



South Canoe Planning Summary (DRAFT)

The South Canoe Trail System is one of the most well used recreational trail systems in the Shuswap. 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 Shuswap Trail Alliance. Use of the trails has evolved over the last 20 years, and includes hikers, mountain bikers, equestrian riders, snowshoeing, nordic skiing in the winter, and Off Road Vehicles (ATVs, motorcycles, and occasional snowmobile access.)

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Shuswap Regional Trails Strategy Background and Context

https://shuswaptrailalliance.com/userfiles/file/Shuswap_Regional_Trails_strategy_UPDATES_2019.pdf

Y'icwetsutce

(“you take care”) – The responsibility of taking care of the land & its resources (Secwepemc) and recognition of Aboriginal title and rights

Regional leadership collaborating through the Shuswap Trail Alliance has done significant work since 2005 in promoting non-motorized trails, supporting Secwepemc caretakers and stewards in asserting title and rights to the land, and in encouraging ecological stewardship, promotion, signage and use of non-motorized trails.

Since 2001, a series of planning initiatives and community projects have provided a strategic thread on which a region-wide strategy for non-motorized trails has evolved. In addition, discussions between Secwepemc leadership, regional leadership and some trail user groups helped to confirm the need for a region-wide strategy to involve all trail user groups (motorized and non-motorized), and make connections to land use, existing land use plans, Secwepemc values, environmental and community health, tourism and economic development.

At this time, the key focus of this strategy is land-based trails; however, interconnectedness between land-based trails and waterways on the many lakes and rivers are recognized. Connection to water is also important from a Secwepemc perspective: water is an original travel corridor of First Nations peoples. Therefore, this strategy is framed within the wider context of the importance and cycle of water in the region, and to acknowledge waterways and water recreation in access management planning.

It is also important to note that the concepts and ideas contained in this strategy do not necessarily have funding in place; support or endorsement of this strategy by any organization does not imply that they have the funds to implement it.

Purpose

The purpose of the strategy is to protect, enhance and recognize trails as an integral part of the Shuswap lifestyle, culture and economy. This strategy will ensure trails are appropriately authorized, mapped, developed, maintained, and promoted. It will also protect and promote First



Nations interests, reduce/repair ecological damage from all trail use, and manage land access appropriately. The strategy's process will also serve to demonstrate collaborative management between all orders of government, industry sectors and stewardship groups. It will provide stability and security to all user groups, businesses, and the orders of government who invest in them.

Proposed Outcomes and Deliverables

- It's anticipated that there will be a suite of benefits achieved through collaboration by trail user groups, industry groups and orders of government:
- Greater recognition, protection and enhancement of trails
- Clarity on priority planning areas
- Improved communication and protocols
- Increased value and security, and more effective marketing of trail system assets, through consistent trail design and sign standards
- Optimization of limited shared resources

Additional proposed outcomes include:

- Alignment of Secwepemc values and principles with trail planning and development
- Planning guidance for industry sectors at the operational level
- Increased awareness of historical and cultural significance of trails
- Minimization of conflicts on trails
- The four primary deliverables of this strategy are:
- Establishment of a regional trails council or roundtable
- A formal commitment to work together, as evidenced by either a signed agreement or Letter of Understanding
- A strategy document, including the two components mentioned above, and an implementation plan [this document]
- Maps of priority planning areas (paper and digital files) that can be used by all parties
- Vision – draft components of a vision statement
- Collaboration of multiple stakeholders including all orders of government, trail user groups, industry sectors
- Secwepemc are affirmed as caretakers, stewards and decision makers of Secwepemc'ulecw
- Value of trails contributes to the triple bottom line of: healthy environment, healthy communities (i.e., physical health of individuals, through exercise and connection with nature), and a healthy economy.
- Safety of different users on trails
- Shuswap is known as a united destination trail centre that has trails for all uses

Values

- Y'icwetsutce ("you take care") – the responsibility of taking care of the land & its resources (Secwepemc) and recognition of Aboriginal title and rights
- Commit to a suite of values based on Respect, Cooperation, & Stewardship
- Never take more than you need
- Participate in reproduction, balance, education & protection
- Take care of one another
- Respect, harmony, balance - self-worth - self-respect - we all individually have a place & responsibility
- We are caretakers of Mother Earth - interconnected with all - small part of the whole Earthly ecosystem- there is no one thing or human being that is more important than the other
- Belief and honoring of the Creator - higher power - spiritual strength is a necessity

Agreements with other sectors: with all industry sectors (forestry, mining, guide outfitters, trapping, commercial recreation, tourism, others) to ensure communication, coordination and collaborative planning for support of areas for recreational and tourism business potential, as well as ensuring culturally sensitive sites are kept confidential.

First Nations title and rights are evolving. Sexqéltkemc Lakes Division have several accommodation agreements in place, and the 2014 Supreme Court of Canada decision on the Tsilhqot'in title case was precedent setting. the importance of First Nations title and rights in this strategy, and in the development of agreements with other sectors, is significant.

The Shuswap Trail Protocol

The Shuswap Trail Protocol was developed by the Shuswap Trail Alliance with Secwepemc and regional leadership as part of the Shuswap Trail Strategy. It is a core component of the Shuswap Trail Roundtable agreement. The STA advocates this protocol within its membership for trail use, building and authorization of existing trails. It begins by encouraging trail proponents to understand the existing uses, claims, and stewardship of the land, such as those listed below. The Shuswap Trail Protocol has been modified and adopted within this strategy.

Making it their own: an authorization process for the Shuswap Trails Roundtable
The Shuswap Regional Trail Strategy Steering Committee supports a process of regional consultation prior to making a Front Counter BC submission, as described above in the Shuswap Trail Protocol.

The authorization process will be implemented consistently across First Nations in a way that does not compromise their independence. A process for determining which community(ies) to



submit a trail development plan and which community takes the lead on approval need to be determined.

process for reviewing and providing input (not decisions) on trails authorization requests from local, first nations and provincial governments will occur quarterly

A future phase of this coordinated authorization process could outline and propose the development of a joint or collaborative permitting system with Secwepemc and other orders of government.

The Shuswap Trails Environmental Screening and Adaptive Planning approach is a process designed to:

- Assess potential environmental impacts of proposed activities during early planning stages
- Ensure that federal and provincial legislation/standards are consistently followed
- Inform decision making (maps of trail network in relation to ecological information)
- Apply science-based understanding of species and habitats in a practical adaptive management approach
- The Goal: to coordinate baseline information with protective legislation and guidelines that build effective mitigation and monitoring commitments into long-term adaptive management trail plans.

Principles

The following principles anchor the foundation of the Environmental Screening and Adaptive Management strategy:

- All land management decisions result in some level of impact
- Determining whether impacts are within acceptable limits is a challenge for managers and decision makers
- Scientific assessments of risks and significance of impacts provide managers and decision makers with tools to make the best decisions
- Predicting impacts and determining the significance of impacts should be as objective and quantifiable as possible
- Scientific research, legislation, guidelines and best management practices provide the primary direction for determining acceptable limits of impact
- Determining whether impacts are acceptable is based on both science and values and therefore always entails some level of subjectivity or compromise
- For many of these decisions, public involvement is essential to: determine values and their significance, understand the trade-offs or compromises that will result, and build support for the decision

Key Concepts:

The following are core concepts to be applied when developing Adaptive Management plans for Shuswap Trails:

- Adaptive Management Planning – a structured process to guide land management decision-making where the outcome of an action or actions on an ecosystem is uncertain. It includes setting limits of change, ongoing monitoring and adaptive responses over time.
- Acceptable Limits of Change – a model used within Adaptive Management Planning that acknowledges change is inevitable, identifies where impacts might occur, determines levels of change that are acceptable, and acts to ensure change remains within these bounds. (Shuswap Regional Trails Strategy, 2016)
- Cumulative Effects – the changes, both benefits and liabilities, caused by our actions today in combination with other past and reasonable foreseeable human and natural disturbances. (Shuswap Regional Trails Strategy, 2016, p. 31)
- Habitat Disturbance & Compensation – where a known disturbance to existing habitat is made, an equal or greater compensation in restored habitat elsewhere is applied with the intention of balancing or reducing the overall net impact on the wider ecosystem by the original disturbance.
- Precautionary Principle – a risk management principle stating that if an action or policy has a suspected risk, but there is no scientific consensus on the potential harm the risk may produce, actions should be taken before harm occurs to avoid or diminish the risk until such time as scientific analysis and consensus suggests otherwise. (See: UNESCO 2005)

Adaptive Management Planning:

<https://shuswaptrailalliance.com/userfiles/file/17%2008%2009%20Shuswap%20Trails%20Environmental%20Screening%20and%20Adaptive%20Planning%20Summary.pdf>

The logic and language of the adaptive planning process is based on the provincial Wildlife Guidelines for Backcountry Tourism/Commercial Recreation in BC. The adaptive management plan includes the following components:

- Results – What the adaptive management plan is attempting to achieve
- Desired Behaviours – Actions by users that are most likely to achieve the specified results
- Indicators – What should be measured to determine if the results are being achieved
- Limits – Acceptable bounds related to the measured indicator
- Mitigation Measures – Strategies to achieve the desired behaviours



- Monitoring Schedule – Frequency and timing of monitoring indicators
- Corrective Actions – Actions triggered if monitoring suggests that indicators have exceeded limits

Environmental Adaptive Trail Plan Summary; South Canoe Trails:

<https://www.dropbox.com/s/zs2uzvqgfdzphlv/South%20Canoe%20Environmental%20Screening%20Report%20%2829Nov2011%29%20sml.pdf?dl=0>

Summary of Recommendations: Issues, hotspots, and values

The primary environmental issues to consider when managing the South Canoe trail network is the expansion of unauthorized and possibly non-conforming trails that may threaten sensitive areas. Such trails can encroach on environmentally sensitive areas such as streams and wetlands. Unauthorized trails also often use non sustainable construction practices that can lead to erosion at stream crossings.

Given that several of these trail sections are relatively new and that the popular use of this area by different recreational user groups (including horses) can spread invasive plant seeds, a preliminary inventory for invasive plant species is recommended as baseline information for future monitoring.

Connected with this environmental screening report, adaptive management plans for the South Canoe trail system will include options for corrective actions to avoid these potential impacts:

1. Degradation of water quality due to increased sediment load in streams.
2. The introduction of invasive plant species.
3. Destruction or degradation of habitat for vulnerable and at-risk plant and animal species (provincially red and blue listed species).

Recommendation #1: Control unauthorized trail construction

Continue to meet with all user groups, land tenure holders, relevant businesses, Ministry of the Environment, the City of Salmon Arm and any others interested in the South Canoe trail area. Stress the need to build sustainable trails only with consultation and pre-approval of all concerned parties.

Recommendation #2: Sediment and erosion control at stream crossings

Several stream crossings on the South Canoe trail system are used by both hikers and horses. Where small bridges on abutments control sediment and erosion by hikers, horse traffic will continue to cross streams adjacent to the bridges. Allowing for horse crossings where they are less likely to erode banks, and increase sediment transport into the stream, will help minimize the impact on downstream water quality.

Recommendation #3: Invasive plant management

A baseline inventory on the presence of invasive plants will also be useful to monitor trends in distribution and abundance. Select sites where there is potential for invasive plants to displace native plants such as stream crossings where equestrian use creates alternate crossings or trail junctions where motorized use may act as a vector for seed transmission. Invasive plant species lists and guidelines on inventory methods can be coordinated through the Invasive Plant Council of BC (<http://www.invasiveplantcouncilbc.ca/>).

Trail Stewardship

The establishment of trail stewardship teams to monitor and maintain the trail system is an important initiative for the Shuswap Trail Alliance, especially popular trails such as these where multiple trail activities and land-uses overlap with potential conflicts. Trail stewardship will encourage local users to take responsibility for their trails. Managing existing trails and guiding the creation of new trails for long-term environmentally sustainable use will be the main focus of these teams. For example, trail stewardship teams will encourage the creation of new trails to comply with the 11 step Trail Development Protocol (Appendix A) in order to meet the criteria for approved trails. A stewardship protocol such as this will help ensure that new trail development will follow appropriate consultation with all interested parties and concerned neighbours prior to trail construction. Stewardship planning will also inform trail design and construction so that new trails meet current best practices and protective legislation (e.g., trail stream crossing and the provincial Riparian Areas Regulation of the Water Act).

Soil and water degradation

Trails crossing streams, intermittent streams and wetlands are a concern in the South Canoe area. Damage must be avoided by proper design and consultation with regulatory agencies (e.g., Section 9 Notification application). Existing stream crossings may need to be re-routed if erosion and water quality degradation is observed as a consequence of trail use.

Steep trails and clear cut areas raise some soil erosion concerns during periodic heavy rain events. Following current standards and best practices (Whistler Standards, International Mountain Bike Association) for trail construction related to grade and drainage concerns will help to minimize any negative impacts of the trails on surrounding soil and water quality (e.g., rock French drains have been constructed as low-maintenance water control points).

A particular concern with multiple-use trails such as these is that stream crossings may be designed by one user group (e.g., mountain biker) but are not appropriate for another (e.g., horseback riders). A new trail with a small foot/bike bridge may cause serious erosion when horseback riders begin to use the new trail and the only crossing available is adjacent to the bridge. Repeated use by horses will break down the channel

banks of the stream and may cause silt-laden water that degrades downstream water quality. This creates a challenging design consideration but these are the things that are best to discuss and consider during trail design and construction phase, especially with a Community Watershed boundary so close to the trails.

Mitigation and monitoring: Adaptive Management

The information gathered together for this environmental screening report will be used to develop an Adaptive Management Plan for the South Canoe Trails. The following framework provides the rationale behind the adaptive management approach. Categorizing these components help us to understand and predict what corrective actions may be required in order to achieve environmentally sustainable use of trails in South Canoe.

- A. Results: What we are attempting to achieve?
- B. Desired Behaviours: Actions by users that are most likely to achieve results.
- C. Indicators: What to measure to determine if results are being achieved?
- D. Limits: Acceptable bounds of the measured indicator?
- E. Monitoring Schedule: How often the indicators will be measured?
- F. Corrective Actions: Actions triggered if limits are surpassed.

A. Results

- 1. No erosion near riparian areas.
- 2. No sprawl at viewpoints, junctions or switchbacks.
- 3. No spread of invasive plant species.
- 4. Minimal physiological or behavioural disruption of wildlife.
- 5. No increased threat to wildfire along the private land interface as a result of trail use.

B. Desired Behaviours

- 1. Use foot bridges where available. Bridges are either designed for multiple use or horses cross creeks beside foot/bike bridges but do not cause soil erosion or bank instability
- 2. Stay on trails. Do not trample vegetation outside the trail corridor. Do not create alternate trails
- 3. Learn to identify invasive plants, inspect clothing, equipment, and animals before and after activity, restrict use of areas with invasive plants to times of the year when spread is unlikely, remove invasive plants using appropriate techniques (contact Invasive Plant Council of BC). Conduct a baseline inventory.
- 4. Do not harass wildlife, control pets on leashes when wildlife are encountered, record wildlife encounters on standard forms provided either at trail heads or website (to be determined).
- 5. No open fires, no trail use during high fire risk periods when backcountry closures are in effect. No smoking.

C. Indicators

- 1. Bank sloughing, sediment and debris pushed into stream. Downstream sedimentation



2. Trail widths, trail braiding, evidence of trampling and erosion at view points. Change in plant communities to species more resistant to trampling (may include invasive plants)
3. Extent and frequency of invasive species occurrence within 5 m of trails
4. Proportion of wildlife encounters resulting in an alarm response (movement by animals to safer locations)
5. Fire rings/scars, reports of trail use during closed periods.

D. Limits

1. Stable banks on either side of stream crossings, no signs of bank instability caused by foot or horse traffic
2. No increase in trail width, no expansion of viewpoint areas, no more new trail sections near viewpoints
3. No increase in invasive species stem densities, or spatial extent of current infestations
4. No increase in rate of alarm responses over time, no harassment reported, no abandonment of habitats caused by trail activities
5. No increase in fire scars outside of campsites.

City of Salmon Arm Greenways Strategy

<https://www.salmonarm.ca/DocumentCenter/Index/32>

Council's support for greenways led to the formation of a Greenways Liaison Committee (GLC) in 2008. In 2009, a decision was made to prepare a Greenways Strategy concurrent with the Official Community Plan (OCP) Review process. www.salmonarm.ca/documentcenter/view/99

The purpose of the Greenways Strategy is to provide direction for the long-term planning and implementation of a trail / path network spanning the City, integrated with the sidewalk and bicycle networks, and connecting to existing and future regional trails, in order to provide recreational opportunities, to accommodate alternative transportation for a diverse range of trail / path users, and to support corridors for ecological connectivity.

The vision for the Greenways Strategy is as follows:

An interconnected network of greenways and trails, serving all forms of non-vehicular movement and all ability levels, linking the City Centre neighbourhoods and major points of interest with each other and with surrounding lands, and providing healthy transportation, outdoor recreation and tourism opportunities, and ecological connectivity.

The City has 58 kilometres of existing trails (in 2008/2009... there are more today!). Greenway and trail systems offer multiple benefits to communities.

Trail Stewardship Advisory.

<http://www.shuswaptrailalliance.com/userfiles/file/Stewardship/A5%20Trail%20Stewardship%20Advisory%20Terms%20DRAFT.pdf>

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: Terms of Reference

Version Updated: July 22, 2013

“Respect, Cooperation, Stewardship”

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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

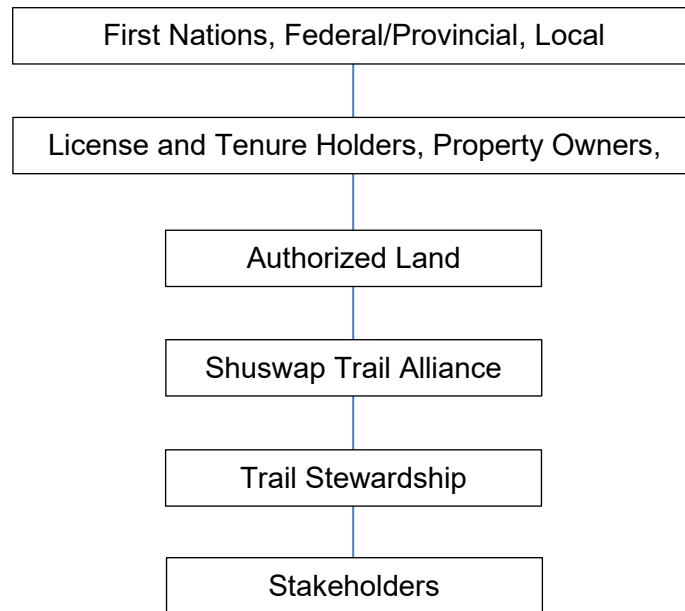
3. accountable through the Shuswap Trail Alliance to the designated land manager(s)
4. open to participation by all with a vested interest in the success of the trail or system of trails
5. operate within the operational and safety policies of the Province of British Columbia, regional and municipal 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)
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



Risk Management

The Shuswap Trail Alliance (STA) is the organizational body (formed in 2005) through which local and regional leadership work together to develop and implement the Shuswap Trails Strategy as First Nations, stewardship, government, industry, business, and community stewardship organizations and individuals.

The Shuswap Trail Alliance acknowledges that hazards will always exist in trail development. The STA strives to actively identify and mitigate potential hazards.

The most common lawsuits faced by trail managers are related to negligence. They occur when an injured visitor claims that a trail manager failed to design, construct, manage or maintain the trail with reasonable and prudent care.

Negligence

In legal terms, negligence is defined as, “the failure to use that degree of care that an ordinary person of reasonable prudence would use under the given circumstances.”

ELEMENTS OF NEGLIGENCE



In order for a negligence lawsuit to be successful, the person filing the suit (the plaintiff) must prove all of the following four elements:

Duty of Care

They must prove that you or your organization could reasonably have foreseen that your actions would affect them – that the plaintiff is owed a duty of care. If you are responsible for the safety of a trail and the plaintiff is invited to ride it, you owe a duty of care.

Breach of that duty

They must prove that you failed to perform a required task according to certain criteria, known as the expected Standard of Care.

Injury or loss

They must prove the incident resulted in loss or damages.

Proximate cause

They must prove that this breach of duty was the direct cause of their injury or loss.

The Shuswap Trail Alliance strategy for mitigation of these hazards are as follows.

1. Adhere to our establish trail design and construction standards
2. Shuswap Trail Maintenance Standards - Shuswap Trail maintenance guidelines follow provincial standards (Recreation Sites and Trails and BC Parks.)
3. Use the Trail Difficulty Rating System developed by the International Mountain Bike Association and recognized by Rec Sites and Trail BC.
4. Maintain an effective signage system consistent with provincial standards
5. Trail inspection and maintenance policy
6. Keeping records of trail issues
7. Insurance policy reviewed and up to date
8. Perform a periodic review of the program

South Canoe Trail System Master Plan

<https://www.dropbox.com/s/jdlxhe0oys23nel/18%2005%2024%20South%20Canoe%20Master%20Plan%20-%20Update%202017%20WORKING.pdf?dl=0>

The South Canoe Trail Management Plan 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

Background

The South Canoe Trail System is one of the most well used recreational trail systems in the Shuswap. 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 Shuswap Trail Alliance. Use of the trails has evolved over the last 20 years, and includes hikers, mountain bikers, equestrian riders, snowshoeing, nordic skiing in the winter, and Off Road Vehicles (ATVs, motorcycles, and occasional snowmobile access.)

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

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.

Woodlot 1571, 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.



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.

In 2011 a Memorandum of Understanding was signed between the City of Salmon Arm, Woodlot 1571 and the Shuswap Trail Alliance for the management of the South Canoe Trail Advisory.

In 2013 the South Canoe Trails Advisory was formed under the Shuswap Trail Alliance to assist in implementing the management plan.

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.

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.

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.



Gate Keys to Metford Forest Service Road

The Medford rd gate is in place for the purpose of protecting the Metford Dam Infrastructure, including the dam and water treatment facility operated by of the City of Salmon Arm on City owned Property .

Current authorized locks on the Metford Forest Service Road gate are:

1. The City of Salmon Arm staff
2. Rizzi Enterprises.
3. WL licensee – Curt Olson with use of this lock shared with Canoe Forest Products – CFP (formerly Federated Co-operatives).

In order to facilitate trail maintenance and authorized trail construction both on City property and within the South Canoe Recreation Site, the City of Salmon Arm provides the Shuswap Trail Alliance access to a key for the City of Salmon Arm lock.

For emergency response calls, the Salmon Arm Fire Department has installed a key box at the gate location.

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.

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

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.)

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

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.

Approval Process:

1. Call the Shuswap Trail Alliance/Do your homework – the STA will guide you: check with area trail stewards, research the “layers”, look at maps/Google Earth/GeoBC Online/Front Counter BC Online, study sustainable design standards, find out about other’s plans, talk to people. . .
2. Get permission to explore on the ground



3. Find the Lines (GPS/mapping)
4. Conduct Environmental Screening
5. Write up a draft plan (include design, build, maintenance, and budget)
6. Bring plan to the local Stewardship Advisory or Lead Steward
7. Submit for First Nation (Lakes Division/Little Shuswap), Stewardship Partners, Land Management, and key stakeholder review (see layer contacts). . .
8. Revise lines and plan (as required), and resubmit for review, South Canoe Trail advisory, City of Salmon Arm Greenways Committee. . .
9. Apply for Authorization – Front Counter BC, Municipal/Regional Government, Private Owner, Department of Fisheries and Oceans, Ministry of Environment. . .
10. Upon authorization – Build, Monitor, Maintain, Adapt. . .

Winter Grooming 2020

<https://www.dropbox.com/s/4vicgc8g2x6j426/S57%20approval%20letter.ShuswapTrailAlliance.SouthCanoe%20winter%20grooming%202020.pdf?dl=0>

In the winter of 2020/2021 RSTBC and the City of Salmon Arm approved some of the trails with in the network for mechanized winter grooming.

In response to the Shuswap Trail Alliance's request to groom a winter non-motorized route on REC202601 South Canoe Recreation Trail, permission is hereby approved under Section 57 of the Forest and Range Practices Act (FRPA), as per the attached map and subject to the following conditions:

- a) Groomed surfaces are to be a maximum of 60cm wide;
- b) Please follow the attached Winter Fat Bike Grooming Best Management Practices;
- c) The trail location is to be groomed as mapped;
- d) Continue communication with Recreation Sites and Trails BC (RSTBC) regarding the winter use;
- e) Develop a monitoring program to estimate average use pre day, week, and/or month, including type of activities;
- f) Consider outreach and education. It is recommended that signs are installed indicating that "This Area is Mule Deer Winter Range. Do not harass or chase the deer. Keep dogs under control or on leash if deer are in the area. etc". RSTBC can assist with the wording of the signs if required.



Recreation Sites and Trails BC commits to the following:

- Providing trail head, enroute, trail / road crossing and other signage.
- Helping to coordinate all stake holders in the area so that potential conflicts can be avoided through signage, trail location and use of structures.

Please contact the undersigned if you have any questions.

Partnership Agreements

Partnership Agreement with Recreation sites and Trails BC: Summary

Partnership agreements are legal documents that are signed between the District Recreation Officer and the partner and they give legal authority for the partner to do work and provide no cost third party liability and accidental death and dismemberment insurance to the partner.

Recreation on Crown land, outside BC Parks and protected areas is managed by the Recreation Sites and Trails BC (RSTBC) branch of the BC Ministry of Forests Lands and Natural Resource Operations. The legislative framework under which RSTBC manages public recreation is FRPA, Division 3 - Recreation. Section 56(1) of FRPA allows the Minister to establish an interpretive forest, a recreation site or a recreation trail and section 56(3) of FRPA allows the Minister to establish objectives for interpretive forests, recreation sites and recreation trails established under Sec 56(1). Legal establishment of a trail under Section 56 allows that trail to be managed by the RSTBC program. Authorization to construct or maintain a trail on Crown Land is granted by the Minister under Section 57 of FRPA. Section 58 of FRPA allows the Minister to restrict uses on Crown Land where it is necessary to protect a recreation or range resource or to manage public recreation on Crown Land.

In 2019 South Canoe was established under section 56 of forest and range act. Partnership Agreement No. PA14-DCO-004 Section 56 enables the minister or an authorized delegate to establish interpretive forest sites, recreation sites and recreation trails. Recreation trails established under this section must receive consideration in resource planning and so have some protection from resource extraction activities. Trails are usually only designated under section 56 when a partnership agreement is in place with the organization that is maintaining the trail.

Closures

Any closures within the area including those due to harvesting or other industrial activities, are communicated to members and the public via social media, email, announcements on local radio, at the main trailhead maps and by erecting signage and closure tape at trail entrances.

Inspections



The STA will conduct yearly trail inspections of all the Technical Trail Features (TTF) throughout each network as applicable.

Maintenance and Remedial Works

The STA conducts maintenance and remedial works through scheduled volunteer days and hires a crew annually. The winter of 2019 and 2020 has seen heavy snow bring down many trees. Certified volunteers will conduct the clean up of blowdown as the snow melts

Fire Crew Project Requests

The STA Requests to use the local Rapatack crew to help clear blow down in the spring, to clear Hazard Trees, Brush Corridor for new trails and to build tread in new trail projects.

Signage

The STA has the ability to design and produce Signs. We use the standards provided by Recreation Sites and Trails B.C. The STA will install signs on new trails as they are complete. We keep an inventory of existing signs and replace them at needed. The STA Requests to use and funding available to for signs.

<https://www.dropbox.com/s/qw74yqznelory35/Tertiary%20Trailhead%20Template%20DRAFT%202019%20%286x6%29.pdf?dl=0>

https://www.dropbox.com/s/wzetxzzl4xtprzi/trail_sign_en_route_2019.pdf?dl=0

Woodlot 1571

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-status (unauthorized) recreational trails within the Woodlot license boundaries has led to discussions to address long term options for co-existence.

A 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.

[https://www.dropbox.com/s/ozq0lur88fxlipj/11%2006%2024%20SC MOU Woodlot1571 STA%20SIGNED.pdf?dl=0](https://www.dropbox.com/s/ozq0lur88fxlipj/11%2006%2024%20SC%20MOU%20Woodlot1571%20STA%20SIGNED.pdf?dl=0)

Woodlot Legislation

[documents\Managing Mtn Bike Trails Chilliwack Woodlots.pdf](#)

https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/02069_01

In terms of who is responsible for managing recreation use on the woodlot, the woodlot licensee clearly cannot do so. Only government can restrict recreational uses on Crown land.

Woodlot licenses are granted by the Crown to an applicant through the Forest Act. The Forest Act defines the elements and requirements of a Woodlot License. A Woodlot License grants exclusive rights to the license holder for a specific term to harvest a specified area made up of Crown and sometimes private lands. The Woodlot License requires that stumpage be paid to the Crown for timber harvested under cutting permits and it requires a management plan that includes several elements around forest management including ensuring that the plan is consistent with objectives set by government (Sec 45(1)(F)(iii)(C) and providing protection and conservation of non-timber values and resources in the woodlot area (Sec 45(1)(F)(iv)(B). Despite the preceding sections of the Woodlot License as defined in the Forest Act, it is important to note that there is no direct language in the Woodlot License referring to managing public recreation. Furthermore, Forest Practices Board complaint investigation 060707 (Recreational Impacts in a Woodlot) states clearly that woodlot licenses have no authority to restrict or manage recreational access or use. While the Woodlot License does grant the licensee rights to harvest crown timber and undertake primary forest activities in an area based tenure, it does not grant any right to manage public recreation on that land base.

While the Forest Act is the mechanism by which the Crown grants a woodlot license, the Forest and Range Practices Act (FRPA) is the legislative framework that sets standards for the primary forest activities undertaken under that license. FRPA contains sections that may implicate public recreation on crown land in the context of a wood lot license such as section 46 – protection of the environment - and section 47 - invasive plants - but more important in the context of the woodlot license is the Woodlot License Policy and Practices Regulation (WLPPR). A Woodlot licence plan must identify the boundary of the woodlot licence, and specify intended results or strategies that are to be consistent with objectives set for forest values, including legally established objectives through land-use plans. Under section 10(b) the WLPPR does not require the licensee to have results and strategies for an objective for an interpretive forest, recreation site or recreation trail. This is a fundamental difference between a woodlot license and other forms of tenure such as a Tree Farm License where results and strategies are required for objectives set by government. While a Woodlot License does not require results and strategies for objectives set by government, Section 60 of WLPPR does require that if an objective for an interpretive forest, a recreation site or a recreation trail does apply to a woodlot area, a woodlot holder must carry out primary forest activities in a manner consistent with the objective.



In terms of who is responsible for managing recreation use on the woodlot, the woodlot licensee clearly cannot do so. Only government can restrict recreational uses on Crown land.

Guidance on Mountain Bike Trail and Forest Harvesting Interaction based on trail value

The following treatments can be applied to different trails within the network depending on their value to the network.

High value trails will be treated in categories 3 and 4 from below (higher consideration and exceptional circumstances). High value trails will be identified through dialogue with the user groups and the District Recreation Officer. High value trails can be trails of high to extremely high use (numbers can be verified through a trail counting program completed by the trail steward and supported by RSTBC), important connector trails that are key to maintaining the network or trails of great aesthetic value.

Normal practice is for trails that are used but are not classified as high value trails. Again this will be based on dialogue with user groups / trail stewards.

No action required is for those trails in the network that have fallen into disuse. These trails may have been built poorly or they may have structures on them that were not maintained and have become unsafe. It is unlikely that trails established under Section 56 of FRPA would fall into this category.

1. No Action Required

a. The licensee could harvest over the trail without signage or other communications. No strategies would be employed to preserve any aspect of the trail or trail features and no post harvest rehabilitation would be required.

b. Appropriate for:

- i. trails that have no use or value to recreationists
- ii. trails that were built to an unsustainable standard that cannot be rehabilitated

2. Normal Practice

a. Harvest over trail with appropriate communications.

b. Appropriate communications include:

- i. legible, clearly worded signage in appropriate locations
- ii. seasonal or as required (meeting frequency determined by forest professional and bike club needs) communications meetings between licensee and stakeholders describing harvest plans.
- iii. Bike club communications to members via website, word of mouth, other.

c. maintain trail surface where practicable and safe (i.e., fall and yard away)

d. Make hauling schedule and frequency know to road users

e. replace trail way finding signage post harvest.



3. Higher Consideration

- a. The licensee could choose to preserve some level of forest cover ($\leq 100\%$) along trail edge(s). This buffer could be minimal (i.e., retain 10% basal area for 5 meters on either side of trail) to very significant (i.e., retain 100% basal area for 50 meters on either side of trail). These parameters are identified through collaboration between the license holder and the stakeholder. High value trails within the trail network should be identified as soon as possible.
- b. High value trails include, high quality / high use trails. Important connector trails in the network and important climbing trails in the network.
- c. Communications around timing and intensity of forest harvesting should be employed and trail closures should be enacted and respected whenever a safety risk exists.

4. Exceptional Circumstances a. Where identified, very high recreational value trails exist, forest and woodlot license holders could elect to invest in trail infrastructure to build the relationship with the recreational community, to demonstrate good stewardship, to enhance the recreational infrastructure or to offset losses of recreational features due to forest harvesting in other areas.

While the Woodlot license does not have statutory authorization to manage public recreation, the interaction between the woodlot license and public recreation is inextricable.

Memorandum of Understanding Between The Shuswap Trail Alliance and Woodlot 1571 Licencee's Signed 2011

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 Cooperatives).

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 licencee 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 traillocation(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 its 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 coexistence on Crown lands for both the Woodlot Licensee 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.

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Both parties agree that this MOU shall remain in effect as long as their 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 quite easily. This document will be reviewed regularly and amended as required.

Development History

Timeline Summary: 2001 - 2020

- 2001 – City SA/Province BC – install gate, decommission FSRoad across East Canoe Creek
- 2009 – City SA/Interior Health Authority – East Canoe Creek Watershed Study
- 2009-2011 – City SA/STA – South Canoe Trail Management Plan and Environmental Screening
- 2011 – STA/Woodlot 1571 – Memorandum-of-Understanding
- 2012 – City SA/STA – Trail Development Plan
- 2013 – South Canoe Trails Advisory Terms-of-Reference
- 2013 – Malibu Trail Upgrades begin
- 2014 – Upper Trail Upgrades begin
- 2015 – Trail upgrades continue
- 2016 – Trailhead Kiosk Sign Installed
- 2017 – Phase 2 Trail Update Plan Completed
- 2018 – Phase 2 Additions begin
- 2018 – Trailhead Redevelopment Plan (Parking, Run Bike Loops, Skills Park, Shelter)
- 2019 – Phase 2 Additions completed, Trailhead redevelopment begins
- 2020 – Trailhead Redevelopment continues. . .

This is meant to be an effort towards capturing some of the history and high (or low) lights of activity - in what is currently known as the South Canoe Trail Network - part of the Secwepemc First Nation, on whose traditional territory we now live, work, and play.

1. Early Influences
 - The entire Larch Hills area is an area of historical interest and claim by the Shuswap First Nation.
2. Tenure and ownership of the South Canoe trail area is complex
 - Gravel extraction (Rizzi) commenced in () and continues today
 - Logging Woodlot licence granted in () and continues today
 - Gun Range established in () and continues today

- Rappatack training exercises commenced in () and continues today, making helicopters a common feature
 - Hunting – season start () to ()
 - Past motorized initiatives have included desires for a race car drag strip, motor cross obstacle course, quads, dirt bikes and OVR's (off road vehicles) on bordering private space.
3. Equestrian Influences
 4. Mountain Biking Comes of Age
 5. Time line events: road construction; watershed – reservoir – treatment plant; parking lot; outdoor school; gravel extraction; etc ???

In the Equestrian Influence Department:
1970's

- The likes of George & Alison Deye promoted the equestrian sport of 3 Day Eventing (Horse Trials) on their South Canoe (70th St) property running several competitions and clinics. At the time, a feature of this endurance sport was "Roads & Tracks" in which horses were first required to "put on some trotting miles" (kms actually...even back in the 70's) prior to heading out "Cross Country" - at speed over obstacles, banks, ditches and water created on and by field and forest terrain. The first Horse Trials competition in South Canoe was held in () and continued until (). Evidence of these tracks and courses could still be found on trails in and around the Deye's property up until 2010 or so.
- Much of the interest in the sport of Eventing and Horse Trials was spin off from the oversubscribed Equestrian Program run out of the Oliver campus of Okanagan College. Spearheaded by Rosemary Holmes-Smith who enlisted the then Canadian 3Day Eventing Team coach Michael Herbert the program was expanded to a horsemanship diploma. It was the first course of its type in Western Canada and included veterinary work, all aspects of horse care and management. The program produced at least three Olympians, including Holmes-Smith's son, Nick - who in turn mentored South Canoe's own 2 time Olympian, World Equestrian Games & Pan American Games team rider and Equestrian Athlete of the Year award winner.

From OUC Memoirs – Chapter 7 – Continuing Education

1980's

- Barbel & Geoff Newell purchased property on 60th St in South Canoe establishing Newell's Riding Stables (currently Top Line Stables)
- The Stable was home to boarding, lessons, trail rides, summer camps, "playdays", Pony Club and competition including 3Day Eventing
- Trails were developed spontaneously and maintained by Barbel and her staff including the original "Prudential" complete with bridge across the creek above the Deye's property
- Newell Trail Rides ranged from an hour outing to an overnight trek to the Larch Hills Ski Chalet. Horse corrals built by Barbel & co remained in place until re-location of the Chalet in 2006.



- These were the wild west days of expanding trail use. The Rifle Range facility took up residence in South Canoe (19xy), a drag strip and motorcross course made short appearances beyond private borders, paintball in the woods was a thing, Rapattack helicopters and sky divers were commonplace, gravel trucks, logging trucks, hunters, dirtbikes, quads and drinking parties were all part of the milieu – either on the trails or overhead. Horse and trail riding was never boring.

1990's Bike Technology creates a new Sport

Mountain Biking has really only been a thing since the 1970's with the first purpose built bikes originating...where else but in California. Prior to that, the first trail bikes were nothing more than badly modified street bikes. In 1981, Specialized became the first company anywhere in the world to mass produce bikes made to be ridden on mountains.

North America has been home to major International Mountain Biking competitions since around 2000 with prize money exceeding \$100,000.

In the documentary *The Moment*, former professional mountain biker-turned-filmmaker, Darcy Hennessey Turenne, tells the story of the riders who pioneered the sport in the 1990s in Kamloops, the Kootenays, and Vancouver's North Shore.

1996 The woodlot bordering East Canoe Creek Community Watershed and the City of Salmon Arm private lands awarded 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.

2000's - Government of all levels get interested in Development and Coordination of Recreational Trails

- Mid '90's Mountain Bikers discover Barbel's South Canoe Trails
- Completion of a 2002 Shuswap Tourism Opportunity Strategy, Columbia Shuswap Regional District Parks and Trail planning underway throughout the region, an ambitious proposal put forward by the Adventure Okanagan Cooperative to link the Okanagan Shuswap valley under a single extended trail route brand (the 5 Rings Trail), and new provincial emphasis on healthy communities, tourism enhancement, and preparation for the 2010 Olympics.
- 2005 Shuswap Trail Alliance takes shape
- 2006 Woodlot Licence 1571 renewed to Curtis Olsen
- 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.

2009-2015

Summary of Recommendations for Phase 1

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

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.

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.

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

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.

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 new trails, growing concern over safety, and a desire to see the trail system sustainably managed as a 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.

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.

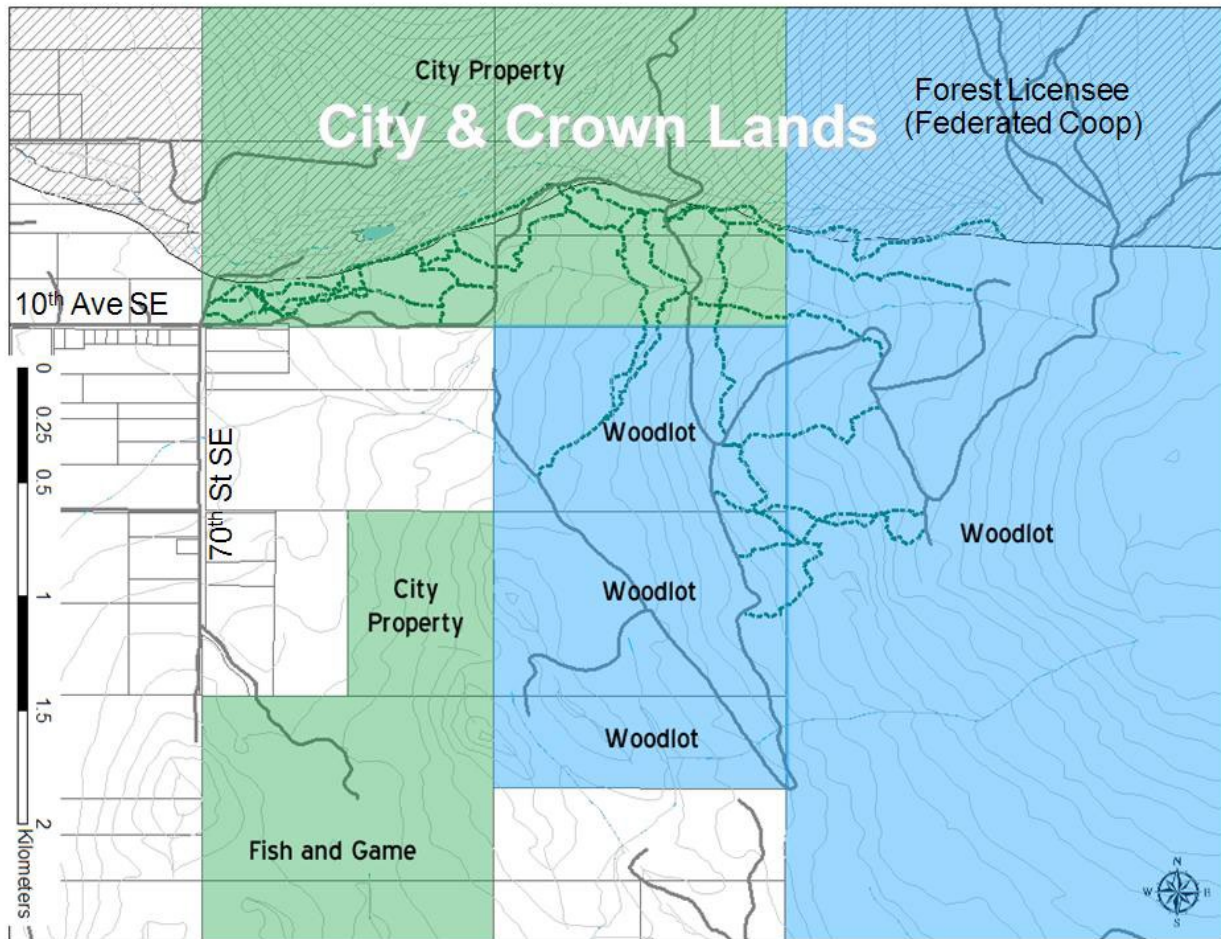
In 2009 the Shuswap Trail Alliance provided funding for their trail developer to review the trail system, assess use, and propose a management plan that might address the needs of the area. The draft proposal that was developed was then presented at a workshop with local stakeholders, revised, and then 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.

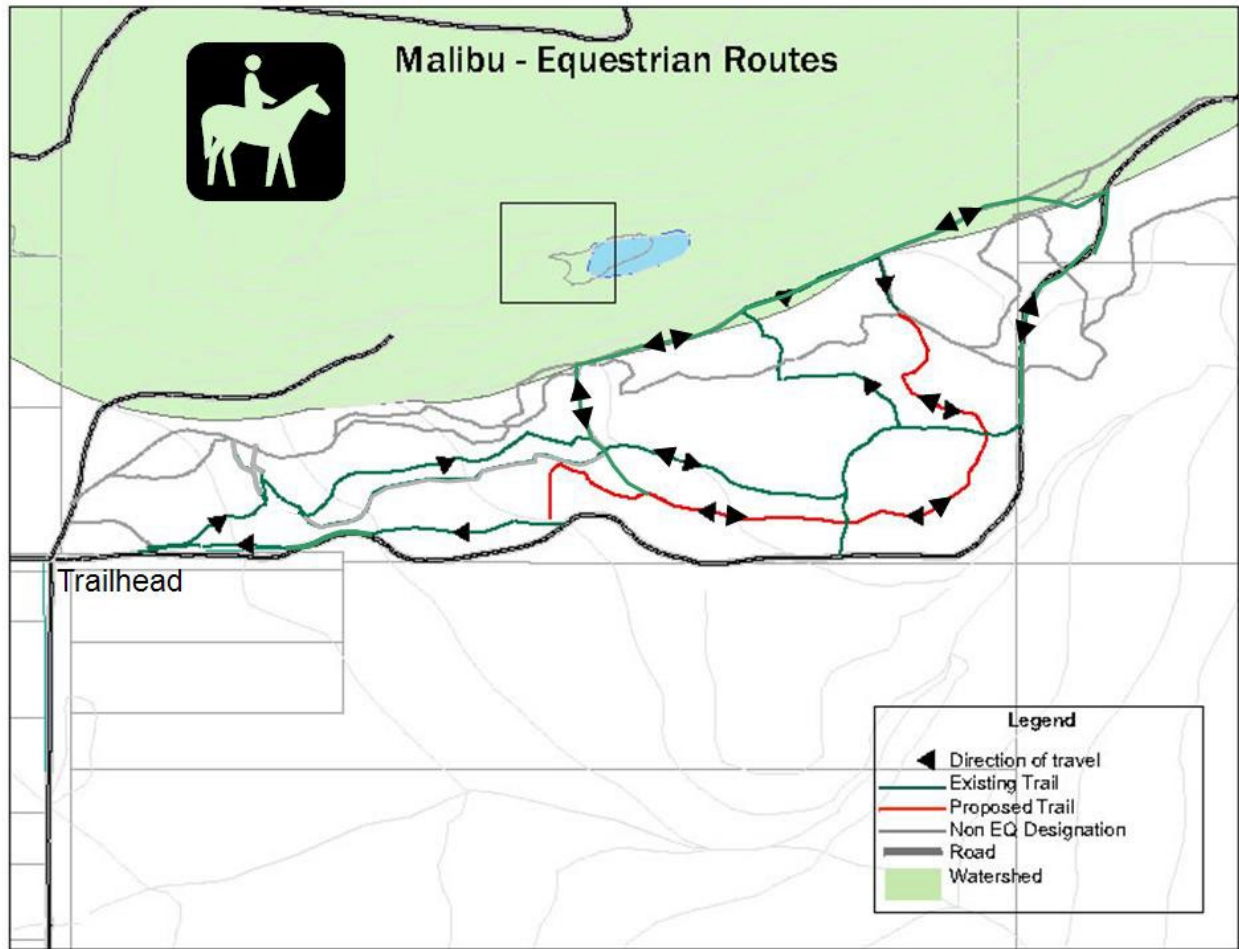
Repairs and Re-Routing to Existing Trail

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.

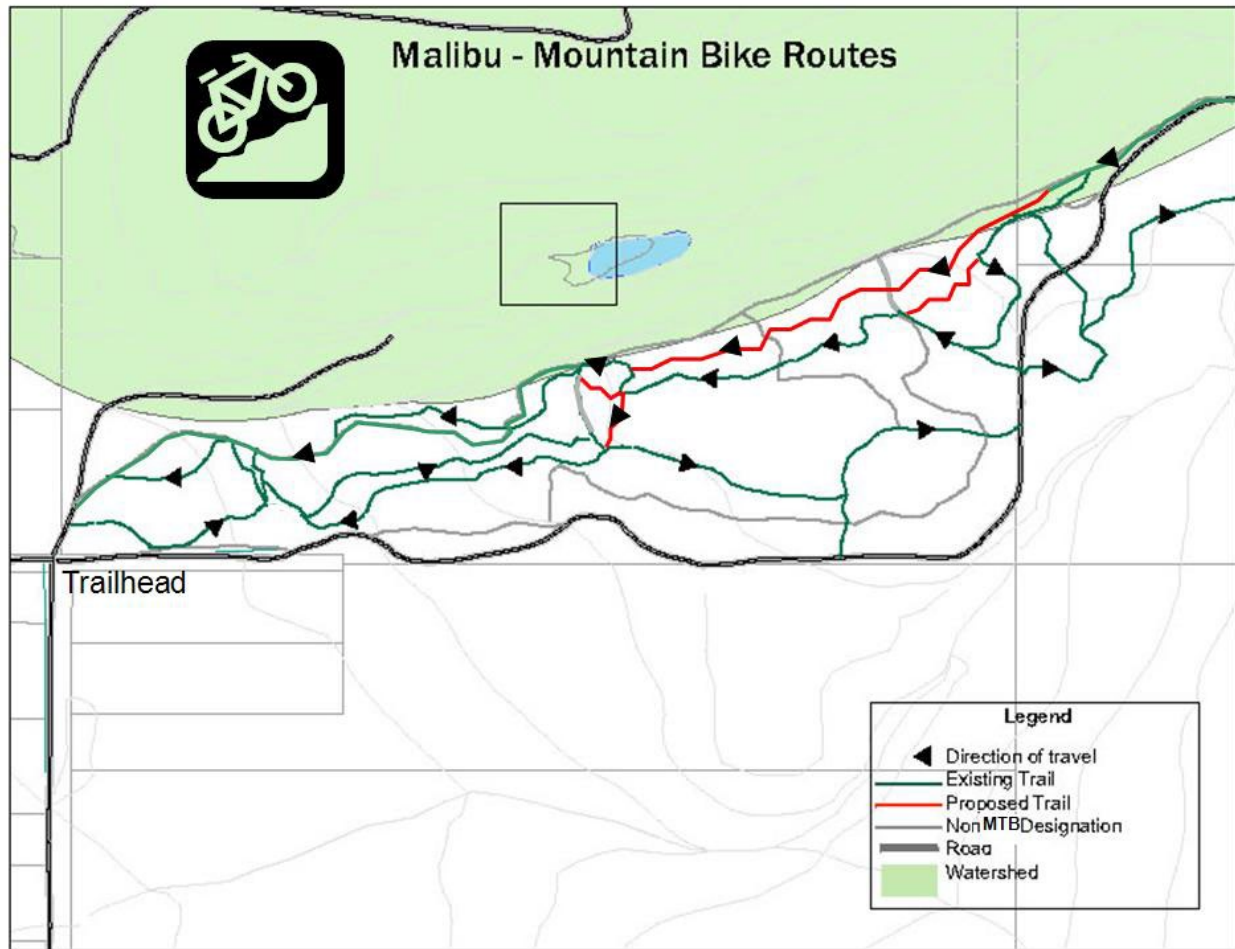
Katie/Colin Memorial Trail

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.

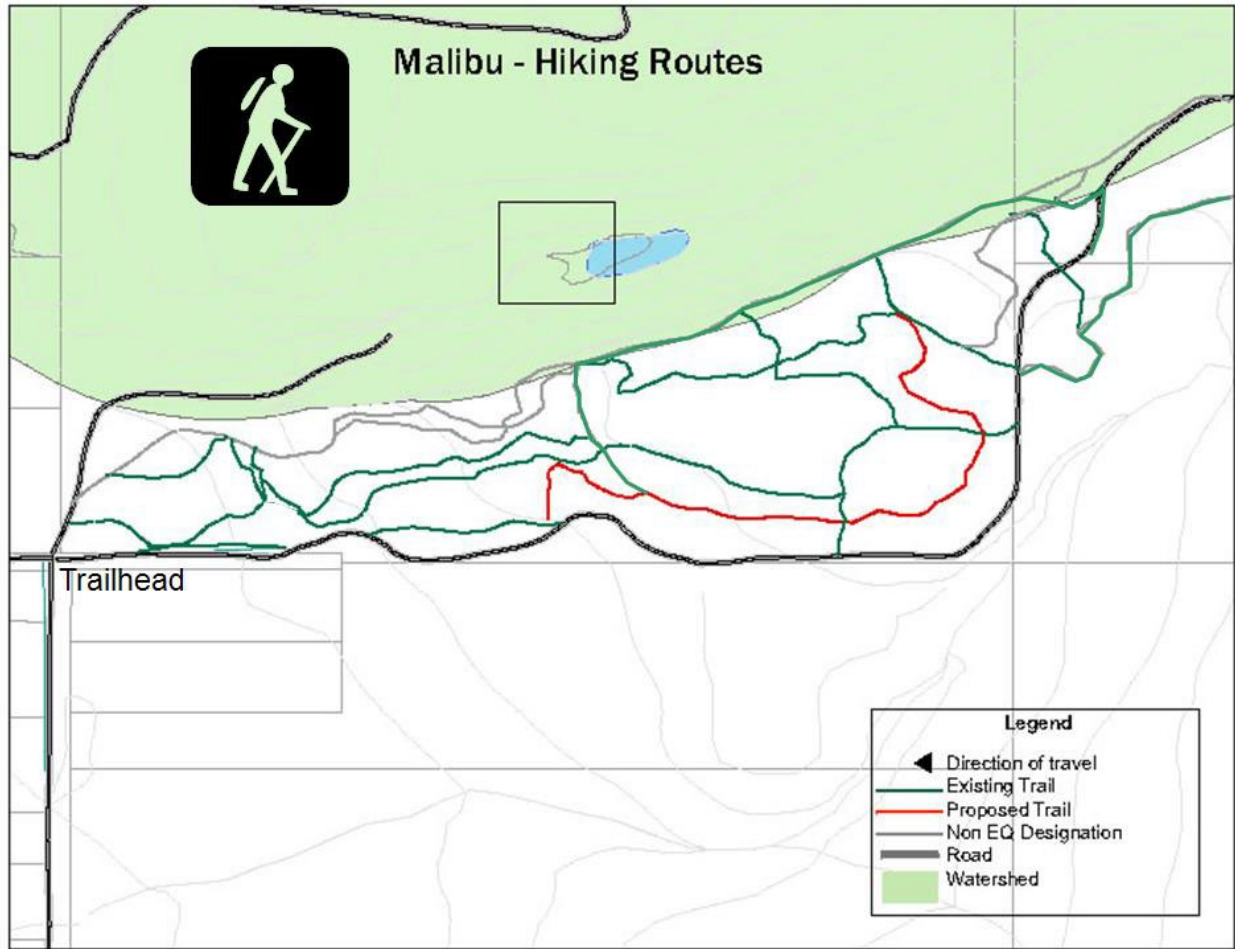




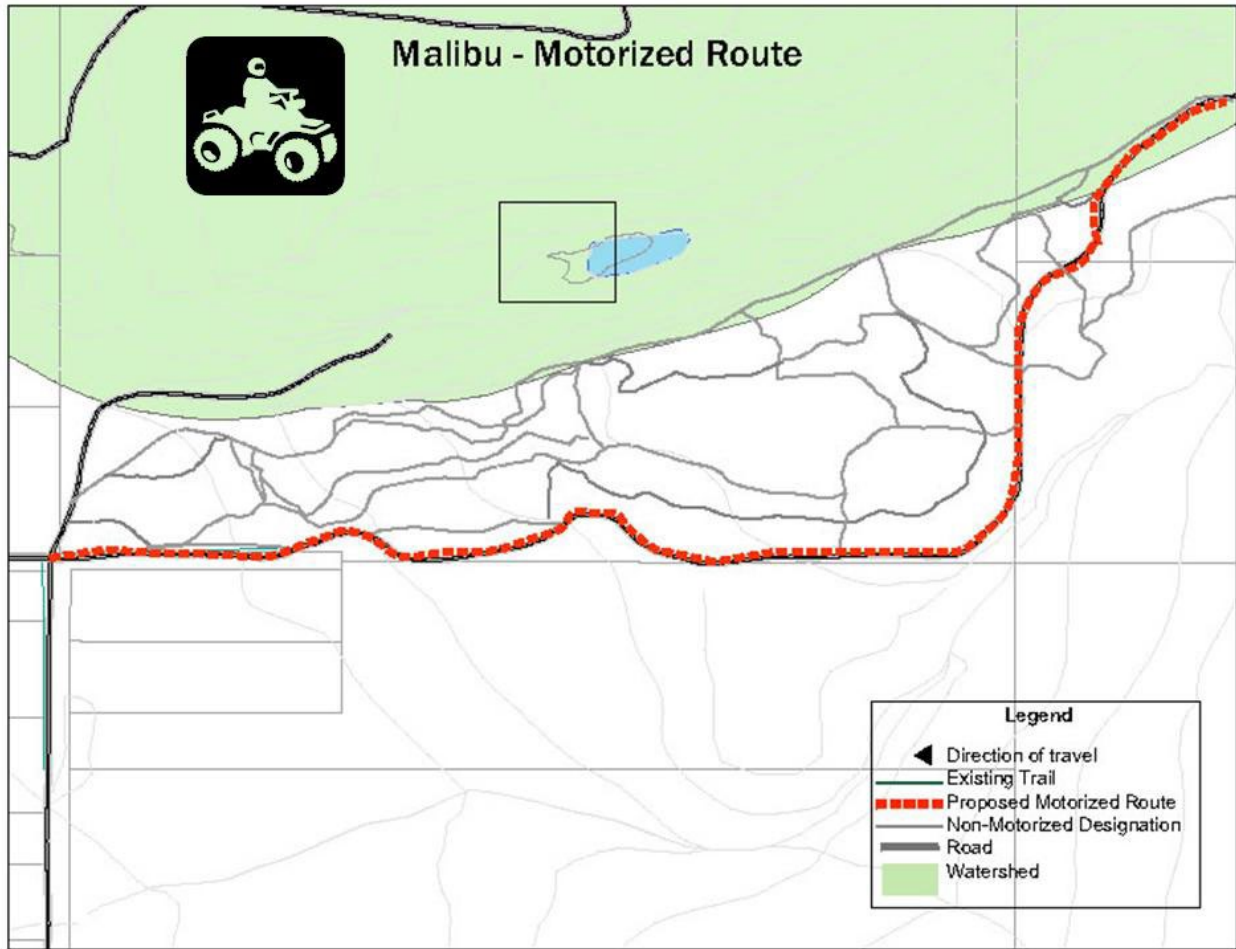
Proposed Equestrian UP and DOWN routes – The red line indicates location for a proposed new equestrian/hike only trail. The northern most upper Malibu trail would be equestrian/hike only. The lower uphill-only route from the trailhead would be shared with Mountain Bikes.



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.



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 remain as the designated motorized recreational through route to access tracks and trails in the Larch Hills during non-winter months.



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.



Trailhead Fencing: Replacement of existing barbed wire fencing with treated pole rail fencing, and alternate non-motorized and motorized entrances.

2015-2017

Upgrade the entry to the X-Cut and Stubby's trails in the South Canoe trail system creating improved four-season destination hiking, mountain biking, equestrian, and snowshoeing trail loops for both novice and more experience trail users, and to reduce erosion impacts from spring run-off.

Completed works

- X cut re route
- Bear Den re route
- No tears



- Flip side
- Stubbies re build

2017-2020

Planning Goal : to continually develop the trail network by maintaining and upgrading existing trails and trail features, AND by adding NEW trails that grow the trail network and add to the users' experience. This is achieved by continually evolving the way in which we design and construct the trails to keep them both challenging and interesting to multiple generations of users. It is also understood all planning occurs under the wider goals of the Shuswap Regional Trails Strategy, including sustainability, environmental stewardship, and respect for harvesting rights of the forest tenure holders in the area.

Proposed scope of work - this update of the South Canoe Trails Master Plan includes:

1. Design and construct a 3.9 km purpose built mountain bike trail that enables users to circumnavigate the southern edge of the trail network and bypass a long road section that has up to this point been the only way to access the upper trails from the southern end of the network. This would then connect with a current reroute and redesign of 'Mo Buddha' to create a 6 km outer climb. Includes installation of culverts, bridges and boardwalks in order to pass through wet areas and drainage ditches (see below for detail).
2. Design and construct a 2 km series of purpose built equestrian trails to the southwest of the network. In the past this area has been home of a through-route that passes through Fish and Game property, favored by EQ users as it is away from Mountain bike users. Due to recent concerns raised by the Fish and Game Club and unresolved access through private lands, through-traffic is no longer allowed, leaving a great trail that dead ends. This update plan adds trail links that would enable EQ users to loop back and forth using purpose built trail mixed with the old skid tracks and then return back to the northern trail via approx 6.5km of mixed trail. Includes the installation of different structures such as culverts, bridges and boardwalks in order to pass through wet areas and drainage ditches (see below for detail).
3. Design and construct 1.3 km easier purpose built mountain bike up-trail just below the Metford Forestry Road connecting upper malibu to the radio tower to facilitate growing novice/intermediate trail users (including kids) to access the wider trail system.
4. Design and construct an approx. 350 m bicycle skills trail loop within the trees just east of the MoTI gravel pit off the South Canoe Trailhead for parents and kids. Include features and structures to facilitate growing kids trail riding skills, and allow a tread width to allow parents to accompany smaller children on run bikes.



5. Complete upgrades including X-Cut mountain bike trail to reduce erosion damage in wet sections and create an alternate link into the Triangle Trail/Prudential trails.

Completed works include

- KC bridge finish
- Crosscut board walk
- Re establish Mo buddah
- Fake news (MoBetta MoBuddha)
- South loop (Factual Acts, Bear Right, Sin Caballos)
- Sweet tears
- Coffee time re build
- Lower equestrian trails (Toby Trott, Goliath, Con Caballos)

2020-

Planned work

- Parking lot expansion
- Planning / development of upper equestrian trails

