

South Canoe Trail Management: Proposal

DRAFT VERSION: April 12, 2011

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Prepared by the Shuswap Trail Alliance (Phil McIntyre-Paul and Jim Maybee) for the City of Salmon Arm Greenway Liaison Committee, in consultation with recreational trail users, local residents, Woodlot licensees, and public input. The final draft will go to the Shuswap First Nations and the Provincial Recreational Sites and Trails Office for review and approvals.

Background

The South Canoe Trail System is arguably one of the most well used recreational trail systems within the Shuswap, and certainly in Salmon Arm. Developed over many years by local residents, the trails surround the Metford Forest Service Road on the South East corner of the City of Salmon Arm and the lower western slopes of the Larch Hills. The lower network of trails is on City property and the upper network of trails is on Crown Land. The trails within Crown land jurisdiction are within a Woodlot license. Annual maintenance of the trails has been entirely managed by users, supported by the local cycle shops, and more recently, with support from the Shuswap Trail Alliance.

Use of the trails has evolved over the last 20 years, and includes hikers, mountain bikers, equestrian riders, Nordic snowshoeing and skiing in the winter, and Off Road Vehicles (ATVs, motorcycles, and occasional snowmobile access.)

While no formal trail use count has been done, anecdotal evidence from local residents and trail users suggests a significantly high number of regular visitor uses, making it an important trail system both socially and economically. Recreational trail use occurs on a year round daily basis. It is the location of the annual Salty Dog Mountain Bike race each spring that sees over 1000 people gathered at the trailhead staging area, and was recently selected as the site of the 2011 Provincial High School Mountain Bike Championships.

Some of the trails utilize old skid tracks, but most have been purpose built by different user groups. The last twenty years has seen a significant increase in non-motorized use on the trail system. Today, mountain bikers make up the largest noticeable user group. Most of the newest trails, especially in the upper sections on crown land, were designed and built by local mountain bikers.

The forestry roads and tracks are also used for summer access by ATVers and motorcyclists, especially as an alternate access route into the Larch Hills. Winter use is predominantly non-motorized with Nordic skiing, snowshoeing, and winter hiking, but some snowmobile use of the Metford Forestry Road occurs. A long standing agreement between the snowmobile clubs and the Larch Hills Nordic Society limiting motorized use in the winter means there is no snowmobile accessible terrain further up the forestry road where it links into the Larch Hills Nordic trail system.

The access to Metford Forestry Road is gated at the end of 10th Ave SE. This occurred a number of years ago in response to concerns by the City that unregulated access into the East Canoe watershed to the North of the trail system may have a potential impact to the security of this secondary drinking water source. At that time, a forestry road linking the South Canoe trails with the east slopes overlooking Salmon Arm, North Canoe, and the Larch Hills North Hub was decommissioned. As well, signs were

installed deterring access to the Metford Dam intake site. Keyed access to the gate is held by the City of Salmon Arm, the timber woodlot licensee, the gravel pit operator, and the Ministry of Forests. Several additional keys appear to be in circulation, however.

Several less utilized skid tracks extend south and south west, crossing private property and skirting the edge of the Fish and Game Club rifle range grounds. Recent changes to the rifle range have raised the need to monitor access and ensure trail user safety.

Most recently, the South Canoe trailhead has become the Salmon Arm start for the 40 kilometer Larch Hills Traverse trail that links Salmon Arm with Sicamous over the Larch Hills highlands. The traverse is used by hikers, mountain bikers, equestrian riders, and skiers. It has been experiencing growing popularity as a destination cross-country mountain bike trail experience, attracting weekly visitors from both within and outside the Shuswap.

Increased use of the trails by different user groups, the unplanned appearance of new trails, growing concern over safety, and a desire to see the trail system sustainably managed as an important long-term recreational asset for both the City and the wider region, led the City Greenway Liaison Committee to identify the need for a trail management plan for the area. The plan is to include guidelines on intended use, directions to manage safety, mitigation of environmental damage, protection of the East Canoe Watershed, and user education through signs and trailhead improvements.

Ironically, however, very few trails within the system were ever developed with appropriate authorization. So before signs can be installed, authorization of the trail system on both municipal and provincial crown lands must occur, along with user education to ensure that all future trail maintenance and work is done under a collaborative planning umbrella supported by appropriate authorization.

In 2009 the Shuswap Trail Alliance provided funding for their trail developer to review the trail system, assess use, and propose a management plan that might address the needs of the area. The draft proposal that was developed was then presented at a workshop with local stakeholders, revised, and then presented at a public open house on December 9th, 2010 for further comment and direction. A revised draft based on the direction from that public open house then went to the City of Salmon Arm Greenway Liaison Committee for review and a follow-up stakeholder review of the proposed MoU. These sessions have informed this current draft of the proposal.

Summary of Proposal – An Incremental Approach

The revised draft management plan for the South Canoe Trail System proposes a three phased approach in order to work with limited resources and time, and still ensure key priorities are being addressed.

Phase 1 targets the authorization, use designation, signage, and management of the existing trails within the main trail system (excluding the extensions south and south west toward the Fish and Game Club and Black Road.) Temporary access measures are proposed for the existing trailhead parking area.

Priority: High. **Timeline:** immediate implementation.

Phase 2 targets the research, negotiation, and development of an enhanced trailhead parking and staging area. The preferred option is to acquire City ownership of the existing Ministry of Transport gravel pit just west of the current trailhead and utilize this area. Hybrid options include considering extending the trail system to utilize Klahani Park. **Priority:** High. **Timeline:** 2 years.

Phase 3 targets additional trail management objectives, including the negotiation of rights-of-way with private land owners and the Fish and Game Club for trails south and southeast of the main trail system, as well as planning, design, and construction of new trail segments within the system. **Priority:** High. **Timeline:** 2 years/ongoing – as approvals and resources allow.

Goals of the Management Plan

The South Canoe Trail Management Plan attempts to address several core goals:

1. To protect the East Canoe watershed
2. To improve safety for trail users
3. To decrease environmental impact of trail use
4. To improve way-finding for locals and tourists
5. To improve usability for trail users
6. To acquire approvals for trails on City, Crown and private lands
7. To establish a well-designed trail head
8. To ensure long-term use of the trail system

Consultation Input and Best-Practices Standards

The South Canoe Trail Management Plan is based on:

- ✓ Feedback from trail users (hike, bike, equestrian, nordic, and motorized)
- ✓ Feedback from local residents
- ✓ Feedback from land tenure holders
- ✓ Feedback from the City, Province, and First Nations
- ✓ Information from other trail systems
- ✓ Current provincial guidelines for the management of recreational trails, including:
 - Provincial Recreational Sites and Trails guidelines
 - The Whistler Trail Standards
 - The International Mountain Bike Association
- ✓ The Shuswap Trail Design and Sign Guidelines

Summary of Recommendations for Phase 1

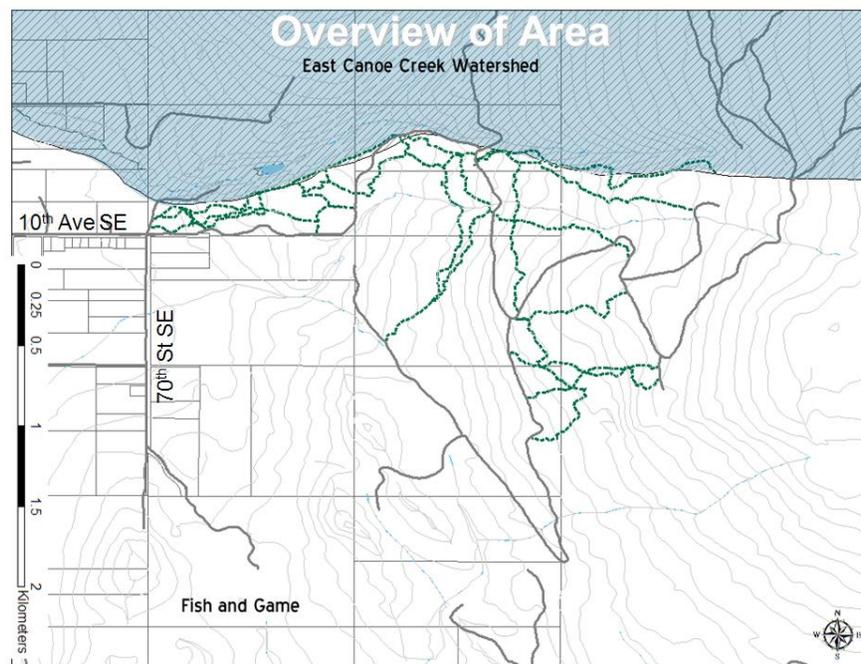
1. Include the trail system as part of the City's Greenway strategy.
2. Draft a working Memorandum of Understanding with Woodlot Licensee on Crown land.
3. Present the trail management plan to the Shuswap Lakes Division Bands for review.
4. Obtain municipal and provincial authorization to manage and maintain the trail system.
5. Establish designated up-only and down-only trail routes for mountain bike and equestrian use.
6. Establish a new equestrian/hike-only section of trail in the upper Malibu area to accommodate separated up/down flow with mountain bikes.
7. Close the high-speed section of the upper Malibu trail (north line) to Mountain bike use, and establish a new purpose built mountain bike-only section to accommodate downhill flow.
8. Clearly sign all trails and map trail junctions for intended use and wayfinding.
9. Establish the Metford Forestry Road as the Off Road Vehicle route for summer access to the upper tracks within the Larch Hills trail system.
10. Set a 30 km/hour speed limit on the Metford Forestry Road to reduce safety issues where non-motorized trails cross the forestry road, and sign these crossing points.

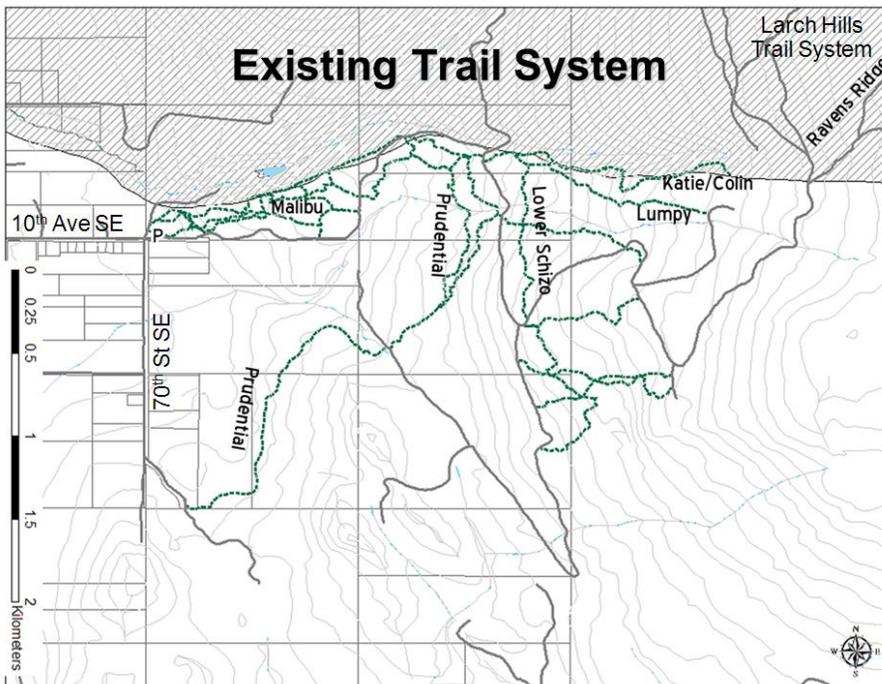
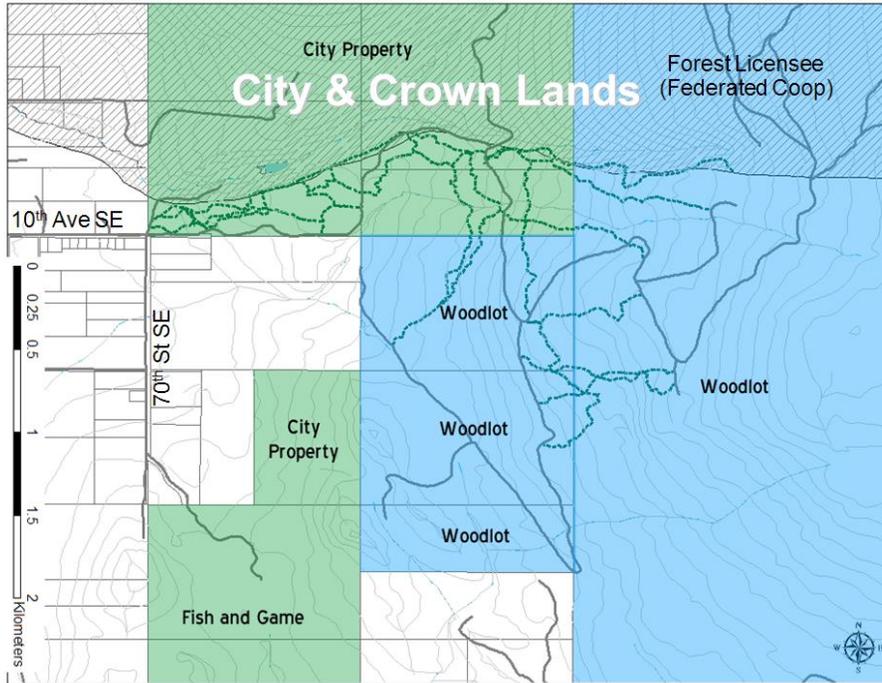
11. Close and reclaim small sections of trail where steepness and erosion are unmanageable.
12. Reroute and repair three sections of the upper Katie/Colin Memorial Trail where the trail crosses over the East Canoe watershed boundary.
13. Set the new UV water treatment facility to the northerly most end of the staging area in order to maintain the existing staging area of the park.
14. Establish separate non-motorized and motorized access entry points from the current trailhead parking area and post no-parking signs to keep industry access open to Metford Road.
15. Prepare a coordinated sign plan for the trailhead parking area that includes user directions, fire hazard notices, and seasonal hunting warnings.
16. Establish a trail stewardship advisory of representative trail users to guide management, support and engage volunteers, and monitor social and environmental impacts.
17. Establish a collaborative funding strategy that includes supported volunteer engagement, sponsor partnerships, event permit partnerships (cash and/or in-kind: e.g. \$10/trail-user/event), and greenway budget allocations according to need and priorities.
18. Partner with the Shuswap Trail Alliance to facilitate implementation of the plan.
19. Proceed with Phase 2 and 3 planning.

First Nations Review

Once agreement has been reached on how to manage the South Canoe Trails, the proposal will be brought to the Secwepemc Lakes Division Technical Working group (Adams Lake, Neskonlith, and Splatsin) for review. Further trail realignment may be required before the trails are then presented for Provincial approvals.

Overview of the Area





The trails in South Canoe are broken into three areas: City Property, Crown Land and Woodlot, and Private Property. This Phase 1 proposal deals only with the main South Canoe trails located on City Property and Crown Land.

Trails on Crown Land

Trails on Crown Land include:

- ✓ Prudential
- ✓ Paranoia Left
- ✓ Upper Schizo

- ✓ Lower Schizo
- ✓ Mo Buddah
- ✓ Dirty Gerbil
- ✓ Junior
- ✓ Katie/Colin Memorial Trail
- ✓ Lumpy
- ✓ The Cut
- ✓ Upper Cut
- ✓ Lee's Trail

With the exception of the Prudential trail, all the other trails on Crown Land were purpose built for downhill mountain bike use within the last 20 years. **Keeping these trails Mountain Bike use only is a key to safety.**

Trails on Crown Land need to be authorized under the Forest and Range Practices Act (FRPA)

Section 57 provides permission to build, rehabilitate, and maintain trails on crown land.

Section 56 legally registers trails on crown land, and can create an agreement between trail groups (Alliance), land managers, and tenure holders (woodlot owner) to work together on ensuring the trails existence after logging activities. (Part 3 &4)

Section 56 is the preferred option for all of the South Canoe trails on crown land from the Trail Alliance perspective. **However, recent discussions suggest Section 57 authorization combined with a signed Memorandum of Understanding between the Woodlot Licensee and the City of Salmon Arm and/or the Shuswap Trail Alliance would be a reasonable interim option.** (See Trail Management below.)

Trails on City Land

On City Property there are six main trail systems:

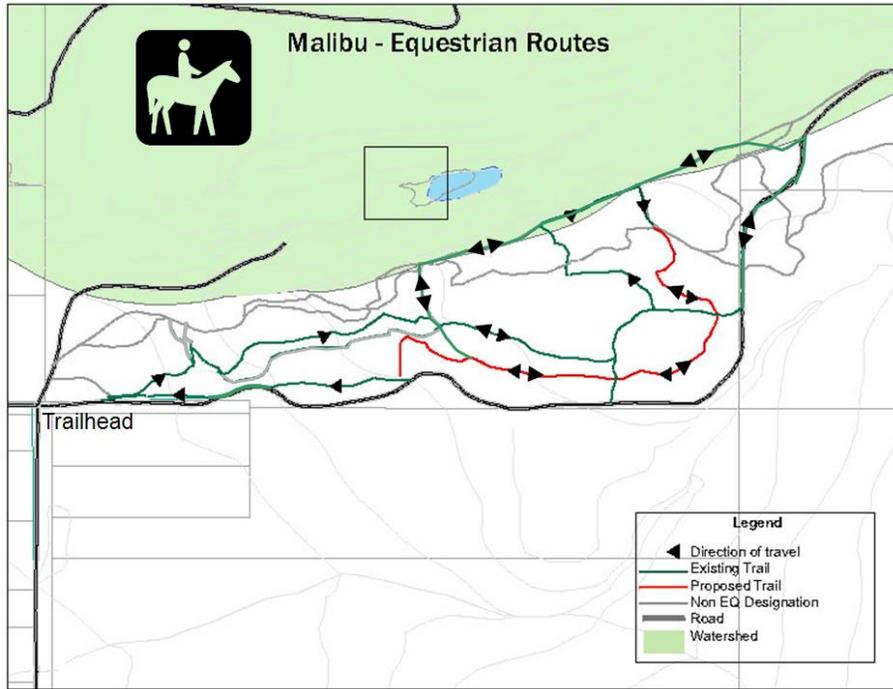
- ✓ Malibu
- ✓ Prudential
- ✓ Paranoia Left and Right
- ✓ Lumpy
- ✓ Katie/Colin Memorial
- ✓ Lower Schizo

Of these, Malibu Presents the most challenge for management as it is used by all current user groups (MTB, EQ, Hike, Motorized)

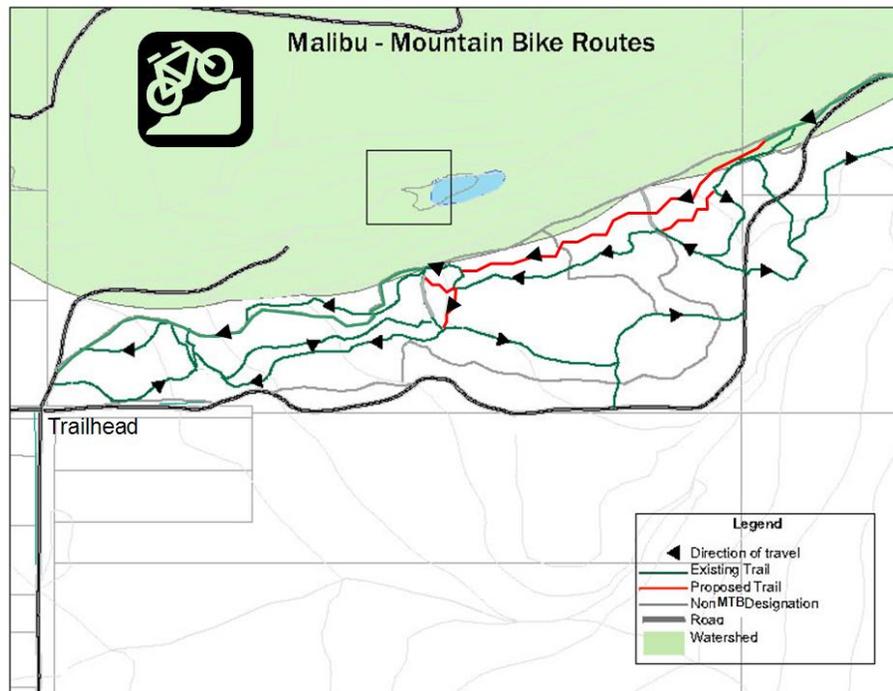
Proposal for Managing Malibu Trails (on City Land)

The following strategies are proposed for managing the Malibu Trails on City Land:

- ✓ Designate use (eg. EQ only trails, downhill only trails, motorized through route)
- ✓ Install trail signs
- ✓ Include difficulty ratings on signs
- ✓ Implement section closures and reroutes to improve sustainability and safety



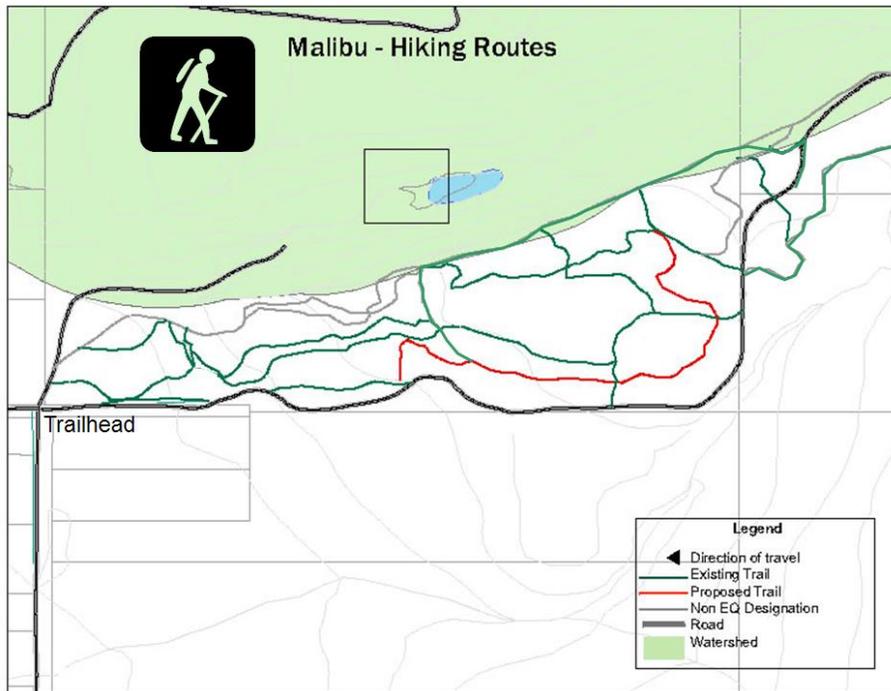
Proposed Equestrian UP and DOWN routes – The red line indicates location for a proposed new equestrian/hike only trail. The northern most upper Malibu trail would be equestrian/hike only. The lower uphill-only route from the trailhead would be shared with Mountain Bikes.



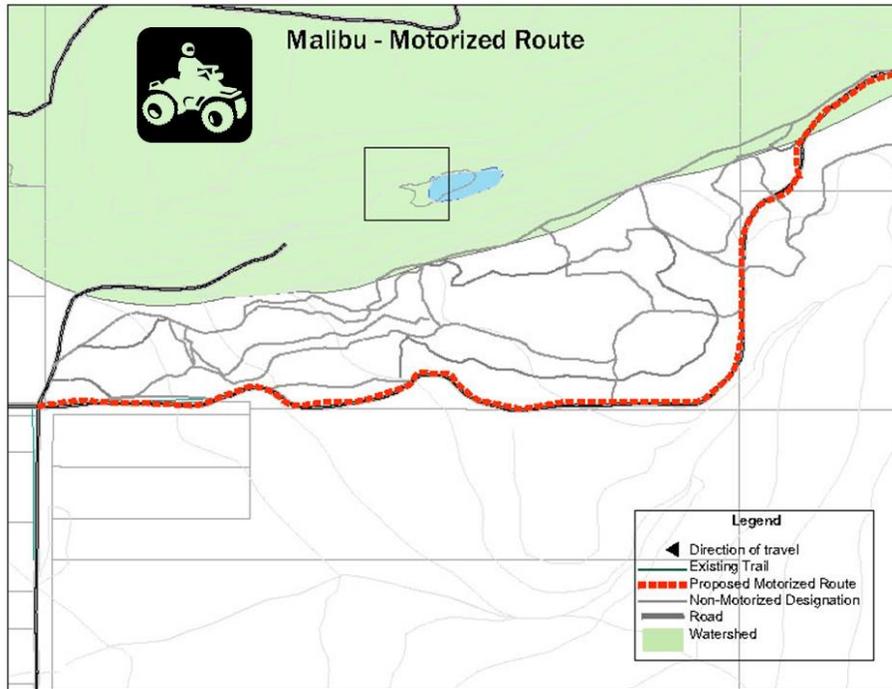
Proposed Mountain Bike UP and DOWN routes – The red lines indicate locations for proposed new mountain bike only downhill trail to replace the old upper Malibu high-speed section that would become an equestrian/hike only trail. The lower uphill-only route from the trailhead would be shared with Equestrian riders.



The yellow line shows location of new purpose built mountain bike route on upper Malibu.



Proposed Hiking Routes – all trails would be open to walking users. However, downhill mountain bike routes would include warning signs and a preferred hikers route would be marked along the joint equestrian/mountain bike up-hill route.



Off Road Vehicle Route – the Metford Forestry Road would be remain as the designated motorized recreational through route to access tracks and trails in the Larch Hills during non-winter months.

Trail Signs

Trail signs are proposed for all trails and trail junctions. Signs provide:

- ✓ Location information (all junctions would include a map)
- ✓ GPS position
- ✓ Level of difficulty
- ✓ Designated use
- ✓ Managing agency info
- ✓ Warnings
- ✓ Room for sponsoring partnership logos

Trail signs will be designed using the regional Shuswap Trail sign standards. These standards have been based on the provincial trail sign standards, and provide a degree of message uniformity to visitors.



Establish Speed Limit and Trail Crossing Signs on Metford FSRoad

A speed limit is recommended for all vehicles on the main road, specifically ATV's and Motorbikes. This limit would be recommended up to km 5 on the main Metford Forestry Service road, where the Larch Hills Ski Trails start. There are a few reasons for this:

- ✓ Several trails cross the road, causing potential impacts
- ✓ The road is shared by all user groups (including families with children)
- ✓ Once past 5km, there is less non-motorized use during the non-winter months

Another option is to install cross-ditching on the road during non-logging periods. This would encourage slower speeds as well.

Trail Crossing signs help remind motorized users where to slow down while travelling on the main road.



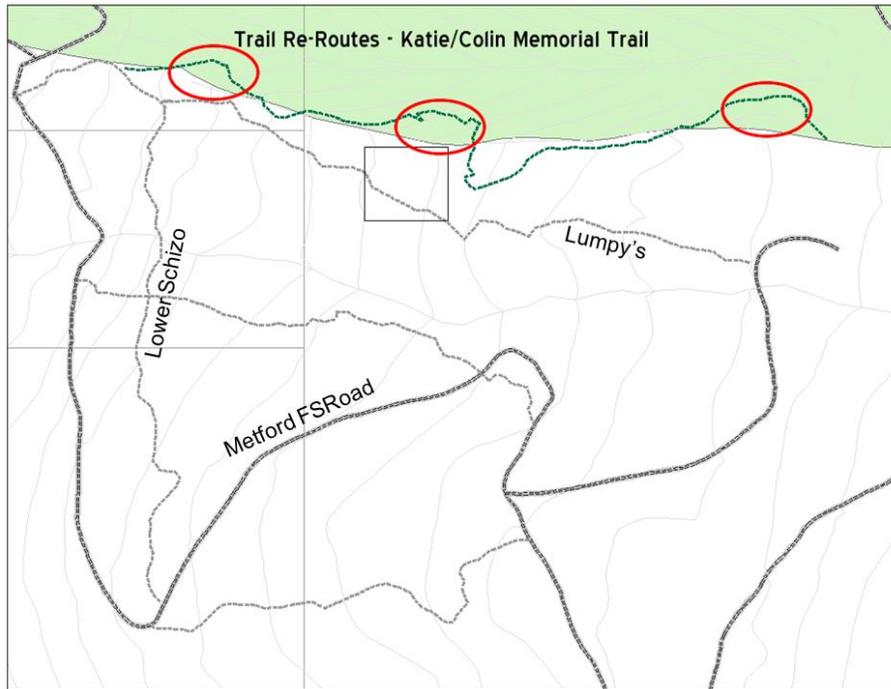
Repairs and Re-Routing to Existing Trail

Several short sections of trail in the Malibu area have seen excessive erosion due to use. These sections need to be re-routed or closed and reclaimed.



Katie/Colin Memorial Trail

The Katie/Colin Memorial Trail was built in memory of two young outdoor enthusiasts and mountain bikers who were lost to a tragic car accident. Many in the community came out to construct the trail in their honour. Three short sections of the mountain bike trail creep over the East Canoe Creek watershed boundary. Each of these sections is also notably steep. Reroutes are proposed for these sections.



Three re-route sections on the Katie/Colin Memorial Trail to avoid the East Canoe Watershed.

Phase 1: Revise Current Trailhead

As a temporary measure to manage parking and access at the existing trailhead, the following measures are proposed:

1. Establish separated access points for non-motorized and motorized trail users
2. Install additional fencing, as needed
3. Direct large vehicles to the CSRD milfoil site to park
4. Place No Parking signs along the south side of the trailhead parking area to prevent blocking of the Metford Forestry Service Road gate (this gate is used throughout the week by both the Gravel Pit operator and the Woodlot Licensee.)
5. Remove old signs and create a coordinated trailhead sign plan including an information kiosk, fire hazard notices, and seasonal hunting warnings.
6. Consider dust mitigation at the parking area, or asphalt





Protection of the East Canoe Creek Watershed

Protection of the East Canoe Watershed and water intake is of primary importance. Prior to this plan, a study and management review was conducted by the City of Salmon Arm and Interior Health on protecting the East Canoe watershed. The strategy of intentionally engaging recreational trail users to assist in the process of planning was identified in that report.

The following quotes are from the Stantec Report:

“There are significant recreation users around the watershed, extensive mountain biking was observed just outside the watershed boundaries during the field reconnaissance. Within the watershed there was some evidence of mountain biking in the Larch Hills area. During the site visit there did not appear to be significant signs of recreational use within the watershed.

Extensive signage exists at the south-eastern entrance points to the watershed discouraging entry, as well as a fence and signage discouraging entrance to the Metford Dam reservoir. In addition the City of Salmon Arm has consulted with organized recreation groups in the Salmon Arm area to notify users of the concerns with respect to water quality.”

(Stantec, July 2009, 3.4.2)

The report makes the following recommendation for ongoing unregulated recreation use in the area:

“Engage stakeholders to develop a watershed management plan that incorporates drainage optimization, salvage harvesting, wildfire control, controlled logging, controlled recreation, and hydrogeology and flow monitoring . . . Engage different stakeholders to devise a plan to minimize recreation in the area surrounding the Metford Dam intake. . .”

(Stantec, July 2009 7.1.1)

The proposed South Canoe Trail Management Plan focuses recreational trail use to areas outside of the East Canoe watershed, and proposes a coordinated sign program to maximize compliance at the trailhead. The proposed adaptive plan would allow the trail stewardship advisory to monitor for unwanted impacts to the watershed and alert the Greenways Liaison Committee to initiate a response.

The Water Treatment Facility

One of the proposals within the 2009 Stantec report on protecting the East Canoe Watershed included the recommendation that the existing chlorine treatment shed be replaced with a more efficient and less dangerous UV Treatment facility. The City Engineering staff determined the best location for the new UV Treatment Facility is within the current trailhead staging area due to the alignment of the existing water line. Following consultative meetings with leadership from several recreational trail user groups, engineering staff agreed that the UV Treatment Facility could be placed at the far north end of this area along the edge of the existing access road and power lines. This location minimizes the impact to the current trailhead staging area, and allows events like the Salty Dog Mountain Bike Race and the Provincial High School Mountain Bike Championships to continue to utilize the area.



The new UV Water Treatment Facility – original placement and new placement out of the main park.

Phase 2: Trailhead

Phase 2 targets the research, negotiation, and development of an enhanced trailhead parking and staging area. The preferred option is to acquire City ownership of the existing Ministry of Transport gravel pit and utilize this area. Hybrid options include considering extending the trail system to utilize Klahani Park and the current CSRD Milfoil shed area. Work to develop the Phase 2 trailhead plan will be guided by the City of Salmon Arm Greenway Liaison Committee with partners like the STA & advisory.

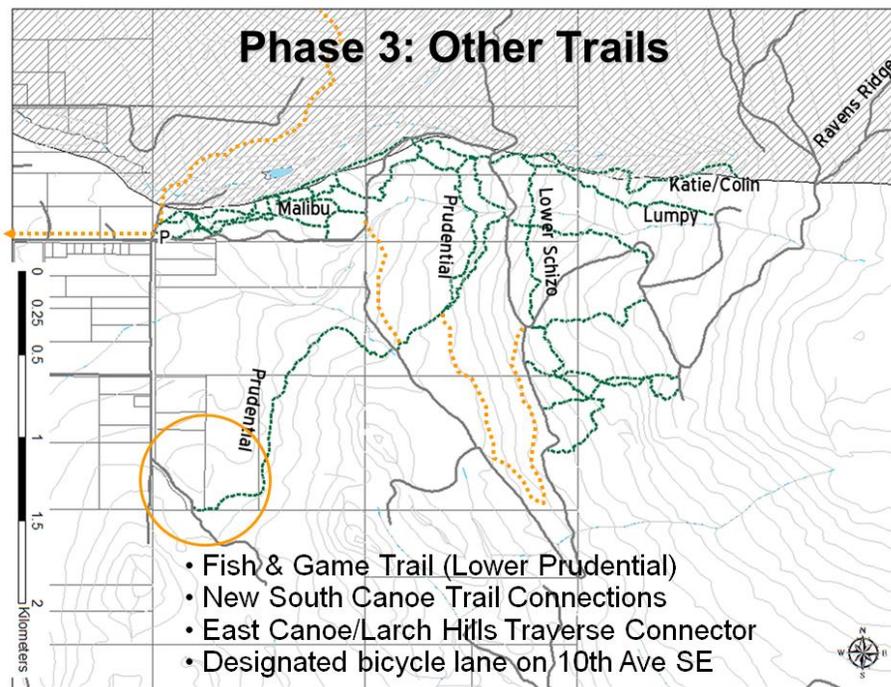


Phase 3: Other Trails

Phase 3 targets additional trail management objectives, including the negotiation of rights-of-way with private land owners and the Fish and Game Club for trails south and southeast of the main trail system, as well as planning, design, and construction of new trail segments within the system. It is anticipated the timeline for this phase will be over the next two years, and then continue as approvals and resources allow, and ongoing management of the trail system evolves.

Existing and proposed trails and routes that extend from the main South Canoe Trail System include:

- ✓ Fish & Game Trail (Lower Prudential)
- ✓ Black Road connection
- ✓ Larch Hills Traverse
- ✓ New South Canoe Trail Connectors
- ✓ And a Designated bicycle lane on 10th Ave SE



Private Land

The Phase 3 projects include negotiation of trail access on private land, and will require City assumption of liability risk for all trail use. (See Trail Management below.)

Motorized Use

There was considerable discussion regarding trail use by Off Road Vehicles (ATV and Motorcycles.) While use of the trails is primarily non-motorized, occasional use by local residents does occur. These residents expressed disappointment that the lower Malibu trails would not be opened to motorized users. Unfortunately, mixed use on these trails is not compatible, and the overwhelming feedback from local residents and trail users consistently discouraged motorized use on the trails.

An alternate route to build a special motorized-only trail was considered, but the lower Malibu trails within City property are in a very narrow strip of land which is already challenged to accommodate the existing trail system. In the end, the recommendation is to identify the Metford Forest Service Road as the multi-use corridor for motorized recreational users. Representatives from the local ATV club affirmed that this is important as an alternate access to the Larch Hills during the non-winter months.

Hunting

Hunting is not allowed on City Property. On Crown property, however, Section 57 authorization under the Forest and Range Practices Act does not limit access to other uses and tenure. This proposal does not intend to limit existing hunting in the area. Discussions with Fish and Game and Wildlife Federation leadership affirmed the importance of safety and education amongst all recreational users. It is recommended seasonal warning signs be placed to alert trail users and hunters on appropriate safety precautions around recreational trails within crown land.

Fire Hazard Prevention

The concern for risk of fire due to increased recreational use in the South Canoe area was raised. Local woodlot operations noted current wildfire legislation that restricts activities during peak dry summer periods when risk of wildfire is rated as high or extreme, but noted similar restrictions are unclear for recreational use. The need for a fire risk management strategy for recreational use of the South Canoe Trail System was identified. Proposed measures to help offset the risk of fire being started by recreation users include:

- ✓ City monitoring of the fire hazard ratings published by the Provincial Ministry of Forests
- ✓ Restricted access to the trail system when fire hazard ratings reach the extreme level
- ✓ Installation of a Fire Danger Class rating sign at the trailhead parking area
- ✓ Information board to inform trail users of hazard dangers, preventative strategies, and closures.

It was noted that the City of Salmon Arm Fire Department monitor and issue fire hazard warnings on other park trails within the City boundary. A decision to sign for extreme fire hazard but not close trails to local non-motorized trail use was made several years ago acknowledging that good trail users rarely start fires but more likely monitor risky behavior and alert fire officials. Trail restrictions may consider specific non-motorized access (e.g. hiking) in order to maintain “eyes on the ground” as a first line of defense against fire starts due to inappropriate behavior.

Vandalism to homes near Black Road

Concerns over vandalism and theft were raised by one resident who lives along the forestry access road south of the trail system near Black Road. She expressed concern that trail users near her home may access her property. This is not addressed in the Phase 1 proposal as no trails within the main South Canoe Trail System go near Black Road. It was expressed as a desirable connection by residents in the area, however, and would need to be explored as part of the Phase 3 work. Researched experience from other trail systems suggest well planned, designed, signed, and managed recreational trail systems can displace unwanted access, improve safety, and reduce theft and vandalism. This will need to be explored further.

Winter Use

The South Canoe Trail System is utilized year round. Winter use is primarily on foot using snowshoes and hiking. Until recently, some Nordic cross-country skiers accessed or skied out from the Larch Hills,

usually on touring or backcountry skis. Recently, however, due to new cut blocks opened by the woodlot tenure, the Larch Hills Nordic Society test tracked the Metford Forest Service Road with favorable results. There is a desire to meet with and discuss future track setting for ski access.

Occasional snowmobile access on the lower Metford Forestry Road occurs by local residents. However, a long standing agreement between the snowmobile clubs and the Larch Hills Nordic Society limiting motorized use in the winter means there is no snowmobile accessible terrain further up the forestry road where it links into the Larch Hills Nordic trail system. The Larch Hills Nordic Society wants to ensure non-motorized winter access continues to be controlled into the Nordic ski trail system.

Pump Track Legacy

As part of the Provincial High School Mountain Bike Championships to be held in the South Canoe Trail System this May, the local High School Mountain Bike Club has proposed using soil removed from the UV Water Treatment Facility to construct a mountain bike pump track in the trailhead staging area. Pump tracks are short circular undulating tracks that allow momentum and speed to be harnessed. The High School Club suggests constructing this as a legacy gift to the City.

Because the pump track proposal has only just been made, it is not addressed within this plan. It is recommended the proposal be brought to the joint trail advisory under direction of the City Greenway Liaison Committee for consideration. (See Trail Management following.)

Trail Management

Success of the proposed South Canoe Trail Management Plan will be realized with consistent, intentional, and supported management of the area. There are several recommendations:

Tenure and Management Responsibility

It was initially recommended overall tenure for the entire trail system on City Property, Crown Land, and Private Property be held by the City of Salmon Arm and administered through the City Greenway Liaison Committee as part of the City's Greenway Strategy. Under this model, the City is the Trail Manager. Senior staff does not favour this model where trails are on crown lands. Further discussion is needed.

In the interest of moving authorization for current work on the existing trail system forward, the Shuswap Trail Alliance is in a position to facilitate trail management on crown land with adequate support from partners like the City Greenway Liaison Committee. The STA is prepared to explore this option with the City. Regardless of the chosen coordination method, it is desirable that the current level of volunteer driven stewardship of the trail system be maintained and/or increased.

Memorandum of Understanding with Woodlot 1571 Licensee

Woodlot 1571 is located at the southern end of Larch Hills, immediately south of the East Canoe Creek Community Watershed and the City of Salmon Arm private lands. The woodlot was awarded in 1996 to Curtis and Erik Olsen of Salmon Arm as part of the provincial government's expansion of the Woodlot license program. Increased development of non-statused (unauthorized) recreational trails within the Woodlot license boundaries has led to discussions to address long term options for co-existence.

A draft Memorandum of Understanding between the Woodlot 1571 Licensee and the authorized trail managing body for the South Canoe Trail System on Provincial Crown Land will be drafted to facilitate co-operation and joint use of the area by both parties. The MoU will address recognition of existing

trails, future trail expansion, information sharing, fire protection, vehicular access, and trail maintenance, safety, and new trail construction. (See Attached Draft MoU)

Trail Stewardship Advisory and Planning Priorities

It is proposed that a dedicated South Canoe Trail Stewardship Advisory be formed as a working group of the Shuswap Trail Alliance, with representation from all user groups. An annual maintenance program for the trail system will be developed and guided by this group. Ongoing maintenance of the trail system would be administered by this advisory under the STA in partnership with the wider City Greenway program. The Trail Advisory would provide direction on priorities and needs, as well as assist in volunteer engagement.

Any new trail plans or alterations for the area would be filtered through the Stewardship advisory and brought to the City Greenway Liaison Committee, First Nations, Province, Woodlot licencees, and other stakeholders for consideration prior to final approvals being made.

The Shuswap Trail Alliance has proposed a regional trail stewardship program be developed, and would use the South Canoe Trail Advisory as a pilot for growing the initiative.

Adaptive Monitoring

As part of the ongoing maintenance program guided by a trail stewardship advisory under the direction of the Shuswap Trail Alliance and the City Greenway Liaison Committee, it is recommended that an environmental trail screening be conducted, and an adaptive monitoring plan put in place. The monitoring plan allows a stewardship team to watch for undesirable environmental or social impacts (erosion, habitat displacement, user conflicts), and initiate appropriate responses.

The Shuswap Trail Alliance has developed a process to guide adaptive trail monitoring plans. It is recommended this process be used for the South Canoe Trail system.

Liability

The City of Salmon Arm carries the necessary liability coverage for all trails within its designated Greenway system. Additional partnering organizations, like the Shuswap Trail Alliance, can be co-signed into this insurance. In turn, the City can be co-signed into the partnering organization's insurance.

Some concern over liability was raised during the public input process, suggesting trail users should not be allowed to use trails unless they carried personal liability coverage. Non-motorized use of authorized trails, however, does not require personal liability coverage. Personal liability coverage is optional for non-motorized recreational activities like walking, hiking, skiing, cycling, and snowshoeing.

Currently, liability insurance is not required for recreational ORV use that does not occur on designated roads. Due to the higher risks, however, many equestrian riders and ORV users who belong to a club carry personal coverage. The insurance requirements of ORVs on non-statused roads and trails will likely change with pending provincial legislation, however. Recreational ORV use on all designated roads, including Forest Service Roads, requires insurance.

Any organized events (non-profit or commercial) on trails require event insurance. They also require authorization permits from both the municipality and the province, and appropriate permission from private land owners, where applicable.

Gate Keys to Metford Forest Service Road

Currently, authorized vehicular access through the Metford Forest Service Road gate is limited to 4 groups:

1. The City of Salmon Arm staff
2. Rizzi Enterprises, who operate a gravel pit at .5 km adjacent to the FSR
3. 2 authorized forest industry users (WL 1571 Licencee and Federated Co-operatives and their authorized contractors)
4. The Ministry of Forests

In order to facilitate maintenance of the existing trails on City property, however, the City has allowed access by volunteer stewardship groups. Events like the Salty Dog Mountain Bike Race are granted access each spring to conduct trail maintenance and manage the event.

It has been proposed by the Woodlot 1571 licensee, as part of the draft MoU, that in order to keep trails safe for public use, conduct routine maintenance, construct new authorized trails, and in order to limit vehicular access for these purposes, only those with authority to access the area for maintenance or construction purposes will be granted sign out of the gate key. The key would be held by the Ministry of Forest, Lands, and Natural Resource Operations and approved for sign-out through the Recreational Sites and Trails Officer. A local FLNR office (e.g. Rap Attack) will house the key for easier access.

Funding Strategy

In order to resource the long-term management of the South Canoe Trail System, it is recommended a collaborative funding strategy be implemented as part of the wider City Greenways strategy. A key objective is to maintain and compliment the existing level of volunteer in-kind support for the South Canoe Trail System.

It is proposed the funding strategy should therefore leverage:

- ✓ existing and new volunteer engagement,
- ✓ sponsoring partnerships,
- ✓ event permit partnerships (cash and/or in-kind: e.g. \$10/trail-user/event),
- ✓ annual greenway maintenance budget allocations according to need and priorities.

Incremental Options

The Phase 1 proposal allows for incremental actions based on available resources. As a foundational priority, it is recommended that funding and in-kind resources are allocated for:

1. Section 57 approval for the trails on Crown lands, and City approval for trails on City property
2. Construction of the new upper Malibu equestrian and mountain bike trails
3. Design and installation of trail signs



South Canoe Trail Stewardship Advisory: Terms of Reference

Version Updated: July 22, 2013

“Respect, Cooperation, Stewardship”

The purpose of a Trail Stewardship Advisory is to work with the Shuswap Trail Alliance in support of the ongoing planning and management of a trail or system of trails, by:

1. acting as the point of contact for stakeholder engagement
2. providing direction to the Shuswap Trail Alliance on project priorities and planning
3. providing direction to the designated land managers responsible for decision-making
4. actively reaching out and inviting participation from community stakeholders
5. maintaining ongoing communication with all stakeholders
6. assisting with the development of an Annual Operating Plan
7. helping to coordinate community volunteer participation in trail care, including annual inspections, monitoring, maintenance, and reporting
8. and liaising with the wider regional Shuswap Trail Stewardship planning circle

Trail Stewardship Advisory groups are:

1. a working committee under the Shuswap Trail Alliance
2. based on values of respect, cooperation, and stewardship
3. accountable through the Shuswap Trail Alliance to the designated land manager(s)
4. open to participation by all with a vested interest in the success of the trail or system of trails
5. operate within the operational and safety policies of the Province of British Columbia, regional and municipal authorities, and the Shuswap Trail Alliance
6. consensus-based

Definitions: “What’s a . . . ?”

- **Stakeholder** – any group or individual (both formal and informal) with a vested interest in the trail or trail system, the activities of its users, and/or its presence within the landscape.
- **Steward** – any group or individual in the community who builds, monitors, and/or maintains a trail or trail system (and the environment and communities surrounding them).
- **Advisory** – a formal group organized to help engage stakeholders and stewards in the ongoing planning and management of a trail or trail system, and liaise with other relevant groups.

Guidelines:

1. All trail work must be authorized by the appropriate designated land manager(s)
2. An Annual Operating Plan is developed each year, and submitted through the Shuswap Trail Alliance to the designated land manager(s)



The Shuswap TRAIL ALLIANCE

3. Annual Operating Plans outline all the trail maintenance and new project activities proposed for a trail or system of trails each year
4. New proposals and projects require a documented plan developed according to Shuswap Trail Protocol guidelines and Provincial Trail Standards (See the Shuswap Trail Protocol)
5. A chair person or co-chairperson(s) will be appointed to chair the meetings of the Advisory
6. The chair person may be appointed by the Shuswap Trail Alliance, or where appropriate, chosen by participants of a Stewardship Advisory or wider stakeholders group
7. A recording secretary will be recruited by the chair to keep minutes of Advisory meetings
8. A steering group may also be appointed to assist with coordinating the Advisory
9. Any financial obligations of an Advisory are managed by the Shuswap Trail Alliance



Memorandum of Understanding Between The Shuswap Trail Alliance and Woodlot 1571 Licencee's

Woodlot 1571 is located at the Southern end of Larch Hills, immediately south of the East Canoe Creek Community Watershed and the City of Salmon Arm private lands. The Woodlot was awarded in 1996 to Curtis and Erik Olson of Salmon Arm as part of the provincial government's expansion of the Woodlot licence program during the mid 1990's. This area is commonly known as the South Canoe area to many local residences of Salmon Arm.

Historic recreational use in the area was concentrated primarily on trails located on the lower elevations of the City of Salmon private lands. The East Canoe Creek Forest Service Road (FSR) provided access to upper the Larch Hills primarily for motorized vehicles and for equestrian users. In the early 2002, a public consultation process was held and a subsequent 'East Canoe Creek Watershed Access Gate Management Plan' was developed and approved leading to a gate being installed at the bottom of the FSR in order to protect the East Canoe Creek watershed and the City drinking water source. Authorized vehicular access through this gate is limited to 2 user groups:

1. The City of Salmon Arm (and their authorized users such as Rizzi enterprises) and,
2. The Ministry of Forests, Lands and Natural Resource Operations (and their authorized forest industry users such as WL 1571 Licencee and Federated Co-operatives).

During the initial operations of Woodlot 1571, recreational use in the South Canoe area was limited primarily to the City of Salmon Arm private lands and to the main FSR. During the late 1990's, local recreational users began developing additional mountain biking trails on both the City of Salmon Arm private lands and on the adjacent Crown lands. Unfortunately, no authority was obtained from the provincial government during the development of these trails on the Crown lands. This has led to a situation where the recreational trails located on Woodlot 1571 are considered 'non-status' and remain unauthorized from a provincial legislative perspective.

In order to address this non-status issue, The Shuswap Trail Alliance (STA) and the Woodlot Licencee's have met to discuss long term options for co-existence on the Woodlot Licence area. The STA and the Woodlot licencee's have agreed that a simple memorandum of understanding between the users will facilitate co-operation and joint use of the area by both parties. This document has been reviewed and agreed to by both users as per the authorized signatories at the end of the memorandum

The following issues represent the key area of concern for co-existence on existing and future trails that cover the Woodlot area:

1. Existing Trail Recognition.

- Both parties agree that the existing trails are un-authorized and need provincial recognition from the Ministry of Forest, Lands and Natural

Resource Operations (FLNR). Accurate mapping of the trails on the Woodlot will be provided by STA for the Woodlot holder and for FLNR. STA will apply for Section 57 authorization of the construction, rehabilitation and maintenance of the existing and future trail system. STA recognizes that the trails on the Woodlot are located on the working forest landbase and that the licensee will not be providing retention buffers along trails during harvesting operations. The Woodlot holder will leave existing and/or future trails open after operations are completed (i.e. trail running surfaces will be left free of debris after both harvesting and silviculture operations).

2. Future Trail Expansion

- Both parties agree on the potential for future trail development in the area. Prior to any trail expansion, the parties agree to meet and review the proposed trail location(s). Agreement on trail locations must be obtained prior to the STA applying to FLNR for Section 57 authorization of trail construction.
- Although not anticipated in this new working relationship, both parties agree that if agreement can not be found on future trail locations, a FLNR representative will be asked to facilitate discussions and help both parties come to a consensus on future trails.

3. Information Sharing

- Both parties agree that in order for there to be an effective co-existence, information sharing is a priority. Prior to Woodlot operations (primarily planning and harvesting on areas that would effect existing or proposed trail locations); the Woodlot licensee agrees to inform the STA prior to planned operations. Additionally, STA will inform the Woodlot licensee when authorized trail construction, rehabilitation and maintenance will be taking place.
- Throughout the year, key recreational activities and events take place in the area. From a trail use perspective, mountain bike riding events such as the 'Salty Dog' are key user dates. The Woodlot holder agrees to suspend operations during these dates in order to avoid a use conflict. From a Woodlot licensee perspective, harvesting and silviculture operations activities are the key timing periods. STA agrees to inform its members when Woodlot operations are taking place and for it's members to avoid affected trail use during these periods.

4. Fire Protection

- One of the critical risk periods for activities on the Woodlot is the high fire hazard periods of the summer months. From a forest operations perspective, activities are typically suspended when the Provincial Fire Danger Rating reaches the 'Extreme' level. Risk of accidentally starting a wildfire also exists from recreational use of the trails. The STA and Woodlot holder agree that a fire hazard danger rating signage should be established at the parking lot area at the bottom of the FSR to inform users of the risk of fire. The establishment and maintenance of the sign should be explored through the STA work with the City of Salmon Arm Greenways committee.
- The STA agrees that no construction, rehabilitation and maintenance of trails will occur during the high or extreme fire hazard rating periods.

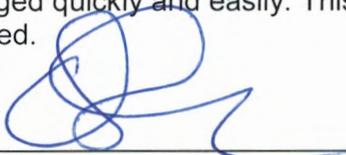
5. Vehicular Access for Authorized Trail Programs

- As per the City of Salmon Arm public consultation process and drinking water protection initiative, there is no public access permitted on the main East Canoe Creek FSR. The main gate located at the bottom of the FSR limits access to the two authorized groups as described in the introduction of this MOU. Vehicular access (i.e. pick-up trucks) for recreational purposes other than for authorized construction, rehabilitation and maintenance is not permitted and all activities will be coordinated through the STA
- In order for the STA to have periodic access through the gate for trails works, it is proposed that the STA will obtain a copy of the gate key from the FLNR. The FLNR will hold a key and have a sign out mechanism for the STA during periods of trail work. It is proposed that the key will be held at the Salmon Arm Rapattack base and when undertaking works, the STA will sign out the key. This key use policy and sign out mechanism is being established in order to control recreational access so that only authorized activities are taking place on the Crown lands on the Woodlot.

6. Future MOU Amendments and Term of MOU.

- Both parties agree that this MOU is a first attempt at formalizing the co-existence on Crown lands for both the Woodlot Licencee and the recreational users of South Canoe. It is agreed that future amendments to this MOU may be required. Both parties agree that future MOU changes require the agreement of both parties with the long term goal of maintaining and enhancing both forest management and recreational opportunities.
- Both parties agree that this MOU shall remain in effect as long as the Woodlot licence is held by the current licencees (Curtis and Erik Olson) and that the STA remains in existence. This MOU is terminated if either the current Woodlot licence is transferred to another party or if the STA is dissolved from its current form or organizational structure.

The simple parameters outlined above should facilitate the joint use of the South Canoe trail area and Woodlot 1571. Through open communications, most conflicts should be managed quickly and easily. This document will be reviewed regularly and amended as required.



Curtis C. Olson
(Woodlot 1571 Licencee)



Winston Pain, Chair
(Shuswap Trail Alliance)

June 24/2011

Date

June 24, 2011

Date