be installed, and then monitored periodically over several months to a year or more, in order to measure the magnitude and depth of possible deep seated slope movements and advise on overall slope stability potential. The installed Slope Indicator could also determine that there is little to no deep seated movement at the actual location of the proposed development; however, this data would also provide valuable historical information in the event of future ground movements.

C) Foundation Assessment

Northern Geo proposes to advance six shallow test boreholes; four to 3 m depth and two to approximately 8 m with geotechnical testing for this phase of the work.

A local drilling rig from Fort St. John would be used to drill the bore holes. Depending on soil conditions encountered, the estimated depth of the bore holes may vary. Northern Geo expects the field work would be completed in approximately one day (6 to 8 hours).

BC One Call would be notified and other underground utilities prior to undertaking the drilling.

Due diligent care would be exercised to avoid damaging any existing utilities, however, we would still depend upon the accuracy of the utility locates and other information provided to us.

The boreholes will be logged and sampled by a representative of Northern Geo. All soil samples including Standard Penetration testing (SPT's) and undisturbed Shelby Tube samples and other representative soil samples would be returned to our laboratory for moisture content, soil classification tests, grain-size analyses, unconfined strength tests and water soluble sulphates and other tests, as required.

Upon completion of the field work, Northern Geo will prepare geotechnical reports summarizing the findings of the field and laboratory work, soil stratigraphy, groundwater conditions and slope inclinometer information, and provide geotechnical recommendations for the proposed site development including foundation recommendations, slope stability and setback recommendations, site preparation, comments and recommendations on site drainage, trenching of utilities, backfill and compaction specifications, as required. Northern Geo will prepare three separate reports for each phase of the work or one report encompassing all phases of the work. If a Slope Indicator is installed at the site as described above, it would be necessary to set up a monitoring schedule so that Northern Geo staff could monitor the installation and return the data to the Client. Along with a plot of the data, interpretation of the data and recommendations on further reading frequency would also be provided.

Testing or assessment of soils with respect to environmental considerations is outside the scope of this proposed geotechnical assessment.

COMPANY OVERVIEW AND QUALIFICATIONS

Northern Geo's operations offer full-service solutions to clients throughout British Columbia and Northern Alberta. We are dedicated to the consistent achievement of industry-leading standards of excellence in consulting, including:

- Geotechnical engineering
- Materials engineering
- Testing and inspection
- Infrastructure and civil projects

With ten (10) locations in British Columbia, the company can draw on its experienced local managers and geographical reach to support the needs of clients, regardless of project size and complexity. Northern

Geo's depth of resources allows us to provide you with innovative solutions engineered to fit perfectly with your business challenges.

Our ability to attract and retain highly educated, trained and dedicated professionals enables Northern Geo to meet the diverse needs of clients. The company supports the development of its staff through training opportunities, the latest technological tools and interoffice exchange of information.

ESTIMATE OF FEES

Northern Geo's estimate of fees is provided in three parts as Table One. The estimate of fees is based on the information available to Northern Geo at the time of preparation of this proposal. If extremely poor ground conditions are encountered and deeper boreholes are required, Northern Geo will contact the Client for authorization prior to deepening the test boreholes. The estimate of fees also assumes all hours at regular time rates. Overtime rates may apply to hours outside of 8:00 to 17:00 Monday to Friday.

RESUMES OF KEY SENIOR PERSONNEL

Mike Robinson Operations Manager

Mr. Robinson has been involved as a civil engineering technician in various projects through north-eastern British Columbia, Vancouver Island and the Lower Mainland for 16 years. These projects have included performing proctor tests and compaction testing on various types of fill, from plastic clay to well graded crushed aggregate, in an assortment of residential subdivisions and roads, commercial and industrial construction sites, and oil field plant sites. Other work has included concrete testing and quality control and assurance from residential to industrial sites, high-rise office towers, airports and rapid transit sky trains, asphalt testing and design, emulsion and cutback testing, laboratory and field soil testing. In addition, Mr. Robinson's experience extends to construction monitoring and quality control/assurance services for a wide variety of projects, including excavation and backfill supervision, landslide repair, aggregate crusher product at rock and gravel quarries, installation of driven steel piles and cast-in-place concrete piles and septic envelope design. Mr. Robinson has also been involved extensively with Municipal and Ministry road investigation/design, construction supervision and construction materials testing in North-eastern British Columbia for the past 8 years.

David Neitsch, P.Eng. Senior Geotechnical Engineer

Mr. Neitsch has extensive geotechnical engineering, field construction monitoring, soils and materials testing experience working in Alberta and British Columbia over the last 22 years. Since 2000, he has worked out of Edmonton, AB and Kelowna, BC involved in many field projects from on-site inspection, testing and reporting on several highway slide repair jobs to quality control and quality assurance testing and management of landfill construction to extensive test drilling programs. He has worked up in the developing oilsands mining area at Fort McMurray managing a materials testing office. Prior to working out of Northern Geo's Fort St. John office in 2009, Mr. Neitsch has carried out geotechnical engineering consulting work in the Kelowna and Okanagan Valley area since 2007. He was the geotechnical consultant for the construction of the Turtle Lake Dam, earth filled reservoir, southeast of Kelowna in 2007 and 2008.

David Neitsch has experience with numerous geotechnical engineering investigations and reports on both residential and commercial developments in the interior of British Columbia providing foundation design for both shallow and deep foundations, slope stability issues and remediation work, soft soils and swelling clay sites. Mr. Neitsch is a specialist in geotechnical construction inspection, contract supervision, field engineering including quality assurance and control (QA/QC) and field construction trouble-shooting. He has worked successfully with many clients and contractors on a variety of projects. He has also supervised all types of geotechnical drilling, including the installation of slope inclinometers.

TABLE ONE
ESTIMATE OF FEES

PART A) DESKTOP STUDY

RESEARCH – allow about 1 day	\$1500
REPORT PREPARATION	\$1000
TELEPHONE, FAXING, COMPUTER - 3% of fees	\$75
ESTIMATED TOTAL + GST	\$2575.00

PART B) SLOPE STABILITY ASSESSMENT

LOCATES (includes BC One Call, private or public locators, if necessary)	\$500
DRILLING SUBCONTRACTOR(S) – see attached quote	*\$30,000
FIELD WORK (includes logging and sampling test holes, slope inclinometer installation and initial measurements)	\$5000
SLOPE INCLINOMETER CASING & PROTECTIVE HOUSING	\$9000
LABORATORY TESTING, includes moisture contents, Atterberg Limits (~4), Hydrometers (~4), Unconfined compressive strength tests (~4) Other – sulphates, chlorides, pH, Resistivity, as required	\$3000
REPORT PREPARATION (includes soil logs, plan & recommendations)	\$4000
TELEPHONE, FAXING, COMPUTER - 3% of fees	\$1545
ESTIMATED TOTAL + GST	\$53,045.00

*If the Client does not request that the subcontractors bill the Client directly, a 15% surcharge will be applied. The above quote does not include future slope inclinometer monitoring costs.

AT THE TIME OF WRITING THIS PROPOSAL, NO FIRM DRILLING QUOTES HAVE BEEN RECEIVED BY NORTHERN GEO, THEREFORE, PART B OF THIS ESTIMATE SHOULD ONLY BE USED FOR DISCUSSION PURPOSES AT THIS POINT.

PART C) FOUNDATION ASSESSMENT

	\$500, contingent on timing of the work with part B
LOCATES (includes BC One Call, private locates, if necessary)	
DRILLING SUBCONTRACTOR(S)	*\$2000
FIELD WORK (includes logging and sampling test holes, travel, etc.)	\$1200
LABORATORY TESTING, includes moisture contents, Atterberg Limits (~3), Hydrometers (~2), Unconfined compressive strength tests (~2) Other – sulphates, chlorides, pH, Resistivity, as required	\$1500
REPORT PREPARATION (includes soil logs, plan & foundation recommendations)	\$2500
TELEPHONE, FAXING, COMPUTER - 3% of fees	\$231
ESTIMATED TOTAL + GST	\$7931.00

*If the Client does not request that the subcontractors bill the Client directly, a 15% surcharge will be applied.

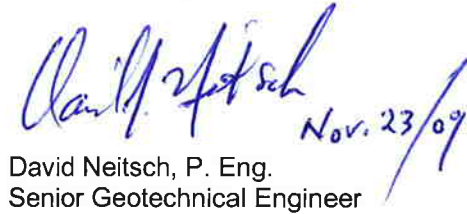
The above estimate of fees assumes mobilization (travel), field drilling and sampling work only. Any delays due to site access, work permits, etc. would be at hourly rates. It is recommended that a contingency amount of approximately 15% of the estimated total cost be provided in the event of construction delays due to adverse weather conditions, overtime work, problematic conditions and unforeseen circumstances beyond Northern Geo's control.

On-going monitoring of the Slope Inclinator and reporting results would be invoiced to the Client on an as required, hourly basis. Discussions, attendance at meetings and other Client requests would also be charged at current hourly rates.

Northern Geo would like to thank you for the opportunity to submit this cost estimate. If you have any questions regarding this cost estimate, or if we can provide any additional information, please contact one of the undersigned below at the Fort St. John office directly at (250) 261-6615.

Yours truly,

Northern Geo Testing & Engineering Ltd.
A Metro Testing Laboratories Ltd. Company


David Neitsch, P. Eng.
Senior Geotechnical Engineer


for Mike Robinson
Operations Manager

Appendix 3

Stakeholder Consultation

Ministry of Environment – Steve McIvor

The Lookout site is in hunting area – basically anything outside of municipal boundaries is hunting area.

The Lookout is located in Management Unit 734

Deer-Nov 1

Moose-Aug 15

Elk-Sept 1

Black bear-Aug 15-Nov 15, Apr 1-June 15

The Regional District can apply for a “No-Shooting” zone to be applied to the area however; Steve did not think that there was a danger issue because of the close proximity to the City limits.

Ministry of Environment – Steve Fraser

Ministry has no concerns about the project

First Nation Consultation – Erma Stanonik 250-785-0612 ext 224

Trish Morgan met with the Treaty 8 Dane-zaa Beaver Language Authority. The elders were in support of the project and the design. They indicated that if the project goes ahead they would likely be interested in working with the Regional District in the future by providing First Nations cultural and historical information as part of the interpretive information incorporated into the project.

Northeast Invasive Plant Committee

Dalmation Toadflax – NEIPC Plan says all sites will be managed – there is an issue with the large site found this year at the Fort St. John Lookout. Bio control agents were released in the centre of this large infestation on very difficult terrain while strategies to eliminate the site are investigated. Note the bio control has been very successful in other parts of the province.

Carignan, Gaetane D ILMB:EX - Gaetane.Carignan@gov.bc.ca

This is probably a side issue, but I know that the lookout has a yellow-toadflax problem (one of the 12 most unwanted weeds in the Peace). Steph and I treated it with bio-control last year (we released special, expensive bugs on it). This was due to the steep slopes being too hazardous to allow for spraying herbicides. Developments in this area should take measures to control further spread. Also, we'd hate to lose our population of expensive bugs for no good reason, so hopefully nobody will go spray a bunch of chemical without first consulting us and giving us a chance to get our bugs back.

Fort St. John Visitor's Information Centre – Deanna Hill, Visitor Services Coordinator

From the Visitor Centre's perspective - I think it would be fabulous to have a park at the Lookout! We send visitors out there quite often in the winter and summer to see the awesome view. However, we always have to warn them about the sometimes rough road and to take care around the edge. Any upgrades or safety developments would be welcome.

Appendix 4

Community Check-In (February 17, 2010)

Advertising for the event as follows:

Energeticcity.ca
Feb. 13th to Feb. 17th, 2010

CBC
Emailed to the CBC North website for their community events section

Alaska Highway News
Thursday, Feb. 16th

Northeast News
Thursday, Feb. 11th

The PRRD website posted the day and time

Moose FM
Press Release sent out

PRRD emailed electronic invites to various stakeholders for distribution to membership

Welcome to the
Peace River Regional District

Peace Valley Lookout Community Check-In

The Peace River Regional District (PRRD) is undertaking a feasibility study to guide their decision regarding acquisition of park land, development of park facilities and a lookout and projections for potential capital and costs related to construction and on-going maintenance for the Peace Valley Lookout site.

Community Check-In Purpose...

- Inform rural and Fort St. John residents as well as surrounding area stakeholders about projects happening in their area
- Gain local knowledge of the Lookout area
- Gather input on significant themes / concepts for the Lookout
- Gather input on marketing opportunities and benefits of creating a Regional Park

We Need your Input...

- Please provide comments on spaces defined on project boards
- Please vote for your favourite theme with red and green dots
- Please talk to PRRD staff and Focus representatives about your concerns, experience and vision for the Lookout site



You Could Win!

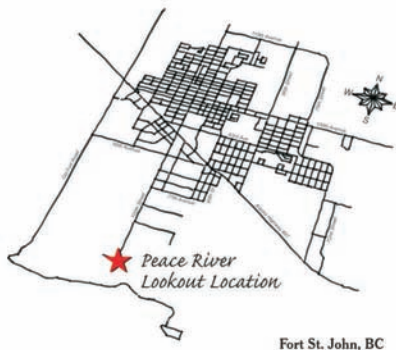
Please fill out an exit survey and have your name entered into a draw for a Winter Vehicle Emergency Kit!

Peace Valley Lookout

Welcome



FOCUS
Engineering • Construction • Planning



Fort St. John, BC



Google Earth 2008



Study Area

Google Earth 2008



Peace Valley Lookout

January 20, 2020

Context



FOCUS
Engineering • Construction • Planning



COMMENTS - write them here

Peace Valley Lookout

Furnishing
Palette



PHASE ONE

Preliminary Site Assessments	\$2,575.00
Geotechnical Desktop Study	\$10,045.00
Environmental Site Assessment	\$12,620.00
TOTAL	\$25,240.00

Based on the Preliminary Geotechnical and Environmental results, the following costs could include:

Geotechnical Slope Stability	\$53,045.00
Geotechnical Foundation Assessment	\$7,931.00
Environmental Remedial Options Report	\$6,320.00
Environmental Remediation & Reporting	\$270,625.00
TOTAL	\$337,921.00

TOTAL POTENTIAL COSTS FOR PHASE ONE - \$350,541.00



PHASE TWO \$212,908.00

- Includes:
- Engineering Design Fees
 - Drainage
 - Site Furnishings including:
 - trees (windrow to screen neighbours)
 - waste receptacle (bear proof)
 - guard rail
 - boulders
 - entrance sign
 - concrete pad for picnic tables
 - picnic tables
 - washroom facilities
 - lighting



PHASE THREE \$194,978.00

- Development of Parking Lot Including:
- grading
 - subbase preparation
 - base gravels



PHASE FOUR \$153,352.00

- Includes:
- Finish Grading (grass area)
 - Topsoil Placement
 - Grass Seed
 - Parking Lot Asphalt Surfacing
 - Paving Stone Staging Area
 - Site Furnishings including:
 - pipe and chain fence



PHASE FIVE \$114,027.00

- Includes:
- Shade Pathway
 - Trees
 - Shrub
 - Wood Deck (2)
 - Site Furnishings including:
 - interpretive signs
 - gazebo
 - benches
 - bollards
 - kiosks

COMMENTS - write them here

Peace Valley Lookout

January 20, 2020

Phasing and
Cost Estimates



February 17th Peace River Lookout Survey Results

Questions	Results
1. Check where you currently live: • Electoral B • Electoral C • In Fort St. John • Other	0 4 8 3
2. Do you think the proposed concept for the Peace Valley Lookout accommodates all the current uses? • Yes • No What uses do you believe need to be accommodated?	9 7 ▪ Closed gazebo with heating and stargazing. Keep it simple. The current plan is too expensive and complex. Less will do. ▪ Cement barracades at crest of hill. Gravel ▪ Aesthetic view immediately below site ▪ Indoor heated lookout – like we do sitting in our vehicle ▪ I think the parking lot should still overlook a portion of the ridge. It is cold here and barriers can be built closer to the edge ▪ Historical photos and info of the srea, extension to the FSJ walking trails ▪ I would like to sit in my vehicle and see the river in winter (FSJ climate) ▪ Pictures of the old Fort ▪ A biking / walking trail from the city to the point ▪ Walking path to bottom of hill to Old Fort Road ▪ Advances in the new walking area, history of the area when and how it all come to be ▪ Sight-seeing and hiking access ▪ Just basic uses – anything too elaborate will be destroyed by vandals and anything wooden will be burned, vandalized or otherwise destroyed ▪ Not a good concept – viewpoint only ▪ Stargazing, sunrise / sunset vantage point, lunch stop, washroom, trash receptacle

3. How would you like the potential park to be funded? • A minimal tax increase across the entire region • Corporate donations • Provincial / federal funding • A combination of the options above • other	1 2 4 8 1
4. Other comments ▪ The area looks more natural without the park. It would encourage a bad type of tourism that may pollute and change animal habitat due to people population scaring them away ▪ No tax money, get volunteers and contractors, fix a road or street ▪ The visible garbage in at least three to five ravines must be covered over and re-seeded and re-shrubbed (i.e. low bush juniper) to look good all the time, not just in winter ▪ Power to viewing area, less parking, more park ▪ We like to sit in our heated vehicle and watch the sun rise and set on the river in the winter which is 6 months out of the year. We are there 30 min to 1 hour several days per month ▪ Build the parking lot along one half for parking right to the edge and of a path is needed, build it on the other half ▪ I believe this is a great use for this site. It would be nice to have it cleaned up ▪ This is not a popular site, make it safe and available. Please do not go overboard ▪ Fence bottom of hill to stop vehicles from driving up hill, clean garbage ▪ Xeriscaping instead of lawn ▪ Who and how will the maintenance be funded? Make all permanent structures wide enough for truckers to turn around easily ▪ It will be an asset to the Fort. St. John area to have a place that will be put to use for the right reasons ▪ It is about time ▪ Keep it simple and basic. Barricades that cannot be removed around the outside, pave the area and not much more ▪ Remove and extend to viewpoint. Compare revenues taken out of this country to what is put back. Heavy vehicles have pounded 100th street south into the ground. Highways, ICBC and provincial government could get themselves good press ▪ The current state of the lookout is almost perfect for the majority of current and potential users. Most of these people use it as a place to watch the sunrise, eat lunch, pick some wild Saskatoon berries in the midsummer or unwind before going home after work. The ideal upgrade for the area, in my opinion and my wife's is a basic cleanup, grade or pave the parking area and ring the edge with concrete barriers as those used along curves on a highway. For environmental and aesthetic reasons, toilets would be nice as well as some sort of garbage receptacle. Other than that, I feel that the area should be left much in its current layout, primarily because in the winter it is unlikely that many people will be keen to park away from the edge and walk the loop. The Fish Creek College trails serve that purpose very well and it is unlikely that active people that frequent the College trails will desert	

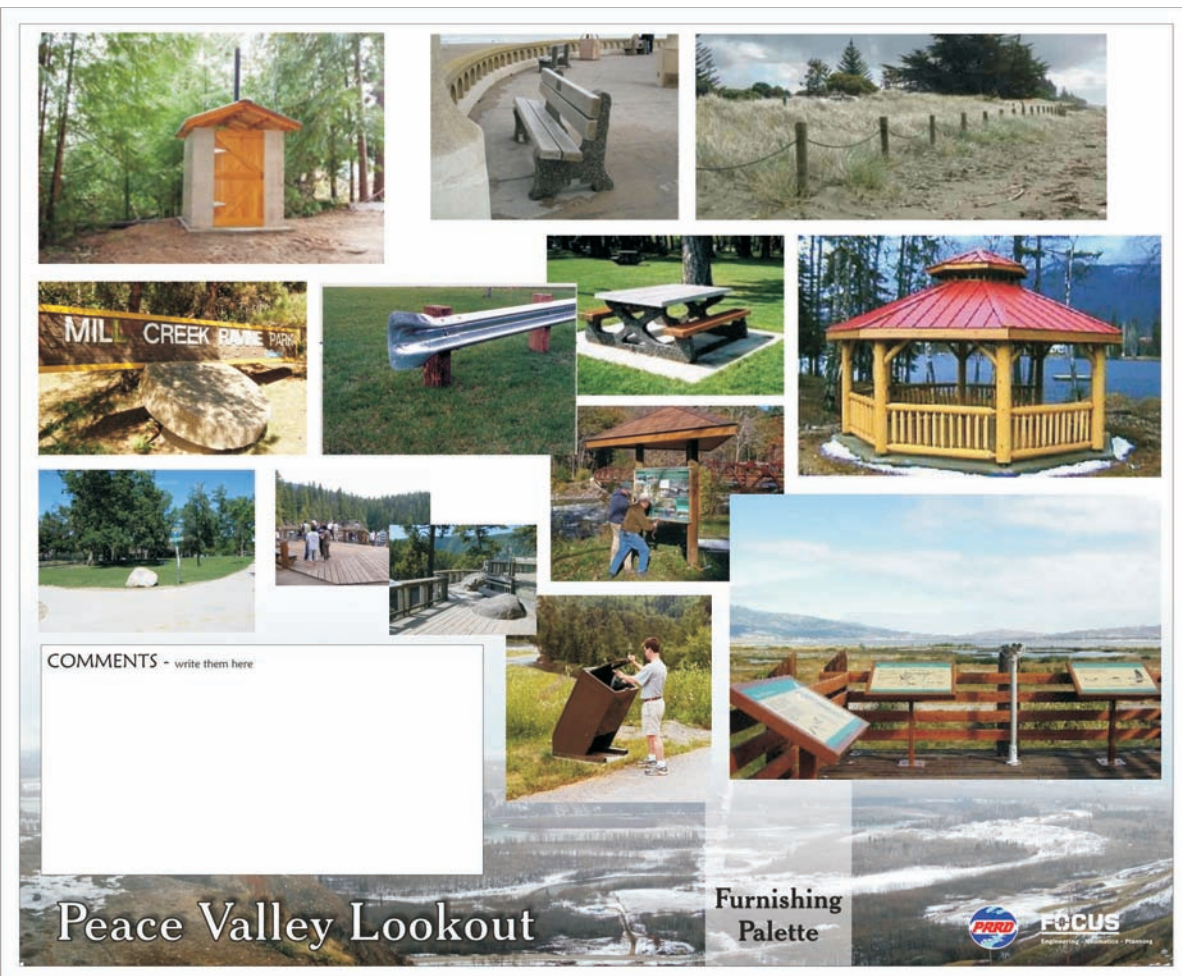
then for a 100m loop at the lookout and are likely to appreciate turning it into a carbon copy of the College trails trailhead. I generally support the KISS principle in regards to this development

Shannon's List of Issues Discussed

- Residents of Old Fort concerned about dumping
- Worries about vandalism
- Need to keep vehicles from the edge
- Concrete outhouses good – less vandalism
- Can't see the view from the parking lot – perhaps move the parking closer to the edge so people don't have to get out of their cars in the winter
- A walking trail from the bottom to the top – water access
- A walking trail along 100th street
- ICBC / Highways involvement – paving of site and paving of 100th street
- Vandalism issues – perhaps should just be a simple lookout without interpretive panels
- Signs about garbage dumping fines – 1-800 number for reporting
- Tai-chi programming – club is interested in the area – less parking, more green space – make lots of green space because once it is developed, the natural space is gone for ever
- Possibly use fill from surrounding areas
- Possibly put power to viewing deck so there can be music and concerts
- Need bicycle racks

Appendix 5

Peace Valley Lookout – Concept Plan



Appendix 6

Cost Estimates and Phasing

PEACE RIVER LOOKOUT PLANNING FEASIBILITY STUDY					
Concept Plan					
PRELIMINARY CLASS 'C' COST ESTIMATE					
ITEM	DESCRIPTION	UNIT	QTY	RATE	TOTAL
1	Geotechnical				
	Desktop Study	ea	1	\$2,575.00	\$2,575.00
	Slope Stability Assessment	ea	1	\$53,045.00	\$53,045.00
	Foundation Assessment	ea	1	\$7,931.00	\$7,931.00
2	Environmental				
	Environmental Site Assessment	ea	1	\$10,045.00	\$10,045.00
	Remedial Options Report	ea	1	\$6,320.00	\$6,320.00
	Remediation (debris removal and disposal)	ea	1	\$264,855.00	\$264,855.00
	Environmental Reporting	ea	1	\$5,770.00	\$5,770.00
3	finish grading (grass areas)	m ²	3,210	\$1.60	\$5,136.00
4	drainage	ls	1	\$20,000.00	\$20,000.00
5	topsoil	m ²	3,210	\$2.50	\$8,025.00
6	seed grass	m ²	3,210	\$2.15	\$6,901.50
7	parking lot - gravel surfacing includes grading, subbase prep & base gravel	ls	1	\$150,000.00	\$150,000.00
8	parking lot asphalt surfacing	m ²	3,073	\$20.00	\$61,460.00
9	shale pathway	m ²	461	\$8.00	\$3,688.00
10	trees	ea	26	\$450.00	\$11,700.00
11	shrubs	ea	20	\$30.00	\$600.00
12	paving stone	m ²	190	\$88.00	\$16,720.00
13	wood deck (2)	ls	1	\$50,000.00	\$50,000.00
14	interpretive signs	ea	4	\$1,000.00	\$4,000.00
15	gazebo	ea	1	\$10,000.00	\$10,000.00
16	waste receptable (bear proof)	ea	2	\$1,150.00	\$2,300.00
17	benches	ea	7	\$1,000.00	\$7,000.00
18	bollards	ea	7	\$250.00	\$1,750.00
19	guard rail	lm	34	\$140.00	\$4,760.00
20	pipe and chain fence	lm	196	\$100.00	\$19,600.00
21	boulders	ea	35	\$300.00	\$10,500.00
22	kiosks	ea	2	\$1,200.00	\$2,400.00
23	entrance sign	ea	1	\$5,000.00	\$5,000.00
24	concrete pad for picnic tables	ea	10	\$500.00	\$5,000.00
25	picnic tables	ea	10	\$1,200.00	\$12,000.00
26	washroom facilities	ea	2	\$7,000.00	\$14,000.00
27	lighting	ea	1	\$6,000.00	\$6,000.00
	Subtotal				\$789,081.50
	20% Contingency				\$157,816.30
	Engineering Design and Inspection Fees				\$78,908.15
	TOTAL				\$1,025,805.95
Notes:					
1. This cost estimate has been prepared from a Conceptual Design using Unit Prices known to the Consultant for current projects of a similar nature. Whereas the actual construction prices at the time of tendering may change due to factors beyond our control, we do not accept liability for the completeness or accuracy of this estimate. Land costs and financing have not been included.					
2. The cost of exploration and development of water sources, treatment, and distribution have not been included in this estimate.					
3. Legal survey and construction services have not been included in this estimate.					
Maintenance Costs					
	744hrs/yr plus equipment and supplies				\$50,000/yr

PEACE RIVER LOOKOUT PLANNING FEASIBILITY STUDY					
PHASING OPTIONS					
Phase One					
ITEM	DESCRIPTION	UNIT	QTY	RATE	TOTAL
1	Geotechnical	ea	1	\$63,551.00	\$63,551.00
2	Environmental	ea	1	\$286,990.00	\$286,990.00
					\$350,541.00
Phase Two					
ITEM	DESCRIPTION	UNIT	QTY	RATE	TOTAL
43	Engineering Design	ea	1	\$78,908.15	\$78,908.15
4	drainage	ls	1	\$20,000.00	\$20,000.00
10	trees (windrow to screen neighbours)	ea	7	\$450.00	\$3,150.00
16	waste receptable (bear proof)	ea	2	\$1,150.00	\$2,300.00
19	guard rail	lm	34	\$140.00	\$4,760.00
21	boulders	ea	35	\$300.00	\$10,500.00
23	entrance sign	ea	1	\$5,000.00	\$5,000.00
24	concrete pad for picnic tables	ea	10	\$500.00	\$5,000.00
25	picnic tables	ea	10	\$1,200.00	\$12,000.00
26	washroom facilities	ea	2	\$7,000.00	\$14,000.00
27	lighting	ea	1	\$6,000.00	\$6,000.00
					\$161,618.15
Phase Three					
ITEM	DESCRIPTION	UNIT	QTY	RATE	TOTAL
7	parking lot - gravel surfacing includes grading, subbase	ls	1	\$150,000.00	\$150,000.00
					\$150,000.00
Phase Four					
ITEM	DESCRIPTION	UNIT	QTY	RATE	TOTAL
3	finish grading (grass areas)	m ²	3,210	\$1.60	\$5,136.00
5	topsoil	m ²	3,210	\$2.50	\$8,025.00
6	seed grass	m ²	3,210	\$2.15	\$6,901.50
8	parking lot asphalt surfacing	m ²	3,073	\$20.00	\$61,460.00
12	paving stone	m ²	190	\$88.00	\$16,720.00
20	pipe and chain fence	lm	196	\$100.00	\$19,600.00
					\$117,842.50
Phase Five					
ITEM	DESCRIPTION	UNIT	QTY	RATE	TOTAL
9	shale pathway	m ²	461	\$8.00	\$3,688.00
10	trees	ea	19	\$450.00	\$8,550.00
11	shrubs	ea	20	\$30.00	\$600.00
13	wood deck (2)	ls	1	\$50,000.00	\$50,000.00
14	interpretive signs	ea	4	\$1,000.00	\$4,000.00
15	gazebo	ea	1	\$10,000.00	\$10,000.00
17	benches	ea	7	\$1,000.00	\$7,000.00
18	bollards	ea	7	\$250.00	\$1,750.00
22	kiosks	ea	2	\$1,200.00	\$2,400.00
					\$87,988.00



REPORT

To: Regional Parks Committee

Date: January 10, 2020

From: Trish Morgan, General Manager of Community Services

Subject: Prespatou Walking Trail – Permit and MoU

RECOMMENDATION:

That the Regional Parks Committee receive the report entitled “Prespatou Walking Trail – Permit and MoU” dated January 10, 2020 for discussion.

BACKGROUND/RATIONALE:

At the September 19, 2019 meeting of the Peace River Regional District Board, the following resolutions were passed;

That the Regional Board be provided with a report on the process involved for the PRRD to obtain a permit for the Prespatou Planning Committee Society – Prespatou Walking Trail project, and the creation of a MoU between the PRRD and the Society to address trail maintenance.

And;

That a letter be forwarded to the MoTI to request its rationale for denying issuance of a permit for the Prespatou Planning Committee Society – Prespatou Walking Trail project.

The Prespatou Planning Committee Society (PPCS) is working to develop a 680 meter long walking trail to connect the Prespatou Elementary School, restaurant, churches, store, and senior’s complex in that community. This trail has been proposed for development mainly in the road right-of-way – a portion of the trail will fall on School District No 60 property and on private land. Currently, Prespatou residents (specifically seniors and school aged children) walk on a paved road that doesn’t have a shoulder which poses a risk of a harm to both pedestrians and drivers.

The PPCS received a Recreational Trails Grants-in-Aid for 2019 in the amount of \$38,561.25 for the project, but was advised that in order to claim the grant that a permit for development on must be received by the Ministry of Transportation and Infrastructure (MoTI) authorizing the development.

The Society has been in contact with MoTI to request the permit for development of this trail in the road right-of-way, and has reported that in order for the trail to be developed that the Regional District would have to apply for the permit. A letter was forwarded to the District Manager to request the rationale for denying the permit to the Society, and is attached to this report. MoTI has advised that permits for trails in unincorporated areas along road right-of-ways are typically held by the local government to allow certainty that the trail will have ongoing maintenance or is properly decommissioned in the event that it is no longer needed by the community. Depending on the status of trails operated throughout the region, the Board may wish to establish a service area in the event that the Regional District becomes responsible for conducting maintenance.

Staff Initials:

Dept. Head:

CAO:

Page 1 of 3

January 20, 2020

The Society and Ministry propose that should the Regional Board move forward with obtaining the permit, the Regional District then they could sub-lease the trail back to the Society through a maintenance agreement.

Obtaining a Permit:

In order to obtain a permit from the MoTI, the following steps must be taken;

1. Board approval to apply for permit for 'Works: Sidewalks and Landscaping'
2. Staff to submit permit application. Design plans must accompany permit application and shall consist of a key-map, general plan, profile and detailed plan.
3. MoTI receives the application and evaluates according to criteria.
4. Permit decision communicated to the PRRD with potential conditions.

Development of a MOU or Maintenance Agreement;

Should the permit be approved through MoTI, a Memorandum of Understanding or maintenance agreement will be developed between the PRRD and PPCS. The maintenance agreement would include provisions for insurance, maintenance standards, funding, and decommissioning. The following steps would be required;

1. Staff to prepare a maintenance agreement, review maintenance agreement with the PPCS, make changes as required, forward to the PPCS for signature, forward to the Board for review and signature.
2. Implementation – The PPCS would complete the work according to the provisions laid out in the approval letter (if approved).

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee provide further direction.

STRATEGIC PLAN RELEVANCE:

- ☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

The Regional District has granted the PPCS \$38,561.25. At this time there is no other cost to the Regional District with the exception of staff time to complete this work and to monitor any future agreements.

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

Should the Regional Parks Committee consider moving forward with this project, the following issues of note may impact project budget and timeline;

1. Easements for Private Property: While the proposed trail is largely within MoTI right-of-way, it is proposed to also cross School District #60 property and commercial property. It is recommended that the Society obtain legal easements or other land use agreements with the owners of these properties.

2. Water Crossings: The trail is reported to cross a waterway. In order to cross a waterway on crown land, any bridge must be engineered to the Ministry of Environment's standards. In addition, a permit to work in and about a stream may be required.
3. Road Crossings: There are two places where this proposed trail crosses a road. Any road crossings need to adhere to standards set in the Active Transportation Guide and as a requirement of the permit.
4. Liability: Should the trail be built and permit held by the Regional District, the Regional District would be taking on some risk of liability for trail users, even if the Maintenance Agreement has provisions for insurance and risk. The permit holder owes a duty of care to ensure that any person will be reasonably safe in using the trail. According to the Ministry of Forests, Lands, Natural Resources and Rural Development, the duty of care is to (a) not create danger with intent to do harm to the person or damage their property, and (b) not to act with reckless disregard to the safety of the person or the integrity of their property.
5. Long-term operational costs and management: Trail development, maintenance, and operational costs are proposed to be borne by the Society. However, should the Society find itself unable to pay these costs, the Regional District as the permit holder may be responsible for outstanding costs related to the trail.
6. Staff Time: PRRD staff would be responsible for the permit application, including development of the maps, detailed plan, and preparation and submission of the application. Further, staff would also be responsible for the development of a Maintenance Agreement or MOU, including research, preparation, review, and negotiation. The PRRD would also be responsible for agreement management, which would include ensuring that all of the requirements in the proposed Maintenance Agreement are met, and annual or twice annual site visits.

Attachments:

1. PPCS Letter of Request
2. PRRD Letter to MoTI
3. MoTI Letter in Response

REQUEST FOR PERMIT APPLICATION

September 6, 2019

To the Board of Directors

Peace River Regional District

1981 Alaska Avenue, Dawson Creek, BC V1G 4H8

We, the PPCS (Prespatou Planning Committee Society), are calling on the help of PRRD to help us obtain a permit so that we may go ahead with our walking trail. We have been dealing with Beth Bahm at the MOTI and she claims they have taken it to many different levels and are not capable of issuing us a permit. We are asking if you could apply for a permit and then sub-lease it back to us.

The reason we are trying to establish a trail is so that the students have a safer place to walk, to and from the school, and also for the general public. We believe it will also be used by teachers and community members. The main road through Prespatou, is a narrow, two lane road that is getting increasingly busy. Especially with the new Co-op fuel station. It will be more relaxing and enjoyable for pet owners and child care workers to not be walking on the busy non-shouldered road.

The route we are now asking a permit for would be 680m in length and 2.44m wide. The materials that we are planning on using are shale, crushed gravel and a bridge over the creek. We will not be paving for now as we have limited funds, but thought this would be a start.

Our project budget is as follows:

-mulching	\$1,000.00
-grass seeding	375.00
-base material	5,625.00
-base material hauling	5,625.00
-compactor	1,000.00
-Grader & material placing	4,380.00
-bridge material	9,950.00
-bridge labour	6,000.00
-supervision	2,000.00
TOTAL	\$35,955.00
-contingency fund	<u>3,595.50</u>
GRAND TOTAL	\$39,550.50

For maintenance we have a few options but one in particular that is seeming to stand out. We have a local contractor that gave us a quote for \$3000/winter, on an average winter in Prespatou. He is

January 20, 2020

REQUEST FOR PERMIT APPLICATION

currently upkeeping the PRRD waste management yards for Tervita. We plan to get funding through donations and possibly grants. We hope to be getting a minimum of six local companies to sign a funding commitment of \$500.00 annually for a 3-year contract. In case we do not find any more grants or don't get funding, then we can fall back onto our committed contractors. We already have a few 3-year contracts signed worth \$1500.00. We are having a public meeting on September 27th, 2019 where we will be asking for additional support. We are hoping to have our trail open year-round.

We need the PRRD to obtain the permit for us because of the fact that the MOTI will not issue us a permit and wants us to build the trail on private property. Unlike the PRRD who is asking us to keep the trail on the ministries right of way as much as possible.

Thank you in advance;

Prespatou Planning Committee Society

Note: Maps attached

Walking Trail

Co-op

Legend

-  Co-op Station
-  Property Line
-  Store Rd
-  Prespatou Elementary-Secondary School
-  Trail

 Co-op Fuel Station

Prespatou Rd

Google Earth

Image © 2019 DigitalGlobe
© 2018 Google

January 20, 2020



100 m

Untitled Map

Write a description for your map.

Legend

-  Feature 1
-  Feature 2
-  Prespatou
-  Restrunt



Titled Rd

Restrunt

Google Earth

Image © 2019 DigitalGlobe
© 2018 Google

January 20, 2020

70 m



Walking Trail

Overview

Legend

-  Co-op Station
-  Property Line
-  Prespatou Elementary-Secondary School
-  Trail

Google Earth

Image © 2019 DigitalGlobe
© 2018 Google

Restaurant

January 20, 2020

Prespatou Rd

Trind Rd

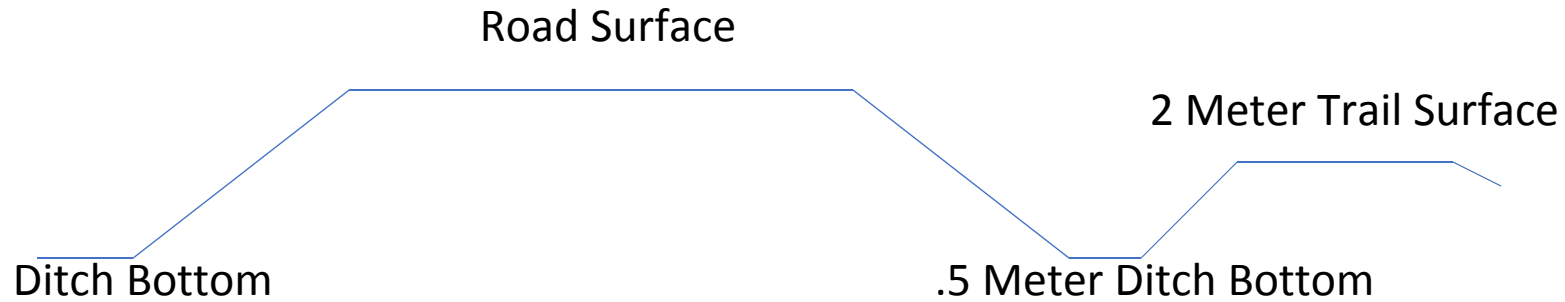
Store

Co-op Fuel Station



300 m

Typical Walking Trail Profile



Trail is to be constructed using compacted granular material sourced locally and topped with $\frac{3}{4}$ " crush gravel and compacted.

Prespatou Walking Trail

Maintenance Commitment

I/We _____ of _____ commit to funding the maintenance of the Prespatou Walking trail up to a yearly amount of _____\$ for the next 3 years. This commitment will come into effect upon completion of the trail and then be in effect for three years.

_____	_____	_____
Name	Sign	Date

☐ We wish to have our company name displayed on the maintenance plaque

☐ We do not wish to have our company name displayed on the maintenance plaque

Prespatou Walking Trail

Maintenance Commitment

I/We Joe Bergen of Hotsaw Logging commit to fund the maintenance of the Prespatou Walking trail up to a yearly amount of 1,000.00 \$ for the next 3 years. This commitment will come into effect upon completion of the trail and then be in effect for three years.

Joe Bergen

Name

[Signature]

Sign

Sept 6/19

Date

☒ We wish to have our company name displayed on the maintenance plaque

☐ We do not wish to have our company name displayed on the maintenance plaque







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Example of a
barrier to keep
vehicles off of
the trail



January 20, 2020



PEACE RIVER REGIONAL DISTRICT

October 29, 2019

Katie Ward
Acting District Manager Transportation
Peace District
Suite 300, 10003 – 110th Avenue
Fort St. John, BC
V1J 6M7

via email: Katie.Ward@gov.bc.ca

Re: Prespatou Trail Permit Request

At the September 19, 2019 Board Meeting of the Peace River Regional District (PRRD), the following resolution was passed;

"That a letter be forwarded to the Ministry of Transportation and Infrastructure to request its rationale for denying issuance of a permit for the Prespatou Planning Committee Society – Prespatou Walking Trail project"

As you may know, the Prespatou Planning Committee Society is seeking to apply for a permit from the Ministry of Transportation and Infrastructure (MoTI) in order to establish a trail in the road right-of-way. The proposed route is 680m in length and the path would be 2.44m wide. This trail is proposed to connect the Prespatou Elementary School, restaurant, churches, store, and senior's complex. Currently, Prespatou residents (specifically seniors and school aged children) walk on a paved road without a shoulder which poses a risk of harm to pedestrians and drivers alike.

The Prespatou Planning Committee Society has informed the PRRD that MoTI is unable to issue the Society a permit for the project, but that it may be possible for the PRRD to obtain such and enter into an agreement with the Society for continued maintenance. Per the abovementioned resolution, could you please provide a rationale for denying the issuance of the permit to the Society? Furthermore, are there any other avenues that could be explored that would allow this Society the ability to establish this trail without the PRRD holding the permit?

We look forward to receiving your written response at your earliest convenience.

Thank you,

Trish Morgan
General Manager of Community Services
Trish.Morgan@prrd.bc.ca
250-784-3218

diverse. vast. abundant.

PLEASE REPLY TO:

☒ Box 810, 1981 Alaska Ave, Dawson Creek, BC V1G 4H8 Tel: (250) 784-3200 or (800) 670-7773 Fax: (250) 784-3201 Email: prrd.dc@prrd.bc.ca
☐ 9505 100 St, Fort St. John, BC V1J 4N4 Tel: (250) 785-8084 Fax: (250) 785-2020 Email: prrd.fsj@prrd.bc.ca



Ministry of Transportation and Infrastructure
300-10003 110th Ave
Fort St John BC
V1J 6M7

Peace River Regional District
c/o Trish Morgan GM of Community Services
1981 Alaska Ave
Dawson Creek BC
V1G 4H8

Sent via email

Re: Prespatou Trail Permit Request

Dear Trish Morgan

Thank you for your request as to our Ministry's reasoning for not approving a permit for an application for a trail from the Prespatou Planning Committee Society (PPCS).

In review of the application there is a portion of the trail that is parallel and within the Ministry right of way. Generally speaking approval for these types of facilities within Ministry right of way is extended to local or regional governments provided they meet the guidelines in the Active Transportation Guide.

This allows certainty that the trail will have ongoing ownership well into the future, ongoing maintenance or decommissioning if no longer in use. Also it ensures that the trail reflects the needs and priorities of the area as a whole.

Additionally, as we do not typically manage trails, our ministry does not have the legal mechanisms in place to address common trail use issues such as type of trail use or trail users over another use of right of way.

A Memorandum of Understanding (MoU) or permit between the Ministry and Local Government has been a successful option in other parts of the province and would outline the type of trail, proposed use, location within the right of way, care and maintenance.

Name of addressee

Date

Page 2

In many cases the Local Government creates a maintenance agreement with a third party such as the PPCS.

Another benefit under local government management is that the trail would be eligible to apply for cost share funding under our active transportation program . The intent of this program is to promote Active Transportation to work, school or errands. Active Transportation infrastructure improves safety, reduces traffic congestion, and reduces greenhouse gas (GHG) emissions.

While we appreciate that this trail is small in nature a framework such as a permit or MOU with local government could allow for future expansion to the network if needed

Should you wish to discuss any of these further I would be happy to review with you at your convenience.

Sincerely,

Katie Ward

Katie Ward
A/District Manager of Transportation
Peace District
Katie.ward@gov.bc.ca
250-787-3238

January 20, 2020



REPORT

To: Regional Parks Committee

Date: January 8, 2020

From: Trish Morgan, General Manager of Community Services

Subject: **Connecting Communities – Trails Project Update**

RECOMMENDATION:

That the Regional Parks Committee recommend to the Regional Board that the Connecting Communities Trails Project be completed and presented to the Board at a future Committee of the Whole.

BACKGROUND/RATIONALE:

The Connecting Communities Trails Project is a feasibility study to look at the development of two trail projects, one from Fort St. John to Charlie Lake and one from Dawson Creek to Pouce Coupe. The idea of connecting communities in the Region has resonated with the public and stakeholders over the past several years and previous projects and plans undertaken by the Regional District and member municipalities have revealed a strong recurring theme supporting enhanced multi-modal connections in the region. The purpose of the study is to understand the specific needs for each proposed trail and assess opportunities to connect communities.

The following resolution was passed by the Board of the Peace River Regional District on February 13, 2019;

That presentations be made to the Councils of the City of Fort St. John, City of Dawson Creek, and Village of Pouce Coupe regarding the "Connecting Communities Trails Project" prior to engaging the public and potentially affected adjacent property owners.

A presentation to the City of Fort St. John's Council (attached) was made on April 23, 2019. At this meeting, the PRRD requested feedback about the presentation including findings from public engagement, preliminary routes proposed, and anticipated next steps. The City of Fort St. John Council directed FSJ staff to provide a report to Council regarding the project including a review of all options provided and to make a recommendation for continued involvement. Consequently, staff brought forward a report to Council which was discussed on September 9, 2019 and received the report for information and have yet to provide a response.

Additionally a presentation was made to the City of Dawson Creek's Council on April 29, 2019 requesting feedback as above. Council for the City of Dawson Creek discussed the matter on June 10, 2019 and resolved the following:

That Council decline the opportunity to partner with the PRRD and the Village of Pouce Coupe to construct the Connecting Communities Trails between Dawson Creek and Pouce Coupe.

A letter was sent to the Peace River Regional District declining the opportunity to partner on the project (attached).

Staff Initials:

Dept. Head:

CAO:

Page 1 of 3

January 20, 2020

The minutes from that City of Dawson Creek Council meeting noted that “Council discussed the trails within the City and felt these upgrades would need to take priority over other expansions”.

The Village of Pouce Coupe declined that a presentation be made to their Council, but a copy of the presentation materials was sent on April 28, 2019 and subsequently staff followed up to receive comment, but no response has yet been received.

Lanarc & Associates is under contract to complete the study and have the following next steps remain;

- Public engagement #2 – Reviewing draft trail options and gathering public and stakeholder feedback on preferred directions and priorities. This engagement will consist of two workshop style sessions (one in the North and one in the South), with corresponding survey.
- Summary Brief #3 – Following the review of the engagement input, the consultant will incorporate public preference and prepare recommendations for each route and provide this summary brief.
- Drafting Connecting Communities Trails Plan with review by working group or staff and stakeholders.
- Finalizing Connecting Communities Trails Plan
- Presentation of Connecting Communities Trails Plan to the Board of the PRRD.
- Presentation of Connecting Communities Trails Plan to the Public and Stakeholders.

ALTERNATIVE OPTIONS:

1. That the Regional Parks Committee received the report titled “Connecting Communities – Trails Project Update” for discussion.
2. That the Regional Parks Committee recommend to the Regional Board that the Connecting Communities Trail Project be put on hold until member municipalities request that the Regional District complete the project.
3. That the Regional Parks Committee provide further direction and recommendation to the Regional Board.

STRATEGIC PLAN RELEVANCE:

- ☒ Partnerships
- ☒ Collaboration with Local and First Nations governments

FINANCIAL CONSIDERATION(S):

\$23,253 has been carried over from 2019 for the completion of this project.

COMMUNICATIONS CONSIDERATION(S):

None at this time.

OTHER CONSIDERATION(S):

Attachments:

1. City of Dawson Creek Presentation
2. City of Dawson Creek Response Letter

3. City of Fort St. John Presentation
4. Village of Pouce Coupe Presentation



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

► DAWSON CREEK COUNCIL UPDATE

APRIL 2019

January 20, 2020

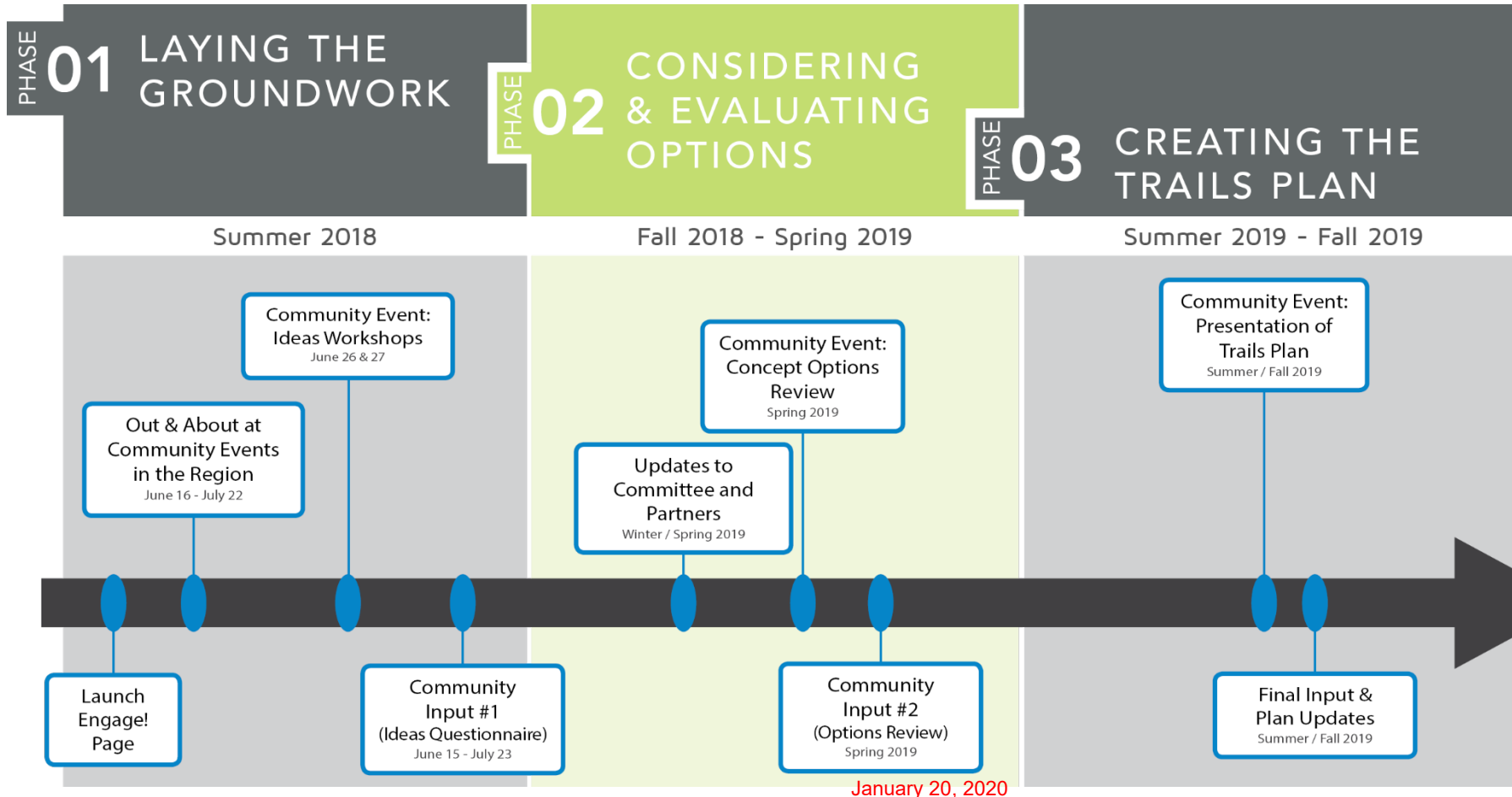
A series of yellow footprints of varying sizes and orientations, arranged in a loose, winding path across the top of the slide.

PRESENTATION OVERVIEW

1. Public Engagement #1 Summary – What We Heard
2. Preliminary Options Overview
3. Anticipated Next Steps

PROJECT PROCESS

WE ARE HERE



January 20, 2020



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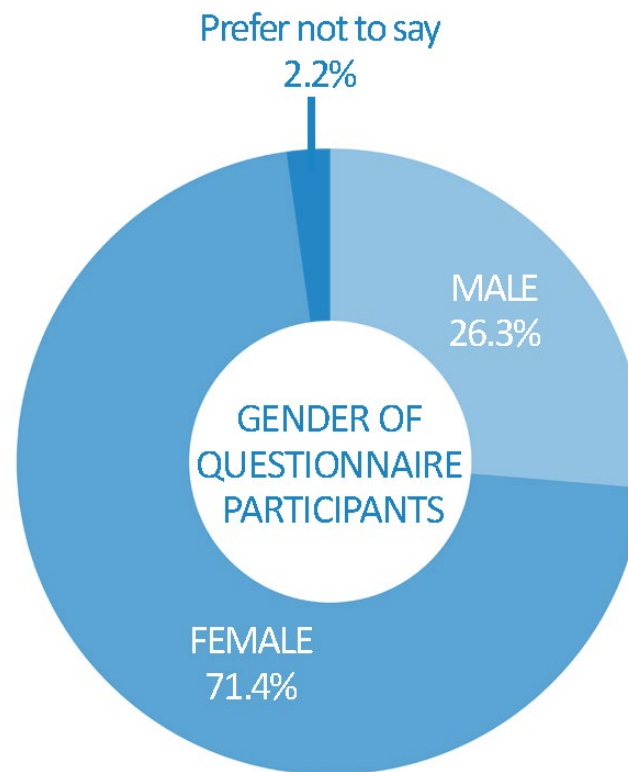
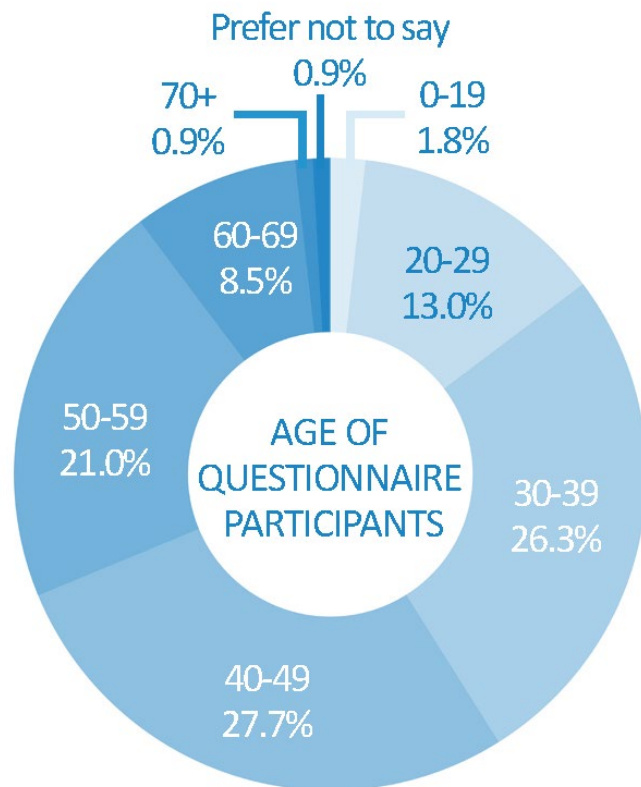
WHAT WE HEARD

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How did we get input?

- Ideas Questionnaire – June 15 to July 23
- Trails Planning Workshops – June 25 & 26
- Community Event Participation – 7 events
June 16 – July 22

WHO PARTICIPATED?



WHERE PARTICIPANTS LIVE

BLUEBERRY RIVER FIRST NATIONS	0 (0.0%)
CITY OF DAWSON CREEK	48 (21.4%)
CITY OF FORT ST. JOHN	78 (34.82%)
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WHAT WE HEARD

HOPES:

- Opportunity to be close to nature
- Amenities
- Connect to points of interest/destinations
- Year-round
- Range of uses
- Tourism and economic development
- Get built!

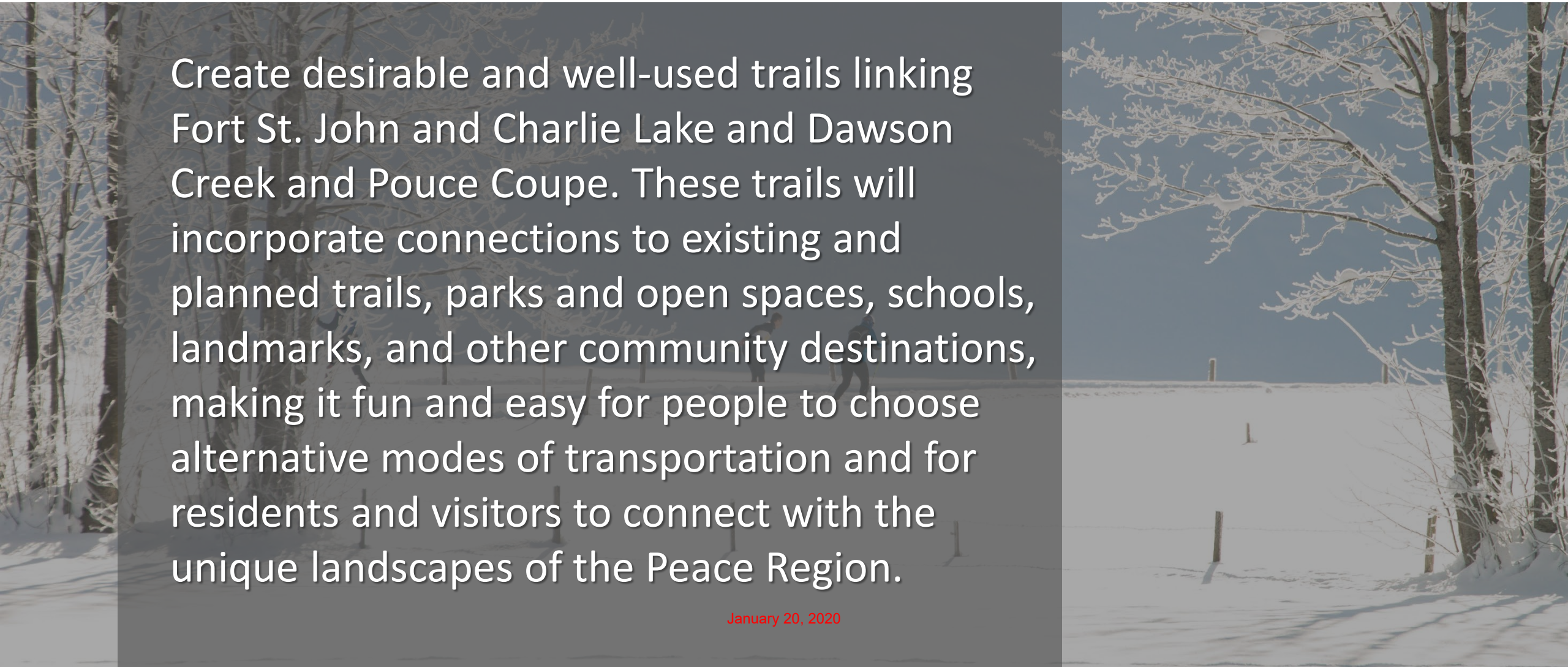
CONCERNS:

- Construction and maintenance costs
- Private land impacts
- Conflicts between users
- Abuse of trail
- Safety, security, emergency access
- Road crossings/adjacency
- Not getting done!

January 20, 2020

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DRAFT MISSION

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Create desirable and well-used trails linking Fort St. John and Charlie Lake and Dawson Creek and Pouce Coupe. These trails will incorporate connections to existing and planned trails, parks and open spaces, schools, landmarks, and other community destinations, making it fun and easy for people to choose alternative modes of transportation and for residents and visitors to connect with the unique landscapes of the Peace Region.

January 20, 2020

A series of yellow footprints of varying sizes and orientations, arranged in a wavy, path-like pattern across the top of the slide.

DRAFT GOALS

A background image of a snowy forest with bare trees and a person walking in the distance, partially obscured by a semi-transparent grey overlay.

GOAL 1: Connect Fort St. John with Charlie Lake and Dawson Creek with Pouce Coupe through contiguous multi-use trails that connect with important destinations in each community.

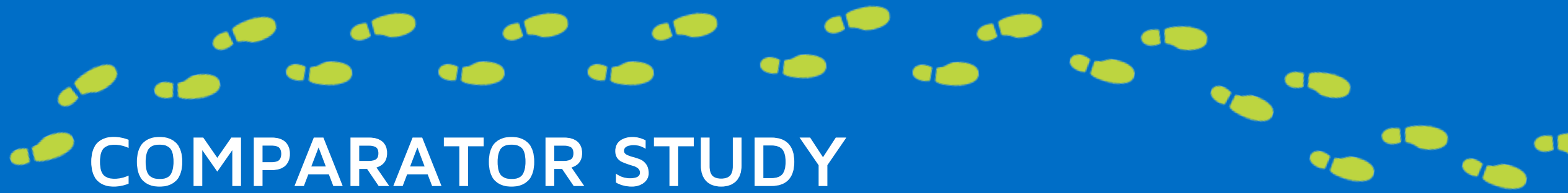
GOAL 2: Increase the number of people choosing outdoor active transportation and recreation on trails, helping to reduce traffic trips, increase activity, and support a healthy environment.

GOAL 3: Support each community's economic development efforts by connecting to destinations that entice people to visit and by promoting the regional trail experience.

GOAL 4: Design the trail to fit changing local conditions, from connections within urban and sub-urban neighbourhoods to rural stretches through the region's countryside.

GOAL 5: Respect adjacent land uses, both existing and future, by designing, with input from neighbours and landowners, trails that mitigate potential conflicts and encourage positive experiences.

GOAL 6: Create an experience that connects people physically from place to place, as well to nature, neighbours, and the region.

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COMPARATOR STUDY

- Who did we speak with?
- Key learnings:
 - Building support is essential
 - Gaining access to land is challenging
 - Funding can be achieved in various ways
 - Trails must function well
 - There is a wealth of experience and knowledge to learn from

A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

FUNDING REGIONAL TRAILS

- 
- A photograph of two hikers from behind, walking on a dirt trail through a forest. They are wearing backpacks and using trekking poles. The image is partially covered by a semi-transparent grey box containing the list.
- Regional Parks Function
 - Municipal Partners
 - Private Development
 - Senior Government Grants
 - Donations & Fundraising

DAWSON CREEK TO POUCE COUPE OPTIONS



January 20, 2020

A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

DAWSON CREEK TO POUCE COUPE

TOP START / END POINTS:

- In Dawson Creek:
 - Dawson Trail
 - Encana Events Centre
 - Dawson Mall
 - Leoppy Park
- In Pouce Coupe:
 - Elementary School
 - Museum
 - Pouce Park
 - Railway Trestle

POINTS OF INTEREST:

- Encana/Aquatic/Lakota Riding Centres
- Dawson Trail
- Airport
- Bisette Marsh
- Train Trestles
- Pouce Coupe Museum
- Pouce Park
- Rivers/Creeks

January 20, 2020

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DAWSON CREEK TO POUCE COUPE

TOP ACTIVITIES:

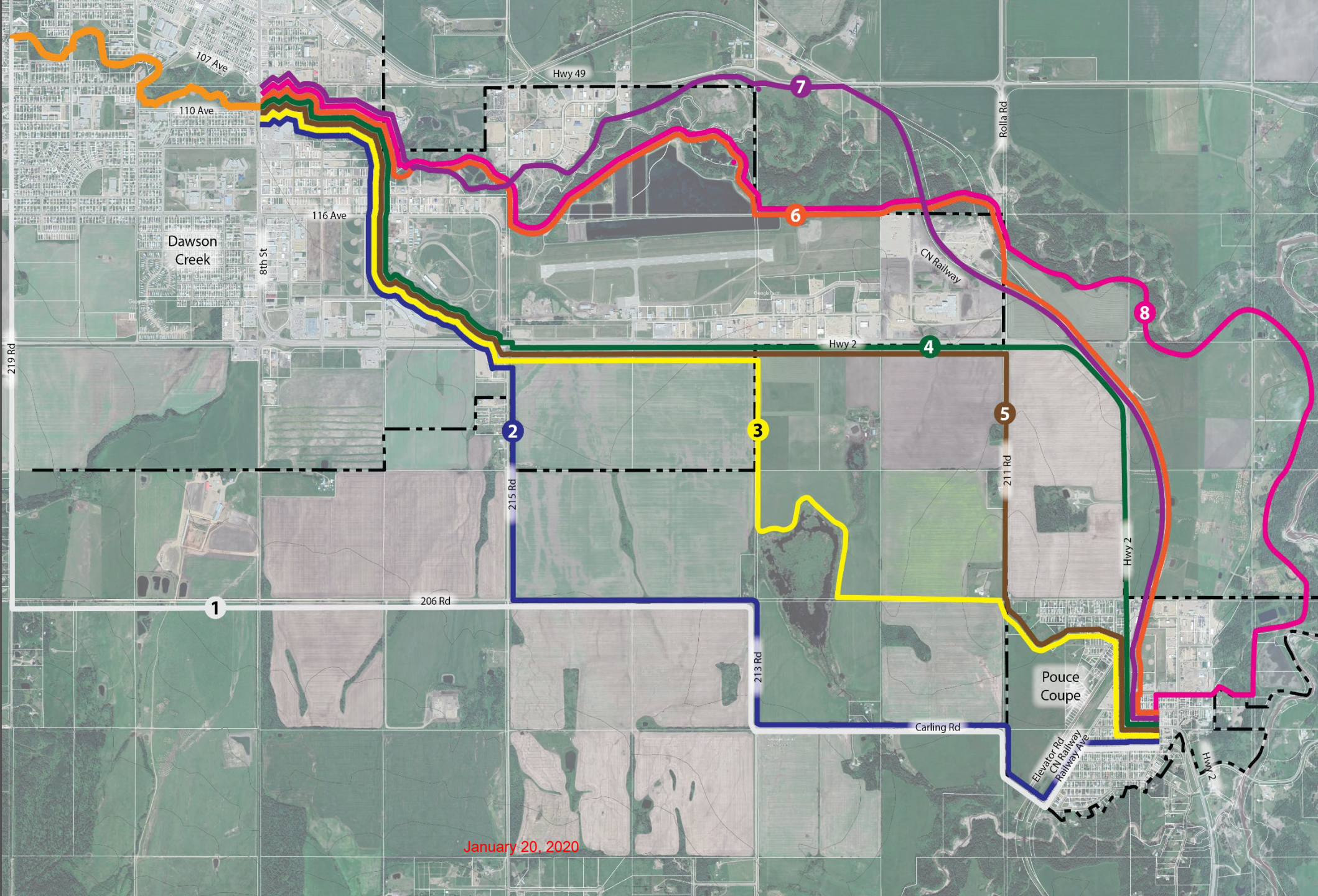
- Walk
- Bicycle (for leisure)
- Walk a dog
- Run or jog
- Cross-country ski

TOP AMENITIES:

- Waste Containers
- Benches
- Washrooms
- Parking at Trail Access Points
- Doggie Stations

DAWSON
CREEK TO
POUCE COUPE

Identified
Options



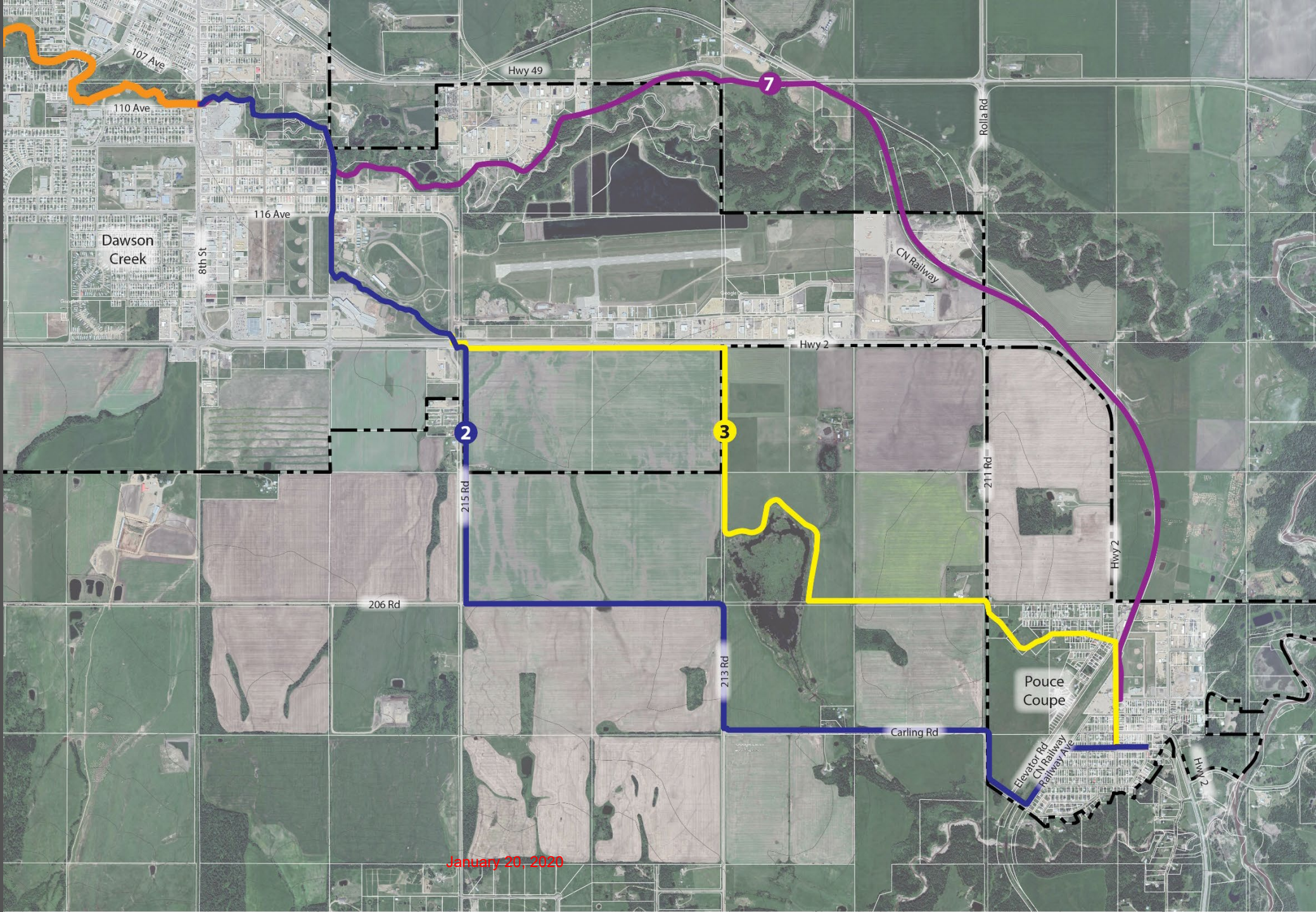
DAWSON CREEK TO POUCE COUPE SCREENING

SCREENING QUESTIONS:

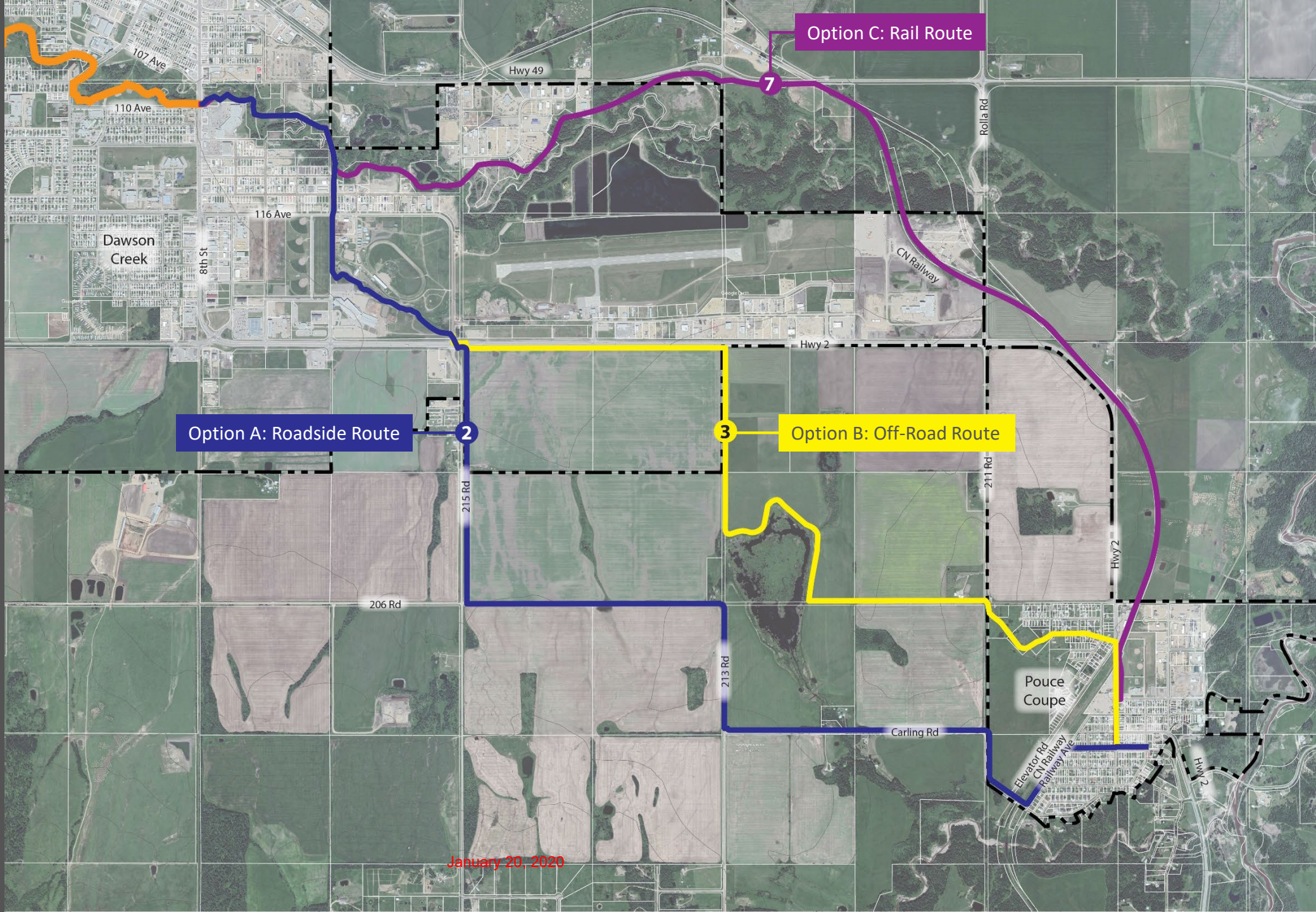
- **Physical Feasibility:** Does the route have any significant barriers (e.g., terrain, watercourse) that will be difficult or cost prohibitive to overcome?
- **Experiential Value:** Does the route have a sufficient level of attractiveness to provide a desirable experience for potential trail users?
- **Directness:** Does the route provide an efficient connection between key destinations? Longer routes will typically have higher costs because more trail will need to be built / maintained.
- **Land Ownership:** Are there significant private land constraints that may affect feasibility of the route?

SCREENING SUMMARY						
# DESCRIPTION		SCREENING				ADVANCED?
		Physical Feasibility	Experiential Value	Directness	Land Ownership	
1	219 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Poor much longer, bypasses downtown Dawson Creek	Good road ROWs, Bissette Marsh	No
2	215 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION A)
3	Hwy 2 / 213 Rd ROW / 206 Rd ROW	Moderate steep areas near Pouce Coupe	Moderate mainly rural roads, Bissette Marsh	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION B)
4	Hwy 2	Good generally flat	Poor mainly highway corridor	Good relatively direct	Good road ROWs, City land	No
5	Hwy 2 / 211 Rd	Moderate steep areas near Pouce Coupe	Poor long distance along highway corridor	Good relatively direct	Good road ROWs, City land	No
6	Dawson Creek Corridor (south) / CN ROW	Poor steep areas along Dawson Creek and sewage lagoons	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	No
7	Dawson Creek Corridor (north) / CN ROW	Moderate steep areas along Dawson Creek	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	Yes (OPTION C)
8	Dawson Creek Corridor / Pouce Coupe Creek Corridor	Poor steep areas along both Creek corridors	Good Creek corridors	Poor much longer	Poor many private land challenges	No

DAWSON CREEK
TO POUCE COUPE
Options Pursued

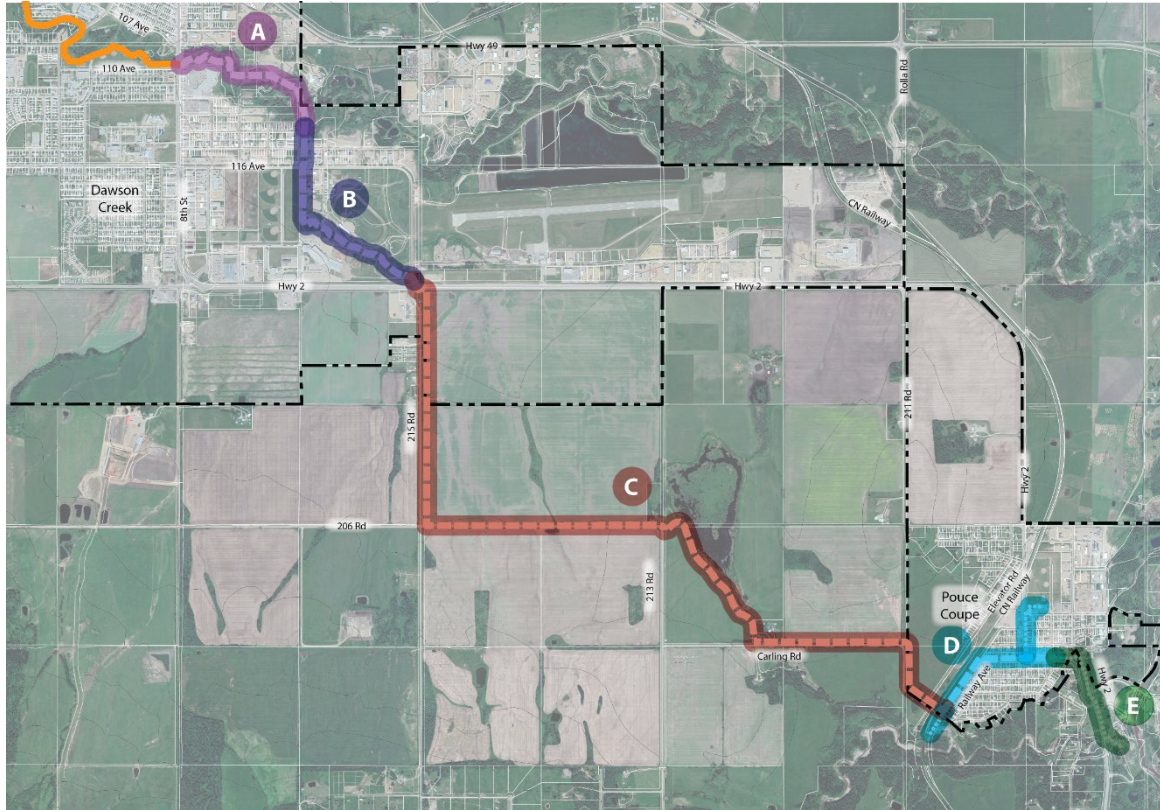


DAWSON CREEK
TO POUCE COUPE
Options Pursued



OPTION A: ROADSIDE ROUTE

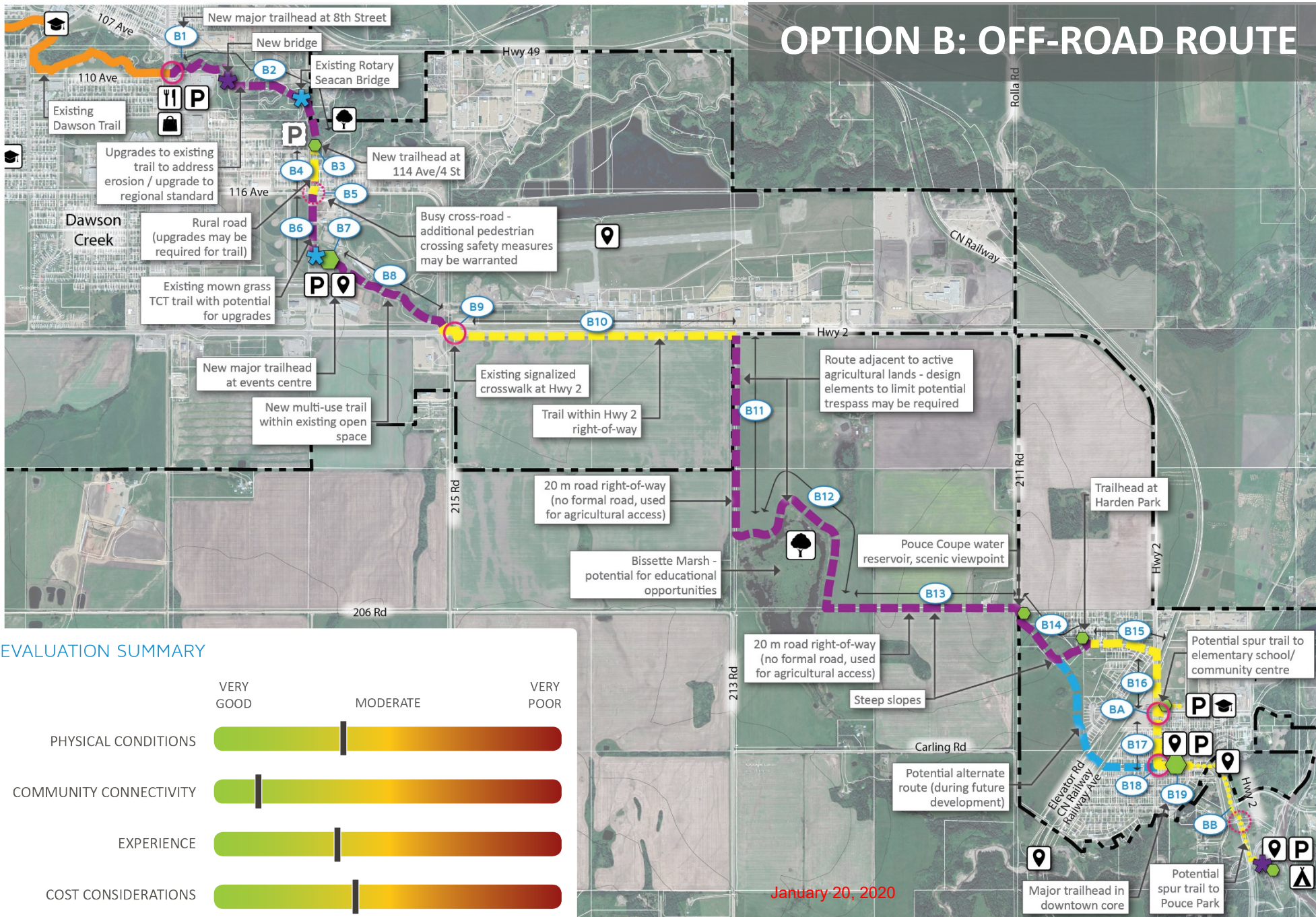
Potential Phasing & Costs



PHASED COST ESTIMATES

PHASE	DESCRIPTION	POTENTIAL PARTNERS (TBD)	ESTIMATED CAPITAL COST RANGE*	POTENTIAL 1/3 - 2/3 FUNDING SPLIT **	TOTAL 1/3 CAPITAL COSTS
A	Dawson Creek - 8 St to 4 St	- City of Dawson Creek - PRRD	\$0.7 M - \$1.0 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
B	Dawson Creek - 4 St to 116 Ave	- City of Dawson Creek - PRRD	\$0.8 M - \$1.4 M	33.34% / 66.66%	\$0.3 M - \$0.5 M
C	Rural Roads - 215 Rd, 206 Rd, 213 Rd, Carling Rd	PRRD	\$3.1 M - \$5.2 M	33.34% / 66.66%	\$1.0 M - \$1.7 M
D	Pouce Coupe - Railway to 49 Ave	- Village of Pouce Coupe - PRRD	\$0.8 M - \$1.2 M	33.34% / 66.66%	\$0.3 M - \$0.4 M
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.9 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$6.0 M - \$9.7 M	TOTAL ESTIMATED 1/3 CAPITAL COST:	\$2.0 M - \$3.2 M (excluding acquisition costs)

January 20, 2020



LEGEND

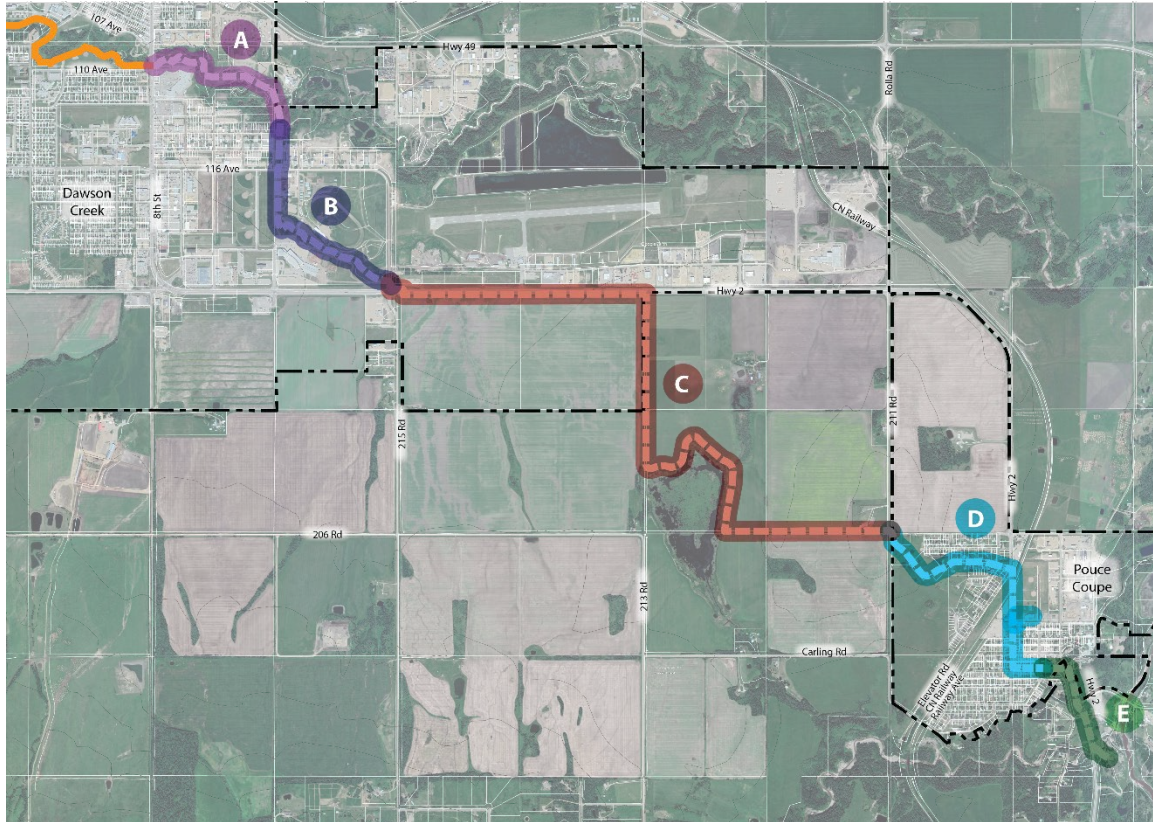
- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Alternate Route
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Creek Crossing (existing)
- Creek Crossing (new/upgraded)
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

Existing	Future	
		Parking Area
		Picnic Area
		Public Washrooms
		Camping Area
		Point of Interest
		Nature Viewing Area
		School
		Food / Drink
		Shopping

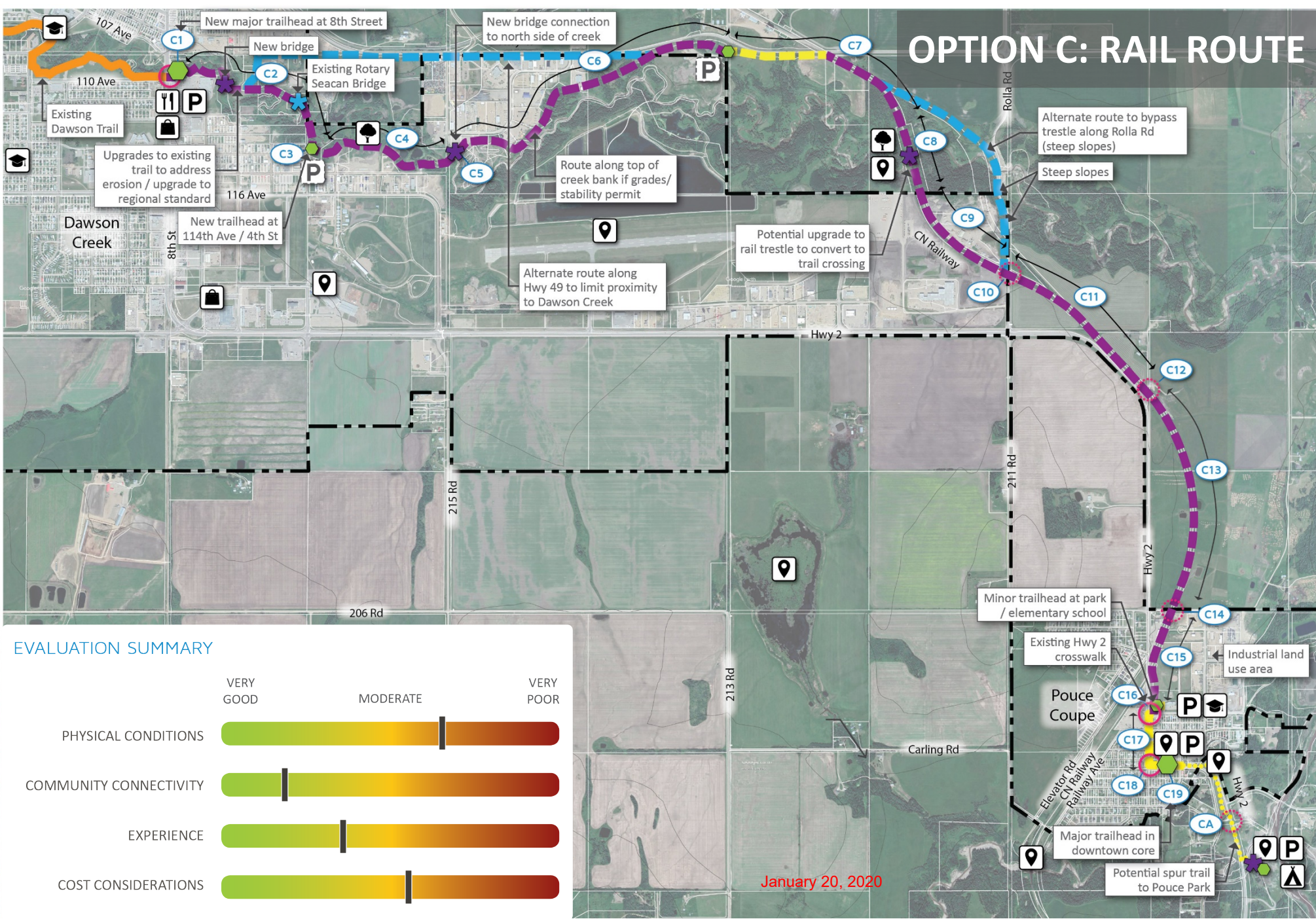
OPTION B: OFF-ROAD ROUTE

Potential Phasing & Costs



PHASED COST ESTIMATES

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A	Dawson Creek - 8 St to 4 St	- City of Dawson Creek - PRRD	\$0.7 M - \$1.0 M	0% / 100%	\$0.2 M - \$0.3 M
B	Dawson Creek - 4 St to 116 Ave	- City of Dawson Creek - PRRD	\$0.8 M - \$1.4 M	0% / 100%	\$0.3 M - \$0.5 M
C	Rural Roads / Bissette Marsh - Hwy 2, 213 Rd, 206 Rd	PRRD	\$2.5 M - \$4.4 M	33.34% / 66.66%	\$0.8 M - \$1.5 M
D	Pouce Coupe - Water Tower to 49 Ave	- Village of Pouce Coupe - PRRD	\$1.1 M - \$1.5 M	0% / 100%	\$0.4 M - \$0.5 M
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.7 M - \$1.0 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$5.8 M - \$9.3 M	TOTAL ESTIMATED 1/3 CAPITAL COST:	\$1.9 M - \$3.1 M (excluding acquisition costs)

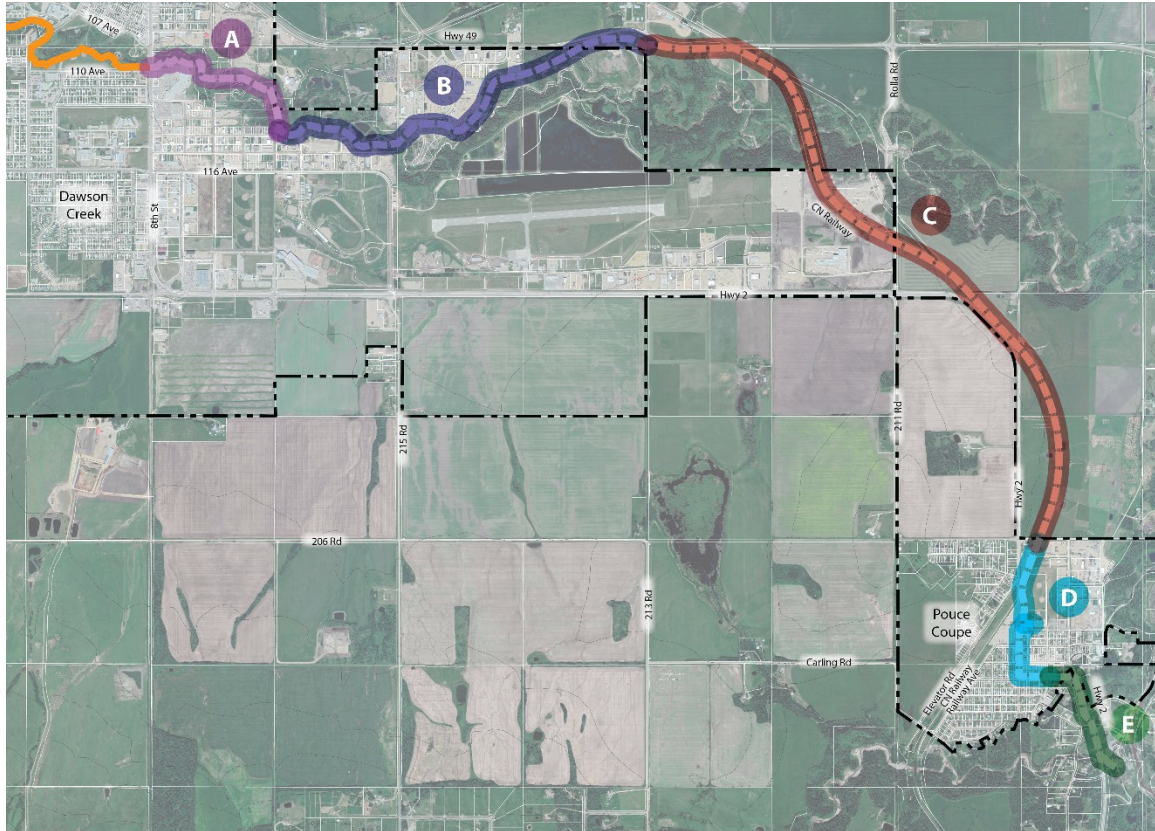


- LEGEND**
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 - Minor Trailhead / Rest Area
 - Major Trailhead
 - Ⓐ Route Description Reference (refer to detailed description)

- ROUTE AMENITIES / LANDMARKS**
- | Existing | Future | |
|----------|--------|---------------------|
| P | P | Parking Area |
| A | A | Picnic Area |
| W | W | Public Washrooms |
| C | C | Camping Area |
| I | I | Point of Interest |
| N | N | Nature Viewing Area |
| S | S | School |
| F | F | Food / Drink |
| Sh | Sh | Shopping |

OPTION C: RAIL ROUTE

Potential Phasing & Costs



PHASED COST ESTIMATES

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B	Dawson Creek - 4 St to 213 Rd	- City of Dawson Creek - PRRD	\$1.4 M - \$2.5 M	33.34% / 66.66%	\$0.5 M - \$0.8 M
C	CN Rail Line - 213 Rd to Old Tremblay Trail	PRRD	\$2.5 M - \$3.0 M	33.34% / 66.66%	\$0.9 M - \$1.0 M
D	Pouce Coupe - Old Tremblay Trail to 49 Ave	- Village of Pouce Coupe - PRRD	\$0.7 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.9 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$5.9 M - \$8.2 M	TOTAL ESTIMATED 1/3 CAPITAL COST:	\$2.0 M - \$2.7 M (excluding acquisition + trestle upgrades)

DAWSON CREEK TO POUCE COUPE

Options Comparison Summary

KEY EVALUATION FACTORS						
OPTION	ESTIMATED TOTAL CAPITAL COST RANGE	ESTIMATED 1/3 CAPITAL COST RANGE	PRELIMINARY EVALUATION OUTCOMES			
			Physical Conditions	Community Connectivity	Experience	Cost Considerations
A Roadside Route	\$6.0 M - \$9.7 M	\$2.0 M - \$3.2 M	Moderate Some risks for arch, enviro, stability, several bridge crossings, flat terrain	Good Generally direct, good connections to desirable destinations	Good Large sections along rural roads, moderate visual appeal, good passive surveillance	Good Slightly higher capital costs, more certainty around tenure
B Off-Road Route	\$5.8 M - \$9.3 M	\$1.9 M - \$3.1 M	Moderate Some risks for arch / slope issues along creek, environmental considerations at Bisette Marsh, steep area near Pouce Coupe	Very Good Most direct option, very strong connections to desirable destinations	Good Several high quality experiences along creek, some areas with limited passive surveillance	Moderate Lower capital costs, potentially more challenges for construction / maintenance access
C Rail Route	\$5.9 M - \$8.2 M	\$2.0 M - \$2.7 M	Poor Higher risks for arch, enviro, slope issues, some steep terrain challenges, CN and private land tenure issues January 20, 2020	Good Generally direct, good connections to desirable destinations	Good Several high quality experiences along creek, rail trestle, some areas with limited passive surveillance	Moderate Lower capital costs, however acquisition and trestle rehabilitation costs are significant unknowns

A series of yellow footprints arranged in a wavy line across the top of the slide, above the title.

COMING UP

- Preliminary recommendations about trail design
- Landowner notification and feedback opportunities
- Community review and input on options
- Evaluation and recommendation of one option for each route

A series of yellow footprints of varying sizes and orientations, arranged in a loose, winding path across the top of the slide, set against a solid blue background.

LANDOWNER NOTIFICATION

1. Internal identification of affected landowners (5 scenarios):
 - Direct property requirements for trail connection
 - Potential property requirements
 - Adjacent agricultural lands (trail on public land)
 - Adjacent residential properties (trail on public land)
 - Adjacent industrial and commercial properties (trail on public land)
2. Initial outreach via mail to all groups
3. Meetings with directly affected landowners in alignment with next public engagement events



WHERE DO WE GO FROM HERE?

- 
1. Implementation Committee
 2. Phase / Priority Project Selection
 3. Partnerships & Funding
 4. Land Acquisition (if required)
 5. Detailed Design & Construction Documents
 - Site Survey
 - Regulatory Review & Permits
 - Archaeology, Environmental Review, Geotechnical, Structural, etc.
 6. Trail Development



REQUEST TO COUNCIL



Provide written feedback on the Connecting Communities Regional Trails information and options to be taken back to the Regional Parks Committee.

January 20, 2020



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

▶ **THANK YOU!**

January 20, 2020



June 10, 2019

File No.: 9-1-0

Trish Morgan, Bryna Casey
Peace River Regional District
Via email: bryna.casey@prrd.bc.ca

Dear Ms. Morgan and Ms. Casey:

Re: Proposed Connecting Communities Trails Project

Further to your request at the Regular Meeting of Council on April 29, 2019, Council received a report from staff at the June 10, 2019 meeting and has resolved to decline the opportunity to partner with the PRRD and the Village of Pouce Coupe to construct the Connecting Communities Trail between Dawson Creek and Pouce Coupe. At this time, the City is focusing on maintaining our own trails infrastructure, which funding is already limited.

Best of luck with your project.

Yours truly,

Cindy Fisher
Deputy Corporate Officer

/ev



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

FORT ST. JOHN COUNCIL UPDATE

APRIL 2019

January 20, 2020

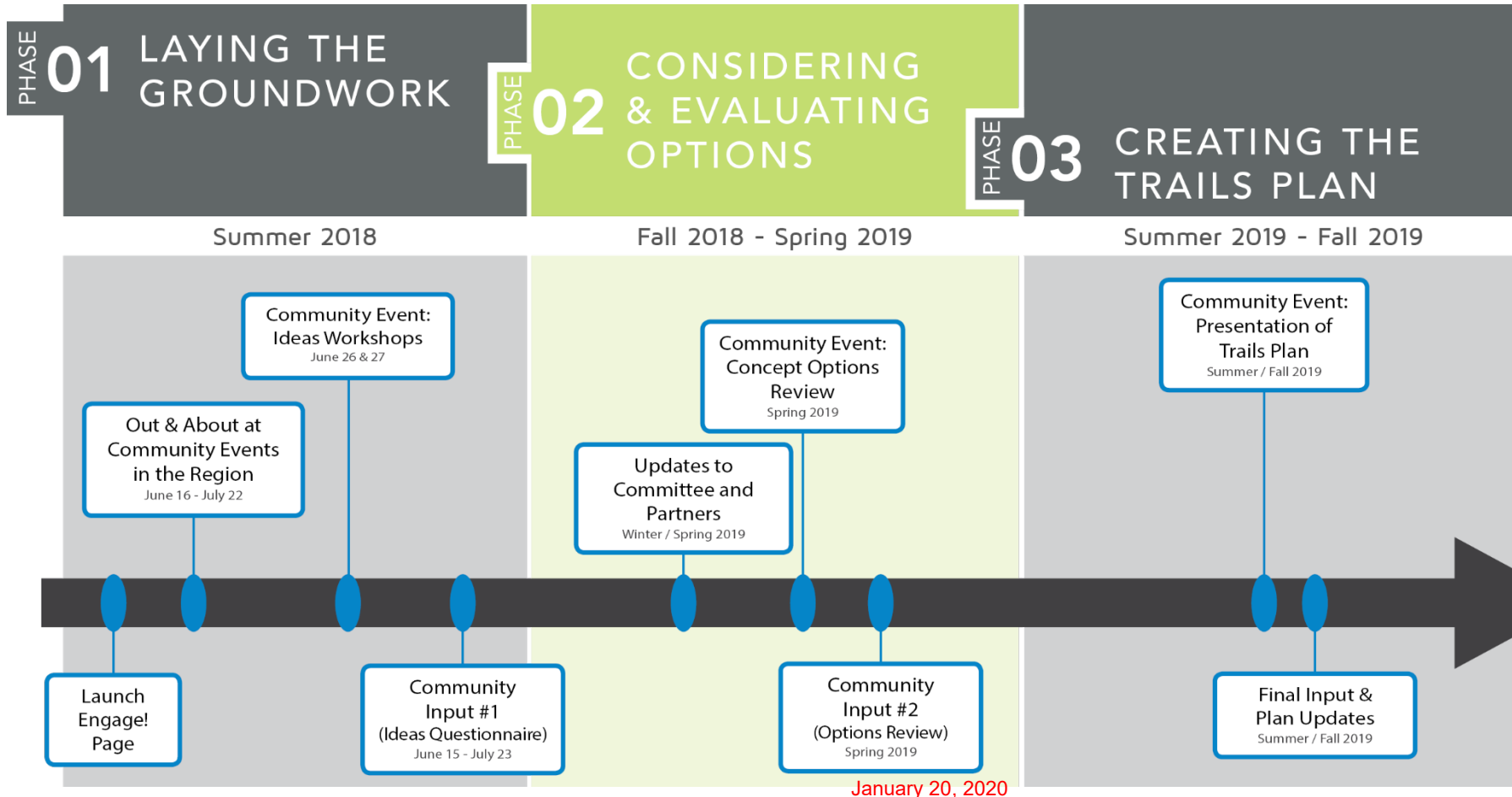
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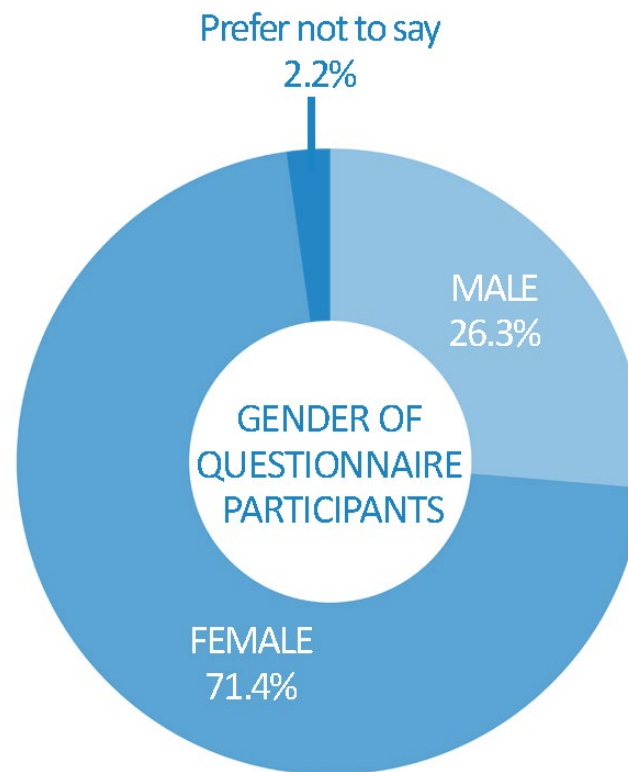
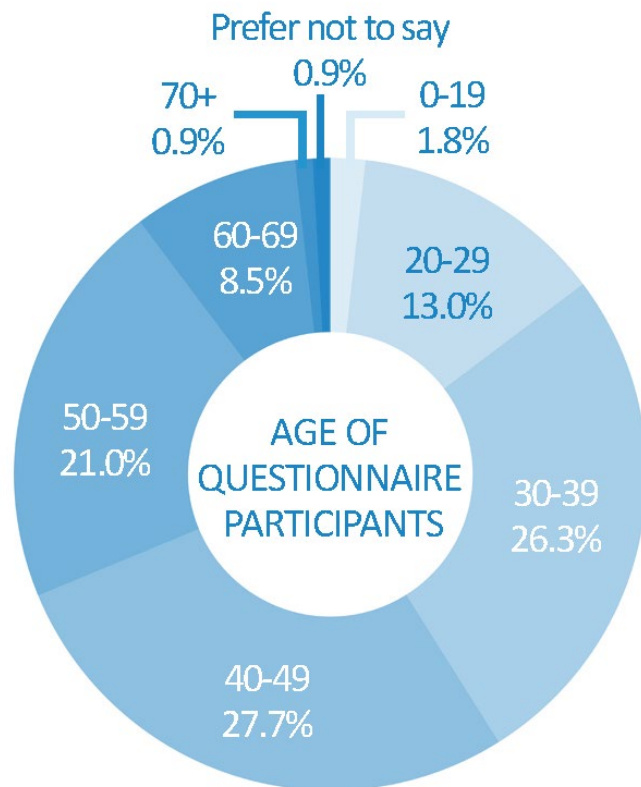
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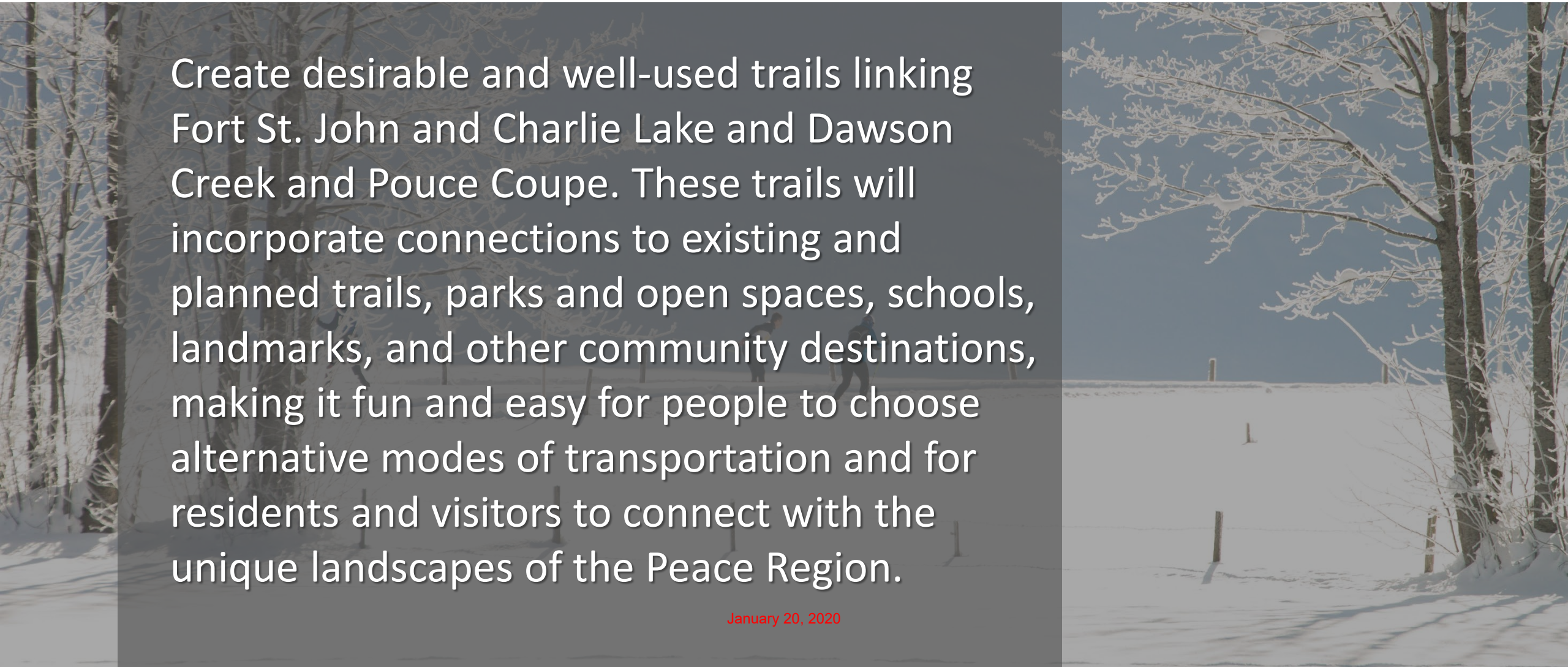
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January 20, 2020

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January 20, 2020

A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

DRAFT GOALS

A background image of a snowy forest with bare trees and a person walking in the distance.

GOAL 1: Connect Fort St. John with Charlie Lake and Dawson Creek with Pouce Coupe through contiguous multi-use trails that connect with important destinations in each community.

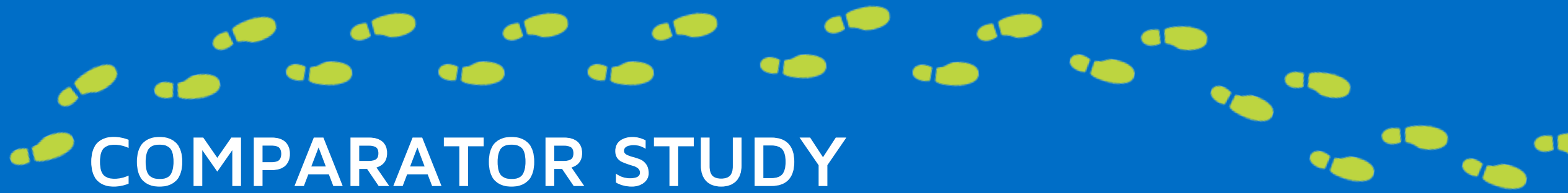
GOAL 2: Increase the number of people choosing outdoor active transportation and recreation on trails, helping to reduce traffic trips, increase activity, and support a healthy environment.

GOAL 3: Support each community's economic development efforts by connecting to destinations that entice people to visit and by promoting the regional trail experience.

GOAL 4: Design the trail to fit changing local conditions, from connections within urban and sub-urban neighbourhoods to rural stretches through the region's countryside.

GOAL 5: Respect adjacent land uses, both existing and future, by designing, with input from neighbours and landowners, trails that mitigate potential conflicts and encourage positive experiences.

GOAL 6: Create an experience that connects people physically from place to place, as well to nature, neighbours, and the region.

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COMPARATOR STUDY

- Who did we speak with?
- Key learnings:
 - Building support is essential
 - Gaining access to land is challenging
 - Funding can be achieved in various ways
 - Trails must function well
 - There is a wealth of experience and knowledge to learn from

A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

FUNDING REGIONAL TRAILS

- 
- A photograph of two hikers from behind, walking on a dirt trail through a forest. They are wearing backpacks and using trekking poles. The image is partially covered by a semi-transparent grey box containing the list.
- Regional Parks Function
 - Municipal Partners
 - Private Development
 - Senior Government Grants
 - Donations & Fundraising

FORT ST. JOHN TO CHARLIE LAKE OPTIONS



January 20, 2020

A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

FORT ST. JOHN TO CHARLIE LAKE

TOP START / END POINTS:

- In Fort St. John:
 - West Bypass Trail
 - Fish Creek Forest
 - City Centre
- In Charlie Lake:
 - Rotary Boat Launch
 - Beaton Provincial Park
 - Charlie Lake Provincial Park

POINTS OF INTEREST:

- Tse'Kwa (Charlie Lake Cave)
- Fish Creek
- Boat Launches
- Natural Areas
- Peace River

A decorative graphic of yellow footprints arranged in a wavy line across the top of the slide.

FORT ST. JOHN TO CHARLIE LAKE

A background image showing a paved trail winding through a green, wooded area. A person is visible in the distance on the trail.

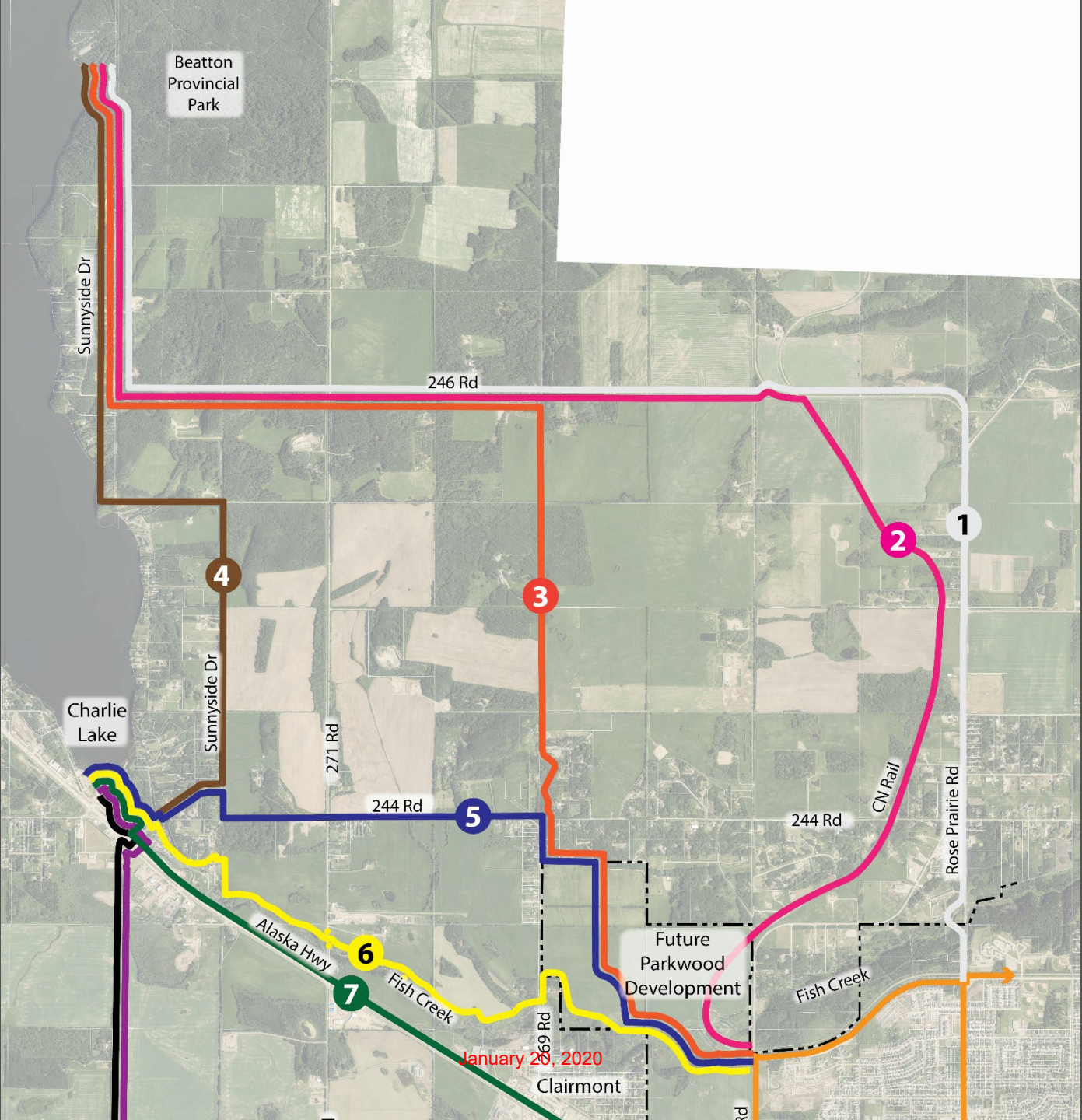
TOP ACTIVITIES:

- Walk
- Bicycle (for leisure)
- Walk a dog
- Run or jog
- Ride a horse

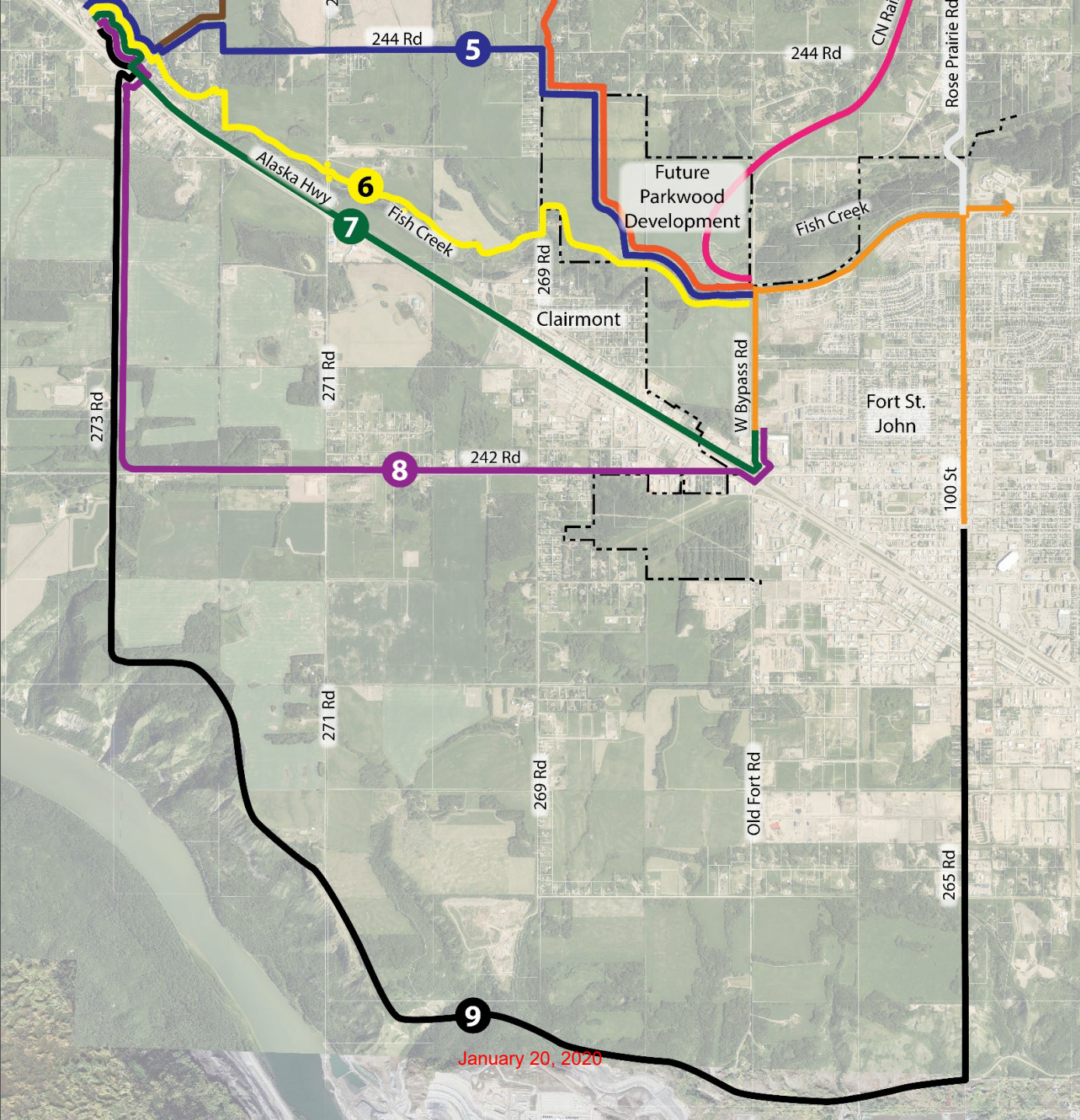
TOP AMENITIES:

- Washrooms
- Benches
- Waste Containers
- Parking at Trail Access Points
- Trails Maps

FORT ST. JOHN
TO CHARLIE LAKE
Identified Options
(north)



FORT ST. JOHN
TO CHARLIE LAKE
Identified Options
(south)



FORT ST. JOHN TO CHARLIE LAKE SCREENING

SCREENING QUESTIONS:

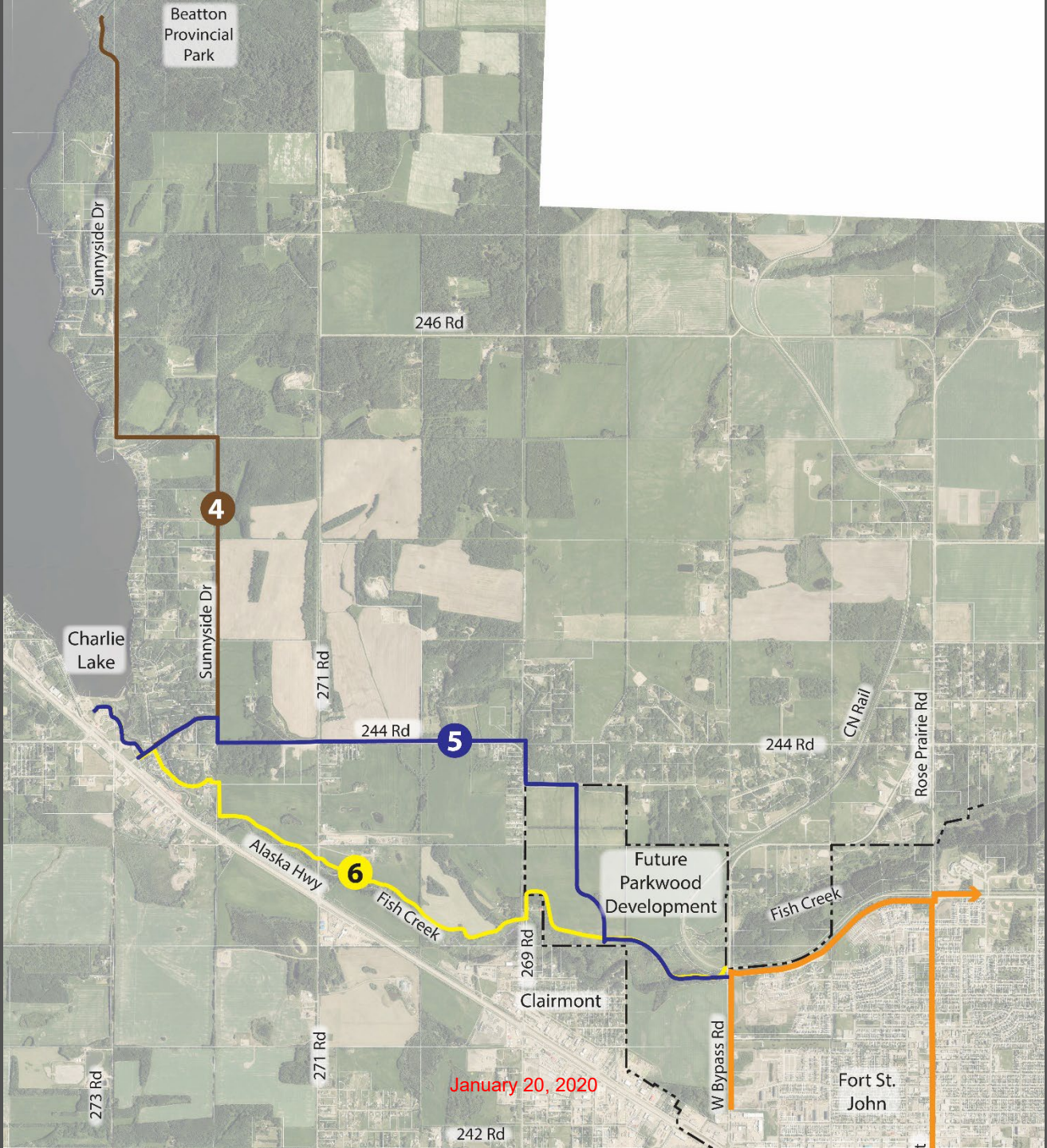
- Physical Feasibility:** Does the route have any significant barriers (e.g., terrain, watercourse) that will be difficult or cost prohibitive to overcome?
- Experiential Value:** Does the route have a sufficient level of attractiveness to provide a desirable experience for potential trail users?
- Directness:** Does the route provide an efficient connection between key destinations? Longer routes will typically have higher costs because more trail will need to be built / maintained.
- Land Ownership:** Are there significant private land constraints that may affect feasibility of the route?

SCREENING SUMMARY						
# DESCRIPTION		SCREENING				ADVANCED?
		Physical Feasibility	Experiential Value	Directness	Land Ownership	
1	Rose Prairie Rd / 246 Rd / Sunnyside Dr right-of-ways	Poor challenging terrain	Poor mainly along roadways, highway section	Poor much longer, not connected to south end of Charlie Lake	Good road ROWs	No
2	CN Rail / 246 Rd / Sunnyside Drive	Poor challenging terrain	Moderate rail ROW, rural roads	Poor much longer, not connected to south end of Charlie Lake	Poor active railway, currently unavailable	No
3	269 Rd / 246 Rd	Poor challenging terrain	Moderate some sections along Fish Creek	Poor much longer, not connected to south end of Charlie Lake	Good road ROWs	No
4	Beaton Park Connector	Poor challenging terrain	Moderate mainly rural roads	Good connects Beaton Park and south end of Charlie Lake	Good road ROWs	Yes (FUTURE OPTION)
5	244 Rd	Moderate some terrain challenges	Moderate some sections along Fish Creek, rural roads	Good relatively direct	Good road ROWs	Yes (OPTION A)
6	Fish Creek Corridor	Good generally flat	Good Fish Creek corridor	Good most direct option	Poor private land challenges	Yes (OPTION B)
7	Alaska Hwy	Good generally flat	Poor highway corridor, industrial land uses	Good direct option	Poor frontage road challenges	No
8	273 Rd / 242 Rd	Moderate some steep sections	Poor industrial land uses, highway crossings	Moderate less direct than other options	Good road ROWs	No
9	Peace River Corridor	Poor challenging terrain, slope stability issues	Good views over the Peace River	Poor least direct route	Poor many private land challenges	No

FORT ST. JOHN
TO CHARLIE LAKE
Options Pursued



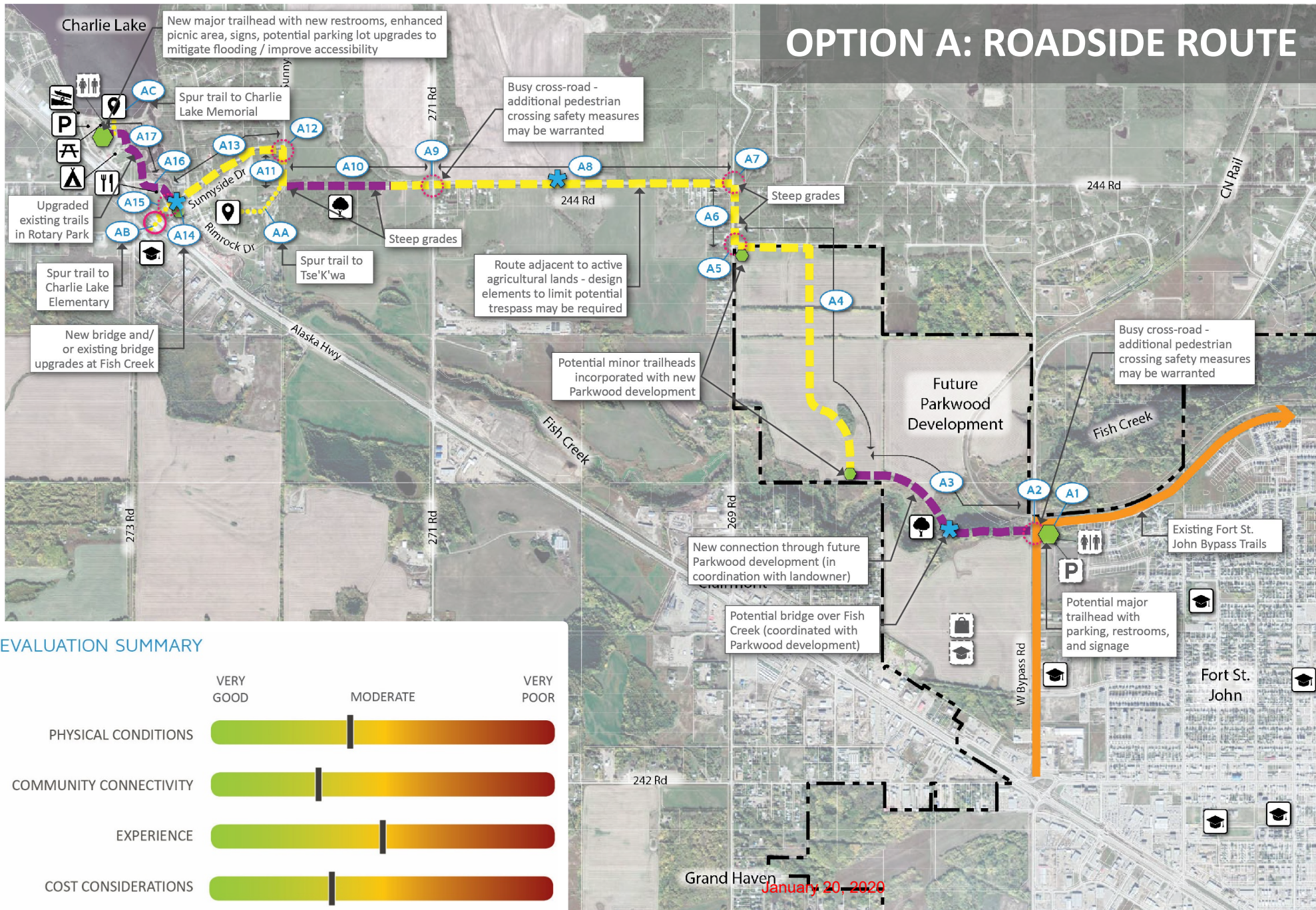
FORT ST. JOHN
TO CHARLIE LAKE
Options Pursued





NOTES ON PRELIMINARY ESTIMATES

- 
- How preliminary estimates are developed and used
 - Exclusions
 - Assumptions about external funding and partnerships

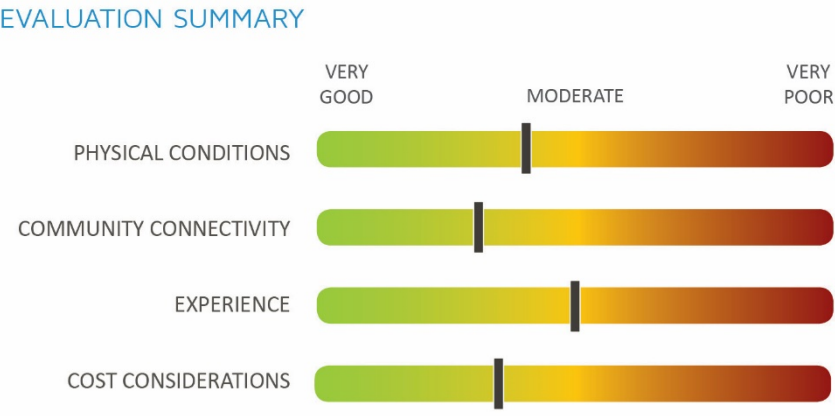


LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Potential Creek Crossing
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

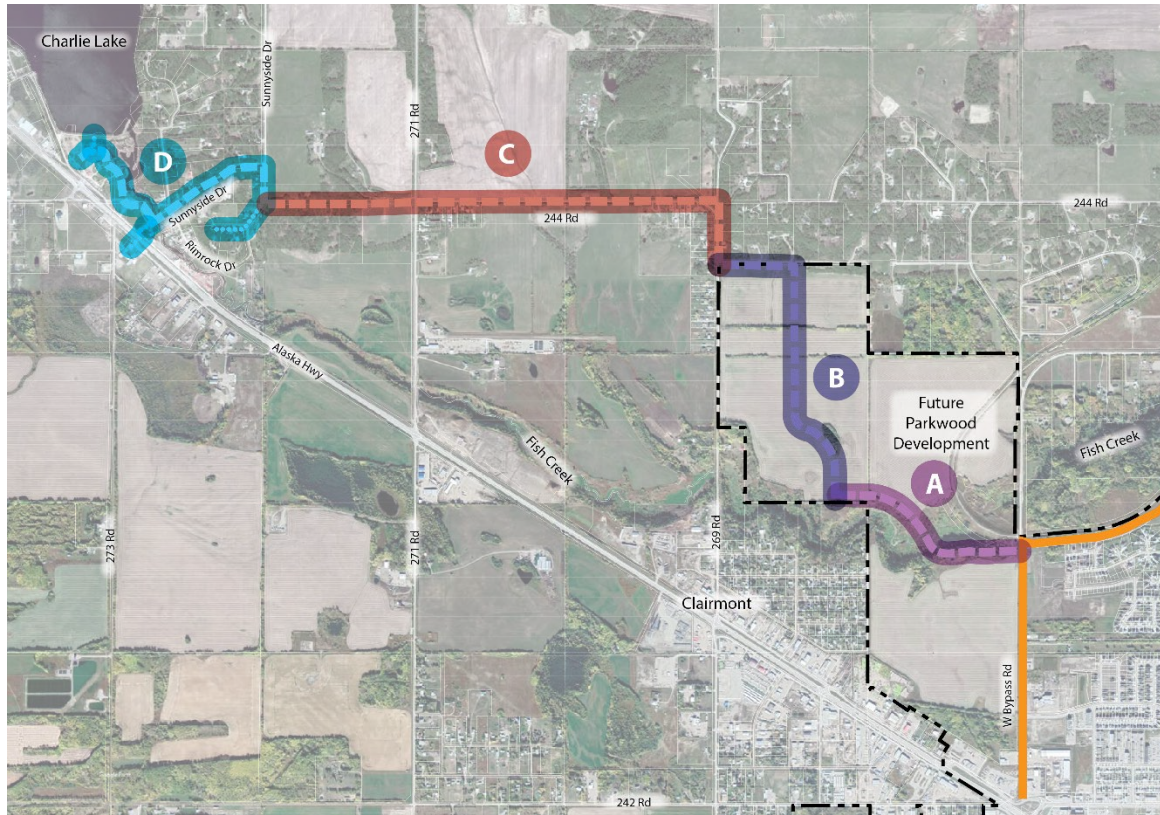
ROUTE AMENITIES / LANDMARKS

Existing	Future	
		Parking Area
		Picnic Area
		Public Washrooms
		Boat Launch
		Camping Area
		Point of Interest
		Nature Viewing Area
		School
		Food / Drink
		Shopping



OPTION A: ROADSIDE ROUTE

Potential Phasing & Costs



* **Estimated Capital Cost Ranges** are shown in 2018 dollars, based on typical projects in northern BC. A range is shown to account for different potential design considerations to be determined. Estimates do not include the cost of property acquisition, utility relocations, road upgrades, or major roadside drainage works. Estimates include a 30% and an add-on of 15% to account for design and engineering fees during detailed design development.

** The **Potential 1/3 - 2/3 Funding Split** is provided as an illustration only. It is based on typical senior government funding program splits. Actual contributions would be determined on a case-by-case basis by the PRRD and partners. January 20, 2020

PHASED COST ESTIMATES

PHASE	DESCRIPTION	POTENTIAL PARTNERS (TBD)	ESTIMATED CAPITAL COST RANGE*	POTENTIAL 1/3 - 2/3 FUNDING SPLIT **	TOTAL 1/3 CAPITAL COSTS
A	Parkwood - Fish Creek	- City of Fort St. John - Parkwood Developer - PRRD	\$1.3 M - \$1.8 M	33.34% / 66.66%	\$0.4 M - \$0.6 M
B	Parkwood - Fish Creek to Kapchinski Road	- City of Fort St. John - Parkwood Developer - PRRD	\$0.6 M - \$1.3 M	33.34% / 66.66%	\$0.2 M - \$0.4 M
C	Rural Areas - 269 Rd, 244 Rd	PRRD	\$1.4 M - \$2.4 M	33.34% / 66.66%	\$0.5 M - \$0.8 M
D	Charlie Lake - Rimrock Dr. to Rotary Park	PRRD	\$1.5 M - \$2.2 M	33.34% / 66.66%	\$0.5 M - \$0.7 M
TOTAL ESTIMATED CAPITAL COST:			\$4.8 M - \$7.7 M	TOTAL ESTIMATED CAPITAL COST: (based on 1/3 - 2/3 funding split)	\$1.6 M - \$2.5 M (excluding acquisition costs)

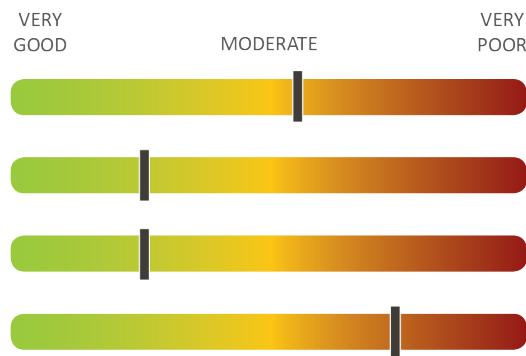
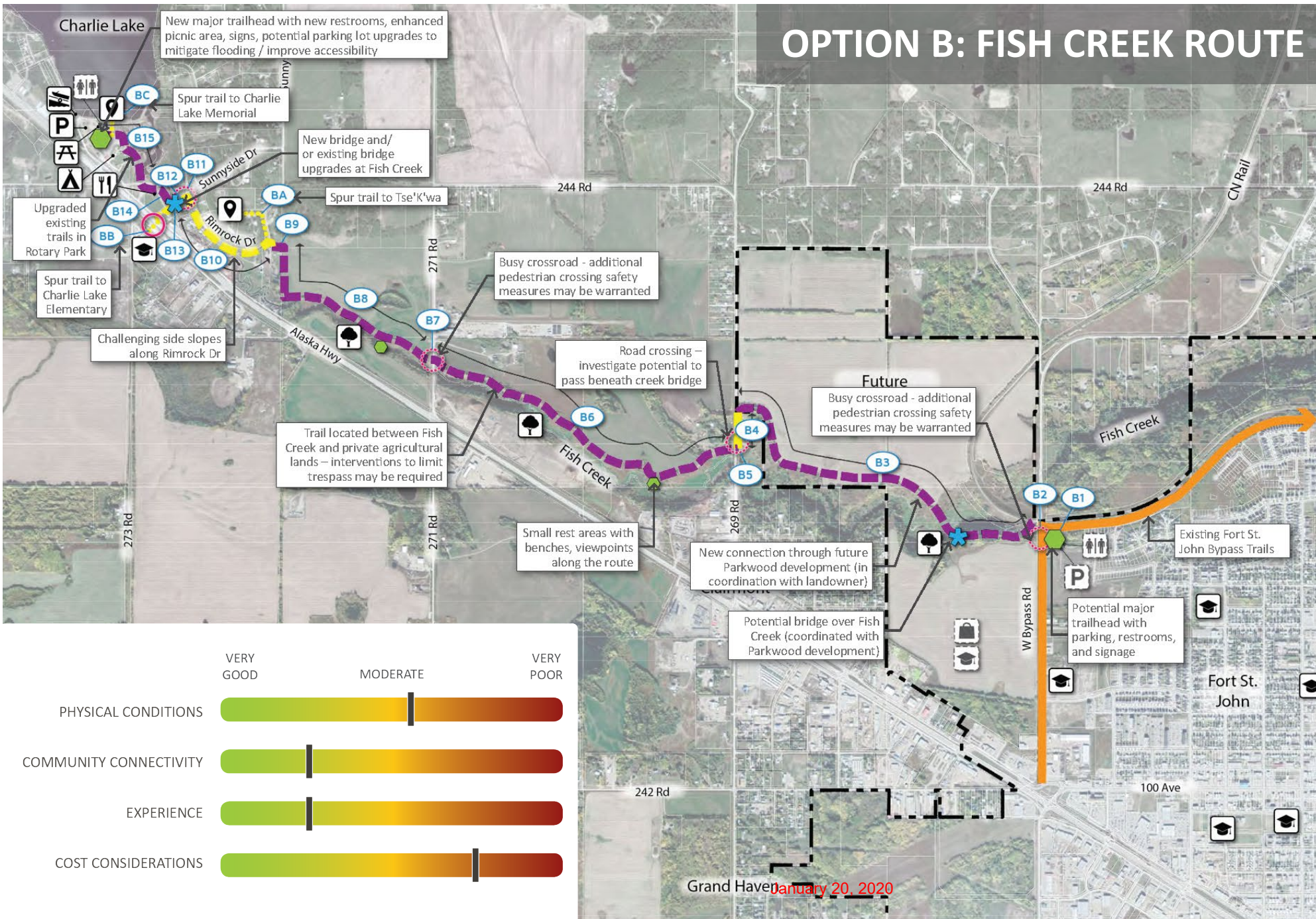
OPTION B: FISH CREEK ROUTE

LEGEND

- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- Potential Creek Crossing
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

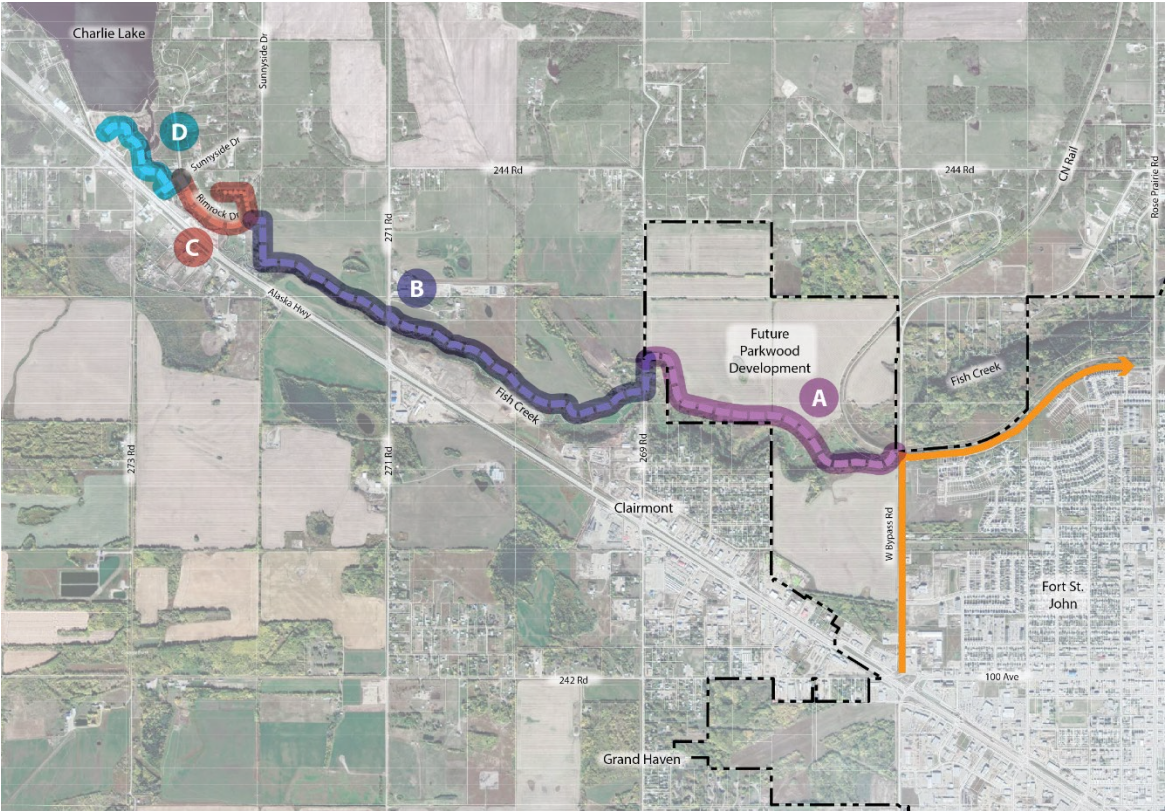
- | Existing | Future | |
|----------|--------|---------------------|
| | | Parking Area |
| | | Picnic Area |
| | | Public Washrooms |
| | | Boat Launch |
| | | Camping Area |
| | | Point of Interest |
| | | Nature Viewing Area |
| | | School |
| | | Food / Drink |
| | | Shopping |



Grand Haven January 20, 2020

OPTION B: FISH CREEK ROUTE

Potential Phasing & Costs

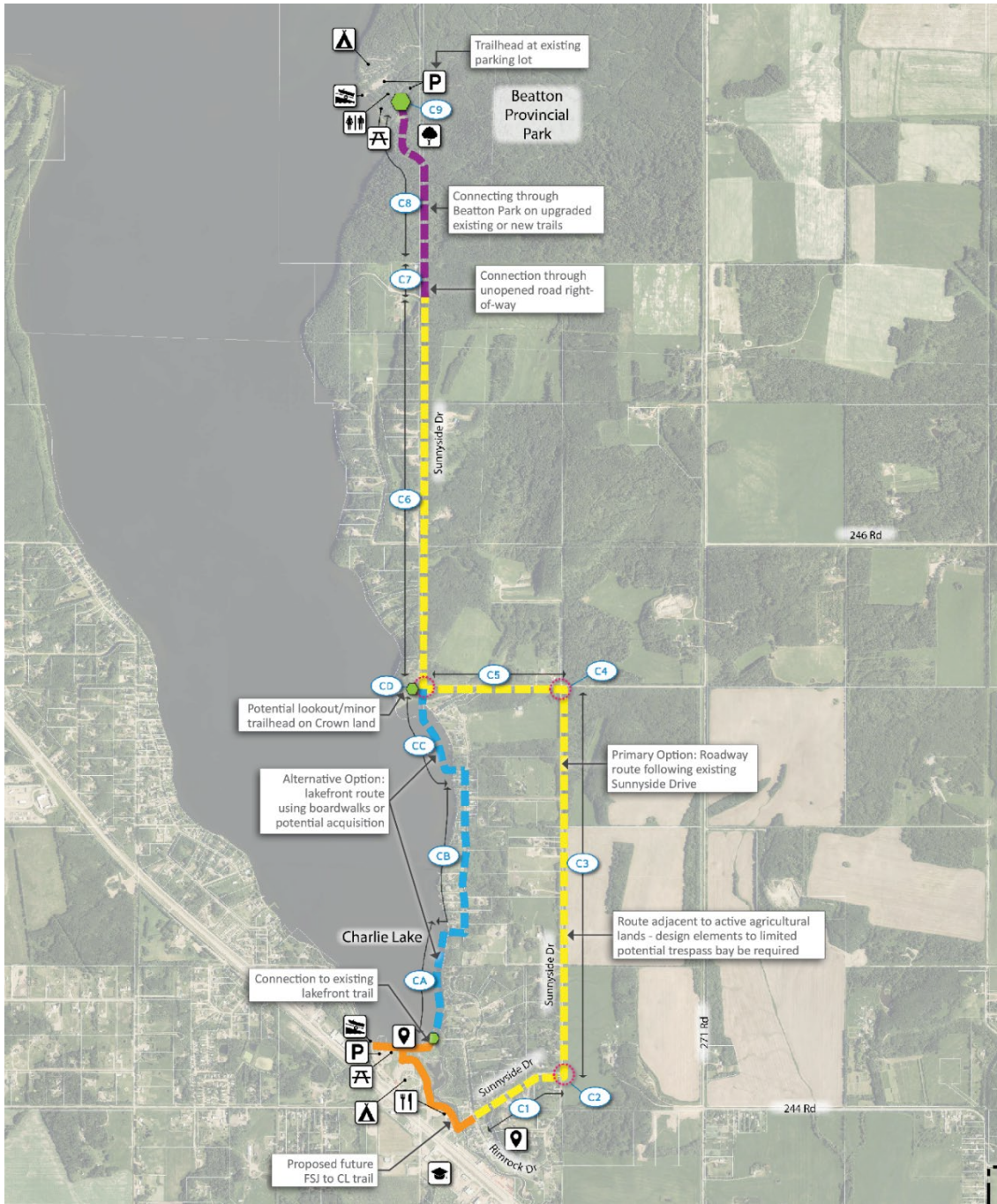


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PHASED COST ESTIMATES					
PHASE	DESCRIPTION	POTENTIAL PARTNERS (TBD)	ESTIMATED CAPITAL COST RANGE*	POTENTIAL 1/3 - 2/3 FUNDING SPLIT **	TOTAL 1/3 CAPITAL COSTS
A	Parkwood - Fish Creek	- City of Fort St. John - Parkwood Developer - PRRD	\$1.7 M - \$2.4 M	33.34% / 66.66%	\$0.6 M - \$0.8 M
B	Rural Areas - Fish Creek	PRRD	\$1.9 M - \$3.1 M	33.34% / 66.66%	\$0.6 M - \$1.0 M
C	Charlie Lake - Rimrock Dr	PRRD	\$0.4 M - \$0.7 M	33.34% / 66.66%	\$0.1 M - \$0.3 M
D	Charlie Lake - Sunnyside Dr. to Rotary Park	PRRD	\$1.0 M - \$1.3 M	33.34% / 66.66%	\$0.3 M - \$0.4 M
TOTAL ESTIMATED CAPITAL COST:			\$5.0 M - \$7.5 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$1.6 M - \$2.5 M (excluding acquisition costs)

FUTURE OPTION: CONNECTION TO BEATTON PROVINCIAL PARK



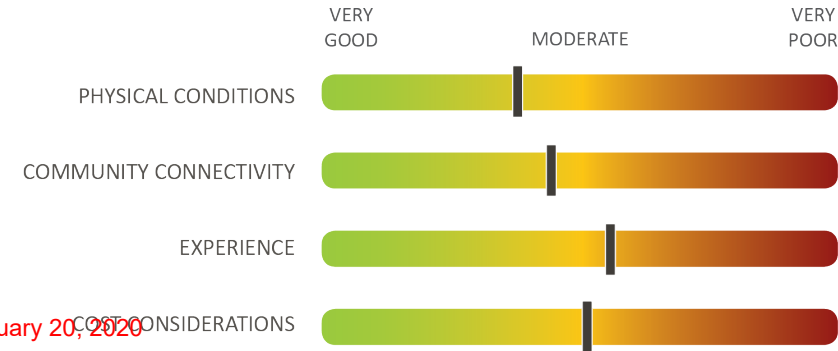
LEGEND

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- Proposed New Road Crossing
- Creek Crossing (existing)
- Creek Crossing (new/upgraded)
- Minor Trailhead / Rest Area
- Major Trailhead
- Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

- | Existing | Future | |
|----------|--------|---------------------|
| | | Parking Area |
| | | Picnic Area |
| | | Public Washrooms |
| | | Camping Area |
| | | Point of Interest |
| | | Nature Viewing Area |
| | | School |
| | | Food / Drink |
| | | Shopping |

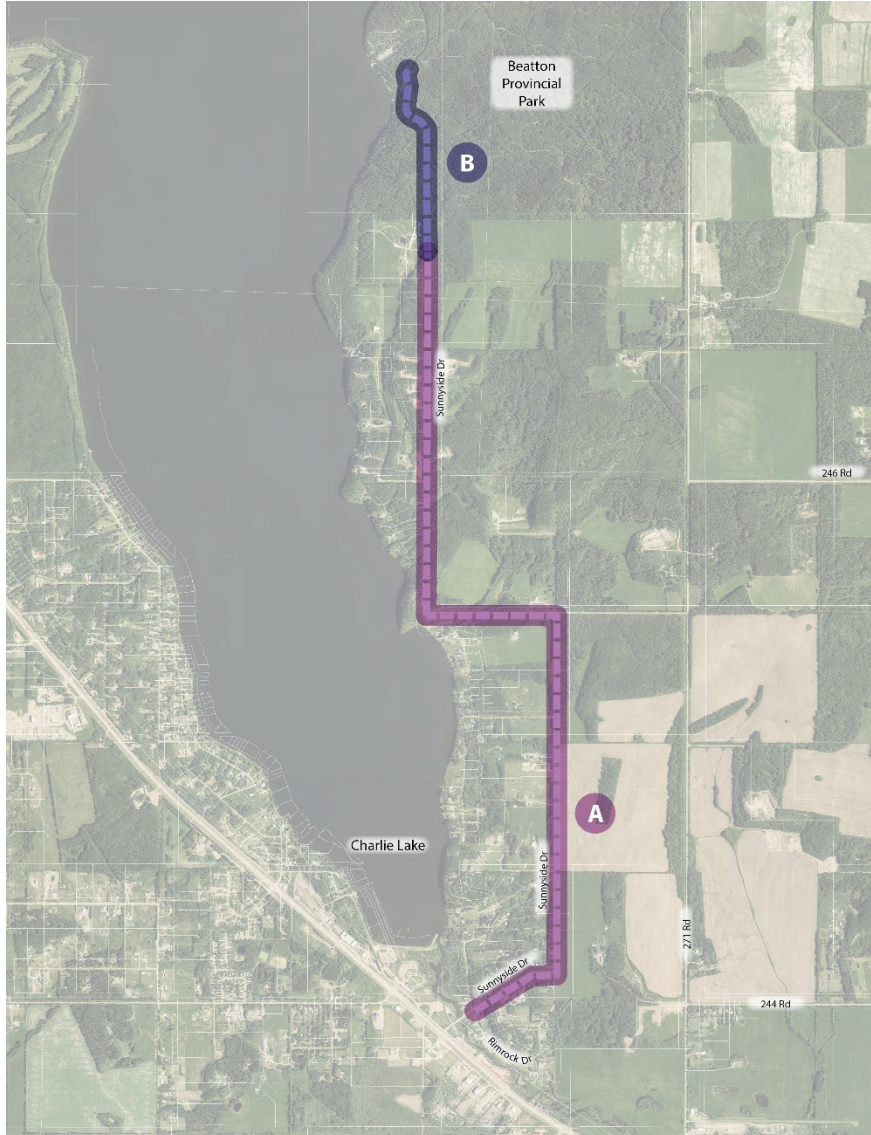
EVALUATION SUMMARY



January 20, 2020

FUTURE OPTION: CONNECTION TO BEATTON PROVINCIAL PARK

Potential Phasing & Costs



PHASED COST ESTIMATES

PHASE	DESCRIPTION	POTENTIAL PARTNERS (TBD)	ESTIMATED CAPITAL COST RANGE*	POTENTIAL 1/3 - 2/3 FUNDING SPLIT **	TOTAL 1/3 CAPITAL COSTS
A	Rural Roads - Sunnyside Dr, Range Ave	PRRD	\$2.4 M - \$4.6 M	33.34% / 66.66%	\$0.8 M - \$1.5 M
B	Undeveloped Road ROW, Beatton Park Trails	- PRRD - Province of BC	\$0.3 M - \$0.5 M	33.34% / 66.66%	\$0.1 M - \$0.2 M
TOTAL ESTIMATED CAPITAL COST:			\$2.7 M - \$5.1 M	TOTAL ESTIMATED PRRD CAPITAL COST:	\$0.9 M - \$1.7 M (excluding acquisition costs)

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January 20, 2020

FORT ST. JOHN TO CHARLIE LAKE

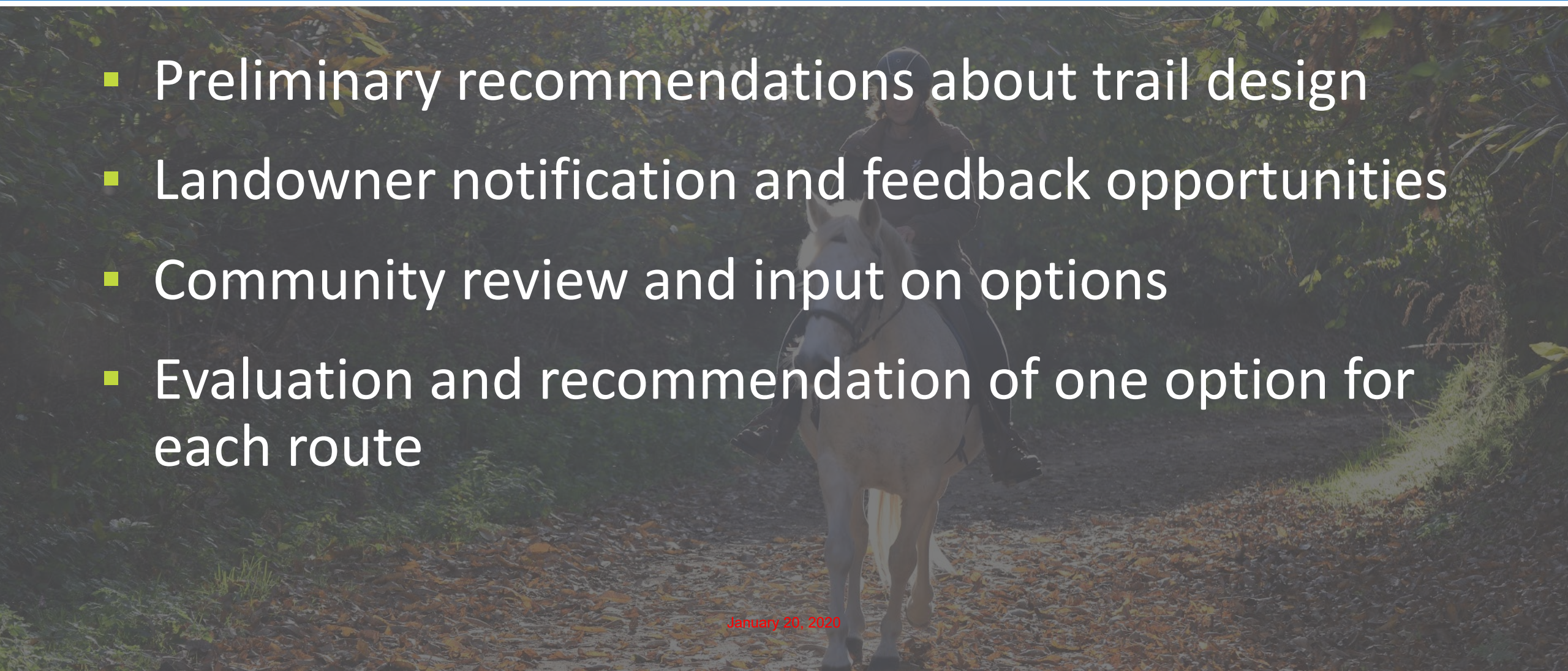
Options Comparison Summary

KEY EVALUATION FACTORS

OPTION	ESTIMATED TOTAL CAPITAL COST RANGE	ESTIMATED 1/3 CAPITAL COST RANGE	PRELIMINARY EVALUATION OUTCOMES			
			Physical Conditions	Community Connectivity	Experience	Cost Considerations
A Roadside Route	\$4.8 M - \$7.7 M	\$1.6 M - \$2.5 M	Moderate Lower risks for arch, enviro, slope issues, some steep terrain challenges	Good Generally direct, good connections to desirable destinations	Moderate Large sections along rural roads, less visual appeal, good passive surveillance	Good Similar capital costs, but less uncertainty around acquisition costs
B Fish Creek Route	\$5.0 M - \$7.6 M	\$1.6 M - \$2.5 M	Moderate More risks for arch, enviro, slope issues along creek, flat terrain	Good Most direct option, good connections to desirable destinations	Good Highest quality experience along creek, limited passive surveillance	Poor Similar capital costs, but more uncertainty around acquisition costs and unknown issues near creek
X Future Connection to Beatton Provincial Park	\$2.7 M - \$5.1 M	\$0.9 M - \$1.7 M	Good Lower risks for arch, enviro, slope issues, some steep terrain challenges	Moderate Generally direct between Beatton Park and south end of lake, less of a priority connection	Moderate Large sections along rural roads, some lake views	Moderate Costs in addition to main connection



LOOKING AHEAD

- Preliminary recommendations about trail design
 - Landowner notification and feedback opportunities
 - Community review and input on options
 - Evaluation and recommendation of one option for each route
- 
- A person wearing a helmet and dark clothing is riding a white horse on a dirt trail. The trail is surrounded by dense green foliage and trees. The ground is covered with fallen leaves and small stones.

A series of yellow footprints of varying sizes and orientations, arranged in a loose, winding path across the top of the slide, set against a solid blue background.

LANDOWNER NOTIFICATION

1. Internal identification of affected landowners:
 - Direct property requirements for trail connection
 - Potential property requirements
 - Adjacent agricultural lands (trail on public land)
 - Adjacent residential properties (trail on public land)
 - Adjacent industrial and commercial properties (trail on public land)
2. Initial outreach via mail to all groups
3. Meetings with directly affected landowners in alignment with next public engagement events



REQUEST TO COUNCIL



Provide written feedback on the Connecting Communities Regional Trails information and options to be taken back to the Regional Parks Committee.

January 20, 2020



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

▶ **THANK YOU!**

January 20, 2020



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

POUCE COUPE COUNCIL UPDATE

APRIL 2019

January 20, 2020

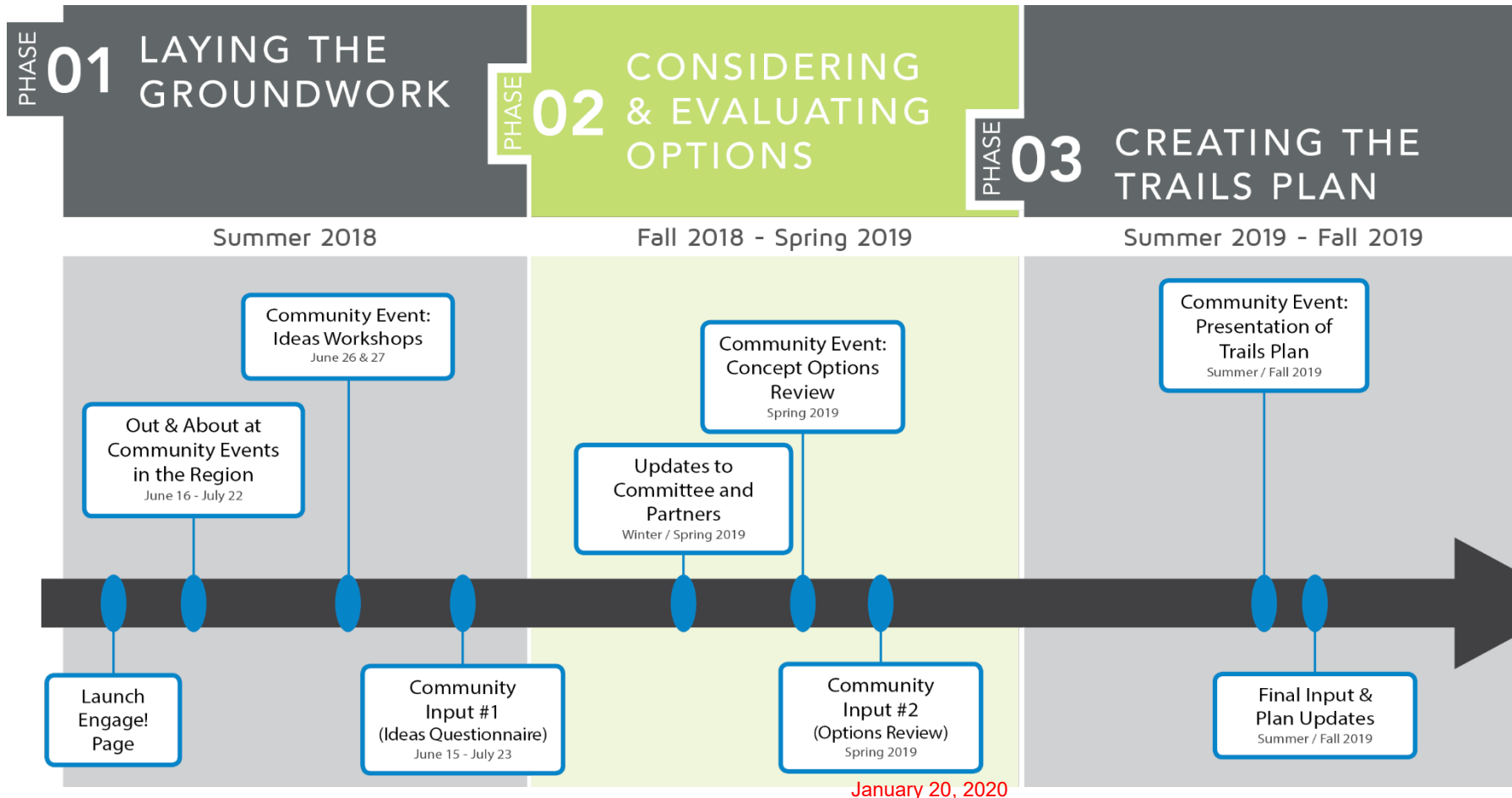
A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

PRESENTATION OVERVIEW

1. Public Engagement #1 Summary – What We Heard
2. Preliminary Options Overview
3. Anticipated Next Steps

PROJECT PROCESS

WE ARE HERE



January 20, 2020



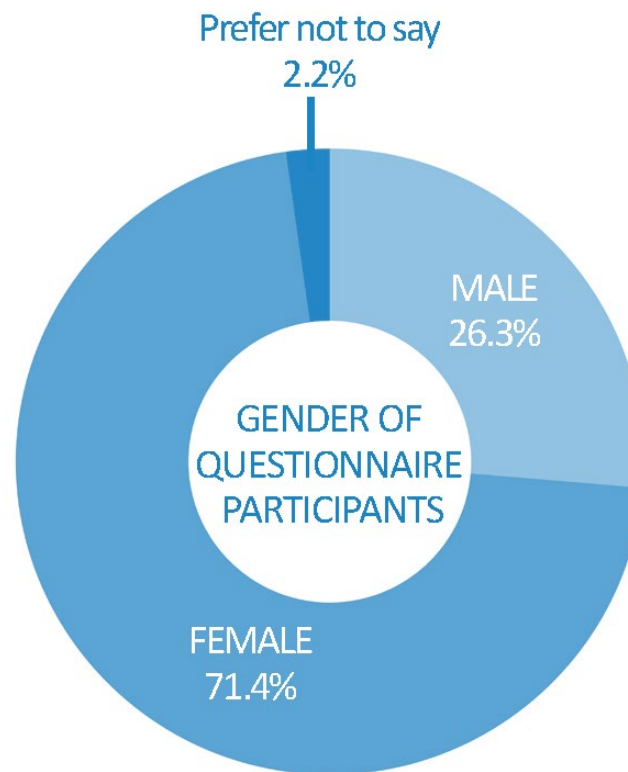
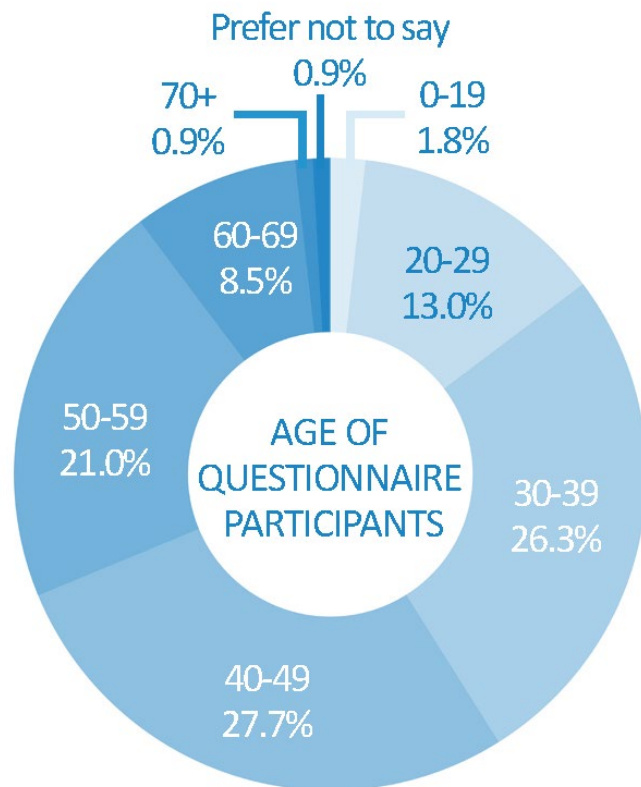
WHAT WE HEARD



How did we get input?

- Ideas Questionnaire – June 15 to July 23
- Trails Planning Workshops – June 25 & 26
- Community Event Participation – 7 events
June 16 – July 22

WHO PARTICIPATED?



January 20, 2020

WHERE PARTICIPANTS LIVE

BLUEBERRY RIVER FIRST NATIONS	0 (0.0%)
CITY OF DAWSON CREEK	48 (21.4%)
CITY OF FORT ST. JOHN	78 (34.82%)
DISTRICT OF CHETWYND	2 (0.9%)
DISTRICT OF HUDSON'S HOPE	1 (0.5%)
DISTRICT OF TAYLOR	2 (0.9%)
DISTRICT OF TUMBLER RIDGE	0 (0.0%)
DOIG RIVER FIRST NATION	1 (0.5%)
HALFWAY RIVER FIRST NATION	0 (0.0%)
KWADACHA FIRST NATION	0 (0.0%)
SAULTEAU FIRST NATIONS	0 (0.0%)
TSAY KEH DENE BAND	0 (0.0%)
VILLAGE OF POUCE COUPE	6 (2.7%)
WEST MOBERLY FIRST NATIONS	0 (0.0%)
ELECTORAL AREA B	10 (4.5%)
ELECTORAL AREA C	55 (24.6%)
ELECTORAL AREA D	15 (6.7%)
ELECTORAL AREA E	2 (0.9%)
OTHER REGION IN BRITISH COLUMBIA	1 (0.5%)
ALBERTA	2 (0.9%)
OTHER COUNTRY	1 (0.5%)



WHAT WE HEARD

HOPES:

- Opportunity to be close to nature
- Amenities
- Connect to points of interest/destinations
- Year-round
- Range of uses
- Tourism and economic development
- Get built!

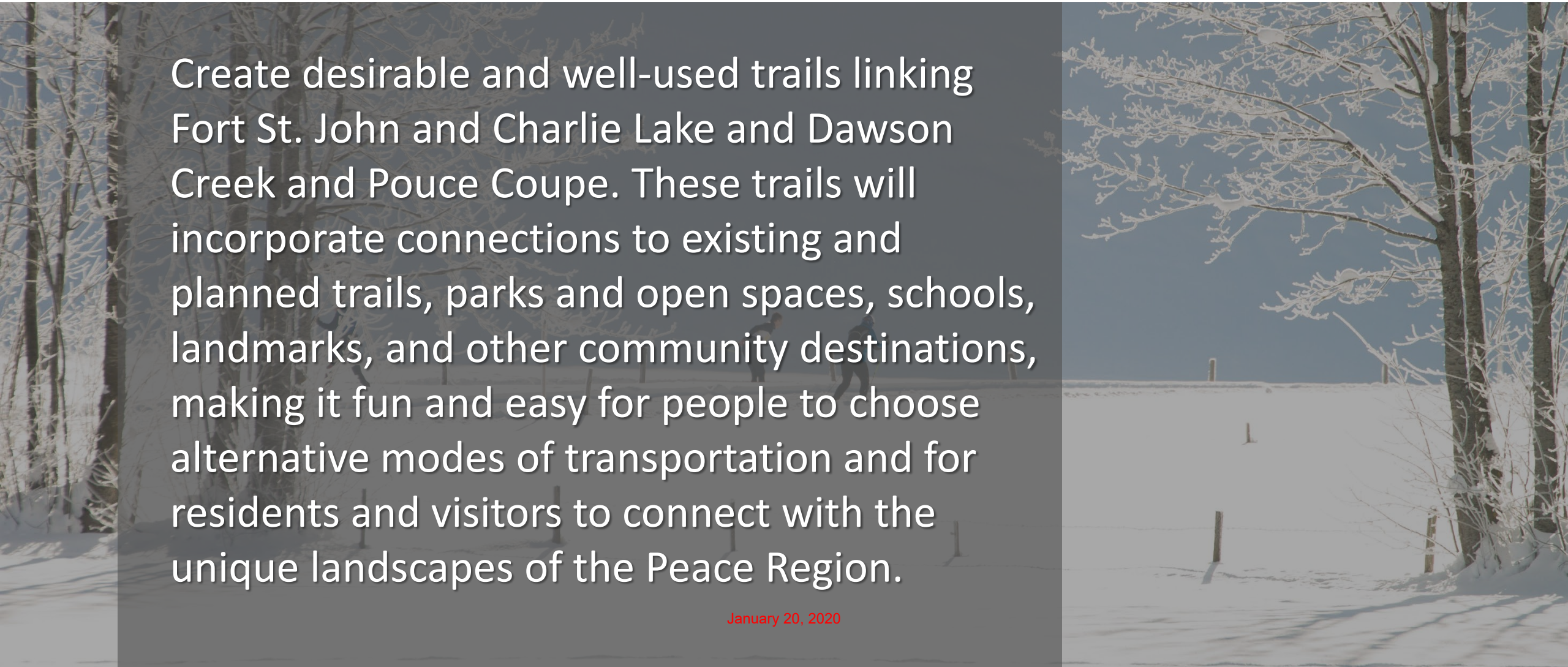
CONCERNS:

- Construction and maintenance costs
- Private land impacts
- Conflicts between users
- Abuse of trail
- Safety, security, emergency access
- Road crossings/adjacency
- Not getting done!

January 20, 2020



DRAFT MISSION



Create desirable and well-used trails linking Fort St. John and Charlie Lake and Dawson Creek and Pouce Coupe. These trails will incorporate connections to existing and planned trails, parks and open spaces, schools, landmarks, and other community destinations, making it fun and easy for people to choose alternative modes of transportation and for residents and visitors to connect with the unique landscapes of the Peace Region.

January 20, 2020

A series of yellow footprints of varying sizes and orientations, arranged in a wavy line across the top of the slide.

DRAFT GOALS

A background image of a snowy forest with bare trees and a person walking in the distance.

GOAL 1: Connect Fort St. John with Charlie Lake and Dawson Creek with Pouce Coupe through contiguous multi-use trails that connect with important destinations in each community.

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GOAL 5: Respect adjacent land uses, both existing and future, by designing, with input from neighbours and landowners, trails that mitigate potential conflicts and encourage positive experiences.

GOAL 6: Create an experience that connects people physically from place to place, as well to nature, neighbours, and the region.

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COMPARATOR STUDY

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- Key learnings:
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 - Gaining access to land is challenging
 - Funding can be achieved in various ways
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 - There is a wealth of experience and knowledge to learn from

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FUNDING REGIONAL TRAILS

- 
- A photograph of two hikers from behind, walking on a dirt trail through a forest. They are wearing backpacks and using trekking poles. The image is partially covered by a semi-transparent grey box containing the list.
- Regional Parks Function
 - Municipal Partners
 - Private Development
 - Senior Government Grants
 - Donations & Fundraising

DAWSON CREEK TO POUCE COUPE OPTIONS



January 20, 2020



DAWSON CREEK TO POUCE COUPE

TOP START / END POINTS:

- In Dawson Creek:
 - Dawson Trail
 - Encana Events Centre
 - Dawson Mall
 - Leoppy Park
- In Pouce Coupe:
 - Elementary School
 - Museum
 - Pouce Park
 - Railway Trestle

POINTS OF INTEREST:

- Encana/Aquatic/Lakota Riding Centres
- Dawson Trail
- Airport
- Bisette Marsh
- Train Trestles
- Pouce Coupe Museum
- Pouce Park
- Rivers/Creeks

January 20, 2020

A decorative graphic of yellow footprints arranged in a wavy line across the top of the slide.

DAWSON CREEK TO POUCE COUPE

TOP ACTIVITIES:

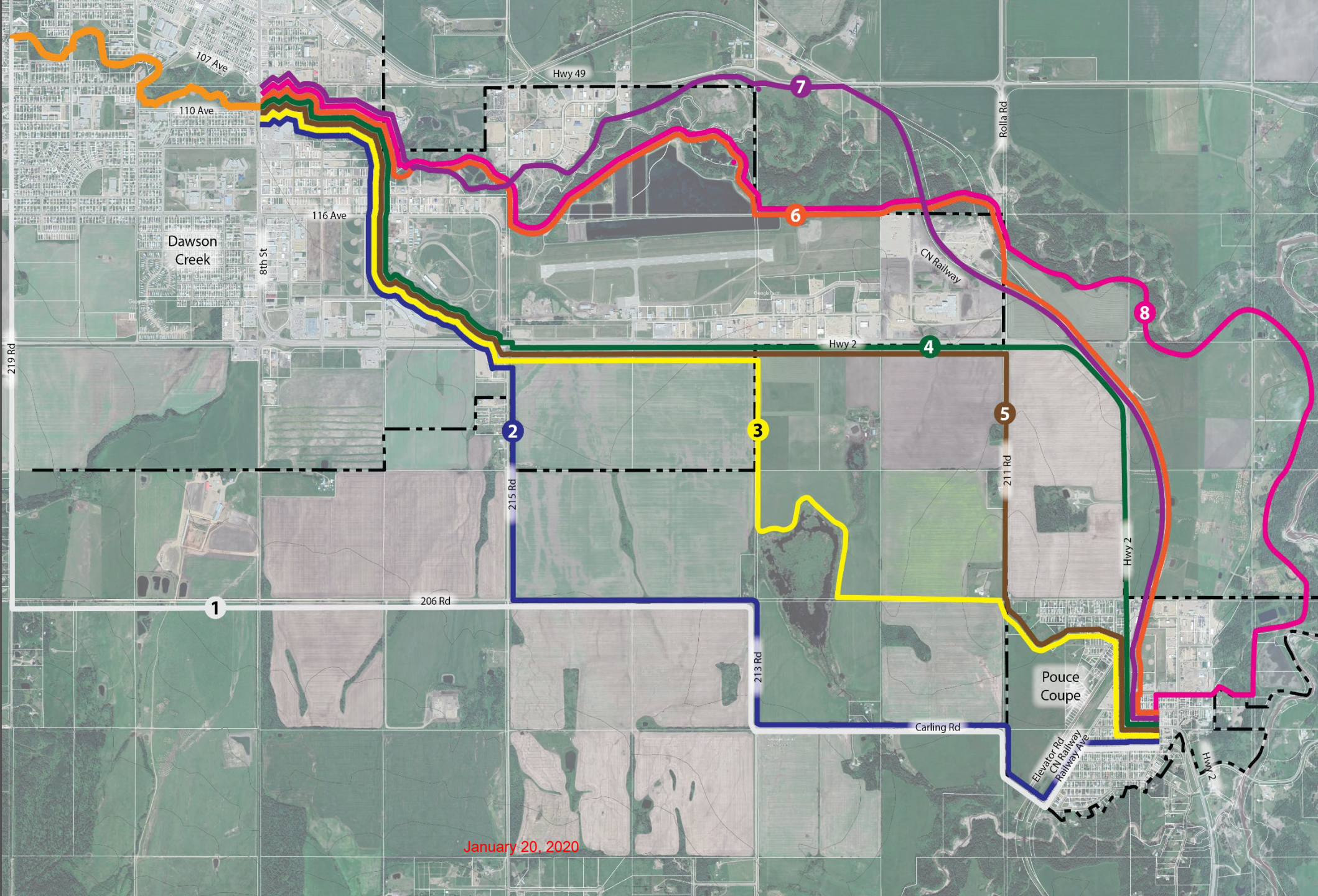
- Walk
- Bicycle (for leisure)
- Walk a dog
- Run or jog
- Cross-country ski

TOP AMENITIES:

- Waste Containers
- Benches
- Washrooms
- Parking at Trail Access Points
- Doggie Stations

DAWSON
CREEK TO
POUCE COUPE

Identified
Options



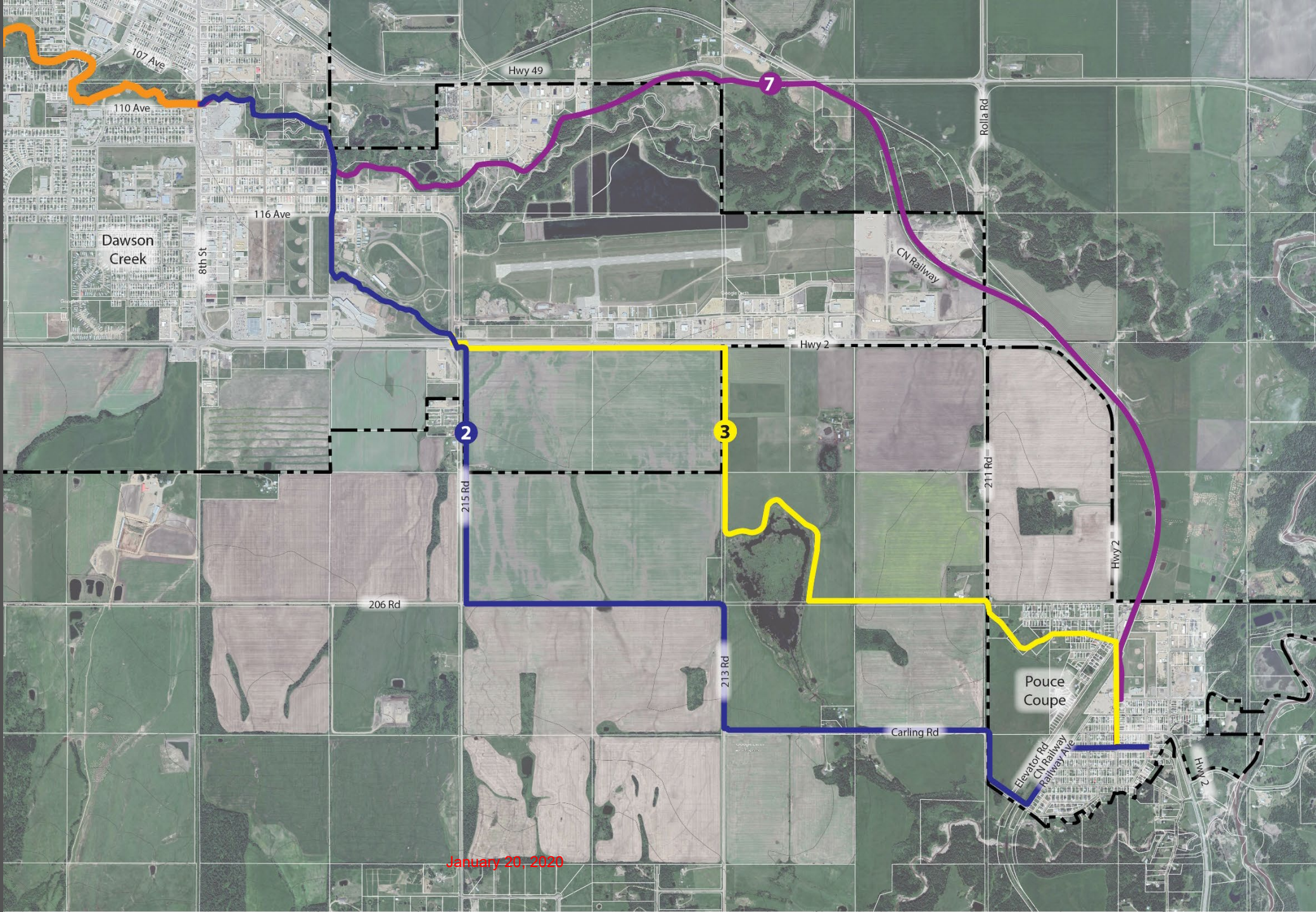
DAWSON CREEK TO POUCE COUPE SCREENING

SCREENING QUESTIONS:

- **Physical Feasibility:** Does the route have any significant barriers (e.g., terrain, watercourse) that will be difficult or cost prohibitive to overcome?
- **Experiential Value:** Does the route have a sufficient level of attractiveness to provide a desirable experience for potential trail users?
- **Directness:** Does the route provide an efficient connection between key destinations? Longer routes will typically have higher costs because more trail will need to be built / maintained.
- **Land Ownership:** Are there significant private land constraints that may affect feasibility of the route?

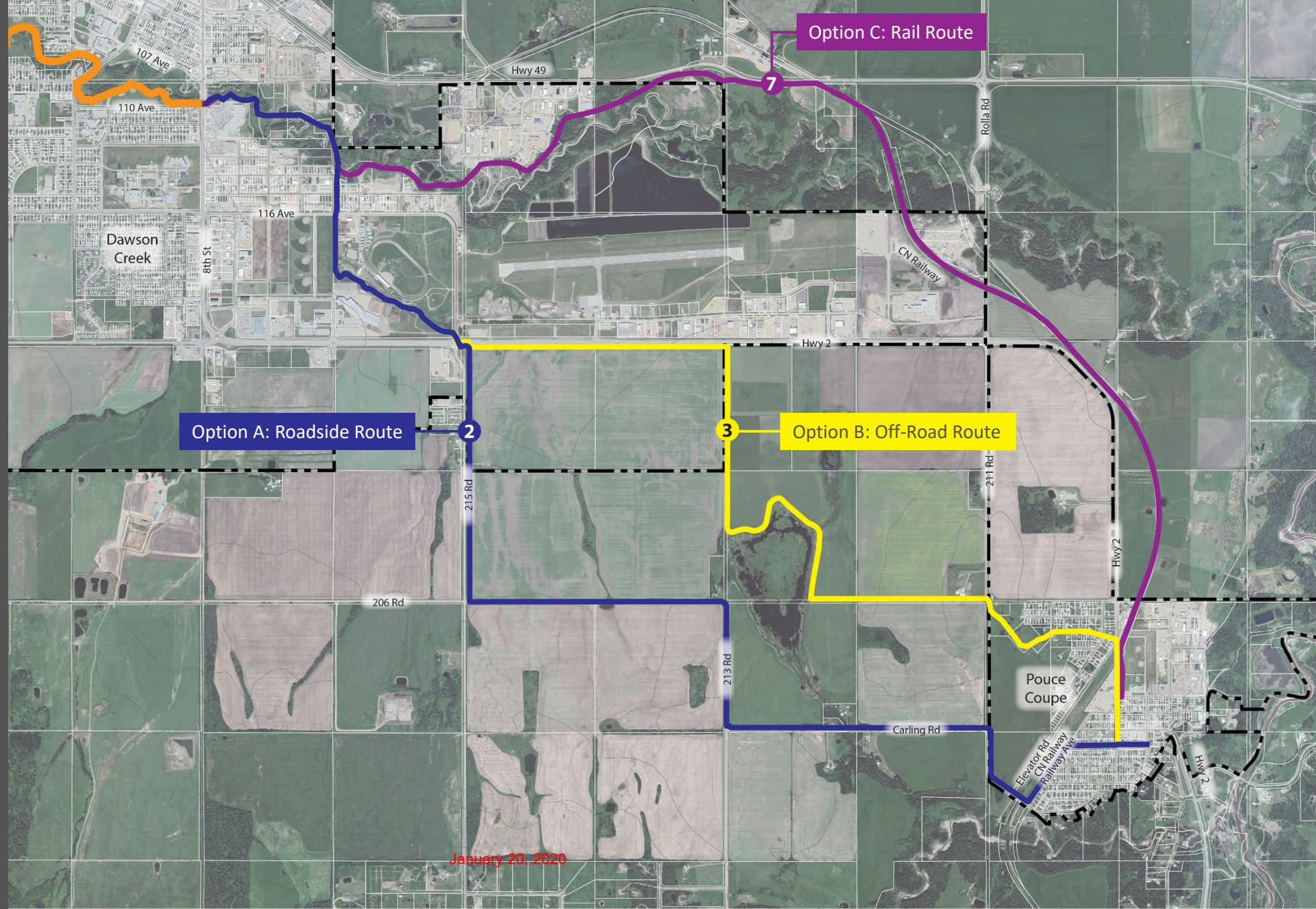
SCREENING SUMMARY						
# DESCRIPTION		SCREENING				ADVANCED?
		Physical Feasibility	Experiential Value	Directness	Land Ownership	
1	219 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Poor much longer, bypasses downtown Dawson Creek	Good road ROWs, Bissette Marsh	No
2	215 Rd / 206 Rd / 213 Rd / Carling Rd	Good generally flat	Moderate mainly rural roads, viewpoint of trestle	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION A)
3	Hwy 2 / 213 Rd ROW / 206 Rd ROW	Moderate steep areas near Pouce Coupe	Moderate mainly rural roads, Bissette Marsh	Good relatively direct	Good road ROWs, City land, Bissette Marsh	Yes (OPTION B)
4	Hwy 2	Good generally flat	Poor mainly highway corridor	Good relatively direct	Good road ROWs, City land	No
5	Hwy 2 / 211 Rd	Moderate steep areas near Pouce Coupe	Poor long distance along highway corridor	Good relatively direct	Good road ROWs, City land	No
6	Dawson Creek Corridor (south) / CN ROW	Poor steep areas along Dawson Creek and sewage lagoons	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	No
7	Dawson Creek Corridor (north) / CN ROW	Moderate steep areas along Dawson Creek	Good Creek corridor / CN ROW	Moderate less direct than other options	Moderate some private land challenges, CN Railway corridor	Yes (OPTION C)
8	Dawson Creek Corridor / Pouce Coupe Creek Corridor	Poor steep areas along both Creek corridors	Good Creek corridors	Poor much longer	Poor many private land challenges	No

DAWSON CREEK
TO POUCE COUPE
Options Pursued



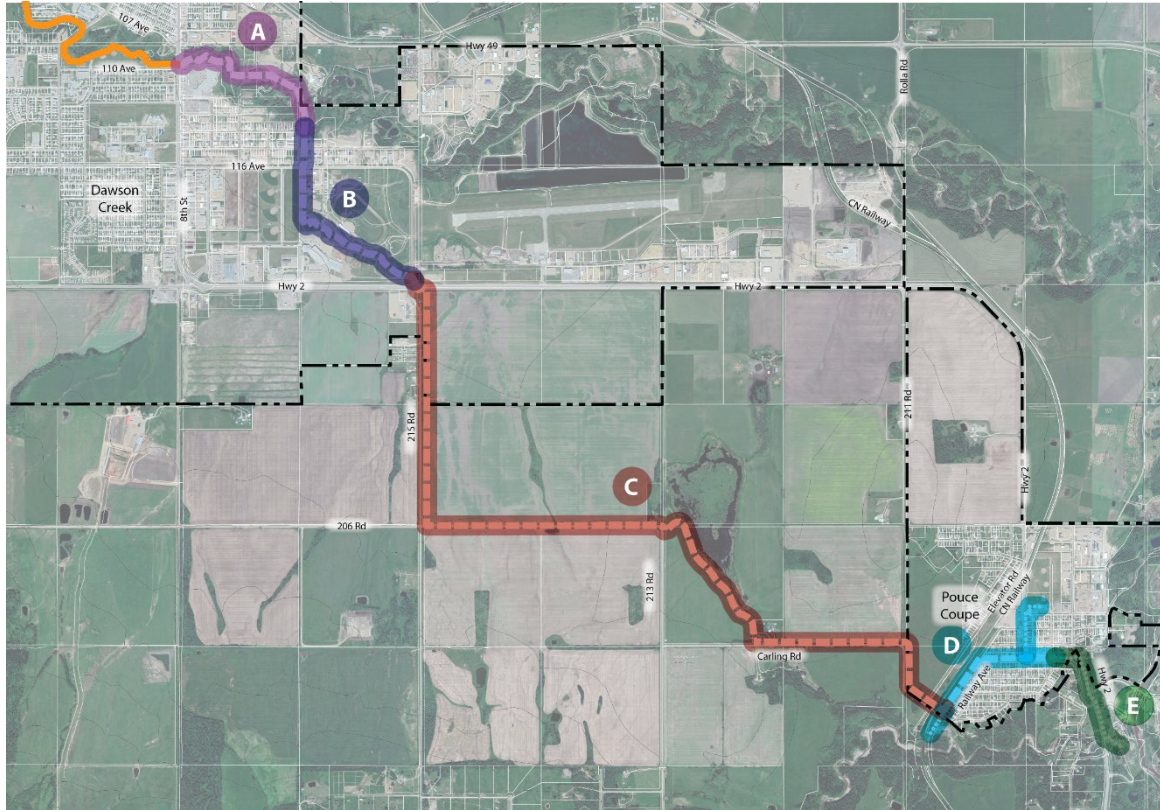
DAWSON CREEK TO POUCE COUPE

Options Pursued



OPTION A: ROADSIDE ROUTE

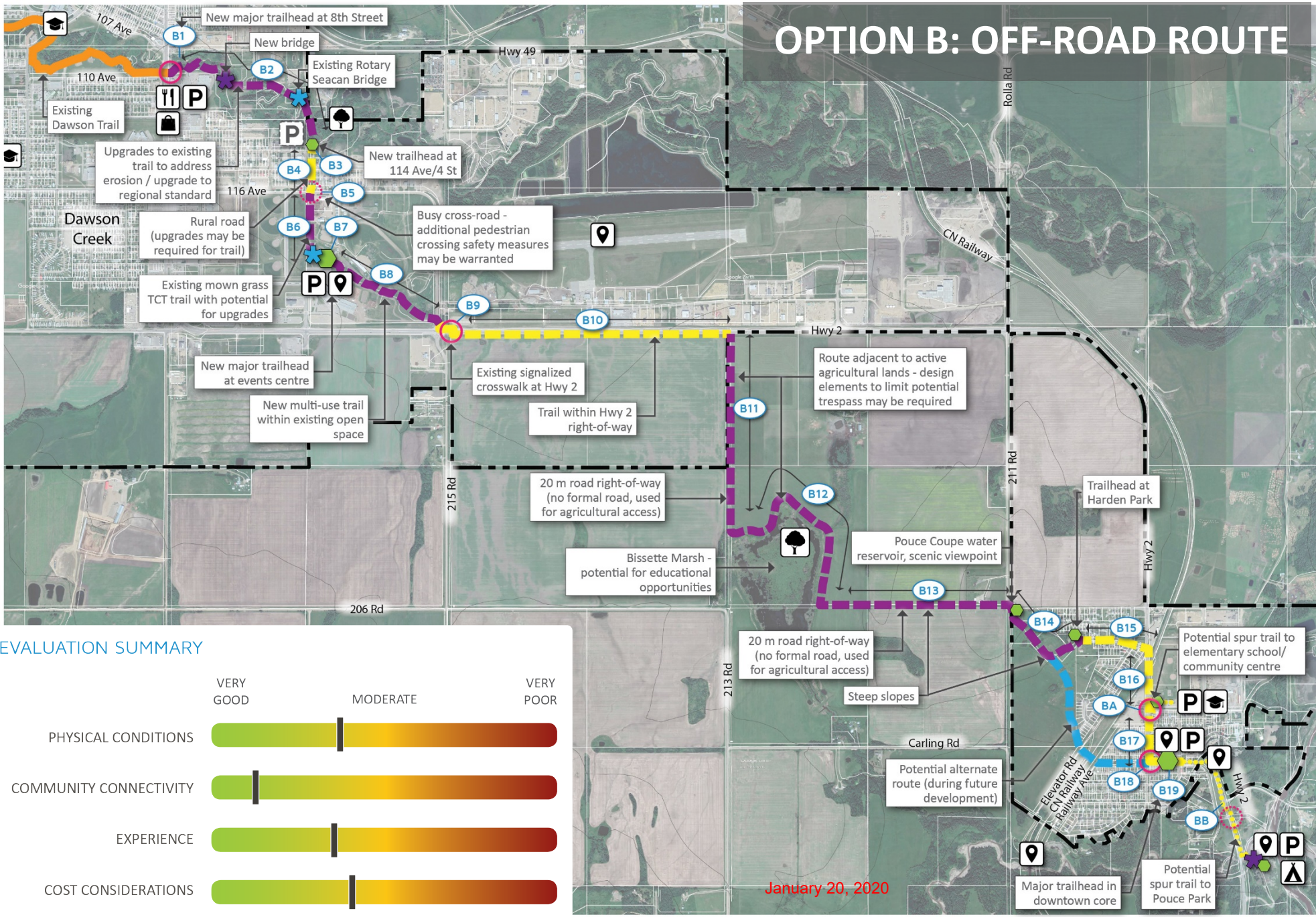
Potential Phasing & Costs



PHASED COST ESTIMATES

PHASE	DESCRIPTION	POTENTIAL PARTNERS (TBD)	ESTIMATED CAPITAL COST RANGE*	POTENTIAL 1/3 - 2/3 FUNDING SPLIT **	TOTAL 1/3 CAPITAL COSTS
A	Dawson Creek - 8 St to 4 St	- City of Dawson Creek - PRRD	\$0.7 M - \$1.0 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
B	Dawson Creek - 4 St to 116 Ave	- City of Dawson Creek - PRRD	\$0.8 M - \$1.4 M	33.34% / 66.66%	\$0.3 M - \$0.5 M
C	Rural Roads - 215 Rd, 206 Rd, 213 Rd, Carling Rd	PRRD	\$3.1 M - \$5.2 M	33.34% / 66.66%	\$1.0 M - \$1.7 M
D	Pouce Coupe - Railway to 49 Ave	- Village of Pouce Coupe - PRRD	\$0.8 M - \$1.2 M	33.34% / 66.66%	\$0.3 M - \$0.4 M
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.9 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$6.0 M - \$9.7 M	TOTAL ESTIMATED 1/3 CAPITAL COST:	\$2.0 M - \$3.2 M (excluding acquisition costs)

January 20, 2020

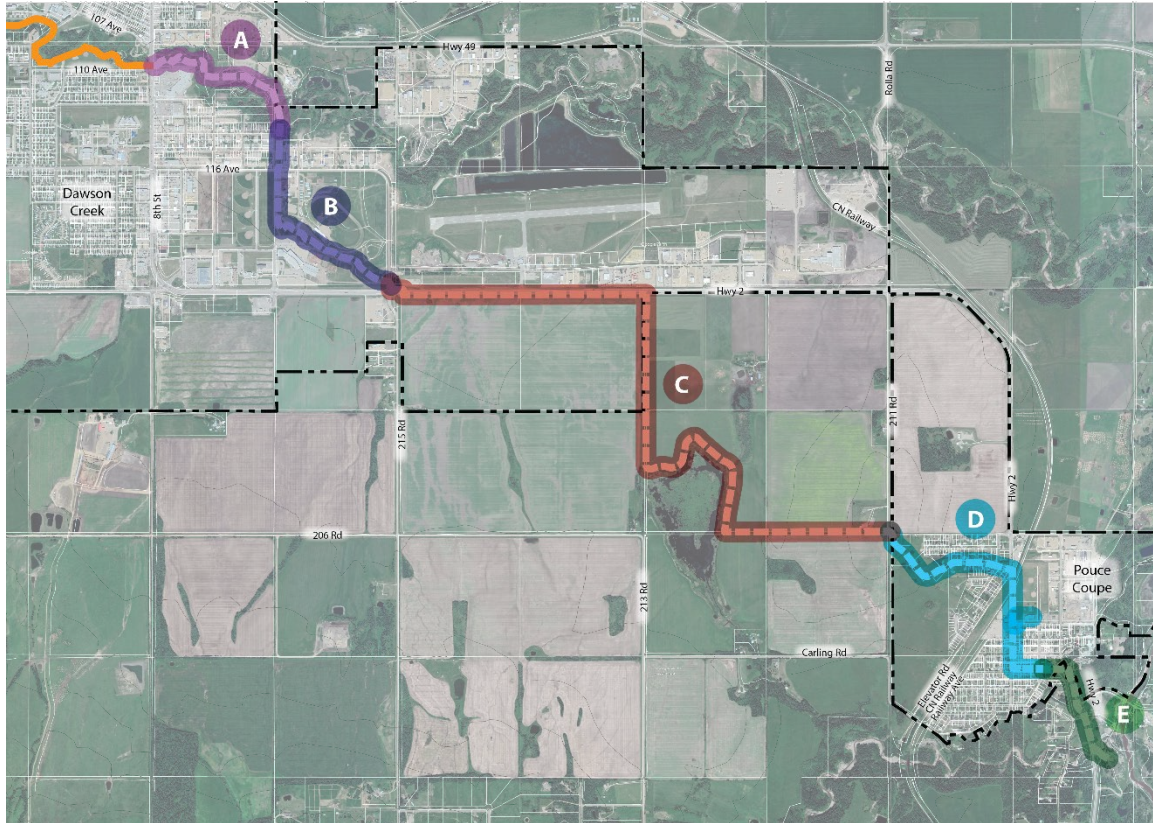


- LEGEND**
- Municipal Boundary
 - Existing Municipal Trail
 - Roadside Multi-use Trail
 - Multi-use Trail (not adjacent to road)
 - Potential Alterate Route
 - Potential Spur Trail
 - Existing Pedestrian Road Crossing (e.g., crosswalk)
 - Proposed New Road Crossing
 - Creek Crossing (existing)
 - Creek Crossing (new/upgraded)
 - Minor Trailhead / Rest Area
 - Major Trailhead
 - Route Description Reference (refer to detailed description)

- ROUTE AMENITIES / LANDMARKS**
- | Existing | Future | |
|----------|--------|---------------------|
| P | P | Parking Area |
| A | A | Picnic Area |
| W | W | Public Washrooms |
| C | C | Camping Area |
| I | I | Point of Interest |
| N | N | Nature Viewing Area |
| S | S | School |
| F | F | Food / Drink |
| Sh | Sh | Shopping |

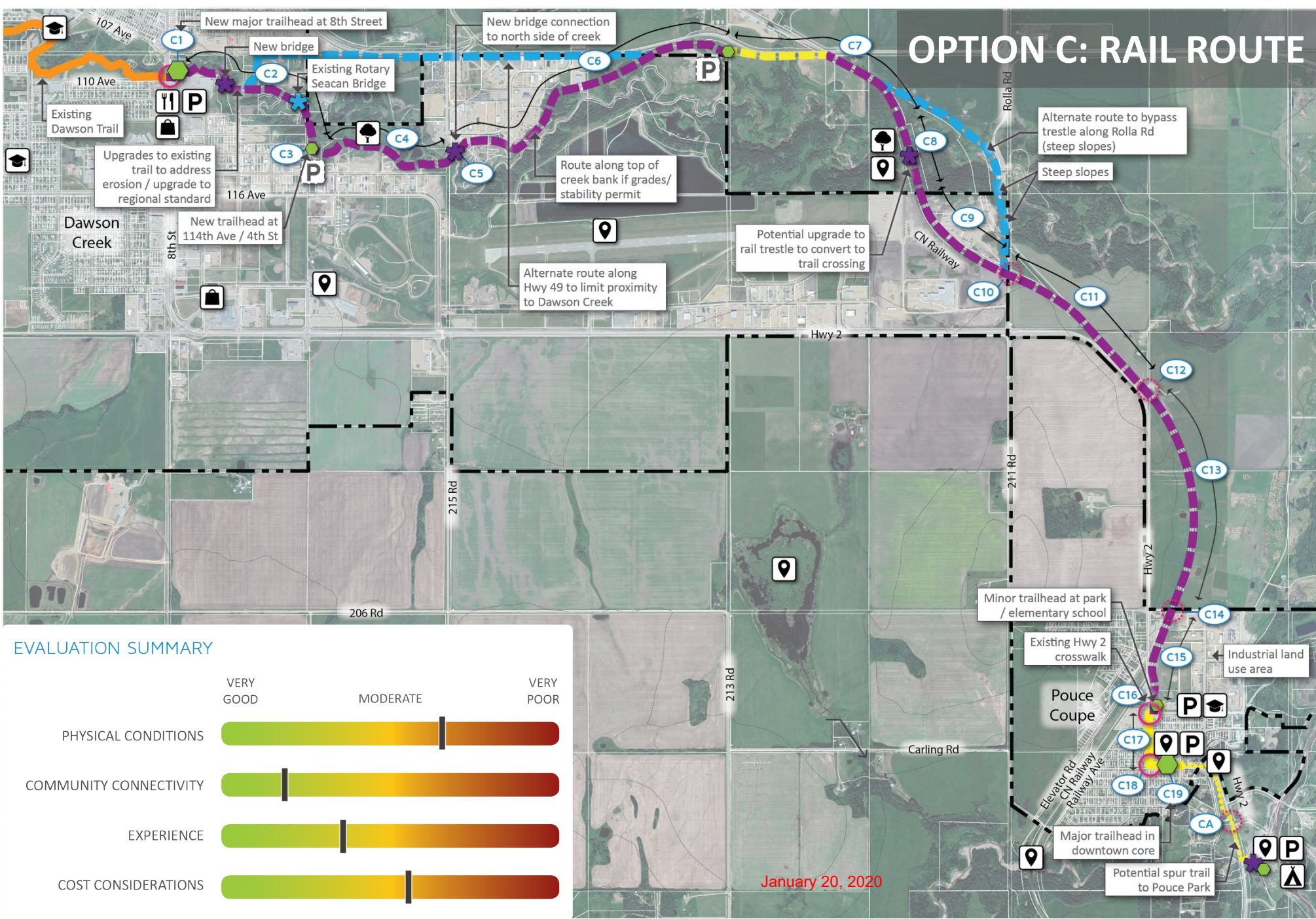
OPTION B: OFF-ROAD ROUTE

Potential Phasing & Costs



PHASED COST ESTIMATES

PHASE	DESCRIPTION	POTENTIAL PARTNERS (TBD)	ESTIMATED CAPITAL COST RANGE*	POTENTIAL 1/3 - 2/3 FUNDING SPLIT **	TOTAL 1/3 CAPITAL COSTS
A	Dawson Creek - 8 St to 4 St	- City of Dawson Creek - PRRD	\$0.7 M - \$1.0 M	0% / 100%	\$0.2 M - \$0.3 M
B	Dawson Creek - 4 St to 116 Ave	- City of Dawson Creek - PRRD	\$0.8 M - \$1.4 M	0% / 100%	\$0.3 M - \$0.5 M
C	Rural Roads / Bissette Marsh - Hwy 2, 213 Rd, 206 Rd	PRRD	\$2.5 M - \$4.4 M	33.34% / 66.66%	\$0.8 M - \$1.5 M
D	Pouce Coupe - Water Tower to 49 Ave	- Village of Pouce Coupe - PRRD	\$1.1 M - \$1.5 M	0% / 100%	\$0.4 M - \$0.5 M
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.7 M - \$1.0 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$5.8 M - \$9.3 M	TOTAL ESTIMATED 1/3 CAPITAL COST:	\$1.9 M - \$3.1 M (excluding acquisition costs)



LEGEND

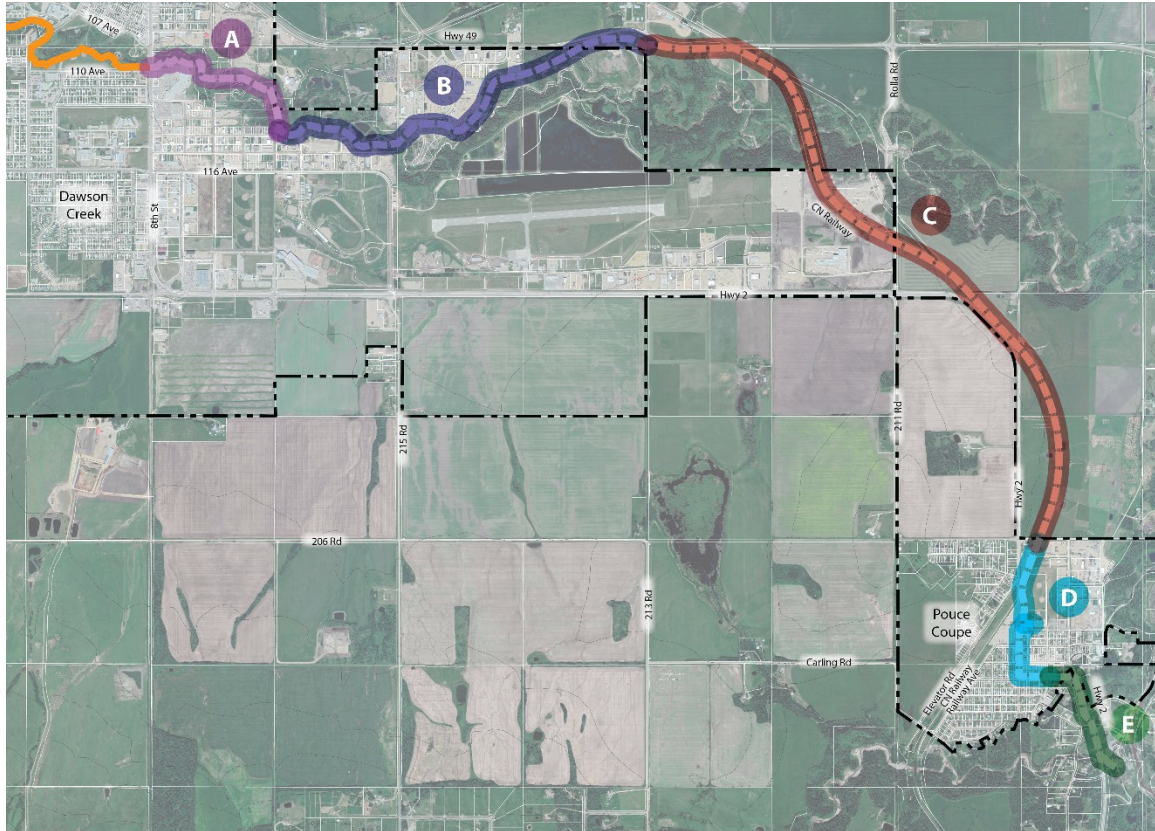
- Municipal Boundary
- Existing Municipal Trail
- Roadside Multi-use Trail
- Multi-use Trail (not adjacent to road)
- Potential Alternate Route
- Potential Spur Trail
- Existing Pedestrian Road Crossing (e.g., crosswalk)
- Proposed New Road Crossing
- ★ Creek Crossing (existing)
- ★ Creek Crossing (new/upgraded)
- Minor Trailhead / Rest Area
- Major Trailhead
- Ⓐ Route Description Reference (refer to detailed description)

ROUTE AMENITIES / LANDMARKS

- | Existing | Future | |
|----------|--------|---------------------|
| P | P | Parking Area |
| A | A | Picnic Area |
| W | W | Public Washrooms |
| C | C | Camping Area |
| I | I | Point of Interest |
| N | N | Nature Viewing Area |
| S | S | School |
| F | F | Food / Drink |
| Sh | Sh | Shopping |

OPTION C: RAIL ROUTE

Potential Phasing & Costs



PHASED COST ESTIMATES

PHASE	DESCRIPTION	POTENTIAL PARTNERS (TBD)	ESTIMATED CAPITAL COST RANGE*	POTENTIAL 1/3 - 2/3 FUNDING SPLIT **	TOTAL 1/3 CAPITAL COSTS
A	Dawson Creek - 8 St to 4 St	- City of Dawson Creek - PRRD	\$0.7 M - \$1.0 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
B	Dawson Creek - 4 St to 213 Rd	- City of Dawson Creek - PRRD	\$1.4 M - \$2.5 M	33.34% / 66.66%	\$0.5 M - \$0.8 M
C	CN Rail Line - 213 Rd to Old Tremblay Trail	PRRD	\$2.5 M - \$3.0 M	33.34% / 66.66%	\$0.9 M - \$1.0 M
D	Pouce Coupe - Old Tremblay Trail to 49 Ave	- Village of Pouce Coupe - PRRD	\$0.7 M - \$0.8 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
E	Pouce Coupe - Pouce Park	- Village of Pouce Coupe - PRRD	\$0.6 M - \$0.9 M	33.34% / 66.66%	\$0.2 M - \$0.3 M
TOTAL ESTIMATED CAPITAL COST:			\$5.9 M - \$8.2 M	TOTAL ESTIMATED 1/3 CAPITAL COST:	\$2.0 M - \$2.7 M (excluding acquisition + trestle upgrades)

DAWSON CREEK TO POUCE COUPE

Options Comparison Summary

KEY EVALUATION FACTORS						
OPTION	ESTIMATED TOTAL CAPITAL COST RANGE	ESTIMATED 1/3 CAPITAL COST RANGE	PRELIMINARY EVALUATION OUTCOMES			
			Physical Conditions	Community Connectivity	Experience	Cost Considerations
A Roadside Route	\$6.0 M - \$9.7 M	\$2.0 M - \$3.2 M	Moderate Some risks for arch, enviro, stability, several bridge crossings, flat terrain	Good Generally direct, good connections to desirable destinations	Good Large sections along rural roads, moderate visual appeal, good passive surveillance	Good Slightly higher capital costs, more certainty around tenure
B Off-Road Route	\$5.8 M - \$9.3 M	\$1.9 M - \$3.1 M	Moderate Some risks for arch / slope issues along creek, environmental considerations at Bisette Marsh, steep area near Pouce Coupe	Very Good Most direct option, very strong connections to desirable destinations	Good Several high quality experiences along creek, some areas with limited passive surveillance	Moderate Lower capital costs, potentially more challenges for construction / maintenance access
C Rail Route	\$5.9 M - \$8.2 M	\$2.0 M - \$2.7 M	Poor Higher risks for arch, enviro, slope issues, some steep terrain challenges, CN and private land tenure issues	Good Generally direct, good connections to desirable destinations	Good Several high quality experiences along creek, rail trestle, some areas with limited passive surveillance	Moderate Lower capital costs, however acquisition and trestle rehabilitation costs are significant unknowns

January 20, 2020

A series of yellow footprints arranged in a curved path across the top of the slide.

COMING UP

- Preliminary recommendations about trail design
- Landowner notification and feedback opportunities
- Community review and input on options
- Evaluation and recommendation of one option for each route

A series of yellow footprints of varying sizes and orientations, arranged in a path that leads from the top left towards the top right, set against a solid blue background.

LANDOWNER NOTIFICATION

1. Internal identification of affected landowners (5 scenarios):
 - Direct property requirements for trail connection
 - Potential property requirements
 - Adjacent agricultural lands (trail on public land)
 - Adjacent residential properties (trail on public land)
 - Adjacent industrial and commercial properties (trail on public land)
2. Initial outreach via mail to all groups
3. Meetings with directly affected landowners in alignment with next public engagement events



WHERE DO WE GO FROM HERE?

POTENTIAL NEXT STEPS:

1. Implementation Committee
2. Phase / Priority Project Selection
3. Partnerships & Funding
4. Land Acquisition (if required)
5. Detailed Design & Construction Documents
 - Site Survey
 - Regulatory Review & Permits
 - Archaeology, Environmental Review, Geotechnical, Structural, etc.
6. Trail Development



REQUEST TO COUNCIL



Provide written feedback on the Connecting Communities Regional Trails information and options to be taken back to the Regional Parks Committee.

January 20, 2020



Connecting Communities Trails Feasibility Study

Fort St. John to Charlie Lake
Dawson Creek to Pouce Coupe

▶ **THANK YOU!**

January 20, 2020



REPORT

To: Regional Parks Committee

Date: December 17, 2019

From: Trish Morgan, General Manager of Community Services

Subject: 2020 Budget Review – Function 200 Regional Parks

RECOMMENDATION #1:

That the Regional Parks Committee recommend that the Regional Board include the draft 2020 Budget for Function 200 – Regional Parks in the 2020 Financial Plan.

RECOMMENDATION #2:

That the Regional Parks Committee recommend that the Regional Board approve the Supplementary Request to contract a caretaker for Blackfoot Regional Park; further, that it be included in the 2020 Financial Plan.

RECOMMENDATION #3:

That the Regional Parks Committee recommend that Regional Board approve the Supplementary Request to complete Campsite Area 'C' at Blackfoot Regional Park; further, that it be included in the 2020 Financial Plan.

RECOMMENDATION #4:

That the Regional Parks Committee recommend that the Regional Board approve the Supplementary Request to complete the Archaeological Desktop Assessment at Minaker Regional Park; further, that it be included in the 2020 Financial Plan.

RECOMMENDATION #5:

That the Regional Parks Committee recommend that the Regional Board approve the Supplementary Request to complete the Archaeological Desktop Assessment at Sundance Regional Park; further, that it be included in the 2020 Financial Plan.

RECOMMENDATION #6:

That the Regional Parks Committee recommend that the Regional Board include the Supplementary Request to complete the trail finishing at Montney Centennial Regional Park; further, that it be included in the 2020 Financial Plan.

RECOMMENDATION #7:

That the Regional Parks Committee recommend that the Regional Board approve the Supplementary Request to upgrade the access road at Montney Centennial Regional Park; further, that it be included in the 2020 Financial Plan.

Staff Initials:

Dept. Head:

T. Morgan

CAO:

[Signature]

Page 1 of 6

January 20, 2020

RECOMMENDATION #8:

That the Regional Parks Committee recommend that the Regional Board approve the Supplementary Request to complete a feasibility study for the replacement of the Osborn Community; further, that it be included in the 2020 Financial Plan.

BACKGROUND/RATIONALE:

The 2020 Budget Process and 2020 Budget Calendar were approved at the October 10, 2019 Regional Board meeting. One new change to the process was the preparation of the 2020 budget based exclusively on core expenses and presenting any proposed non-core expenses as supplemental items.

In keeping with this process, a draft budget was prepared for Regional Parks (Budget Function 200) based on core expenses and existing service levels. Supplemental requests were prepared by staff for review by Committees for recommendation to the Regional Board. Also, a comparative analysis worksheet was prepared to contrast the 2020 draft budget to the 2019 Approved budget with an explanation of significant changes.

Core Budget:

Overall the operations budget for the function (exclusive of the supplemental requests) has increased from \$596,967 to \$630,145 – an increase of \$33,178.

- General expenditures decreased \$27,047 in part due to a reduction in staff wages and reduction in contract for services.
- Allocations have increased by \$28,123 as a result of increased allocations of vehicle usage which is reflective of having in-house staff conduct all parks maintenance and projects. The truck (Unit 8) and the trailer (Unit 13) now are budgeted under the new vehicle function and an allocation of their costs is charged back to the applicable functions that utilize vehicles. As a result there is a decrease to the function of \$13,600.
- Feasibility studies decreased \$12,263 from 2019 to 2020. \$35,516 was budgeted in 2019 to complete the Connecting Communities Trails project. \$23,253 remains and will be carried forward to 2020.
- The Blackfoot Park operating budget has increased from \$51,900 to \$98,500 largely as a result of:
 - estimated increase in utility costs from having powered campsites available in 2020
 - increases in minor capital for park gates, trail work (3 trails) and garbage receptacles
- The Minaker Park and Montney Centennial operating budgets have both decreased ~\$2,000 and \$7,000 respectively.
- Spencer Tuck Park has increased from \$23,900 to \$45,900 as a result of:
 - Increase in property repairs and maintenance to create a turnaround area for the boat launch and cap off the tank found at the park
 - Increase in minor capital to replace picnic tables
- Swan Lake has increased \$800 as a result of an increase in the maintenance contract for the weir
- Sundance Lake Park has decreased \$1,600 largely as a result of a decrease in minor capital
- There is an increase in the “Various RD Park Properties” budget from \$5,200 to \$10,864 as a result of insurance allocations (\$5,864) for all community halls and recreation ground being charged to the Regional Parks function. In the past, the some of these charges showed up in the budget and some were found in Administration. They are now being centralized in the Regional Parks function as they are considered regional parks under the regulatory bylaw. Further, in the past the

operators of these facilities were charged for their portion of the Regional District's insurance and in turn they were provided a grant from the Regional District to pay our invoice. Going forward the cost will they will not be invoiced and it will not be necessary to provide a grant for the cost. Once the Regional Board approves the budget the operators of these facilities will be notified of the change. These facilities include:

- Buick Rodeo Grounds
- Cache Creek Hall
- Golata Creek Hall
- Jackfish Hall
- Moberly Lake Hall
- Halfway Graham Recreation Grounds
- Osborne Community Hall
- North Peace Fall Fair
- Goodlow Rec Grounds (Moose Creek)

Prior Year, One-Time Items:

As discussed in the Blackfoot Regional Park Development Update report, the Caretaker Site Development project and Campsite Area 'B' Site Development were underway in 2019. These projects have been nearly completed with an anticipated finish date of May 30, 2019. The total available budget to complete these projects is approximately \$16,500.

The Peace Lookout Project to examine drainage options for the potential park is now complete.

Supplemental Items:

Blackfoot Park Caretaker - \$50,000

At the February 28, 2019 Regional Board meeting the following resolution was passed:

That implementation of Resolution No. RD/18/11/18 (08) from the November 8, 2018 Board meeting that states:

"That a park caretaker for Blackfoot Park be contracted in 2019 to oversee free camping services, to provide park maintenance and to assist with the development of a plan to transition to a fee-for-service camping model at Blackfoot Park for the 2020 season."

be postponed until after the caretaker site has been constructed and is fully operational.

The majority of the work to construct the caretaker site was completed in 2019. The remaining work to be completed in the spring of 2020 includes:

- Installation of wastewater and potable water tanks
- Finish the interior of caretaker shack
- Install the compound fence
- Installation of satellite internet for the caretaker only
- Re-installation of a landline telephone

A request for proposals could be issued at the end of March to secure a caretaker for mid-May. The Committee has discussed that in the past that for the first year they would like to have a caretaker in place and not charge fees for camping. During this first year, campers would be notified that fees will be charged starting in 2021. Staff are currently working to revise the regulatory bylaw for Regional Parks, which will include a fee schedule for Blackfoot Regional Park.

Campsite Area 'C' at Blackfoot Regional Park - \$90,000

The Blackfoot Regional Park Design study recommended that the PRRD upgrade the park with additional sites and prepare for a full-time Park Attendant. Over 2018 and 2019, the park attendant site has been developed (with some additional work to be completed), and Campsite Area 'B' has added 10 additional camping sites with electrical service.

Campsite Area 'C' would be developed on the south entrance road and would see 10 new sites established with electrical services. The plan recommends that a new access road be developed running adjacent to the entrance road. There would be a mix of individual, group, pull through, and back in campsites as the topography allows. Additional outhouses will be built to match the other outhouses in the park and will be put in where common sense dictates. The cost for development is estimated at \$90,000.

Archaeological Overview Assessment at Minaker River Regional Park – \$10,000

Minaker River Regional Park has high cultural and archaeological significance to indigenous groups in the region, and is also valued by many who use the facility for camping, and as a staging ground for back-country expeditions. There is evidence of an indigenous burial site at the park and unconfirmed reports from 2019 have suggested that there may be more burials within park boundaries.

Minaker River Regional Park is tenured to the PRRD under a License of Occupation with the Province of BC, which will expire on October 11, 2022. This License states that the PRRD must take all reasonable precautions to avoid disturbing or disrupting any archaeological material found on or under the Land. The access road to the park is prone to flooding and a long-term fix would require that the drainage ditches that run adjacent to the road be developed. In order to complete this work, staff recommend that the first step be to complete an archaeological overview assessment in order to determine the work that would need to be completed in order to upgrade the road. A desktop archaeological study involves analysis, interpretation, and compilation of information from a number of sources that will assist in determining the scope of work for the Archaeological Assessment. The estimated cost for this study is \$5,000.

Archaeological Assessment at Sundance Regional Park - \$5,000

The property on which Sundance Regional Park sits is crown land and has cultural significance to First Nations in the Region. Staff have proposed that there are potential upgrades to the park that could increase park use, such as upgrading a small trail to the water from the park for people be able to fish from the shore. In order to do any ground disturbance at this park, the Regional District would have to have permission from the Province, and would likely need to complete an archaeological assessment to determine traditional uses, and the likelihood of disturbing significant archaeological sites. The estimated cost for this study is \$5,000.

Montney Centennial Regional Park Trail - \$20,000

In 2019, per the Board's recommendation, BC Wildfire Services began to cut in a rough trail at Montney Centennial Regional Park, however were called away prior to any site finishing. If approved, the trail would be approximately 1m wide with .5m shoulders and approximately 1.5km long. At this time, the trail would remain unpaved. BC Wildfire Services are keen to assist in projects for the public good.

In 2020, it is recommended that authorization be given to complete this trail. Trail finishing would consist of;

- Removing roots and underbrush from the trail alignment

- Bringing in non-organic material to build up the trail
- Ensure that the grade of the trail is appropriate for trail users, and add crib stairs if necessary
- Establish a road crossing with solar lights
- Establish a formal trail head complete with signage, picnic tables, and outhouse.
- Build and install pinch points at the ends of the trail to ensure only non-motorized uses.
- Develop a 'loop' at the end of the camping area for day use parking and driving.
- Trail opening ceremonies.

Operationally, the development of this trail would require monthly inspections by PRRD staff (as part of regular park maintenance), and annual maintenance that could include brushing undergrowth back from the trail, cutting branches that interfere with trail use, and monitoring for trip hazards. Staff estimate that maintenance work for a trail may take up to 20 hours annually. The cost for trail development, including trail amenities, for 2020 is approximately \$20,000.

Road Upgrade at Montney Centennial Regional Park - \$40,000

A key issue for Montney Centennial Regional Park is that access to the park is challenging due to the slope of the road. The Montney Centennial Regional Park Plan suggests that the access road to Montney Centennial Regional Park be upgraded with minor rerouting, resurfacing, and improvements to the drainage off of the road. The road is built on a steep slope towards Charlie Lake. In 2020, drainage ditches would be improved and culverts installed. The estimated cost for the work is \$40,000.

Osborn Community Hall Feasibility - \$13,828

The Osborn Hall is owned by the Regional District and operated by the Osborn Community Hall Society. The facility is an older repurposed school that needs significant structural and interior work that may make it impractical to repair, as determined as part of the completed 2019 Osborn Hall Facility Condition Assessment. This proposed study would entail;

- determining the needs of the community;
- bringing forward options and costs for a replacement (modular unit), and
- cost of demolition and site servicing

\$25,000 from Area B Peace River Agreement funds was allocated to conduct the facility assessment in 2019. \$13,828 remains from this allocation that could be utilized to examine options for a replacement facility.

ALTERNATIVE OPTIONS:

1. That the Regional Board provide further direction.

STRATEGIC PLAN RELEVANCE:

- ☒ Not Applicable to Strategic Plan.

FINANCIAL CONSIDERATION(S):

Core Budget

- The requisition for operations is set to increase from \$266,708 to \$396,317 – an increase of \$129,609.
 - o If all supplemental requests are approved, there will be an increase of \$85,000 to the requisition for the operations budget

- \$150,000 will be carried over as surplus from 2019 for operations
- \$40,000 is estimated to be allocated as a grant-in-lieu for operations
- \$30,000 will be allocated as recovered costs
- \$13,828 in Peace River Agreement funds will be carried forward to 2020

Capital Budget

- \$16,500 will be carried over from 2019 as surplus to complete the caretakers site
- \$130,000 has been proposed as supplemental requests to conduct capital projects in 2020. If approved an additional \$73,863 will be carried forward as surplus and \$56,137 will be requisitioned.

COMMUNICATIONS CONSIDERATION(S):

None.

OTHER CONSIDERATION(S):

None.

Attachments:

1. Vadim Budget
2. Year over Year Comparative Analysis
3. Supplementary Requests

PEACE RIVER REGIONAL DISTRICT
Budget Report by Cost Center



GL5260 Page : 1
Date : Jan 17, 2020 Time : 10:42am

Account Code : - - - To : - - -

Function Type : Selective

		General Operating Fund 200 - Regional Parks						
		2019 APPROVED BUD	2019 actual	2020 PROVISIONAL	2021 PROVISIONAL	2022 PROVISIONAL	2023 PROVISIONAL	2024 PROVISIONAL
REVENUES								
0010 Requisition								
01-1-0010-0010	Electoral	-190,834.00	-190,834.00	-396,317.00	-519,745.00	-528,136.00	-532,700.00	0.00
01-1-0010-0011	Municipal	-75,874.00	-75,874.00	0.00	0.00	0.00	0.00	0.00
Total Requisition		-266,708.00	-266,708.00	-396,317.00	-519,745.00	-528,136.00	-532,700.00	0.00
0020 Surplus/Deficit								
01-1-0020-0020	Surplus/Deficit	-248,759.00	-248,759.00	-150,000.00	0.00	0.00	0.00	0.00
Total Surplus/Deficit		-248,759.00	-248,759.00	-150,000.00	0.00	0.00	0.00	0.00
0030 Grants								
01-1-0030-0030	Federal Grants-in-lieu	0.00	-25.29	0.00	0.00	0.00	0.00	0.00
01-1-0030-0031	Provincial Grants-in-lieu	-25,500.00	-42,567.38	-40,000.00	-26,530.00	-27,061.00	-27,061.00	0.00
01-1-0030-0033	Provincial	-30,000.00	0.00	0.00	0.00	0.00	0.00	0.00
01-1-0030-0034	Municipal Grants-in-lieu	0.00	-479.27	0.00	0.00	0.00	0.00	0.00
Total Grants		-55,500.00	-43,071.94	-40,000.00	-26,530.00	-27,061.00	-27,061.00	0.00
0040 Recovery of Costs								
01-1-0040-0000	General - Recovery of Costs	-1,000.00	-1,000.00	-30,000.00	-1,040.00	-1,061.00	-1,061.00	0.00
Total Recovery of Costs		-1,000.00	-1,000.00	-30,000.00	-1,040.00	-1,061.00	-1,061.00	0.00
0070 Investment Income								
01-1-0070-0071	Interest on Reserves	0.00	-841.56	0.00	0.00	0.00	0.00	0.00
Total Investment Income		0.00	-841.56	0.00	0.00	0.00	0.00	0.00
0120 Administration								
01-1-0120-0040	Administration Fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0140 Transfer from Reserves								
01-1-0140-0142	Fair Share Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-1-0140-0143	Rural Loan Fund Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-1-0140-0144	Gas Tax Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-1-0140-0145	Peace River Agreement Reserve	-25,000.00	-11,171.56	-13,828.00	0.00	0.00	0.00	0.00
Total Transfer from Reserves		-25,000.00	-11,171.56	-13,828.00	0.00	0.00	0.00	0.00
7180 REGIONAL PARKS *								
01-1-7180-0120	Grants-in-lieu (REG PARKS)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total REVENUES		-596,967.00	-571,552.06	-630,145.00	-842,315.00	-556,258.00	-560,822.00	0.00

January 20, 2020

PEACE RIVER DISTRICT
Budget Report by Cost Center



GL5260 Page : 2
Date : Jan 17, 2020 Time : 10:42am

Account Code : - - - To : - - -

Function Type : Selective

General Operating Fund
200 - Regional Parks

		2019	2019	2020	2021	2022	2023	2024
		APPROVED BUD	actual	PROVISIONAL	PROVISIONAL	PROVISIONAL	PROVISIONAL	PROVISIONAL
EXPENDITURES								
1000 General Expenditures								
01-2-1000-1010	Wages - Full Time	116,882.00	112,061.09	97,476.00	121,604.00	124,036.00	126,517.00	0.00
01-2-1000-1030	Benefits	20,498.00	17,425.30	22,158.00	21,326.00	21,753.00	21,753.00	0.00
01-2-1000-1040	WCB	0.00	1,699.24	0.00	0.00	0.00	0.00	0.00
01-2-1000-2030	Phone/Internet	1,500.00	1,149.58	1,500.00	1,561.00	1,592.00	1,592.00	0.00
01-2-1000-2050	Miscellaneous	4,000.00	130.07	0.00	4,162.00	4,245.00	4,245.00	0.00
01-2-1000-2055	Contingency	0.00	0.00	2,266.00	0.00	0.00	0.00	0.00
01-2-1000-2065	Insurance - Property	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-1000-2070	Insurance - Liability	2,958.00	2,006.22	3,017.00	3,077.00	3,139.00	3,139.00	0.00
01-2-1000-2120	R&M - Equipment	0.00	1,074.91	0.00	0.00	0.00	0.00	0.00
01-2-1000-2130	R&M - Machinery	0.00	0.00	1,500.00	0.00	0.00	0.00	0.00
01-2-1000-2150	Electricity	0.00	1,401.84	1,500.00	0.00	0.00	0.00	0.00
01-2-1000-3010	Travel	3,000.00	0.00	5,000.00	3,121.00	3,183.00	3,183.00	0.00
01-2-1000-3020	Meals	500.00	152.38	0.00	0.00	0.00	0.00	0.00
01-2-1000-3030	Training & Development	5,000.00	15.00	7,500.00	5,202.00	5,306.00	5,306.00	0.00
01-2-1000-3040	Conferences & Seminars	1,500.00	0.00	1,700.00	1,561.00	1,592.00	1,592.00	0.00
01-2-1000-3050	Memberships	0.00	260.00	1,346.00	0.00	0.00	0.00	0.00
01-2-1000-3100	Contract for Services	25,000.00	11,171.56	13,828.00	0.00	0.00	0.00	0.00
01-2-1000-5010	Advertising Services	10,000.00	2,069.46	10,000.00	10,404.00	10,612.00	10,824.00	0.00
01-2-1000-5022	Signage	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-1000-5030	Legal Services	5,000.00	633.01	8,000.00	5,202.00	5,306.00	5,306.00	0.00
01-2-1000-5110	Supplies - Warehouse	5,000.00	7,007.33	7,500.00	5,202.00	5,306.00	5,306.00	0.00
01-2-1000-5120	Supplies - Office	0.00	56.00	500.00	0.00	0.00	0.00	0.00
01-2-1000-5140	Minor Capital	16,000.00	9,199.37	0.00	16,646.00	16,979.00	17,318.00	0.00
01-2-1000-6010	Operations	0.00	0.00	5,000.00	0.00	0.00	0.00	0.00
01-2-1000-6400	Tree Removal	50,000.00	53,900.00	50,000.00	52,020.00	53,060.00	53,060.00	0.00
Total General Expenditures		266,838.00	221,412.36	239,791.00	251,088.00	256,109.00	259,141.00	0.00
1150 Allocations								
01-2-1150-1160	Administration	8,913.00	8,913.00	8,541.00	9,273.00	9,458.00	9,458.00	0.00
01-2-1150-1190	PRRD Vehicles	2,000.00	0.00	30,495.00	2,081.00	2,123.00	2,123.00	0.00
Total Allocations		10,913.00	8,913.00	39,036.00	11,354.00	11,581.00	11,581.00	0.00
1950 Feasibility Studies								
01-2-1950-4507	Trails Project	35,516.00	12,262.56	23,253.00	0.00	0.00	0.00	0.00
Total Feasibility Studies		35,516.00	12,262.56	23,253.00	0.00	0.00	0.00	0.00

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Function Type : Selective

		General Operating Fund 200 - Regional Parks						
		2019 APPROVED BUD	2019 actual	2020 PROVISIONAL	2021 PROVISIONAL	2022 PROVISIONAL	2023 PROVISIONAL	2024 PROVISIONAL
01-2-2307-6210	Fuel-Unit #8	8,400.00	5,760.91	0.00	8,739.00	8,914.00	8,914.00	0.00
01-2-2307-6220	Tires-Unit 8	1,200.00	1,803.76	0.00	1,248.00	1,273.00	1,273.00	0.00
01-2-2307-6230	Insurance-Unit 8	1,500.00	1,976.00	0.00	1,561.00	1,592.00	1,592.00	0.00
01-2-2307-6240	Repairs (Major)-Unit 8	1,500.00	1,438.25	0.00	1,561.00	1,592.00	1,592.00	0.00
01-2-2307-6250	Maintenance - Unit 8	500.00	330.80	0.00	520.00	530.00	530.00	0.00
01-2-2307-6260	Car Washes-Unit#8	0.00	134.30	0.00	0.00	0.00	0.00	0.00
Total Unit#8 - Colorado (White		13,100.00	11,444.02	0.00	13,629.00	13,901.00	13,901.00	0.00
2308 Unit#13 - Big Tex Flatdeck Trailer								
01-2-2308-6220	Tires-Unit 13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-2308-6230	Insurance-Unit 13	500.00	146.00	0.00	520.00	530.00	530.00	0.00
01-2-2308-6240	Repairs (Major)-Unit 13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-2308-6250	Maintenance-Unit 13	0.00	75.75	0.00	0.00	0.00	0.00	0.00
Total Unit#13 - Big Tex Flatde		500.00	221.75	0.00	520.00	530.00	530.00	0.00
3350 General Grants-in-Aid								
01-2-3350-5800	General Grants	75,000.00	74,976.20	75,000.00	75,000.00	75,000.00	75,000.00	0.00
Total General Grants-in-Aid		75,000.00	74,976.20	75,000.00	75,000.00	75,000.00	75,000.00	0.00
4100 Park - Blackfoot								
01-2-4100-2050	Miscellaneous (BLKFT)	2,000.00	17.55	0.00	2,081.00	2,123.00	2,123.00	0.00
01-2-4100-2065	Insurance - Property Blackfoot	1,500.00	436.00	1,500.00	1,561.00	1,592.00	1,592.00	0.00
01-2-4100-2070	Insurance - Liability Blackfoot	0.00	835.93	0.00	0.00	0.00	0.00	0.00
01-2-4100-2110	R&M - Buildings (BLKFT)	1,000.00	51.40	500.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4100-2115	R&M - Land Improvements (BLKI	4,000.00	47.86	4,500.00	4,162.00	4,245.00	4,245.00	0.00
01-2-4100-2120	R&M - Equip (BLKFT)	1,000.00	69.55	500.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4100-2150	Utilities - Electricity (BLKFT)	1,000.00	0.00	15,000.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4100-3020	Meals - in region (BLKFT)	700.00	2,904.82	0.00	728.00	743.00	743.00	0.00
01-2-4100-3100	Contract for Services (BLKFT)	6,500.00	2,188.35	5,000.00	6,763.00	6,898.00	7,036.00	0.00
01-2-4100-5140	Minor Capital (BLKFT)	34,200.00	20,767.70	68,000.00	35,581.00	36,293.00	37,018.00	0.00
01-2-4100-6010	Operations (BLKFT)	0.00	1,939.96	3,500.00	0.00	0.00	0.00	0.00
Total Park - Blackfoot		51,900.00	29,259.12	98,500.00	53,996.00	55,077.00	55,940.00	0.00
4105 Park - Minaker								
01-2-4105-2050	Miscellaneous (MINKR)	1,000.00	0.00	0.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4105-2065	Insurance - Property Minaker	500.00	0.00	501.00	520.00	530.00	530.00	0.00
01-2-4105-2070	Insurance - Liability Minaker	0.00	167.19	0.00	0.00	0.00	0.00	0.00
01-2-4105-2110	R&M - Buildings (MINKR)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4105-2115	R&M - Land Improvements (MINI	15,000.00	16,233.38	15,000.00	15,606.00	15,918.00	15,918.00	0.00
01-2-4105-2120	R&M - Equipment (MINKR)	5,000.00	0.00	4,000.00	5,202.00	5,306.00	5,306.00	0.00

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		General Operating Fund 200 - Regional Parks						
		2019 APPROVED BUD	2019 actual	2020 PROVISIONAL	2021 PROVISIONAL	2022 PROVISIONAL	2023 PROVISIONAL	2024 PROVISIONAL
01-2-4105-2150	Utilities - Electricity (MINKR)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4105-3020	Meals - in region (MINKR)	500.00	404.77	0.00	520.00	530.00	530.00	0.00
01-2-4105-5140	Minor Capital (MINKR)	6,000.00	752.05	4,000.00	6,243.00	6,368.00	6,495.00	0.00
01-2-4105-6010	Operations (MINKR_	0.00	109.46	2,500.00	0.00	0.00	0.00	0.00
Total Park - Minaker		28,000.00	17,666.85	26,001.00	29,131.00	29,713.00	29,840.00	0.00
4110 Park - Montney								
01-2-4110-2050	Miscellaneous (MONTY)	1,000.00	0.00	0.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4110-2065	Insurance - Property Montney	100.00	24.00	100.00	104.00	106.00	106.00	0.00
01-2-4110-2070	Insurance - Liability Montney	0.00	167.19	0.00	0.00	0.00	0.00	0.00
01-2-4110-2110	R&M - Buildings (MONTY)	1,000.00	693.26	2,000.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4110-2115	R&M - Land Improvements (MON	12,500.00	0.00	5,000.00	13,005.00	13,265.00	13,265.00	0.00
01-2-4110-2120	R&M - Equipment (MONTY)	0.00	280.40	0.00	0.00	0.00	0.00	0.00
01-2-4110-2150	Utilities - Electricity (MONTY)	2,000.00	278.64	500.00	2,081.00	2,123.00	2,123.00	0.00
01-2-4110-3020	Meals - in regions (MONTY)	500.00	523.82	0.00	520.00	530.00	530.00	0.00
01-2-4110-3025	Meals - in regions (MONTY)	0.00	47.62	0.00	0.00	0.00	0.00	0.00
01-2-4110-3100	Contract for Services (MONTY)	1,500.00	528.50	0.00	1,561.00	1,592.00	1,592.00	0.00
01-2-4110-5140	Minor Capital (MONTY)	12,500.00	1,256.39	14,000.00	13,005.00	13,265.00	13,531.00	0.00
01-2-4110-6010	Operations (MONTY)	0.00	0.00	2,500.00	0.00	0.00	0.00	0.00
Total Park - Montney		31,100.00	3,799.82	24,100.00	32,356.00	33,003.00	33,269.00	0.00
4115 Park - Spencer Tuck								
01-2-4115-2050	Miscellaneous (SP TUCK)	1,000.00	0.00	0.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4115-2065	Insurance - Property Spencer Tuck	400.00	273.00	400.00	416.00	424.00	424.00	0.00
01-2-4115-2070	Insurance - Liability Spencer Tuck	0.00	167.19	0.00	0.00	0.00	0.00	0.00
01-2-4115-2110	R&M - Buildings (SP TUCK)	1,000.00	549.50	1,000.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4115-2115	R&M - Land Improvements (SP T	10,000.00	1,160.93	25,000.00	10,404.00	10,612.00	10,612.00	0.00
01-2-4115-2120	R&M - Equipment (SP TUCK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4115-2150	Utilities - Electricity (SP TUCK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4115-3020	Meals - in region (SP TUCK)	500.00	500.01	0.00	520.00	530.00	530.00	0.00
01-2-4115-3025	Meals - in region (SP TUCK)	0.00	23.81	0.00	0.00	0.00	0.00	0.00
01-2-4115-3100	Contract for Services (SP TUCK)	1,500.00	0.00	0.00	1,561.00	1,592.00	1,592.00	0.00
01-2-4115-5140	Minor Capital (SP TUCK)	9,500.00	739.65	17,000.00	9,883.00	10,080.00	10,282.00	0.00
01-2-4115-6010	Operations (SP TUCK)	0.00	0.00	2,500.00	0.00	0.00	0.00	0.00
Total Park - Spencer Tuck		23,900.00	3,414.09	45,900.00	24,864.00	25,360.00	25,562.00	0.00
4120 Park - Swan Lake								
01-2-4120-2050	Miscellaneous (SWAN LK)	3,000.00	0.00	3,000.00	3,121.00	3,183.00	3,183.00	0.00
01-2-4120-2065	Insurance - Property Swan Lake	1,000.00	728.00	1,000.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4120-2070	Insurance - Liability Swan Lake	0.00	167.19	0.00	0.00	0.00	0.00	0.00

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		General Operating Fund 200 - Regional Parks						
		2019 APPROVED BUD	2019 actual	2020 PROVISIONAL	2021 PROVISIONAL	2022 PROVISIONAL	2023 PROVISIONAL	2024 PROVISIONAL
01-2-4120-2110	R&M - Buildings (SWAN LK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4120-2115	R&M - Land Improvements (SWAN LK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4120-2120	R&M - Equipment (SWAN LK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4120-2150	Utilities - Electricity (SWAN LK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4120-3020	Meals - in region (SWAN LK)	200.00	0.00	0.00	208.00	212.00	212.00	0.00
01-2-4120-3100	Contract for Services (SWAN LK)	7,500.00	8,325.00	8,500.00	7,803.00	7,959.00	7,959.00	0.00
01-2-4120-4250	Charges/Permit Fee(SWAN LK)	1,800.00	50.00	1,800.00	1,873.00	1,910.00	1,910.00	0.00
01-2-4120-5140	Minor Capital (SWAN LK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Park - Swan Lake		13,500.00	9,270.19	14,300.00	14,045.00	14,325.00	14,325.00	0.00
4125 Park - Sundance Lakes								
01-2-4125-2050	Miscellaneous (SUNDNC)	1,000.00	0.00	0.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4125-2065	Insurance - Property Sundance Lakes	150.00	96.00	150.00	156.00	159.00	159.00	0.00
01-2-4125-2070	Insurance - Liability Sundance Lakes	0.00	167.19	0.00	0.00	0.00	0.00	0.00
01-2-4125-2110	R&M - Buildings (SUNDNC)	1,000.00	549.50	1,000.00	1,040.00	1,061.00	1,061.00	0.00
01-2-4125-2115	R&M - Land Improvements (SUNDNC)	3,100.00	719.11	3,000.00	3,225.00	3,290.00	3,290.00	0.00
01-2-4125-2120	R&M - Equipment (SUNDNC)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4125-2150	Utilities - Electricity (SUNDNC)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4125-3020	Meals - in region (SUNDNC)	500.00	285.72	0.00	520.00	530.00	530.00	0.00
01-2-4125-3100	Contract for Services (SUNDNC)	750.00	0.00	0.00	780.00	796.00	796.00	0.00
01-2-4125-5140	Minor Capital (SUNDNC)	3,500.00	739.65	2,500.00	3,641.00	3,714.00	3,788.00	0.00
01-2-4125-6010	Operations (SD LKS)	0.00	112.20	1,750.00	0.00	0.00	0.00	0.00
Total Park - Sundance Lakes		10,000.00	2,669.37	8,400.00	10,402.00	10,611.00	10,685.00	0.00
4130 Park - Peace Lookout								
01-2-4130-3100	Contract for Services - Peace Lookout	6,500.00	6,500.00	0.00	0.00	0.00	0.00	0.00
Total Park - Peace Lookout		6,500.00	6,500.00	0.00	0.00	0.00	0.00	0.00
4135 Park - Various RD Properties								
01-2-4135-2050	Miscellaneous (Misc Parks)	5,000.00	0.00	5,000.00	5,202.00	5,306.00	5,306.00	0.00
01-2-4135-2065	Insurance - Property (Misc Parks)	0.00	6,026.00	5,864.00	0.00	0.00	0.00	0.00
01-2-4135-2110	R&M - Buildings (Misc Parks)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4135-2115	R&M - Land Improvements (Misc Parks)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-4135-3020	Meals - in region (Misc Parks)	200.00	23.81	0.00	208.00	212.00	212.00	0.00
Total Park - Various RD Properties		5,200.00	6,049.81	10,864.00	5,410.00	5,518.00	5,518.00	0.00
4200 Iver Johnson Community Park								
01-2-4200-5140	Minor Capital (IVER J PRK)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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		General Operating Fund 200 - Regional Parks						
		2019 APPROVED BUD	2019 actual	2020 PROVISIONAL	2021 PROVISIONAL	2022 PROVISIONAL	2023 PROVISIONAL	2024 PROVISIONAL
01-2-7180-0210	Travel/Train/Conf/Wrkshp (REG I	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0248	Charlie Lake Boat Launch (share	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0260	Insurance (REG PARKS)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0390	Capital, Trsf to (REG PARKS)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0553	Park - Blackfoot (REG PARKS)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0560	Park - Minaker (REG PARKS)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0561	Park - Montney (REG PARKS)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0564	Park - Spencer Tuck (REG PARK	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0565	Park - Swan Lake (Weir) (REG P	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0567	Park - Sundance Lakes (REG PA	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0568	Parks - Peace Lookout	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-7180-0569	Park-various RD properties(REG	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8100 Transfers to Reserve								
01-2-8100-8110	Capital Reserve	25,000.00	0.00	25,000.00	25,000.00	25,000.00	25,000.00	0.00
01-2-8100-8120	Operating Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-8100-8130	Carbon "Green" Reserve	0.00	0.00	0.00	0.00	0.00	0.00	0.00
01-2-8100-8150	Interest on reserves	0.00	841.56	0.00	0.00	0.00	0.00	0.00
Total Transfers to Reserve		25,000.00	841.56	25,000.00	25,000.00	25,000.00	25,000.00	0.00
Total EXPENDITURES		596,967.00	408,700.70	630,145.00	546,795.00	555,728.00	560,292.00	0.00
CAPITAL REVENU								
0010 Requisition								
01-7-0010-0010	Electoral	-100,888.00	-100,888.00	0.00	0.00	0.00	0.00	0.00
01-7-0010-0011	Muni	-40,112.00	-40,112.00	0.00	0.00	0.00	0.00	0.00
Total Requisition		-141,000.00	-141,000.00	0.00	0.00	0.00	0.00	0.00
0020 Surplus/Deficit								
01-7-0020-0020	Surplus/Deficit	-87,400.00	-87,400.00	-16,500.00	0.00	0.00	0.00	0.00
Total Surplus/Deficit		-87,400.00	-87,400.00	-16,500.00	0.00	0.00	0.00	0.00
Total CAPITAL REVENUE		-228,400.00	-228,400.00	-16,500.00	0.00	0.00	0.00	0.00
CAPITAL EXPENSI								
8500 Transfer to General Capital Fund								
01-8-8500-8502	Vehicles and Machinery	35,000.00	34,313.96	0.00	0.00	0.00	0.00	0.00
01-8-8500-8503	Infrastructure	193,400.00	103,722.95	16,500.00	0.00	0.00	0.00	0.00
Total Transfer to General Capi		228,400.00	138,036.91	16,500.00	0.00	0.00	0.00	0.00

January 20, 2020

PEACE RIVER REGIONAL DISTRICT
Budget Report by Cost Center



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Function Type : Selective

General Operating Fund
200 - Regional Parks

	2019 APPROVED BUD	2019 actual	2020 PROVISIONAL	2021 PROVISIONAL	2022 PROVISIONAL	2023 PROVISIONAL	2024 PROVISIONAL
Total CAPITAL EXPENSE	228,400.00	138,036.91	16,500.00	0.00	0.00	0.00	0.00
Surplus/Deficit	0.00	-253,214.45	0.00	-520.00	-530.00	-530.00	0.00

PEACE RIVER REGIONAL DISTRICT
Budget Report by Cost Center



GL5260

Page : 8

Date : Jan 17, 2020

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Function Type : Selective

	2019 APPROVED BUD	2019 actual	2020 PROVISIONAL	2021 PROVISIONAL	2022 PROVISIONAL	2023 PROVISIONAL BUDGET	2024 PROVISIONAL BUDGET
Summary Total Revenues	-596,967.00	-571,552.06	-630,145.00	-547,315.00	-556,258.00	-560,822.00	0.00
Summary Total Expenses	596,967.00	408,700.70	630,145.00	546,795.00	555,728.00	560,292.00	0.00
Summary Surplus/Deficit	0.00	-253,214.45	0.00	-520.00	-530.00	-530.00	0.00

2020 Year over Year Comparative Analysis

Function:

200 - Regional Parks

A) Core Budget

	2019 Requisition	Proposed 2020 Requisition	Requisition \$ Increase (Decrease)	Requisition % Increase (Decrease)
	\$407,708	\$396,317	-\$11,391	-2.79%
Explanation of increase/decrease:				
Decrease in Surplus			98,759	24.22%
Decrease in grants - external			15,500	3.80%
Increase in recovered costs			(29,000)	-7.11%
Decrease in transfer from PRA			11,172	2.74%
Decrease in general expenditures			(27,047)	-6.63%
Increase in allocations			28,123	6.90%
Decrease in feasibility studies			(12,263)	-3.01%
Decrease in Unit #8 expenses			(13,100)	-3.21%
Decrease in Unit #13 expenses			(500)	-0.12%
Increase in Blackfoot Park expenses			46,600	11.43%
Decrease in Minaker Park expenses			(1,999)	-0.49%
Decrease in Montney Park expenses			(7,000)	-1.72%
Increase in Spencer Tuck expenses			22,000	5.40%
Increase in Swan Lake weir expenses			800	0.20%
Decrease in Sundance Lake Park expenses			(1,600)	-0.39%
Decrease in Peace Lookout Project			(6,500)	-1.59%
Increase in Various RD Park Projects			5,664	1.39%
		Subtotal section A	<u>\$129,609</u>	<u>31.79%</u>

B) Prior Year One-time Items

	Requisition \$ Increase (Decrease)	Requisition % Increase (Decrease)
1) Decrease in Capital - Surplus	70,900	17.39%
2) Decrease in Capital - Infrastructure	(176,900)	-43.39%
3) Decrease in Capital - Vehicles and Machinery	(35,000)	-8.58%
	Subtotal section B	<u>-141,000</u> <u>-34.58%</u>

Subtotal sections A + B -11,391 -2.79%

C) Supplemental Items

	2020	Cost	Requisition	Requisition % Increase
1) Montney Park road upgrade	capital	40,000	0	0.00%
2) Blackfoot Park campsite development (area "C" of development plan)	capital	90,000	56,137	13.77%
3) Sundance Lake archeological desktop study	operations	5,000	5,000	1.23%
4) Montney Park trail work	operations	20,000	20,000	4.91%
5) Minaker Park archeological desktop study	operations	10,000	10,000	2.45%
6) Osborn Community Hall feasibility study (Area B PRA)	operations	13,828		0.00%
7) Blackfoot Park caretaker	operations	50,000	50,000	12.26%
	Subtotal section C	<u>\$228,828</u>	<u>\$141,137</u>	<u>34.62%</u>

Subtotal sections A + B + C \$129,746 31.82%

Notes:

- 1) The Capital Reserve balance for this function as of December 31, 2019 is estimated to be \$97,648
 2) The Operating Reserve balance for the function as of December 31, 2019 is estimated to be \$20,251

2020 Budget - Supplemental Item

Title	Blackfoot Park Caretaker	Department	COMMUNITY SERVICES
Division	COMMUNITY SERVICES	Function	200 - Regional Parks
Type	Operating - On-going	Priority	1

Description

Blackfoot Regional Park is being developed with the intention of charging fees to offset operating costs at that park. In order to charge and collect fees, there must be a caretaker at the park who is duly authorized to do so.

Benefits

A Park Caretaker would complete maintenance for the park (maintaining washrooms, cutting grass, cleaning sites) and assist with operations (assisting guests, monitoring behaviour, and use) as well as eventually collect fees (not currently planned for 2020). The addition of a Park Caretaker would also assist with the branding of Blackfoot Regional Park as a family-friendly campsite and deter unwanted behaviour by increasing monitoring at peak times.

Risks

The PRRD is increasing amenities and infrastructure at Blackfoot Regional Park, including additional powered campsites. Should the Park Attendant position not be put into place in 2020, there is risk of; damage to the new infrastructure; continued unwanted behaviour from campers; and a lack of information about park use for staff to use for planning for the 2021 camping season.

Financial Information

Operating						
Funding Sources	2019	2020	2021	2022	2023	5 Year Total
Requisition	-	50,000	50,000	50,000	50,000	200,000
						-
						-
	-	50,000	50,000	50,000	50,000	200,000
Expenses	2019	2020	2021	2022	2023	5 Year Total
Contract for Services - Park Caretaker	-	50,000	50,000	50,000	50,000	200,000
			-	-	-	-
						-
						-
						-
						-
	-	50,000	50,000	50,000	50,000	200,000

Administration

Author	Trish Morgan	Date Prepared	January 14, 2019
Approval Date			

January 20, 2020

2020 Budget - Supplemental Item

Title	Blackfoot Expansion - Part 2	Department	COMMUNITY SERVICES
Division	PARKS AND RECREATION	Function	200 - Regional Parks
Type	Capital - New	Priority	1

Description

To develop 10 new sits with electrical service known as 'Campsite Area C' at Blackfoot Park.

Benefits

Campsite Area 'C' expansion would see 13 new sites with electrical service installed at the park, which would benefit park users, increase passive surveillance, and would increase potential revenue to the function should a fee-for-camping be implemented.

Risks

Should these sites not be installed, there will be a missed opportunity to further subsidize operating costs by way of fee-for-camping for these proposed 13 sites.

Financial Information

Capital								Operating						
Funding Sources	Total Funding	2020	2021	2022	2023	2024	5 Year Total	Funding Sources	2020	2021	2022	2023	2024	5 Year Total
Requisition	90,000	90,000					90,000	Requisition		6,100	9,600	6,100	9,600	31,400
							-							-
							-							-
Sub-total	90,000	90,000	-	-	-	-	90,000	Sub-total	-	6,100	9,600	6,100	9,600	31,400
Expenses	Total Expenditures	2020	2021	2022	2023	2024	5 Year Total	Expenses	2020	2021	2022	2023	2024	5 Year Total
Developing Sites	40,000	40,000					40,000	campsite maintenance		3,000	3,000	3,000	3,000	12,000
Electrical Service	30,000	30,000					30,000	picnic table & fire ring replacement (ONLY as needed)			3,500		3,500	7,000
Amenities	20,000	20,000					20,000	tree removal around campsites		2,600	2,600	2,600	2,600	10,400
								R&M electrical		500	500	500	500	2,000
Sub-total	90,000	90,000	-	-	-	-	90,000	Sub-total	-	6,100	9,600	6,100	9,600	31,400

Administration

Author	Trish Morgan	Date Prepared	November 27, 2019
Approval Date			

2020 Budget - Supplemental Item

Title	Minaker Archaeological Desktop Assessm	Department	COMMUNITY SERVICES
Division	PARKS AND RECREATION	Function	200 - Regional Parks
Type	Operating - One-time	Priority	1

Description

To complete a desktop archaeological study of the Minaker River Regional Park to assist in developing a long term development plan for the Minaker River Regional Park. Step 1 (2020): Desktop archeological assessment to determine whether there are any archeological values that the PRRD needs to be concerned with. If the desktop study shows that this may be case, then a more in-depth assessment could be required. The results of the desktop study will be brought forward to the Parks Committee for consideration with respect to future development in the Park.

Benefits

Once complete, the PRRD would have a better understanding of the work that would need to be completed at the site prior to further development.

Risks

Should this site have high archaeological significance, there may be additional requirements that need to be completed prior to upgrading the access road.

Financial Information

Operating						
Funding Sources	2019	2020	2021	2022	2023	5 Year Total
Requisition	-	10,000				10,000
						-
						-
	-	10,000	-	-	-	10,000
Expenses	2019	2020	2021	2022	2023	5 Year Total
Desktop Arch. Assessment	-	10,000	-	-	-	10,000
	-	-	-	-	-	-
						-
						-
						-
						-
	-	10,000	-	-	-	10,000

Administration

Author	Trish Morgan	Date Prepared	November 27, 2019
Approval Date			

January 20, 2020

2020 Budget - Supplemental Item

Title	Sundance Lake Archaeological Assessmen	Department	COMMUNITY SERVICES
Division	PARKS AND RECREATION	Function	200 - Regional Parks
Type	Operating - One-time	Priority	1

Description

To complete a desktop archaeological study of the Sundance Lake Regional Park to assist in developing a long term development plan for the Sundance Lake Regional Park. PRRD Staff have observed that the area adjacent to the PRRD's tenure is being used for camping. The public has also cut a path to the lake behind the picnic area which may become a hazard if not managed properly (e.g., stairs installed and fishing platform on lake). Anecdontally, the area has high archeological values and before further development can occur, it is advised that an archeological desktop study be conducted.

Benefits

Once complete, the PRRD would have a better understanding of the work that would need to be completed at the site prior to further development.

Risks

Should this site have high archaeological significance, there may be additional requirements prior to development of more park features such as trails and docks or consideration of managed camping.

Financial Information

Operating						
Funding Sources	2019	2020	2021	2022	2023	5 Year Total
Requisition	-	5,000				5,000
						-
						-
	-	5,000	-	-	-	5,000
Expenses						
	2019	2020	2021	2022	2023	5 Year Total
Desktop Arch. Assessment	-	5,000	-	-	-	5,000
	-	-	-	-	-	-
						-
						-
						-
						-
	-	5,000	-	-	-	5,000

Administration

Author	Trish Morgan	Date Prepared	November 27, 2019
Approval Date			

January 20, 2020

2020 Budget - Supplemental Item

Title	Montney Trail Development	Department	COMMUNITY SERVICES
Division	PARKS AND RECREATION	Function	200 - Regional Parks
Type	Capital - New	Priority	1

Description

To complete the development of a 1.2km trail designed for non-motorized uses at Montney Centennial Regional Park.

Benefits

Trails are a desired outdoor amenity in parks, would increase use of the park, and give park users opportunities to interact with nature and for physical activity.

Risks

Should this trail not be installed, there will be a missed opportunity to provide the public a valued recreational opportunity.

Financial Information

Capital								Operating						
Funding Sources	Total Funding	2020	2021	2022	2023	2024	5 Year Total	Funding Sources	2020	2021	2022	2023	2024	5 Year Total
Requisition	20,000	20,000					20,000	Requisition		2,000	2,000	2,000	2,000	8,000
							-							-
							-							-
Sub-total	20,000	20,000	-	-	-	-	20,000	Sub-total	-	2,000	2,000	2,000	2,000	8,000
Expenses	Total Expenditures	2020	2021	2022	2023	2024	5 Year Total	Expenses	2020	2021	2022	2023	2024	5 Year Total
Excavation & Ground Work	10,000	10,000					10,000	trail maintenance		2,000	2,000	2,000	2,000	8,000
Trail Finishes (incl signage)	5,000	5,000					5,000	tree & brush removal		3,000	3,000	3,000	3,000	12,000
Pinch Points	5,000	5,000					5,000	sign & amenity replacement				5,000		5,000
Sub-total	20,000	20,000	-	-	-	-	20,000	Sub-total	-	5,000	5,000	10,000	5,000	25,000

Administration

Author	Trish Morgan	Date Prepared	November 27, 2019
Approval Date			

January 20, 2020

2020 Budget - Supplemental Item

Title	Montney Centennial Park Access Road Upgrade	Department	COMMUNITY SERVICES
Division	PARKS AND RECREATION	Function	200 - Regional Parks
Type	Capital - New	Priority	1

Description

To upgrade the access road to Montney Centennial Park by improving and diverting drainage.

Benefits

Upgrading the access road would allow safer access to the park and would decrease annual operating costs to repair erosion caused by water.

Risks

Should this road not be upgraded, water will continue to erode the road, may cause liability concerns, and deter use.

Financial Information

Capital								Operating						
Funding Sources	Total Funding	2020	2021	2022	2023	2024	5 Year Total	Funding Sources	2020	2021	2022	2023	2024	5 Year Total
Requisition	40,000	40,000					40,000							-
							-							-
							-							-
Sub-total	40,000	40,000	-	-	-	-	40,000	Sub-total	-	-	-	-	-	-
Expenses	Total Expenditures	2020	2021	2022	2023	2024	5 Year Total	Expenses	2020	2021	2022	2023	2024	5 Year Total
Culverts	15,000	15,000					15,000	annual road maintenance		4,000	4,000	4,000	4,000	16,000
Machinery	15,000	15,000					15,000							-
Erosion Control	10,000	10,000					10,000							-
Sub-total	40,000	40,000	-	-	-	-	40,000	Sub-total	-	4,000	4,000	4,000	4,000	16,000

Administration

Author	Trish Morgan	Date Prepared	November 27, 2019
Approval Date			

January 20, 2020

2020 Budget - Supplemental Item

Title	Osborn Community Hall Feasibility	Department	COMMUNITY SERVICES
Division	COMMUNITY SERVICES	Function	200 - Regional Parks
Type	Operating - One-time	Priority	1

Description

The Osborn Hall is owned by the PRRD and operated by the Osborn Community Hall Society. The facility is an older repurposed school that needs significant structural and interior work that may make it impractical to repair, as determined as part of the completed 2019 Osborn Hall Facility Condition Assessment. This proposed upcoming study would entail; determining the needs of the community; bringing forward options and costs for a replacement (modular unit) and costing of demolition and site servicing.

Benefits

Completing this study would allow the PRRD to make an informed decision about this important community asset. This study would also assist in determining future investment for community halls owned by the PRRD.

Risks

Should this study not be completed the community may be left without a community hall.

Financial Information

Operating						
Funding Sources	2020	2021	2022	2023	2024	5 Year Total
Area 'B' PRA Grant	13,828		-	-	-	13,828
						-
						-
	13,828	-	-	-	-	13,828
Expenses						
	2020	2021	2022	2023	2024	5 Year Total
2020 Feasibility Study	13,828	-	-	-	-	13,828
			-	-	-	-
						-
						-
						-
	13,828	-	-	-	-	13,828

Administration

Author	Trish Morgan	Date Prepared	January 14, 2019
Approval Date			