



CNR Wharf Park Plan



District of West Kelowna CNR Wharf Park Plan

January 31, 2013

ACKNOWLEDGEMENTS

The CNR Wharf Park Plan has been prepared for the District of West Kelowna (DWK) by HB Lanarc, *A Member of the Golder Group of Companies*. The project was conducted with the assistance and guidance of:

- Mark Roberts, Parks Planning Analyst;
- Dallas Clowes, Senior Planner;
- Andy Gaylor, Planning Analyst;
- Stacey Harding, Parks Supervisor;
- Nancy Henderson, Director of Development Services; and
- Staff from several DWK departments and divisions including development services, engineering, finance and recreation.

The District of West Kelowna Council participated in the review of the plan to provide direction to ensure the plan fits within the West Kelowna community context. District Council is comprised of:

- Mayor Doug Findlater;
- Councillor Rick de Jong;
- Councillor David Knowles;
- Councillor Gord Milsom;
- Councillor Duane Ophus;
- Councillor Bryden Winsby; and
- Councillor Carol Zanon.

During this process, direct communication with local residents provided valuable insights and ideas into the future role of CNR Wharf in West Kelowna. To the West Kelowna residents who gave their time and shared their ideas in the development of this plan through the public open house, feedback forms, emails and the public survey – thank you for providing us with your insights.

The Consulting Team:

Sarah Cloherty, Designer, HB Lanarc-Golder
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EXECUTIVE SUMMARY

Introduction



CNR Wharf today

CNR Wharf is a waterfront park and historical landmark within the District of West Kelowna. The park is on Gellatly Road and is a key recreation destination along the Gellatly Bay Recreation Corridor.

CNR Wharf has a significant history within the region and its heritage features remain important components of its character.

The park's wharf structure is a particularly important recreational and heritage feature and has been reconstructed over the years, most recently in the 1970s. Today, it is currently at an age and state of deterioration where it is time to consider its future.

The need for upgrades, combined with West Kelowna's priority to improve Gellatly Bay as a waterfront recreation destination, prompted the creation of the CNR Wharf Park Plan.



Figure 1: CNR Wharf in Gellatly Bay

Existing Conditions & Park Use

CNR Wharf is a small waterfront destination park. The park is one of several waterfront parks located along the Gellatly Bay Recreation Corridor. It is a waterfront destination for swimming, diving and sunbathing and is also a key starting point for people using the Gellatly Bay Recreation Corridor (*see Section 2.2 for additional detail*).



*Gellatly Bay Recreation Corridor
at CNR Wharf*

CNR Wharf Objectives

Five main objectives for the future of CNR Wharf were identified during the planning process (*see Section 3.3 for additional detail*):

- Continue to provide access to active waterfront recreation
- Recognize the heritage values of the park
- Create a waterfront destination
- Enhance park safety and security
- Support ecological net gain on West Kelowna's waterfront

Park Concept

Generally, public input indicated the following priorities should be the focus of improvements to CNR Wharf:

- Retain or recognize historical elements and features;
- Develop a connected boardwalk feature;
- Expand active water recreation and develop new swim features;
- Improve safety and security;
- Improve aesthetic elements in the park;
- Provide a variety of seating including benches and picnic tables;
- Increase and formalize the parking; and
- Consider supporting potential future commercial development at the park.

Figure 4: CNR Wharf Park Plan (p.11) shows the park concept and recommendations for the park. **Figure 5: Proposed Phasing Plan** (p.12) shows suggested phasing for the recommendations.

Recommendations

A set of detailed recommendations support the implementation of the ideas, values and priorities generated through the planning process. Three types of recommendations were developed through the planning process:

1. **Capital Recommendations (CR):** These recommendations will require capital investment, through municipal funding or other funding strategies, to improve CNR Wharf.

PHASE 1 CAPITAL RECOMMENDATIONS

Phase 1 focuses on completing detailed design, assessments and permitting for proposed park improvements, replacing the existing wharf, completing upgrades to parking and servicing in conjunction with the 2013 upgrades to Gellatly Road and adding new aquatic part features (see p.16 for the Phase 1 capital recommendations). It is anticipated that these recommendations will be completed between 2013-2015.

PHASE 2 CAPITAL RECOMMENDATIONS

Phase 2 focuses on creating a destination park at CNR Wharf through the provision of additional recreation amenities, increased accessibility and trails, aesthetic improvements and site furnishings (see p.20 for the Phase 2 capital recommendations). These upgrades are anticipated to occur in 2016 and beyond as funding can be allocated. Opportunities to secure alternative sources of funding such as grants, donations and other sources, will be critical to completing these upgrades.

Table 2 (p.14) and Table 3 (p.15) provide capital budget estimates for the capital recommendations.

2. **Conditional Recommendation (CO):** Public input supported the concept of suitable commercial development adjacent to CNR Wharf. One recommendation is provided to allow future consideration for appropriate development that enhances public recreation provision at the Wharf (see p. 29 for the conditional recommendation).
3. **Operational Recommendations (OR):** These recommendations include ideas for planning initiatives, program development and management strategies for the park (see p.31 for the operational recommendations).



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Appendix G: Youth Survey Results – Summary Report

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Appendix J: Open House Response Form Results – Summary Report

1.0 INTRODUCTION



CNR Wharf today



Historical photo of Gellatly Bay



The diving dock at CNR Wharf

CNR Wharf is a waterfront park and historical landmark within the District of West Kelowna (*also referred to as DWK in this document*). The park is on Gellatly Road and is a key recreation destination along the Gellatly Bay Recreation Corridor.

The original CNR Wharf was used extensively starting in the mid-1930s as a transport dock for loading goods including fruit and vegetables onto barges for transport down the lake to connect with the train. The Okanagan Lake Bridge, built in 1958, reduced dependency on barge transportation and in 1972, the barges ceased shipping to the wharf.

A wharf structure, the key feature of the park, has been reconstructed over the years; according to interpretive information, most recently in the 1970s. It is currently at an age and state of deterioration where it is time to consider its future.

The significance of CNR Wharf as a public waterfront destination has been identified in previous DWK planning processes:

- The Waterfront Plan (adopted October 2011) identified CNR Wharf as a key link within Gellatly Bay and a critical component to transforming West Kelowna's waterfront into a premier recreation destination.
- The Parks & Recreation Master Plan (adopted July 2010) identified CNR Wharf as an important waterfront destination for the DWK community.

1.1 Purpose of the Park Plan

A *Park Plan* is a strategic, living document that will aid DWK in determining capital and operational priorities for the park by providing recommendations identified through a detailed planning process. The recommendations in this plan will be considered within the District of West Kelowna's broader community and budget planning, and are subject to consideration and approval by Council.

A key component of the park planning process was community consultation with park users, area residents and District staff, to help identify the issues and opportunities for CNR Wharf.

1.2 The Study Process

The CNR Wharf Park Plan was conducted in four phases, beginning in June 2012 and concluding in December 2012.

Phase 1: Inventory & Analysis

The first phase reviewed and analyzed existing conditions. Steps included:

- A start-up meeting with DWK Staff to clarify project objectives and refine the plan process;
- An inventory of existing park features;
- Assembly and review of background documents and mapping data;
- Mapping of existing conditions and opportunities and constraints; and
- Development and dissemination of a park plan survey and a youth survey to collect preliminary feedback and ideas to inform park concepts.

Phase 2: Conceptual Design & Public Review

The second phase focused on the development of two conceptual park plans for presentation to the community. Steps included:

- Review of the park plan survey and youth survey results;
- Development of two draft park concepts to depict park improvement ideas;
- Consultations with DWK staff to refine conceptual designs;
- Development of a public input survey for the concepts; and
- A public open house to display the conceptual designs and gather public feedback.

Phase 3: Draft Park Plan & Review

The third phase involved working with DWK Staff to synthesize the information and comments gathered from all the input received. Using this information, a consolidated draft plan was developed. Steps included:

- Review of public input to formulate a consolidated concept plan;
- Development of recommendations for CNR Wharf;
- Summary of results into a draft report;
- Assignment of preliminary (Class D) budget estimates for recommended capital projects; and
- DWK internal review on the draft plan.

Phase 4: Finalizing the Plan

The fourth phase involved revising the Draft Plan and finalizing the report for final presentation. Steps included:

- Preparation of a final plan for Council review;
- Finalization of the plan based on Council input; and
- Transfer of all documents to DWK staff.

2.0 PARK CONTEXT & EXISTING CONDITIONS

2.1 Context



Views of the diving platform and upland residential from the wharf

CNR Wharf is a small waterfront destination park. The park is one of several waterfront parks located along the Gellatly Bay Recreation Corridor. East of the park are upland single-family residences along Angus Drive. These residences sit on top of a ridgeline about 10m to 12m above Okanagan Lake. The residential area is surrounded by Agricultural Land Reserve (ALR) and lands owned by Westbank First Nation. Westbank Centre is about 1.5km from the park, although currently pedestrian access between the Centre and waterfront is limited. The Parks & Recreation Master Plan and Waterfront Plan both identify a future trail connection in this location. Refer to **Appendix A: Context** for additional context information about CNR Wharf.



Figure 2: Park context

2.2 Existing Conditions & Park Use

The park's location in Gellatly Bay makes it an important recreation resource for the entire West Kelowna community. CNR Wharf is used for swimming, diving and sunbathing and the parking lot is a starting point for pedestrians, cyclists and dog-walkers using the Gellatly Bay Recreation Corridor. While the park is well-used by people of all ages, it is a popular destination for adventure-seekers and youth who enjoy the challenging water recreation elements, notably the diving dock.



Existing Wharf

In addition to being a recreation asset, the Wharf has several heritage values. Refer to **Appendix B: Statement of Significance** for heritage information about CNR Wharf.

Figure 3 (below) illustrates the existing park features and their relationships on the site; **Table 1** (next page) describes the features.

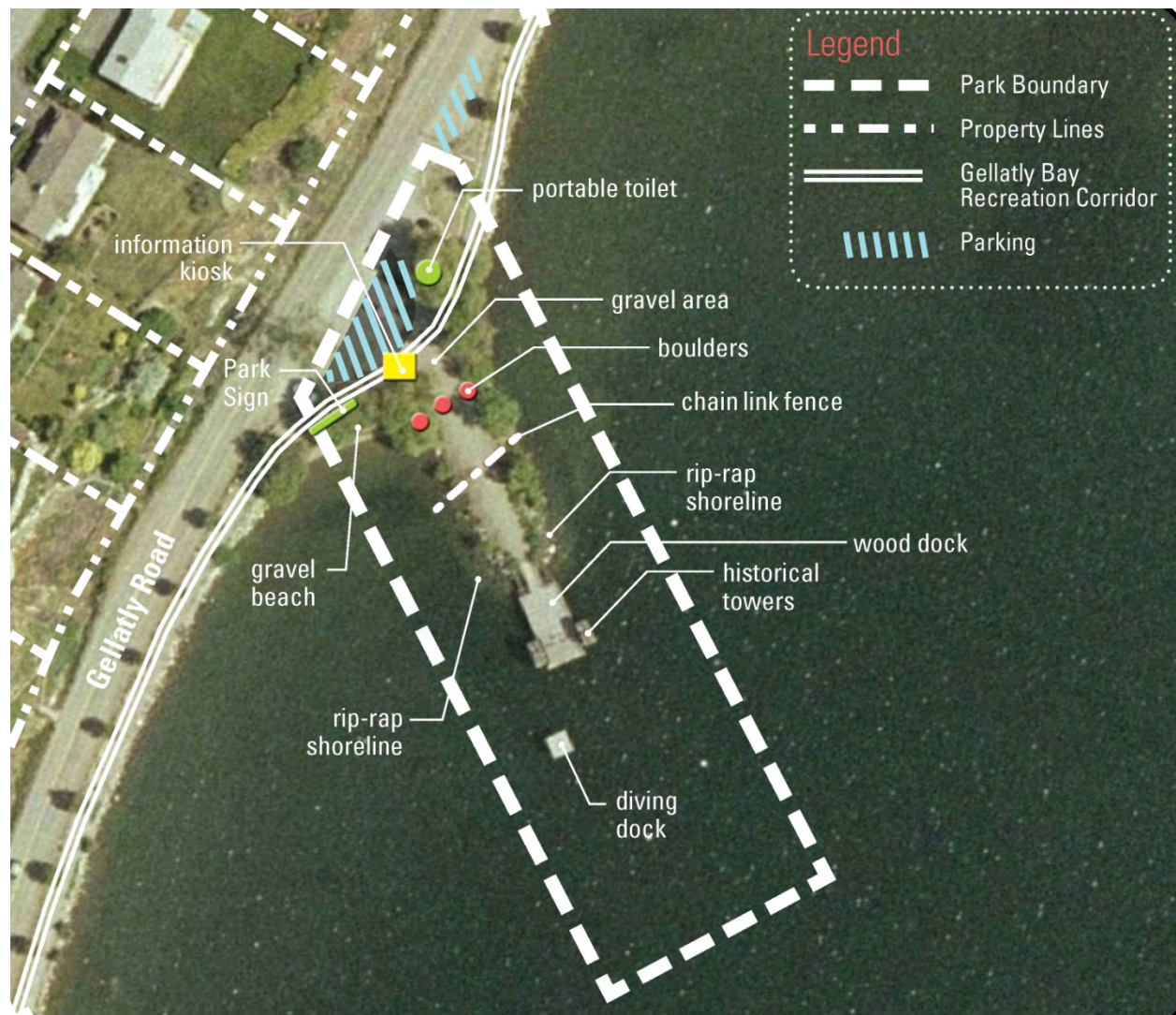














Figure 3: Existing Park Features

Table 1: Existing Park Features

| Feature | Image | Description | Key Strengths | Key Issues |
|----------------------------|---|---|--|---|
| <p>Wharf</p> |  | <ul style="list-style-type: none"> • Constructed in the 1970s. • Approximately 110 sq.m in size. • Two lift structures flank the dock and are the most visible heritage components of the wharf. | <ul style="list-style-type: none"> • Well used during the summer for swimming. • Structure is a historic restoration of the 1930s CNR Wharf. • Public input demonstrates a desire to maintain heritage elements of the structure. | <ul style="list-style-type: none"> • In poor condition; deterioration evident in lift structures and decking. • Lift structures commonly used for diving and jumping, although this use is discouraged for safety reasons (signs provided). • Railings have recently been added to discourage bike riding off the end of the dock. • Safety concerns. |
| <p>Diving Dock</p> |  | <ul style="list-style-type: none"> • Recreational diving dock located just off the wharf. • Approximately 16 sq.m in size. | <ul style="list-style-type: none"> • Well used for diving. • Popular and unique diving feature within the District. | <ul style="list-style-type: none"> • In poor condition; will require future upgrades or replacement. • Safety concerns. |
| <p>Gravel Beach</p> |  | <ul style="list-style-type: none"> • Small gravel beach sits on the south side of the park. • Approximately 170 sq.m in size. • Wave action along the beach is significant and affects the material composition. | <ul style="list-style-type: none"> • Provides walk-in water access. | <ul style="list-style-type: none"> • The beach is difficult to access due to steep slopes. • Erosion of the rear bank is evident. • Geese are a nuisance. |

| Feature | Image | Description | Key Strengths | Key Issues |
|--------------------------|---|---|---|---|
| Peninsula |  | <ul style="list-style-type: none"> • Central portion of the park with gravel surfacing. • Three large boulders provide a barrier to vehicle access. • A chain-link fence and gate is closed between dusk and dawn to restrict night access to the wharf. | <ul style="list-style-type: none"> • Central area has high potential for vegetation and aesthetic improvements to create a better 'park' experience. • Good meeting spot. | <ul style="list-style-type: none"> • Generally underused part of the park – people walk through it to get to the wharf. • The chain-link is not aesthetically pleasing and is easily climbed. • Visual 'barrier' to people entering the park. |
| Rip rap shoreline |  | <ul style="list-style-type: none"> • With the exception of the beach area, the park's shoreline is reinforced with rip rap. • The park is built into the lake on fill material and the rip rap is required to stabilize the banks. | <ul style="list-style-type: none"> • Rip rap limits erosion of the park area and supports public park space. • Opportunities to upgrade stabilization. | <ul style="list-style-type: none"> • Shoreline erosion and rip rap loss is evident, especially on the south side of the park where there is more wave action. • Rip rap banks have low ecological values. • The small park area limits opportunities for shoreline restoration. |
| Parking |  | <ul style="list-style-type: none"> • Informal parking along Gellatly Road. • Approximately 15 stalls. | <ul style="list-style-type: none"> • Opportunities exist to formalize parking in conjunction with Gellatly Road upgrades. • Additional parallel parking opportunities could be available north and south of the park. | <ul style="list-style-type: none"> • Spaces fill up quickly during the summer. • Parking is also used for Gellatly Bay Recreation Corridor Access. • Existing parking arrangement takes up more park space than necessary. • Gellatly Road has high vehicle traffic volumes and care is required when accessing parking at CNR Wharf. |

| Feature | Image | Description | Key Strengths | Key Issues |
|---|---|--|--|---|
| Vegetation |  | <ul style="list-style-type: none"> • Several mature willow and alder trees exist along the edges of the park. • Other vegetation is limited. | <ul style="list-style-type: none"> • Mature trees provide shade, notably around the beach area. • Mature trees aid in shoreline stabilization. | <ul style="list-style-type: none"> • Some trees obscure sightlines to the park which is a safety concern. • A few trees are in poor condition. |
| Portable Toilet |  | <ul style="list-style-type: none"> • Single portable toilet is located along Gellatly Trail. | <ul style="list-style-type: none"> • Washroom access is very important within the park. | <ul style="list-style-type: none"> • The facility does not add aesthetic values. • Public input suggests a permanent washroom would be desirable. |
| Information Kiosk |  | <ul style="list-style-type: none"> • Small structure displaying park information. • Permanently displays park history and DWK history. • Includes space for temporary postings. | <ul style="list-style-type: none"> • Opportunity to recognizing the historical significance of the park. | <ul style="list-style-type: none"> • Structure is aging. • Location fails to connect with other park elements. |
| Park Sign |  | <ul style="list-style-type: none"> • Large park sign at the south end of the parking lot. | <ul style="list-style-type: none"> • Visible identification of the park. | <ul style="list-style-type: none"> • Outdated sign style. |
| Site Furnishings |  | <ul style="list-style-type: none"> • Single garbage receptacle near the parking lot. | <ul style="list-style-type: none"> • More furnishings will improve use and enjoyment. | <ul style="list-style-type: none"> • Limited opportunities for rest and enjoyment. |
| Gellatly Bay Recreation Corridor |  | <ul style="list-style-type: none"> • Existing 3m wide gravel trail runs through CNR Wharf. | <ul style="list-style-type: none"> • Trail is very well used and brings activity to the park. • Future upgrades are planned. | <ul style="list-style-type: none"> • Trail could be better integrated to support active park use. |

2.3 Park Use & Programming

Currently the use of CNR Wharf is informal – with a range of users and age groups visiting the park. There are no District-run programs currently using the park.

A few key opportunities and issues were identified related to park use and conduct during the planning process:

- The provision of active recreation amenities that challenge and appeal to youth are desirable.
- Illegal or illicit uses by some park users can be intimidating and reduces use of the park by others.
- Vandalism of park features and the wharf has occurred.
- Use of the park after hours can be disruptive to nearby residences.

3.0 RECOMMENDATIONS

3.1 Concept Development Process

Consultation with the community was undertaken during the development of the CNR Wharf Park Plan to:

- Gather data and input about current activities and conditions;
- Gauge opportunities and constraints;
- Enable community review of conceptual directions; and
- Provide opportunity for input.

Refer to **Appendix C: Concept Development** for additional information about the concept development process.

3.2 Park Vision & Objectives

Improvements to CNR Wharf should support West Kelowna's Waterfront Vision (*refer to the Waterfront Plan, Section 3*) and should align with the goals proposed for parks and recreation in the *Parks & Recreation Master Plan* and the *District of West Kelowna Official Community Plan*.



Sketch showing a vision for CNR Wharf developed during the Waterfront Plan

3.2.1 CNR Wharf Objectives

The following objectives support the waterfront vision while providing specific consideration and direction for CNR Wharf's planning and development. These objectives were developed based on community input gathered during the development of the park plan.

1. **Active Recreation:** Create a space that promotes active waterfront recreation for a range of users, especially youth.
2. **Heritage Recognition:** Acknowledge the significant role played by CNR Wharf in West Kelowna's history through both interpretation and physical design.
3. **Destination:** Create a destination park that attracts people to West Kelowna's waterfront and helps build the vision of Gellatly Bay as a vibrant and active waterfront.
4. **Security:** Provide park features that support an active and safe park space for both park users and the surrounding neighbourhood, day and night.
5. **Environment:** Support the waterfront objective of ecological net gain, by evaluating environmental impacts and proposing appropriate mitigation and compensation measures.



3.2.2 Proposed Plan

The proposed concept plan integrates a number of upgrades to CNR Wharf, including:

- An upgraded wharf with integration of historical and recreation components;
- Upgraded parking in conjunction with the 2013 Gellatly Road upgrades;
- New aquatic play features including a slide, diving board and zip line;
- A new curved boardwalk feature to increase connectivity and separate the swimming bay;
- Improvement to the peninsula to incorporate lawn and boardwalk areas;
- A new park entry plaza;
- Stair access to the beach;
- Improved site furnishings; and
- Consideration for future private development of a café or restaurant structure adjacent to the park.

Figure 4: CNR Wharf Park Plan (next page) shows a plan of the proposed recommendations.

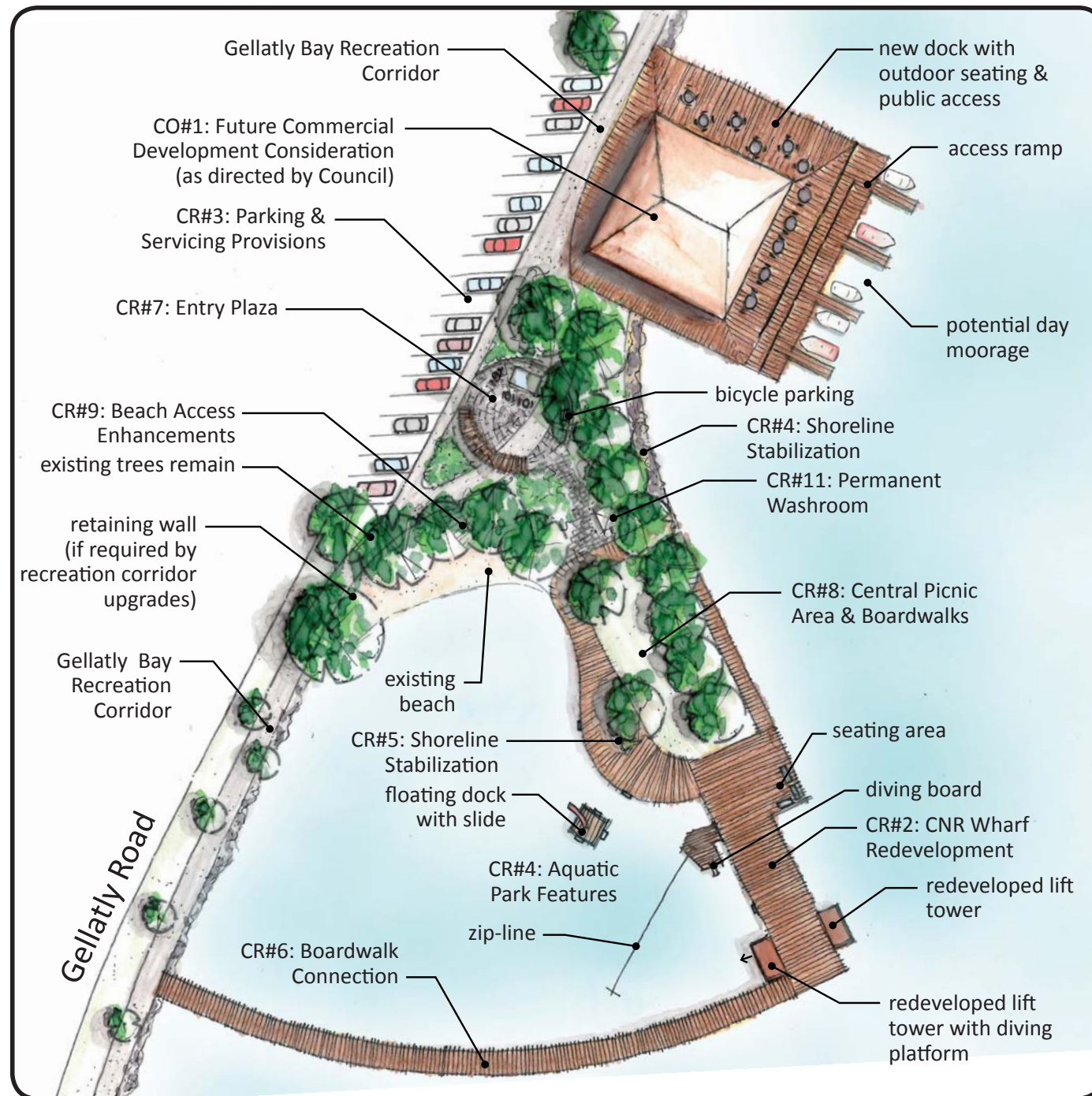
Figure 5: Proposed Phasing Plan (p.12) provides recommendations for phasing the capital recommendations.

Sections 3.6 – 3.8 (p.16) provide details about the recommendations.



CNR Wharf Park Plan

Figure 4: CNR Wharf Park Plan



Recommendations

Phase 1:

CR#1: Detailed Design Development & Permitting (not shown on plan)

CR#2: CNR Wharf Redevelopment

- Existing wharf and diving dock removal
- New accessible wharf with seating
- Reconstructed lift towers as diving/viewing platforms

CR#3: Parking & Servicing Provisions

- Upgraded paved parking (in conjunction with 2013 Gellatly Road upgrades)
- 19mm water supply (in conjunction with 2013 Gellatly Road upgrades)
- 19mm sanitary system connection (in conjunction with 2013 Gellatly Road upgrades)
- Shade trees and minor trail upgrades

CR#4: Aquatic Park Features

- Zip line
- Floating dock and slide
- Diving Board

Conditional Recommendation:

CO#1: Future Commercial Development Consideration

- As directed by Council
- Potential restaurant or café with public washrooms
- New dock with outdoor seating area and public access
- Potential day moorage for motorized boats
- Private permitting process

Phase 2:

CR#5: Shoreline Stabilization

- Upgraded stabilization of existing rip rap shoreline

CR#6: Boardwalk Connection

- New 4m wide curved boardwalk from viewing platform to wharf

CR#7: Entry Plaza

- Decorative paving
- Site furnishings
- Interpretive signage
- Manicured planting areas
- Lighting
- Shade structure
- Opportunity for mobile food vending

CR#8: Central Picnic Area & Boardwalks

- Expanded boardwalk over rip rap shoreline
- Manicured lawn and shade trees for sunbathing/relaxing
- Site furnishings

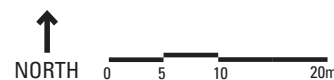
CR#9: Beach Access Enhancements

- Concrete stair access to beach
- Tree retained, but maintained to provide sight lines

CR#10: Park Signage (not shown on plan)

- Existing park entry and interpretive signs relocated or removed to fit with updated park entry
- New park entry and interpretive signage

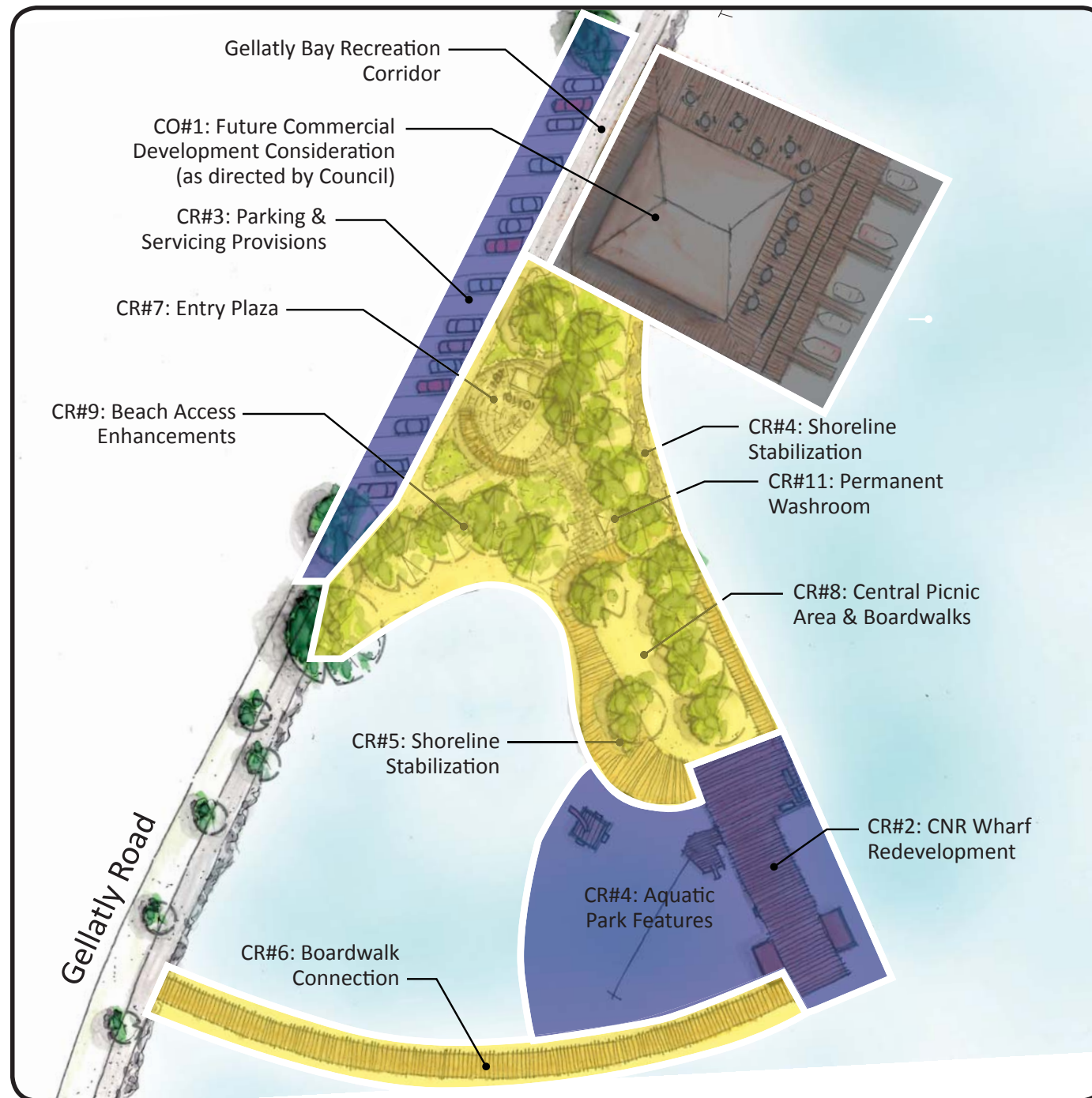
CR#11: Permanent Washroom





CNR Wharf Park Plan

Figure 5: Proposed Phasing Plan



Proposed Features

Phase 1

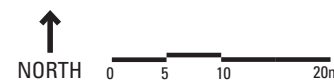
- CR#1: Detailed Design Development & Permitting (not shown on plan)
- CR#2: CNR Wharf Redevelopment
- CR#3: Parking & Servicing Provisions
- CR#4: Aquatic Park Features

Phase 2

- CR#5: Shoreline Stabilization
- CR#6: Boardwalk Connection
- CR#7: Entry Plaza
- CR#8: Central Picnic Area & Boardwalks
- CR#9: Beach Access Enhancements
- CR#10: Park Signage (not shown on plan)
- CR#11: Permanent Washroom

Conditional Recommendation

- CO#1: Future Commercial Development Consideration (as directed by Council)



3.3 Budget Planning & Development

The outcome of this plan is a set of recommendations that support the implementation of the ideas, values and priorities generated through the planning process. These recommendations are provided for Council to consider within the context of annual community planning and budget considerations. Three types of recommendations are included:

1. **Capital Recommendations:** Ideas that will require capital investment by the District, through municipal funding or other funding strategies, to improve CNR Wharf. Capital recommendations are organized into two phases:
 - **Phase 1 Capital Recommendations** – 2013 to 2015
 - **Phase 2 Capital Recommendations** – 2016 & Beyond
2. **Conditional Recommendation:** Ideas that require private investment and would only be considered if viable proposals are identified and under direction from Council.
3. **Operational Recommendations:** Ideas for planning initiatives, program development and management strategies for the park.

3.4 Implementation of the Plan

Improvements outlined in this plan will occur over time and will be balanced with other District priorities. Implementation will require of mix of funding from DWK's Capital Budget and other contributions, such as grants, partnerships and other funding strategies discussed in the *DWK Parks & Recreation Master Plan* (Section 6.5: Funding Strategies). Implementation of some recommendations will be contingent on securing valid partnerships or alternative sources of funding and would be completed only when funding has been secured.

Parks projects can also be funded through development-related sources. These funding sources are affected by the rate, location and type of development undertaken in the community. For this reason, an adaptive approach to completing parks projects is required.

3.5 Implementation Summary Tables

The following implementation summary tables provide an overview of the phased recommended capital projects. Estimates are derived from typical unit cost calculations for anticipated components of each recommendation. Estimates were developed using a standard unit cost formula to estimate capital requirements. Unit costs and quantities are assumptions based on historical cost data and are provided for long-range planning only.

Table 2: Implementation Summary Table for Phase 1 Capital Recommendations

| PHASED CAPITAL RECOMMENDATIONS | | | | | | | |
|--|--|---------------------------|--|--------------------|------------------|-----------------------------|----------------|
| Ref. # | Recommendation | Estimate - Capital Budget | Potential Alternative Sources of Funding | | | | |
| | | | DCCs | Snr. Gov't Funding | P3s/Partnerships | DWK Infrastructure Upgrades | Other Sources* |
| PHASE 1 CAPITAL RECOMMENDATIONS | | | | | | | |
| CR#1 | Detailed Design Development & Permitting | | | | | | |
| | Topographic & Bathymetric Park Survey | \$4,000 | | | | | |
| | Environmental Assessments | \$10,000 | | | | | |
| | CNR Wharf Detailed Design Phase 1 Elements – Landscape, Structural & Civil Design | \$80,000 | | | | | |
| | Environmental Assessment & Regulatory Submissions, Detailed Design for Compensation Planning | \$63,000 | | | | | |
| CR#2 | CNR Wharf Redevelopment | | | | | | |
| | Wharf & Diving Platform Demolition/Disposal | \$43,000 | | | | | |
| | New Wharf Construction | \$320,000 | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Diving/Viewing Platform (Lift Towers) | \$75,000 | ✓ | ✓ | ✓ | ✓ | ✓ |
| | Integrated Seating/Lighting | \$50,000 | ✓ | ✓ | ✓ | ✓ | ✓ |
| CR#3 | Parking & Servicing Provisions | | | | | | |
| | Upgraded Parking (in conjunction with 2013 Gellatly Road upgrades) | Within Road Upgrades | | | | ✓ | |
| | 19mm min. Sanitary Connection (in conjunction with 2013 Gellatly Road upgrades) | Within Road Upgrades | | | | ✓ | |
| | 19mm min. Water Connection (in conjunction with 2013 Gellatly Road upgrades) | Within Road Upgrades | | | | ✓ | |
| | New Sidewalk at Parking Edge | \$8,000 | ✓ | | | ✓ | ✓ |
| | Shade Trees | \$4,000 | ✓ | ✓ | | ✓ | ✓ |
| CR#4 | Aquatic Park Features | | | | | | |
| | Dock Diving Board | \$6,000 | | | | ✓ | |
| | Floating Dock with Slide | \$20,000 | | | | ✓ | |
| | Zip Line | \$49,000 | | | | ✓ | |
| | Park Information Signs | \$1,000 | ✓ | | | ✓ | ✓ |
| TOTAL | | \$733,000 | | | | | |
| Phase 1 Capital Recommendations | | | | | | | |

*Other sources could include grants, donations, fundraising, decommissioning funds, amenity contributions or other sources.

Table 3: Implementation Summary Table for Phase 2 Capital Recommendations

| PHASED CAPITAL RECOMMENDATIONS | | | | | | | |
|--|--|---------------------------|--|--------------------|------------------|-----------------------------|----------------|
| Ref. # | Recommendation | Estimate - Capital Budget | Potential Alternative Sources of Funding | | | | |
| | | | DCCs | Snr. Gov't Funding | P3s/Partnerships | DWK Infrastructure Upgrades | Other Sources* |
| PHASE 2 CAPITAL RECOMMENDATIONS | | | | | | | |
| CR#5 | Shoreline Stabilization | | | | | | |
| | Rip rap bank stabilization | \$15,000 | | | | ✓ | |
| CR#6 | Boardwalk Connection | | | | | | |
| | New Curved Boardwalk | \$510,000 | ✓ | ✓ | ✓ | ✓ | ✓ |
| CR#7 | Entry Plaza | | | | | | |
| | New entry plaza with decorative paving, site furnishings (benches, bike rack, waste receptacles), interpretive signage, manicured planting, irrigation, lighting and shade structure | \$127,000 | ✓ | ✓ | ✓ | | ✓ |
| CR#8 | Central Picnic Area & Boardwalks | | | | | | |
| | Boardwalk Perimeter over Rip Rap | \$508,000 | ✓ | ✓ | | | ✓ |
| | Manicured Lawn/Trees | \$18,000 | ✓ | ✓ | | | ✓ |
| | Furnishings | \$9,000 | ✓ | ✓ | | | ✓ |
| CR#9 | Beach Access Enhancements | | | | | | |
| | Concrete Stair to Beach | \$11,000 | ✓ | | | | ✓ |
| CR#10 | Park Signage | | | | | | |
| | Existing Sign Demolition/Disposal | \$5,000 | | | | | |
| | New Park Entrance Sign | \$2,000 | | | | | |
| | Interpretive Signs | \$11,000 | ✓ | | | | ✓ |
| CR#11 | Permanent Washroom | | | | | | |
| | New, single washroom | \$25,000 | | | | | |
| TOTAL | | \$1,241,000 | | | | | |
| Phase 2 Capital Recommendations | | | | | | | |

*Other sources could include grants, donations, fundraising, decommissioning funds, amenity contributions or other sources.


3.6 Capital Recommendations (CR) – Phase 1

Four Phase 1 Capital Recommendations are provided for consideration.

| | | |
|---|--|---|
| Recommendation 1: Detailed Design Development & Permitting | | CR#1 |
| Develop detailed design for the Phase 1 Capital Recommendations to prepare for shovel-ready projects. | | |
| Rationale | | |
| <p>Proposed improvements to CNR Wharf include multiple structural elements and landscape areas near Okanagan Lake and detailed design and development approvals will be necessary to complete these improvements.</p> <p>DWK’s Waterfront Plan recommends a balanced approach to shoreline protection and development. Where shoreline improvements are proposed that reduce the overall balance of environmental quality, mitigation and compensation measures are used to ensure ecological net gain (<i>refer to the Waterfront Plan, Section 4.2.1: Shoreline Protection and Enhancement</i>).</p> <p>Improvements to CNR Wharf will need to address the objectives and guidelines of DWK’s <i>Official Community Plan DPA 5 - Aquatic Ecosystem Development Permit</i>. The shoreline improvements recommended in this plan will fall within the 30m minimum buffer outlined in DPA 5, and will require Environmental Assessment prior to development.</p> <p>The existing park grades and size limit opportunities for shoreline naturalization at CNR Wharf. This concept design recommends maintaining and enhancing recreational values at CNR Wharf, including the expansion of dock and boardwalk space. As part of the park planning, habitat impacts will require assessment and compensation measures will be required. It is recommended that compensation measures include ecological improvements at mouth of Smith Creek, located 200m north of the park. Additional compensation opportunities may include proposed enhancements to the Smith Creek channel, upstream of Okanagan Lake and at the mouth of Powers Creek.</p> | | <p><i>Detailed design will include topographic survey, landscape design of the park, structural engineering of the wharf, boardwalk and aquatic play features and civil engineering of related infrastructure.</i></p> <p><i>A preliminary bathymetric survey was completed during the course of this project to help locate park features. A full survey will be required to confirm water depths and park feature locations.</i></p> <p><i>DWK currently has a Licence of Occupation for CNR Wharf and the surrounding lake area. Improvements proposed for the wharf will extend beyond the current limits of the licence, which will need to be amended accordingly.</i></p> <p><i>The following resources provide guidance for development along Okanagan Lake’s shoreline:</i></p> <ul style="list-style-type: none"> • <i>District of West Kelowna Official Community Plan.</i> • <i>“Okanagan Region Large Lakes Foreshore Protocol” – BCMOE, May 2009.</i> • <i>“Best Management Practices for Lakeshore Stabilization” – BCMOE, July 2006.</i> |
| Objectives | | |
| <ul style="list-style-type: none"> • Prepare detailed design plans suitable for funding applications and approvals. • Complete necessary environmental assessments and Development Approvals to implement improvements at CNR Wharf. | | |



| <i>Actions</i> | <i>Timeline</i> | <i>Dep't</i> | <i>Capital Estimate</i> |
|---|-----------------|---|-------------------------|
| <input type="checkbox"/> Complete a topographic survey of the park, including detailed bathymetric survey to confirm lake depths. | 2013 | Dev. Services | \$4,000 |
| <input type="checkbox"/> Complete Environmental Assessments of the park area. | 2013 | Dev. Services | \$10,000 |
| <input type="checkbox"/> Complete detailed design for the Phase 1 Capital Recommendations. | 2013 | Dev. Services | \$80,000 |
| <input type="checkbox"/> Complete detailed design for compensation planning and submit and negotiate necessary Development Approvals, including: <ul style="list-style-type: none">o Amendment of the current Licence of Occupation to include expanded wharf and curved boardwalk connection and permit mobile vending in the park;o DFO Fisheries Act Authorization;o Navigable Waters Protection Act Approval; ando DWK Aquatic Ecosystem Permit. | 2013-2014 | Dev. Services Bylaw & Reg. Services | \$63,000 |

| Recommendation 2: CNR Wharf Redevelopment | | CR#2 | |
|--|-----------------|--|-------------------------|
| Remove the existing structure and replace with a new wharf that incorporates heritage characteristics of the existing wharf. | | <p><i>The existing wharf was built in the 1970s and was designed to represent the historical elements of the 1930s Wharf.</i></p> <p><i>92.4% of survey respondents indicated they would support upgrades and expansion of CNR Wharf.</i></p> <p><i>Public response indicated that the two lift structures at the end of the wharf characterize the heritage values of the park and should be incorporated into future park improvements.</i></p> <p><i>Survey participants indicated that wharf upgrades to maintain/expand current recreation opportunities are the number one priority for CNR Wharf.</i></p> | |
| Rationale | | | |
| <p>Public input indicated that the wharf structure is a key park feature that should be a priority for upgrades/replacement. The wharf is well used by the public for swimming and leisure recreation; however, safety concerns due to deterioration and misuse of the wharf have been identified. In addition, the lack of seating and shade and vandalism were identified as issues.</p> <p>This plan recommends that the existing wharf be completely removed and replaced with a new wharf. Design for the new wharf should consider:</p> <ul style="list-style-type: none"> • Expansion of the wharf; • Extension of the dock into the lake to access to deeper water for diving; • Reconstruction of the lift structures to acknowledge heritage character and improve safety. It is recommended that the lift structures be designed to accommodate diving platforms and/or lookouts that invite safe public use; • Seating options; • Shade provision; and • Lighting. | | | |
| Objectives | | | |
| <p>Continue to provide water access and recreation.</p> <p>Recognize the historical significance and character of CNR Wharf.</p> <p>Encourage safe use of the wharf.</p> | |  <p><i>Lift structure at CNR Wharf</i></p> | |
| Actions | Timeline | Dep't | Capital Estimate |
| Remove the existing wharf and diving dock. | 2014 | Dev. Services | \$43,000 |
| Develop new wharf. | 2014 | Dev. Services | \$320,000 |
| Provide integrated seating and lighting with the wharf. | 2014 | Dev. Services | \$50,000 |
| Reconstruct lift towers as diving/viewing platforms to be accessed for safe public use. | 2014 | Dev. Services | \$75,000 |

Recommendation 3: Parking & Servicing Provisions

CR#3

Formalize parking for CNR Wharf and provide servicing to the park.

Rationale

Existing parking for CNR Wharf is an informal pull-out along Gellatly Road. The lack of defined parking stalls is insufficient and takes up more useable park space than necessary. To increase parking capacity and safety, it is recommended formalizing parking into angle parking along Gellatly Road. Additional formalized parallel parking along Gellatly Road should also be considered. It is recommended that the parking be designed to accommodate passenger vehicles only. Boat trailer parking should not be considered for CNR Wharf.

Servicing upgrades to the park to accommodate the Phase 1 and 2 Capital Recommendations will be required, including:

- Minimum 19mm water supply
- Minimum 19mm sanitary system connection

If commercial development at the site is considered (see CO#1: Future Commercial Development), larger servicing provisions will be required. Further costing and sizing would be required to determine feasibility. Rough-in for expansion of the system should be considered during the servicing upgrades.

Parking upgrades and servicing provisions at CNR Wharf should be completed as a component of the Gellatly Road and Recreation Corridor upgrade project planned for 2013.

Parking improvements/expansion was identified by survey respondents as the second most important priority for CNR Wharf.

The current parking arrangement at CNR Wharf provides room for about 15 vehicles. During busy summer days, existing parking can be full.



Existing parking

Objectives

- **Increase parking capacity.**
- **Increase safety.**
- **Provide servicing to accommodate proposed park upgrades.**

| Actions | Timeline | Dep't | Capital Estimate |
|---|-----------------|------------------------------|---------------------------------|
| <input type="checkbox"/> Upgrade parking, including drainage connections, curb and gutter, paving and lining as part of the 2013 Gellatly Road upgrades. | 2013 | Eng. & Ops. | Allocated in engineering budget |
| <input type="checkbox"/> Provide a min. 19mm water supply and min. 19mm sanitary system connection to CNR Warf as a component of the 2013 Gellatly Road upgrades. | 2013 | Eng. & Ops. | Allocated in engineering budget |
| <input type="checkbox"/> Provide a 1.2m sidewalk adjacent to the parking area for circulation and safety as shown on the concept plan. | 2013 | Eng. & Ops. | \$8,000 |
| <input type="checkbox"/> Plant trees in strategic locations to break up the parking area and provide shade. | 2013 | Eng. & Ops. Dev. Services | \$4,000 |

Recommendation 4: Aquatic Park Features

CR#4

Create an aquatic park with several water play structures that make CNR Wharf an active recreation destination on West Kelowna's waterfront.

Rationale

The existing diving platform is a key recreation element in CNR Wharf and along West Kelowna's waterfront. The platform is especially popular amongst adventure-seekers and youth, providing more challenging water recreation opportunities than elsewhere on the waterfront.

Public input suggested that active water recreation at CNR Wharf should be maintained and expanded. This plan recommends that the water recreation features in the park be expanded to include:

- New diving platform with a jumping height of 3m to 4m (component of new wharf, see CR#2);
- New zip line;
- New floating dock and slide; and
- New 1m diving board.

It is recommended that a range of ages and interests be considered, providing more challenging features for older participants, and lesser challenges for younger children. Detailed design of water play structures will require confirmation of water depth requirements and clear zones.

A concern identified through this process is potential conflict between motorized boats and swimmers. While the existing buoys indicate that access by motorized boats to the shoreline is prohibited, public input suggests that adherence to these signs is not consistent. This plan recommends further protection of swimmers through development of a boardwalk around the aquatic park to prohibit motorized boat access (see CR#6) during Phase 2 of park development. In the short-term, swimming zone protection should be provided by floating swim zone markers.

As new water recreation features are developed, it can be expected that the park will see increased use. It is recommended that the District consult with legal counsel on liability mitigation, including considerations for signage and lifeguarding provision.

Objectives

- Create an active waterfront recreation destination.**
- Support youth recreation.**
- Support safe water recreation.**

84.3% of survey respondents supported the creation of an aquatic park at CNR Wharf.

Development of aquatic equipment was identified by survey respondents as the third most important priority for CNR Wharf.

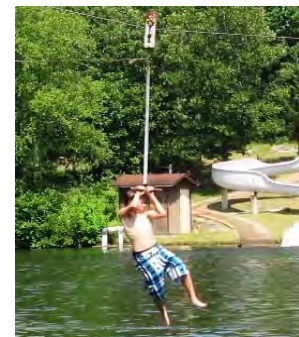
During detailed design of diving elements, minimum water depths should be confirmed (as per FINA preferred depths):*

- 1m diving board = 3.5m depth
- 3m diving board = 3.8m depth
- 1m platform = 3.3m depth
- 3m platform = 3.6m depth
- 5m platform = 3.8m depth
- 7.5m platform = 4.5m depth
- 10m platform = 5.0m depth

**FINA = Federation Internationale de Natation (fina.org)*



Dock slide




Zip line





| <i>Actions</i> | <i>Timeline</i> | <i>Dep't</i> | <i>Capital Estimate</i> |
|--|-----------------|---------------------------------|-------------------------|
| <input type="checkbox"/> Construct an active aquatic park with new aquatic recreation features. | 2014 | Dev. Services | \$75,000 |
| <input type="checkbox"/> Obtain legal advice to determine to what extent signage and/or lifeguard provision is recommended for the expanded aquatic park. | 2014 | Dev. Services Administration | TBD |
| <input type="checkbox"/> Install signage regarding safe use of the swimming facilities. | 2014 | Dev. Services Eng. & Ops. | \$1,000 |
| <input type="checkbox"/> Install a floating swim zone line around the aquatic park. <i>Note: Application for Navigable Waters Protection Act Approval will be required prior to installation. See CR#1.</i> | 2014 | Operations | Staff |

3.7 Capital Recommendations (CR) – Phase 2

Seven Phase 2 Capital Recommendations are provided for consideration.

| Recommendation 5: Shoreline Stabilization | | CR#5 | |
|--|-----------------|--|-------------------------|
| Rehabilitate the existing rip rap shoreline. | |  <p><i>Erosion along the existing shoreline</i></p> | |
| Rationale | | | |
| <p>The shoreline at CNR Wharf is a disturbed environment; the park is comprised of fill with a shoreline stabilized by rip rap, with the exception of the beach. In some locations, notably on the south side of the park, erosion of the shoreline and undermining of the rip rap has occurred. These areas will require restabilization.</p> <p>The CNR Wharf area is not known to be significant habitat for fish or fish spawning and does not have high aquatic habitat values. This plan recommends that the existing rip rap banks be retained and locally stabilized to continue to support recreation as a primary function at CNR Wharf. Where park improvements require compensation, it is recommended that habitat enhancements be focused at Smith Creek (see CR#1).</p> | | | |
| Objectives | | | |
| <ul style="list-style-type: none"> • Improve shoreline stability. • Maintain and enhance the recreational values of CNR Wharf. | | | |
| Actions | Timeline | Dep't | Capital Estimate |
| <input type="checkbox"/> Once required permits have been obtained, upgrade stabilization of the existing rip rap shoreline. | 2016 | Dev. Services Eng. & Ops. | \$15,000 |

| | | | |
|---|-----------------|---|-------------------------|
| Recommendation 6: Boardwalk Connection | | CR#6 | |
| Develop a new boardwalk connection between the redeveloped wharf and Gellatly Bay Recreation Corridor encouraging use of CNR Wharf and expanding accessible waterfront recreation opportunities. | | <p><i>Public input during the open house in the park demonstrated a preference for the concept that included the connected boardwalk feature.</i></p> <p><i>Development of a lookout feature is proposed along Gellatly Bay Recreation Corridor as a part of the 2013 Gellatly Road upgrades. If feasible, design of the boardwalk connection should incorporate the lookout feature.</i></p> | |
| Rationale | | | |
| <p>The creation of a new boardwalk connection between the Gellatly Bay Recreation Corridor and the redeveloped wharf has potential to create a new waterfront recreation element. The benefits of the connected boardwalk include:</p> <ul style="list-style-type: none"> • Improved delineation and separation of the swimming zone, especially from motorized boat traffic; • Increased accessibility within the park; • Improved connectivity and trail expansion for passive park users; • Increased connection of the aquatic park and water recreation features to the larger Gellatly Bay recreation corridor, supporting passive surveillance and integrated use. <p>Boardwalk design should include the following considerations:</p> <ul style="list-style-type: none"> • Separation of the passive boardwalk 'walking area' from active water recreation features; • Accessibility requirements; • Water access (i.e. ladder provision); • Safety; • Environmental impacts and mitigation; and • Lighting. | |   <p><i>Examples of waterfront boardwalks</i></p> | |
| Objectives | | | |
| <ul style="list-style-type: none"> • Provide additional passive recreation opportunities in Gellatly Bay. • Increase accessibility. • Increase use CNR Wharf and passive surveillance. | | | |
| Actions | Timeline | Dep't | Capital Estimate |
| <input type="checkbox"/> Develop a boardwalk connection between Gellatly Recreation Corridor and the wharf. | 2015-2016 | Dev. Services Eng. & Ops. | \$510,000 |

Recommendation 7: Entry Plaza

CR#7

Create an aesthetically pleasing formal entrance plaza into CNR Wharf.

Rationale

The entry to CNR Wharf is currently uninviting and does not match the vision of a vibrant waterfront. The existing park sign and interpretive information boards are outdated and there is no provision of seating or decorative planting. The existing surfacing is gravel and scrub vegetation. The existing boulders and chainlink fencing do not support the character envisioned for CNR Wharf.

The well-used Gellatly Bay Recreation Corridor passes along the west edge of the park beside the parking lot. Most people using corridor do not venture further into CNR Wharf Park. There are opportunities to better integrate the trail within an entry plaza to encourage use of the park.

It is recommended that a new entry plaza that celebrates and reflects the character of CNR Wharf be created and incorporate the following features:

- Decorative paving with features like unit pavers, scored concrete and/or integrated custom park signs;
- Manicured plantings with consideration for drought-tolerant and adaptive plant materials (e.g. xeriscape);
- Bench and/or picnic seating;
- Shade trees and/or structures;
- Lighting;
- Space for a mobile food cart or temporary concession;
- Integration of the Gellatly Bay Recreation Corridor; and
- Updated interpretive information.

Objectives

- **Support the vision of CNR Wharf as a destination park in Gellatly Bay.**
- **Improve the aesthetic character of the waterfront.**
- **Increase seating and public gathering opportunities.**

Improvements to CNR Wharf should maintain the design character and furnishings that have been used in recent Gellatly Bay upgrades.



The plaza design could include open space for a food cart



Shade structure example





Paving example





Future upgrades to the Gellatly Bay Recreation Corridor should realign the pathway to bring it further into the park.

| <i>Actions</i> | <i>Timeline</i> | <i>Dep't</i> | <i>Capital Estimate</i> |
|--|-----------------|------------------------------|-------------------------|
| <input type="checkbox"/> Develop the entry plaza, incorporating decorative pavers, site furnishings (benches, bike rack, waste receptacles), interpretive signage, manicured planting areas, irrigation, lighting and a shade structure. | 2017 | Dev. Services Eng. & Ops. | \$135,000 |
| <input type="checkbox"/> Amend the existing Mobile Vending Policy to permit mobile vending at CNR Wharf. | 2017 | Dev. Services | Staff |

| Recommendation 8: Central Picnic Area & Boardwalks | | CR#8 | |
|--|-----------------|--|-------------------------|
| Develop a central grass picnic area and boardwalk connections adjacent to the wharf to provide opportunities for relaxation and informal seating. | | <p><i>A common issue identified for CNR Wharf is the lack of seating.</i></p> <p><i>During the development of the Waterfront Plan, public input suggested that grassy open space would be a desirable amenity for West Kelowna's waterfront.</i></p> | |
| Rationale | |  <p><i>Example of lawn area for seating and sunbathing by the lake</i></p> | |
| <p>A common issue identified during this process was the lack of area to sit or relax while using the swimming amenities at CNR Wharf. People often sit on the wood decking of the wharf due to lack of other options. Public input suggested more seating options would be desirable.</p> <p>CNR Wharf has a large area of underutilized open space. To expand informal seating and sunbathing, it is recommended that the open space adjacent to the wharf be converted to a maintained lawn area for seating and sunbathing. Additional trees should be planted to create shade and picnic tables and/or benches should be provided.</p> <p>To expand the recreational capacity and aesthetic values of the park, it is recommended that new boardwalks be created over the existing rip rap shoreline.</p> | | | |
| Objectives | | | |
| <ul style="list-style-type: none"> • Expand seating opportunities within the park. • Better utilize existing open space. • Improve aesthetic and recreation values of the park. | | | |
| Actions | Timeline | Dep't | Capital Estimate |
| <input type="checkbox"/> Develop timber boardwalks over the rip rap shoreline to provide accessible connections to the wharf and expand the play area. | 2018 | Dev. Services Eng. & Ops. | \$508,000 |
| <input type="checkbox"/> Develop a central manicured grass area with shade trees in the approximate location shown on the concept plan. | 2018 | Dev. Services Eng. & Ops. | \$18,000 |
| <input type="checkbox"/> Provide new site furnishings within the lawn area. | 2018 | Dev. Services Eng. & Ops. | \$9,000 |

| | | | |
|---|-----------------|------------------------------|---|
| Recommendation 9: Beach Access Enhancements | | | CR#9 |
| Continue to provide beach access at CNR Wharf. | | | <p><i>Ramp access to the beach area was considered, but is challenging giving the steep grades around the site. It is recommended to focus accessibility upgrades on wharf and boardwalk access.</i></p>  <p><i>Existing beach</i></p> |
| Rationale | | | |
| <p>The existing beach is a gravel/sand beach about 170 sq.m in size. Public input suggested a desire to have increased beach area within CNR Wharf. Existing grades and wave action is a challenge to expanding the existing beach. This plan recommends retaining the existing beach and providing additional sunbathing opportunities through a lawn area adjacent to the wharf (see CR#8).</p> <p>Recommended improvements to the existing beach include:</p> <ul style="list-style-type: none"> • Retention of existing trees in good condition and removal of those in poor condition; • Development of stair access to the beach area; and • Consideration for a retaining wall along the steep bank between the Gellatly Bay Recreation Corridor and beach, if necessary. | | | |
| Objectives | | | |
| <ul style="list-style-type: none"> • Maintain existing beach use. • Maintain current ecological status. | | | |
| Actions | Timeline | Dep't | Capital Estimate |
| <input type="checkbox"/> Remove trees identified as being in poor condition and limb-up remaining trees to improve visual access to the wharf. | 2013 | Dev. Services Eng. & Ops. | Staff |
| <input type="checkbox"/> Develop a retaining wall associated with improvements to the Gellatly Bay Recreational Corridor trail as needed to retain existing trees. | 2013 | Eng. & Ops. | As required by Trail Upgrades |
| <input type="checkbox"/> Develop concrete stair access to the beach. | 2017 | Dev. Services Eng. & Ops. | \$11,000 |

| Recommendation 10: Park Signage | | | | CR#10 |
|--|-----------------|------------------------------|-------------------------|---|
| Update signage to provide park and heritage information. | | | |  <p><i>Current DWK park sign</i></p> |
| Rationale | | | | |
| <p>The existing signs at CNR Wharf, including the park sign and the interpretive information kiosk are outdated and due for replacement. Updated signs and CNR Wharf should include:</p> <ul style="list-style-type: none"> • A new park entry sign, consistent with the District’s current style; • New interpretive information, incorporated into the entry plaza; • Standard park use, conduct and other information signs. | | | | |
| Objectives | | | | |
| <ul style="list-style-type: none"> • Update out-of-date signs. • Create a consistent, attractive park signage style. | | | | |
| Actions | Timeline | Dep’t | Capital Estimate | |
| <input type="checkbox"/> Review existing sign location and quality and consider relocation or removal to fit with updated park entry design. | 2016 | Dev. Services Eng. & Ops. | \$4,000 | |
| <input type="checkbox"/> Install a new park sign consistent with the District’s current park sign standard. | 2013 | Dev. Services Eng. & Ops. | \$2,000 | |
| <input type="checkbox"/> Install new interpretative signage within the entry plaza. | 2017 | Dev. Services Eng. & Ops. | \$11,000 | |

| Recommendation 11: Permanent Washroom | | | | CR#11 |
|---|-----------------|--|-------------------------|--------------|
| Provide permanent washroom facilities. | | <p><i>97.8% of survey respondents supported the creation of permanent washroom facilities at CNR Wharf.</i></p>  <p><i>Existing portable toilet</i></p> | | |
| Rationale | | | | |
| <p>CNR Wharf has a single portable washroom. Public input suggested that improved washroom facilities would be a desirable improvement. This plan recommends that a small-scale permanent washroom be developed in the park. Sanity and water provision to the facility will be required (see CR#3: Parking & Servicing Provisions).</p> <p>As part of potential future commercial development within the park (see CO #1: Future Commercial Development), larger-scale permanent public restrooms may be considered.</p> | | | | |
| Objectives | | | | |
| <ul style="list-style-type: none"> • Provide high-quality services at CNR Wharf. | | | | |
| Actions | Timeline | Dep't | Capital Estimate | |
| <input type="checkbox"/> Develop a single, permanent, plumbed washroom facility in the park. | 2016-2018 | Eng. & Ops. | \$25,000 | |

3.8 Conditional Recommendations (CO)

One Conditional Recommendation is provided for future consideration. While public support exists for the following improvement ideas, they would only be implemented if a viable public partnership could be created.

Note: No further work on future commercial development at CNR Wharf is to be done until further direction by Council.

| | | |
|---|--|-------------|
| Recommendation 1: Future Commercial Development Consideration | | CO#1 |
| Consider viable partnerships for the creation of a commercial development at CNR Wharf. | | |
| Rationale | | |
| <p>Public input results suggest that an appropriate commercial venue at CNR Wharf would receive public support. The benefits of a commercial venue in this location include:</p> <ul style="list-style-type: none"> • Creation of an attraction to the Gellatly Bay area; • Expansion of public amenities, including possible day moorage; • Stimulant to encourage additional development in the Gellatly Bay area; • Expansion of tax base and economic growth generation; • Creation of a destination along the Gellatly Bay Recreation Corridor; • Increased use of the area and passive surveillance of CNR Wharf. <p>Public feedback indicated that the preferred type of commercial venue would be a restaurant or café. Because of the limited land available in this location, the building would need a pier structure and surrounding dock. A very strong case for public benefit and environmental impact mitigation and compensation would be a key part of development proposals.</p> <p>Day moorage should be considered if future commercial development occurs at CNR Wharf. This would support the commercial business drawing and would also be an access point for visitors to the Gellatly Bay Recreation Corridor and other potential future businesses in Gellatly Bay. Day moorage supports the vision of Gellatly Bay as a vibrant, active waterfront.</p> <p>This plan recommends that the District consider CNR Wharf as a potential opportunity for commercial development and consider viable proposals. Proposals for waterfront commercial venues would need to consider:</p> <ul style="list-style-type: none"> • A strong business case for a year-round business at the waterfront; • Environmental assessment, feasibility analysis and permitting requirements; • Analysis of parking requirements; • Public consultation to identify community concerns and desires; • Noise impacts on adjacent residences and hours of operation; • Provision of public amenities; and • Public access. | <p><i>The Waterfront Plan noted that a current limitation of DWK's waterfront is the lack of commercial services that draw people to an area and encourage them to stay.</i></p> <p><i>75% of survey respondents would support a viable partnership to expand the dock and create a commercial destination at CNR Wharf Park.</i></p>  <p><i>Example of a waterfront restaurant on a pier – Hooded Merganser Restaurant in Penticton.</i></p> <p><i>Support for commercial use in must adhere to Section 25 of the Community Charter, ensuring that public interests are prioritized.</i></p> <p><i>Motorized boating is a popular activity on Okanagan Lake. In West Kelowna, there are few opportunities for people to moor boats on a temporary basis while visiting the community. The nearby communities of Peachland and Kelowna provide day moorage that allows people coming from other lake communities to access their waterfronts.</i></p> | |

| <i>Objectives</i> | | | |
|--|---------------------------------|------------------------------|-------------------------|
| <ul style="list-style-type: none"> • Create a destination on West Kelowna’s waterfront. • Expand amenities in the waterfront area. • Support the vision of the waterfront as a vibrant, active and accessible area, year-round. | | | |
| <i>Actions</i> | <i>Timeline</i> | <i>Dep’t</i> | <i>Capital Estimate</i> |
| <input type="checkbox"/> Consider including potential for commercial opportunities at CNR Wharf as part of public marketing for the waterfront. | Ongoing | Dev. Services Administration | Staff |
| <input type="checkbox"/> Amend the Zoning Bylaw to create a new Waterfront Zone (W2) to accommodate proposed use. | At time of proposed development | Dev. Services Administration | Staff |
| <input type="checkbox"/> If a viable partnership is identified, work with the proponent to evaluate a design and development process including public consultation for the proposed development. | At time of proposed development | Dev. Services | Staff |
| <input type="checkbox"/> Consider day moorage as a component of potential commercial development. | At time of proposed development | Dev. Services | TBD |

3.9 Operational Recommendations (OR)

Five Operational Recommendations provided for consideration.

| Recommendation 1: Park Security & Safety | | OR#1 | |
|---|-----------------|---|-------------------------|
| Improve park security and safety at CNR Wharf. | | | |
| Rationale | | | |
| <p>Public input noted that several unauthorized uses occur in the park:</p> <ul style="list-style-type: none"> ○ Partying and noise after hours; ○ Drinking, drugs and foul language during daytime and evening hours; ○ Dogs off-leash; and ○ Motorized boats accessing the shore and dock creating a potential hazard for swimmers. <p>Proposed capital improvements may help to reduce some of these occurrences, in particular:</p> <ul style="list-style-type: none"> ○ A boardwalk connection to help separate swimming and motorized boating activities; ○ Lighting as a component of park upgrades; ○ Routing of Gellatly Bay Recreation Corridor to be more integrated with the park; and ○ Consideration for future commercial development to provide activity and 'eyes on the park'. <p>In addition to capital improvements, increased bylaw officer and police presence at CNR Wharf during the summer months should be prioritized.</p> | | <p><i>A main concern about CNR Wharf is partying at the park after hours. Increasing security presence at the park during the summer months may help deter these activities.</i></p> <p><i>CNR Wharf is not identified within the District as an off-leash dog park. The dog beach near Smith Creek currently provides this purpose and it is proposed that CNR Wharf remain an on-leash dog area only.</i></p> | |
| Objectives | | | |
| <ul style="list-style-type: none"> ● Encourage safe and considerate public use of CNR Wharf. | | | |
| Actions | Timeline | Dep't | Capital Estimate |
| <input type="checkbox"/> Work with the RCMP to increase police presence in the area, notably during summer evening hours. | Ongoing | Bylaw & Reg. Services | Staff |
| <input type="checkbox"/> Provide information to nearby residents on how to report unauthorized or suspicious activities. | Ongoing | Bylaw & Reg. Services | Staff |
| <input type="checkbox"/> Increase bylaw officer presence in the park, especially during the summer months. | Ongoing | Bylaw & Reg. Services | Staff |
| <input type="checkbox"/> Clearly post park hours of operation and information about parking, use, etc. at key entry points to the park. | 2013 | Dev. Services | Staff |
| <input type="checkbox"/> Increase presence of parks commissioners during peak hours of use in the summer months. | Ongoing | Dev. Services Bylaw & Reg. Services | Staff |

| Recommendation 2: Recreation Programming | | | OR#2 |
|--|-----------------|---|-------------------------|
| Maintain CNR Wharf as an informal recreation destination. | | <p><i>The primary use of CNR Wharf is informal. If recreation programs are considered for the park, ongoing informal use should not be compromised.</i></p> | |
| Rationale | | | |
| <p>CNR Wharf is a major waterfront asset within the DWK community. Appropriate recreation programs that work with the existing informal park uses could be considered to support its use as a community recreation destination; however, the primary use of the park should remain recreation.</p> | | | |
| Objectives | | | |
| <ul style="list-style-type: none"> • Prioritize informal recreation as the primary use of CNR Wharf. • Consider opportunities for recreation programs suitable to waterfront parks. | | | |
| Actions | Timeline | Dep't | Capital Estimate |
| <input type="checkbox"/> Consider community ideas for desirable new programs (e.g. swimming lessons, Gellatly Bay Recreation Corridor meeting point, play days, summer programs, etc.) that would fit within CNR Wharf. | Ongoing | Administration | Staff |

| Recommendation 3: General Guidelines | | | | OR#3 |
|--|-----------------|------------------------------|-------------------------|-------------|
| Ensure that improvements to CNR Wharf recognize the larger recreation plan for West Kelowna. | | | | |
| Rationale | | | | |
| As parks and recreation resources with the District of West Kelowna evolve, CNR Wharf improvements should be guided by the larger recreation plan for the community. | | | | |
| Objectives | | | | |
| <ul style="list-style-type: none"> • Take a cohesive approach to recreation assets in West Kelowna. • Look for opportunities to integrate CNR Wharf into the larger West Kelowna parks and recreation system and Gellatly Bay Recreation Corridor. | | | | |
| Actions | Timeline | Dep't | Capital Estimate | |
| <input type="checkbox"/> Ensure information about CNR Wharf and its improvements continues to be available to residents. Undertake yearly reviews of accomplishments and announce changes and upgrades as they occur. | Ongoing | Dev. Services Administration | Staff | |
| <input type="checkbox"/> Complete improvements and upgrades to occur when they will be least disruptive to park use. | Ongoing | Dev. Services Eng. & Ops. | Staff | |
| <input type="checkbox"/> Complete a 5-year internal review of this Park Plan to: <ul style="list-style-type: none"> o Evaluate the accomplishments from the 2012 plan; o Develop actions to complete outstanding priorities; and o Consider new opportunities that have been identified by the community. | 2018 | Dev. Services | Staff | |

| Recommendation 4: Funding Strategies | | | | OR#4 |
|---|-----------------|---|-------------------------|-------------|
| Secure funding to complete plan recommendations. | | <p><i>Refer to the Parks & Recreation Master Plan (Section 6.5: Funding Strategies) for additional funding information.</i></p> | | |
| Rationale | | | | |
| <p>DWK parks and recreation budgets are shared throughout the community and recommendations must be prioritized. To this end, improvements to CNR Wharf will require funding from a variety of alternative sources.</p> | | | | |
| Objectives | | | | |
| <ul style="list-style-type: none"> • Secure funding to complete park improvements quickly and efficiently. • Coordinate CNR Wharf improvements within the community's planning context. | | | | |
| Actions | Timeline | Dep't | Capital Estimate | |
| <input type="checkbox"/> Allocate parks and recreation capital funding to priority projects in CNR Wharf. | 2013 | Dev. Services Finance | Staff | |
| <input type="checkbox"/> Ensure infrastructure upgrades, including the Gellatly Road upgrades consider the directions provided in this plan and incorporate park improvements as possible. | 2013 | Eng. & Ops. Dev. Services | Staff | |
| <input type="checkbox"/> Where appropriate, direct portions of DCCs, CACs and other development-related funding from surrounding neighbourhoods to CNR Wharf capital improvements. | Ongoing | Dev. Services Finance | Staff | |
| <input type="checkbox"/> Pursue senior (provincial and federal) government funding opportunities. | Ongoing | Dev. Services Finance Administration | Staff | |
| <input type="checkbox"/> Work with stakeholders, user groups and the community to undertake fundraising. | Ongoing | Dev. Services | Staff | |

| Recommendation 5: Operations & Maintenance | | | | OR#5 |
|---|-----------------|--|-------------------------|-------------|
| Ensure adequate operations and maintenance funding is available for CNR Wharf. | | <i>Public input generally indicated that people are satisfied with the current maintenance in CNR Wharf.</i> | | |
| Rationale | | | | |
| Improvement and expansion of CNR Wharf will impact budget requirements. As new park amenities are added, operations and maintenance planning and budgets should be increased accordingly. | | | | |
| Objectives | | | | |
| <ul style="list-style-type: none"> • Maintain CNR Wharf to a high standard. • Ensure premature deterioration of parks and recreation assets does not occur. | | | | |
| Actions | Timeline | Dep't | Capital Estimate | |
| <input type="checkbox"/> Review annual maintenance budget requirements when park and facility improvements are completed. | Ongoing | Dev. Services Finance Eng. & Ops. | Staff | |