



LAKEFRONT USAGE STRATEGY

Town of Sylvan Lake

March 2020





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all study area photos taken by ground cubed





1.0 INTRODUCTION

1.1 Introduction

The Sylvan Lake Lakefront Usage Strategy (LUS) refines the vision for the lakefront established in previous planning documents and identifies improvements that could be implemented along the lakefront. Specifically building upon the vision and policies in the Sustainable Waterfront Area Redevelopment Plan (SWARP), the LUS seeks to improve safety (along the shoreline and within the water) and to functionally organize uses along the lakefront.

The LUS also outlines an implementation strategy to direct future work and the allocation of funds to facilitate the improvements. Informed by public and stakeholder engagement, the LUS is a non-statutory document that is intended to serve as a guide for future decision-making regarding public and private investments. The extent to which investments and improvements align with the LUS will indicate the time frame in which the vision for the lakefront is achieved. As such, all efforts should be made to ensure that future decisions align with the information provided in this document.

1.2 Background

Sylvan Lake is a popular recreation destination and is anticipated to become even more popular over time. However, there are existing issues that could be addressed to improve the current and future experience of users and visitors to the lake. Many lakefront activities currently take place largely in a disorganized fashion; there is little separation between activities and this sometimes results in conflicts between users. It is anticipated that the number of people using the lakefront will increase over time, potentially increasing the frequency and severity of conflicts that could occur.

The Town of Sylvan Lake undertook the creation of the LUS to build upon and refine the vision of the lakefront articulated in the SWARP, and to identify specific improvements to the lakefront that will aid in minimizing conflicts.

The LUS includes an overview of the Study Area, including its key features. It also includes an analysis of existing issues and opportunities, with a focus on identifying current and future potential conflicts. The LUS provides a concept for the future of the lakefront, including improvements to be made that were identified through this process. Lastly, it outlines an implementation strategy, including anticipated high level costs, time frames, and approval processes to facilitate the improvements.

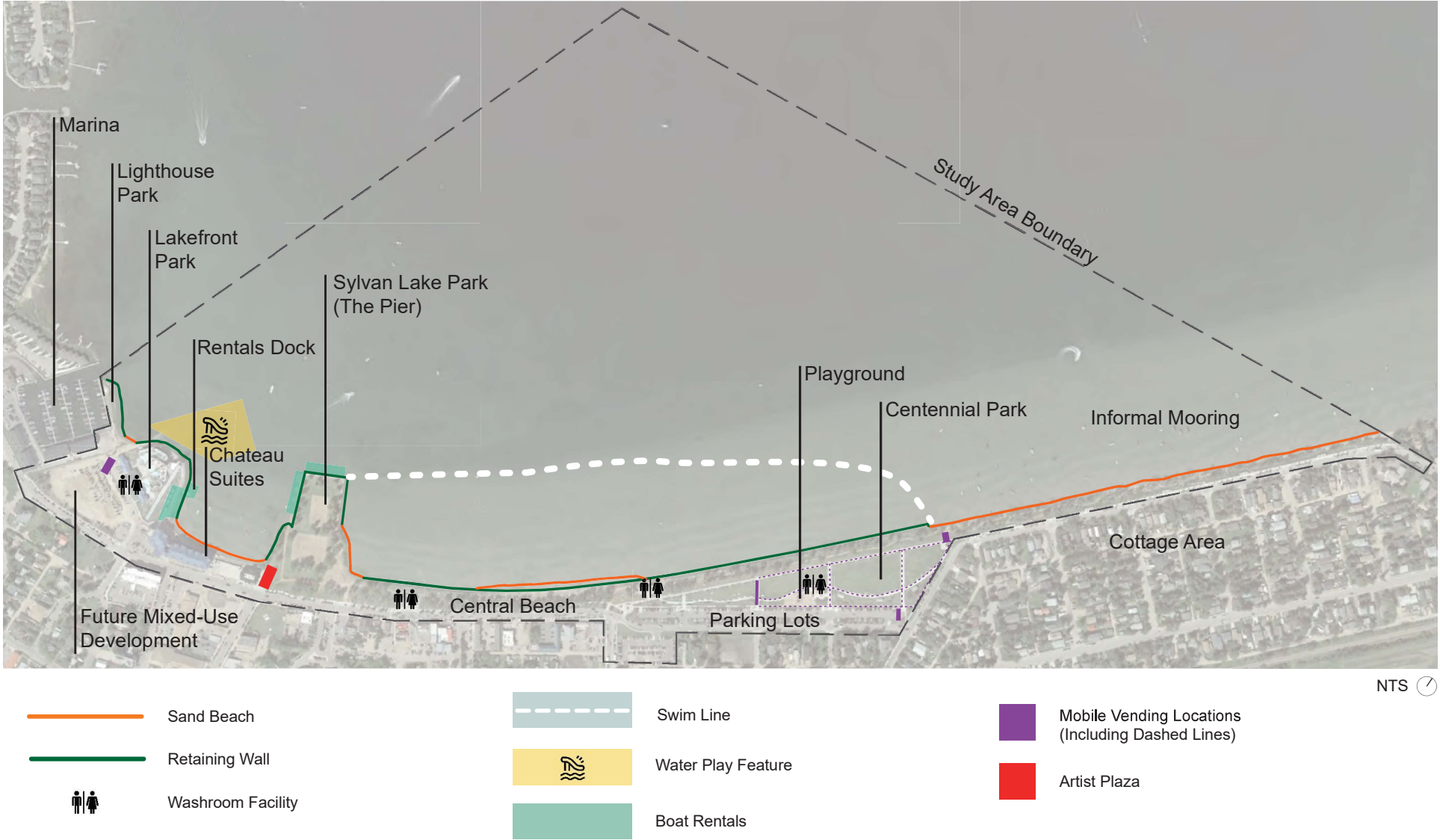
The study area for the LUS consists of the public spaces adjacent to the Town's central lakefront area. It is bound by the marina to the north, Lakeshore Drive to the south, and 34 Street to the east. The study area also extends north into the lake. Please see **Figure 1: Study Area** for a map of the study area boundary.

The Study Area includes a number of celebrated public spaces that are key landmarks of The Town's identity. Key features within the Study Area are identified in **Figure 2: Existing Features**.

Figure 1: Study Area



Figure 2: Existing Features



1.3 Existing Features

The features identified in **Figure 2: Existing Features** are described in more detail below.

Marina

The current marina is located outside of the Study Area. This privately-owned marina is an important consideration for the LUS as it is the sole source of marine gasoline on the lake. It also features the only boat launch within The Town's boundary. As a result, the marina creates a significant amount of motorized boat traffic within the Study Area.



Marina

Rentals Dock

A boat rental business operates from a dock near the Chateau Suites development. This business provides both motorized and non-motorized boat rentals.



Rental Dock

Water Play Feature

A floating recreation system called the "Water Play Feature" exists adjacent to Lakefront Park. For a fee, users can access the Water Play Feature and play on the water trampolines. This is a key attraction within the Study Area.



Water Play Feature

1.3 Existing Features Continued

Sand Beach (Central Beach)

The central beach and other sections of lakefront within the Study Area feature sand beach areas adjacent to the water. These areas are particularly popular for visitors.



Central Beach

Retaining Wall

Other lakefront areas within the Study Area, particularly within the Central Beach, feature a retaining wall separating the shoreline from the park areas. Stairs are provided at regular intervals to allow people to access the water.



Retaining Wall

Armour Wall

The shoreline perimeter of Lakefront Park is comprised of large armour rock extending a few feet above the water level. Although this retaining feature protects the park from scour and erosion, it consequently separates the public green space from the shoreline. This prevents visitors from accessing the water along a significant segment of the lakefront.



Armour Wall

1.3 Existing Features Continued

Lakefront Park

Lakefront Park (formerly the site of the Wild Rapids Waterslides) currently functions as a parking lot and passive park. This is intended to be an interim use prior to redevelopment. A farmer's market occupies the parking lot space on Fridays from May through September.

Lakefront Park, with a significantly long and underutilized shoreline, could be renovated to provide additional sand beach areas and improved public access to the water.



Lakefront Park

Park Spaces

The Study Area features a significant amount of park space, with several park areas spanning the lakefront. Lighthouse Park is a popular destination for visitors. The pier, also known as Sylvan Lake Park, features a large park space that includes beach volleyball, picnic areas, and informal gathering spaces.

Centennial Park features picnic shelters, a playground and formal and informal gathering spaces. A parking lot and public transit stop is also located adjacent to Centennial Park on Lakeshore Drive.



Centennial Park

Parking and Public Transit

Parking lots often reach capacity daily in the summer months. There are currently four main parking areas which are in close proximity to the lakefront: a parking lot by Lakefront Park, street parking along Lakeshore Drive and in the downtown core, a public parking lot at 44 Street / Lakeshore Drive as well as a large public parking lot at Centennial Park.

Boat trailers tend to park near Lakefront Park where room can be found in the parking lot or along Lakeshore Drive. To unload non-motorized boats, vehicles tend to park at Centennial Park and carry their boats to the beach where a gradual slope for ease of launching can be found. There are currently three designated public transit stops at Centennial Park.



Sylvan Lake Park (The Pier)

1.3 Existing Features Continued

Mobile Vending

Mobile vending opportunities are provided in Lakefront Park, Sylvan Lake Park and Centennial Park. Popular destinations for visitors, the mobile vending opportunities include an artist plaza, food trucks, and other mobile vending opportunities.



Mobile Vending - Non-motorized boat rental location.

Washrooms

Washroom facilities are located at four locations throughout the Study Area. No washroom facilities exist within the Cottage Area.



Washroom facilities feature changing areas for visitors.

Swim Line

A swim line located within the central beach area delineates the swimming area from the boating area.

Informal Mooring

Boats are moored informally and for a longer-term within the lake adjacent to the cottage area.



A swim line divides informal mooring from swimming areas.

1.4 Issues and Opportunities

This section outlines existing issues within the Study Area as they pertain to lakefront activities, as well as opportunities for improvements.

ISSUES

Activities along the lakefront are generally not delineated from each other, resulting in multiple users occupying the same space for activities. These activities are not always compatible. Specific issues pertaining to the lakefront activities are outlined in more detail below.

Lack of Public Marina

The sole marina is privately owned and therefore not available to the general public. The marina is also the only source of gasoline within the Study Area for boats. Public engagement revealed that lake users would like a public marina with access to gasoline located within the Study Area.

Lack of Public Dock / Short-Term Mooring Area

Given the lack of a public marina, there is no place for boaters to moor their boats for the short-term. A new public dock is recommended to address the needs of boaters who would like to moor their boats temporarily throughout the day.

Need for a Defined Long-Term Mooring Area

In addition to the public marina, there is a recommendation for a defined long-term mooring area. Without a defined mooring location, many boaters moor informally adjacent to the cottage area. This has resulted in disorganized mooring of boats without oversight by the Provincial or Federal authorities with jurisdiction, often for long periods of time. A formal mooring area, potentially operated by the Town, is recommended.

Need to Further Separate Motorized Boating Activities from Non-Motorized Boating Activities

A swim line currently exists along the central beach, separating motorized boating activities from non-motorized boating activities and swimmers. However, motorized boats often come close to the swim line, causing wakes close to the shoreline and posing safety risks to swimmers and non-motorized boat users. To better separate motorized activities from non-motorized activities, a “no-wake zone” is recommended as a buffer.

Limited Amount of Sand Beach

Large stretches of the lakefront do not feature sand beach or universally accessible routes to the lake. As a result, the sand beaches are very popular and often overcrowded on busy days. Additional sand beach areas are recommended to improve the user experience, accessibility to the water, and to reduce overcrowding within existing sand areas.



Boats are moored informally adjacent to the cottage area.

1.4 Issues and Opportunities Continued

Need for Additional Washroom Facilities

Washroom facilities currently exist near the Central Beach and Centennial Park. However, the cottage area lacks a public washroom. This results in overcrowding of the existing washrooms and is inconvenient for people using the beach adjacent to the cottage area. A new washroom facility adjacent to the cottage area is recommended.

Lack of Barrier-Free Access to Lake

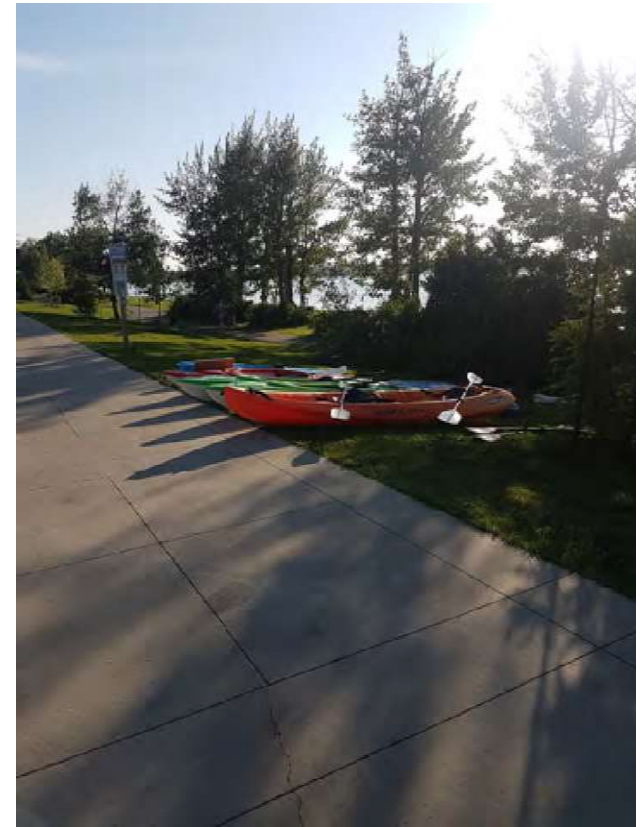
The lakefront does not feature any formalized barrier-free lake access locations. As such, people with mobility aids are not able to access the water easily. There is a need for at least one barrier-free access point to the lake to improve accessibility.

Need for Additional Boat Launch

The Study Area does not include a public boat launch. Motorized boats can be launched at the private marina nearby for a fee. Non-motorized boats, however, are generally launched in an informal manner wherever users find space to do so. There is a need for a defined non-motorized boat launch so that kayaks, canoes, etc. can be launched in a safe, defined location.

Parking and Public Transit

It is recommended a transportation study is performed in anticipation of increased vehicular presence and parking demands in the future. This study would also examine opportunities for additional public transit stops along the lakefront. A formalized boat trailer route with designated parking is recommended to improve vehicular circulation. In addition, a designated non-motorized boat drop off zone and/or parking area in close proximity to the proposed formal non-motorized boat launch is recommended.



Many visitors to the lakefront enjoy non-motorized boating activities and are in need of a defined and safe location to launch their boats.

1.4 Issues and Opportunities Continued

In addition to addressing the issues outlined herein, there are new opportunities to improve the lakefront experience. These are outlined below.

OPPORTUNITIES

Improved Access to Water

With the popularity of the lakefront, access to the water is at a premium. There are opportunities along the shoreline to allow for additional access points to the water. In some cases, this could require a renovation of the shoreline in strategic locations (specifically the Lakefront Park armour wall and Central Beach retaining wall).

Additional Swim Line

A small sand beach exists between Lighthouse Park and Lakefront Park. This beach, although small, is used by many visitors despite its proximity to motorized boats entering and exiting the marina. The addition of a swim line to separate motorized boats from swimming activities would improve safety in this location.

Expansion of Water Play Feature

There is an opportunity to expand the Water Play Feature or add an additional Water Play Feature for a younger age group. This additional area would be known as the "Expanded Water Play Feature."

Re-programming of Sylvan Lake Park

The pier is a popular lookout destination for lakefront visitors and users. However, a large part of the park is dedicated to beach volleyball. The beach volleyball courts are not well used and this results in the park space being underutilized. There is an opportunity to replace one of the volleyball courts with more universally-appealing programming to cater to a greater number of users.

Re-programming of Lakefront Park

Lakefront Park, which was previously home to the Wild Rapids Waterslides, presents a prime opportunity for placemaking and could be reprogrammed to complement the future mixed-use development planned for the area south of the site. Currently, the site is used to connect to the pathway in Lighthouse Park and to access the Water Play Feature, but it could be re-programmed to take better advantage of its prominent location along the lakefront.



Stairs provide water access along Central Beach and Centennial Park



There is an opportunity to replace the armour wall at Lakefront Park with boulders or gabion walls along the shoreline to provide better access and a softer interface that allows for people to safely access the water.

1.5 Engagement

Engagement Process

Engagement undertaken to support the creation of the LUS included both targeted stakeholder engagement (through meetings with key stakeholders) and public engagement.

Phase 1 of the engagement process included a series of targeted stakeholder engagement meetings that occurred during July 2019. These stakeholders included the Town of Sylvan Lake Administration, the Town of Sylvan Lake Council, the Waterfront Commercial District Committee, Chamber of Commerce, and a selected group of residents regarding dog access to the lake. These meetings enabled the project team to identify key opportunities and constraints and to better understand local issues. Feedback received in these meetings led to the development of three conceptual plans for the lakefront, which were then shared with the public in Phase 2.

Phase 2 of the engagement process included a pop-up event at the lakefront on a weekday evening. At the pop-up event, background information about the project was presented, along with the three concepts and information about next steps. Participants were asked to provide feedback on each concept using pens and sticky notes.

The project team also encouraged participants to fill out an online survey. Town staff, the consultant team, and members of Town Council were present to answer questions and facilitate discussion.

Phase 3 of the engagement process consisted of an online survey to complement the pop-up event. The survey was opened on the same day as the pop-up engagement event and was available for a two-week period. It gave residents and visitors who were not able to attend the pop-up event an opportunity to provide feedback on the concepts.

Please refer to **Appendix A** for more information regarding the full engagement process and results.



Comments on each concept were captured at the Pop-Up Event via sticky notes written by participants.

1.5 Engagement Continued

Engagement Results

Respondents indicated they would like to see a new public dock within the Study Area to relieve congestion at the marina and provide short-term day mooring. To better organize seasonal long-term boat mooring, respondents indicated a mooring field requiring registration would be desirable. Respondents generally indicated they would like to see a public dock for motorized boats, featuring a boat gasoline station, in addition to a separate dock for non-motorized boats.

Respondents were also in favour of further delineating motorized from non-motorized activities within the water, citing concerns about safety, and the auditory and wake effects of motorized boats.

Some residents expressed concern about informal boat mooring occurring near the cottage area, citing concerns about safety (for swimmers and boaters) and negative visual effects.

The question as to whether dogs should have access to the lake was a polarizing issue. Many respondents indicated they would prefer to see a defined 'dog beach' area to allow dogs to access the water. Many other respondents were opposed to the notion of dog access to the water and indicated that dogs should not be permitted to access the water.

Many respondents also indicated they would like to see additional sand beach areas, citing overcrowding of sand areas on summer days as a detractor from the area. They also indicated they would like to see more public washrooms included in the Study Area due to overcrowding of the existing washroom facilities.

Other items noted by respondents included a desire for additional garbage receptacles, fire pits, benches, and picnic tables. There was also a desire for more parking facilities.

Maintenance issues were also cited within the Study Area, with some respondents asking for more frequent garbage pickup and cleaning of public facilities. Some respondents also indicated a desire for improved presence of bylaw enforcement within the Study Area.

A more comprehensive overview of engagement results can be found in **Appendix A: What We Heard Report**.



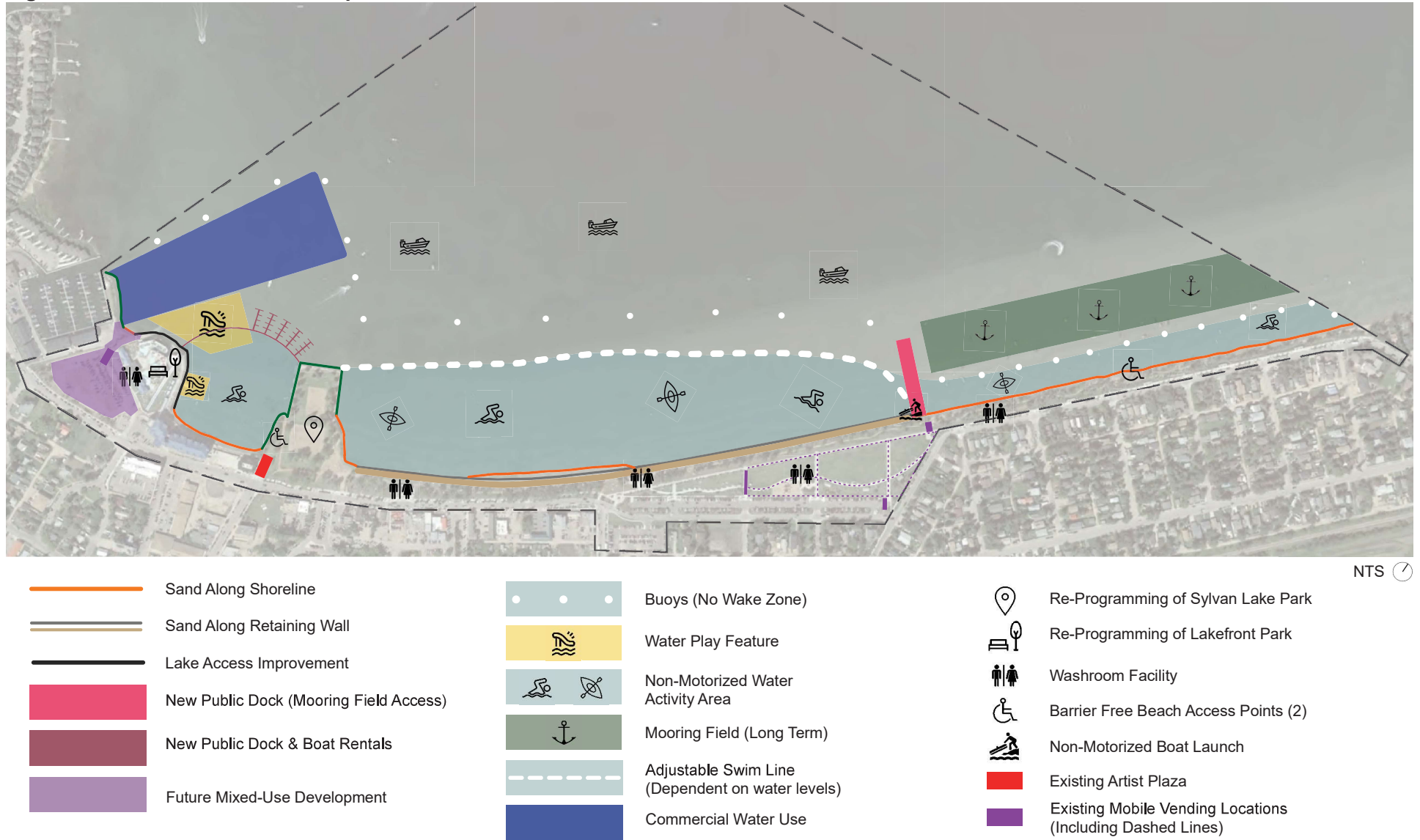
The pathway within Centennial Park is a critical connection within the Study Area.

2.0 LONG TERM VISION

2.1 Future Lakefront Concept

A long term vision for the Future Lakefront is shown in **Figure 3: Future Lakefront Concept** below. This concept reflects stakeholder input, professional analysis, and direction from existing planning and development policies. This concept presents a long term vision for the lakefront that will be achieved incrementally over time in accordance with the Implementation Plan (see **Section 3.0: Implementation**).

Figure 3: Future Lakefront Concept



2.2 Future Lakefront Concept Descriptions

Items noted in **Figure 3: Future Lakefront Concept** are described in more detail below.

Sand Along Retaining Wall

To allow for additional opportunities for lake users to enjoy a 'sand beach' experience, additional sand beach areas could be incorporated above the existing retaining wall. Although these sand areas will not have a direct interface with the water, they will still allow for visitors to lounge on and play in the sand. If sand were proposed along the water, environmental approval would be required.

Lake Access Improvements

Given the overcrowding of existing beach areas, there is a desire to allow for additional access points to the water in locations where access is not currently provided. As part of the larger re-programming of Lakefront Park and in sequence with future mixed-use development, the shoreline could be modified to remove/relocate the armour wall and replace it with a more accessible interface with the water. This would enable people to access the water from this desirable location.

New Public Dock and Boat Rentals Location

A new public dock is envisioned to span from the eastern edge of the Lakefront Park / Lighthouse Park to the western edge of the pier. This dock may host short-term mooring of motorized boats. This dock would also allow for the boat rental operations, which may be relocated from its current location by Chateau Suites.

New Swim Line

Motorized boats often travel by Lighthouse Park due to the location of the marina and gas station. This creates a potential conflict with swimmers and non-motorized boaters near the beach by Lighthouse Park. As a result, an extension of the swim line may delineate areas for motorized boating from the beach area.

New 'No Wake' Zone

The presence of the existing swim line helps to separate motorized boats from non-motorized activities along the Central Beach of the lakefront. However, there is still a problem with motorized boats causing wakes in the vicinity of the swim line. A new "no wake zone" could be established through buoys and signage in the water located outside of the proposed swim line location.

New Expanded Water Play Feature

The operators of the Water Play Feature have expressed a desire to incorporate a new Expanded Water Play Feature in the vicinity of the existing boat rental facility. This location would need to be separated from motorized activities and could be close to existing amenities along the beach.

Formalized Mooring Field

A formalized boat mooring field is needed to formally moor boats for the longer term. This field could potentially be administered on a fee and registration basis by the Town and be located adjacent to the cottage area, separated from the beach with access points. This is where the majority of informal mooring currently takes place. The mooring field will accommodate approximately 100 boats, based on the size of boats and circulation patterns through the mooring field. A future detailed study could identify the specific number of boats to be accommodated and would be informed by the needs of lake users.

2.2 Future Lakefront Concept Descriptions Continued

New Public Dock (Mooring Field Access)

A new public dock in the vicinity of the new mooring field will provide a convenient location for boats to access the mooring field. The location of the new public dock will minimize potential conflicts with the beach area.

Commercial Water Use Area

The Commercial Water Use area will allow private operators to access the lakefront without interfering with public beach areas. This will create opportunities for future uses along the lakefront, including pick-up and drop-off zones, rental services, and other investments in commercial ventures.

Re-Programming of Sylvan Lake Park

Sylvan Lake Park represents an excellent opportunity to create a revitalized public space. This important public space could be re-programmed to feature more passive recreation and event space.

Re-Programming of Lakefront Park

Lakefront Park represents another opportunity for a new public space, especially given the future redevelopment anticipated adjacent to the park. A redesign of the site, including new programming and enhanced lake access, could make this an even more popular destination.

New Washroom Facility

A new washroom facility in the cottage area would better serve users of the beach area. This washroom is recommended to be located in the vicinity of 38 Street.

Non-Motorized Boat Launch

A new launch area for non-motorized boats is recommended to be located near 39 Street adjacent to Centennial Park to provide a safe, defined area to launch non-motorized boats.

New Barrier-Free Lake Access Points

Two locations have been identified for new barrier-free lake access points: one near Chateau Suites, and the other adjacent to the cottage area. These lake access points would allow people with mobility aids to access the water in convenient locations.

Future Mixed-Use Development

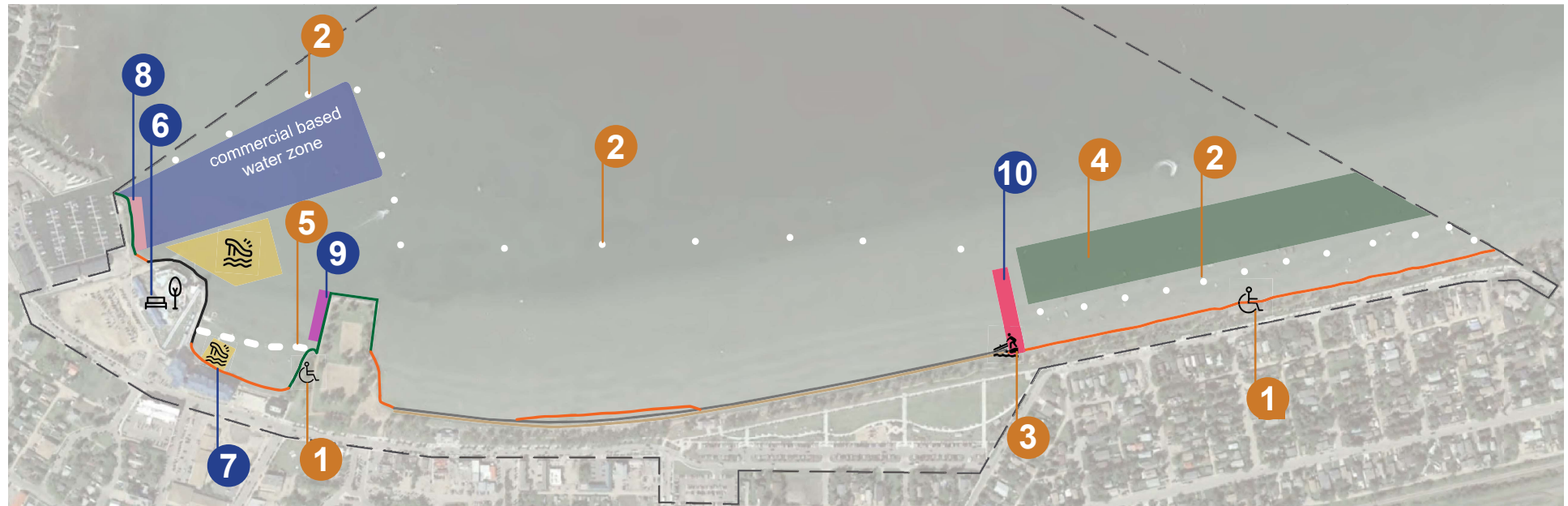
A future mixed-use development is proposed to be located adjacent to Lakefront Park. It is important that future improvements to the lakefront and shoreline ensure compatible uses and allow for recreation opportunities that complement this future development.

3.0 IMPLEMENTATION

3.1 Staging of Improvements

It is recognized that realization of the Future Lakefront Concept outlined in **Figure 3: Future Lakefront Concept** will happen incrementally through strategic measures and will require time as well as the allocation of funds. A set of interim measures will be necessary in advance of the construction of the new public dock in the vicinity of the Water Play Feature. This section includes information regarding the location and nature of future improvements, as well as their anticipated high-level cost, timeframe to implement, and regulatory approval requirements. **Figure 4: Interim Improvements** below, shows the location of each identified interim future improvement (in advance of construction of the new public dock).

Figure 4: Interim Improvements



Short Term (1-2 years)

- 1** Add barrier-free lake access points (2)
- 2** Add new buoys and signage (including designation of commercial based water zone)
- 3** Add new non-motorized boat launch
- 4** Add new mooring field
- 5** Add swim line and signage in bay

Medium Term (3-5 years)

- 6** Re-program Lakefront Park
- 7** Expand water Play feature
- 8** Add new public dock and short term mooring (interim improvement)

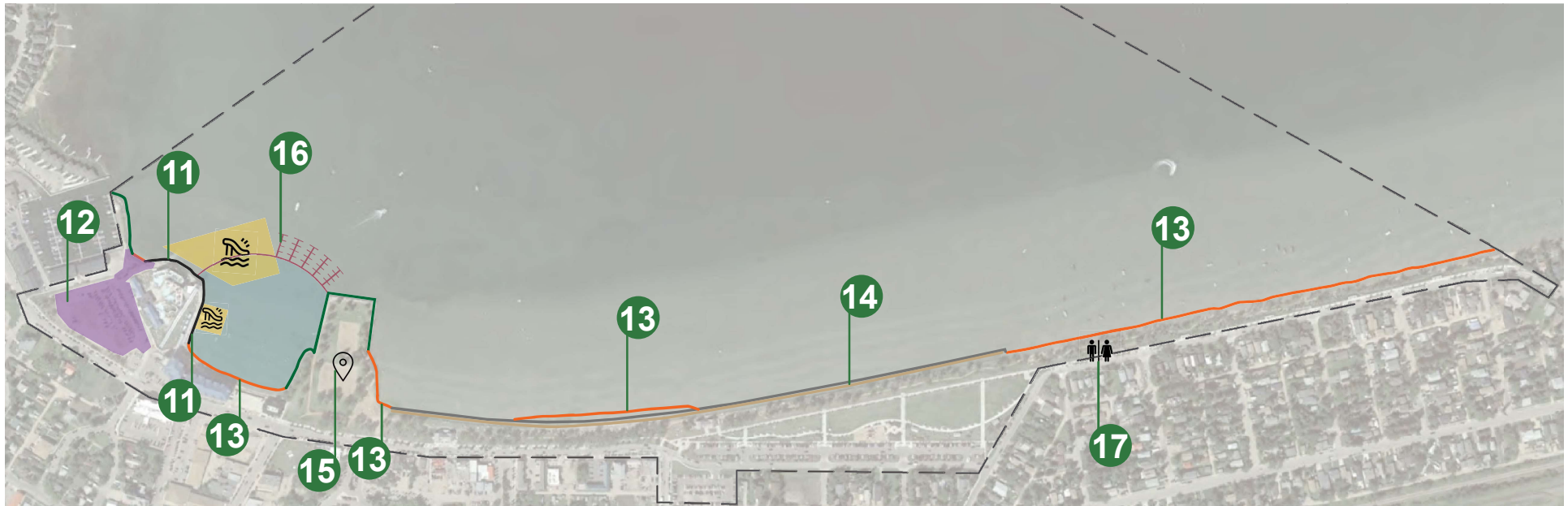
- 9** Add formalized public boat pickup / drop off (interim improvement)
- 10** Add new public dock for mooring field access

NTS

3.1 Staging of Improvements Continued

Once funding is available for larger-scale improvements, reconfiguration of the area around the Water Play Feature will be necessary to accommodate the new public dock. Other longer-term improvements are also envisioned. **Figure 5: Long Term Improvements** below indicates the location of long term improvements.

Figure 5: Long Term Improvements



Long Term (6+ years)

NTS 

- | | |
|--|--|
| 11 Improve access to water | 14 Create new sand beach above retaining wall |
| 12 Future Mixed Use development | 15 Re-program Sylvan Lake Park |
| 13 Improve existing sand beach | 16 Add new public dock |
| | 17 Add new washroom facility |

3.2 Implementation of Actions

This section provides an overview of each identified improvement, including their timeframe to implement, anticipated cost, and if there is an opportunity to leverage private investment to realize the improvement. It also outlines what level of approvals are required for each item (i.e., Municipal, Provincial, or Federal) as well as any bylaw or policy changes that will be required.

Short Term (1 - 2 years)

1 Add Barrier-Free Lake Access Points

Create a ramp, mat, or other surface to provide a connection across the sand to the water. This will require a clear path to the water with minimal grade changes. It will also require conceptual and detailed design.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal

Bylaw / Policy Changes: None

2 Create new No Wake Zone with New Buoys and Signage

Add new buoys and signage as a buffer to the existing swim line to indicate a "no wake zone." This includes designation of a commercial based water zone.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: None

3 Add New Non-Motorized Boat Launch

Construct a new non-motorized boat launch. This could be as simple as a concrete or wooden ramp extending into the water, or could consist of a more complex structure. This will require conceptual and detailed design.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: Amendment to Land Use Bylaw to allow for Water Access Platform in this location. Potential change to Recreation Lease.

3.2 Implementation of Actions Continued

4 Establish New Mooring Field

Establish a formal mooring field that allows for long-term boat mooring. This could consist of an interlocking dock system or could simply consist of anchors with buoys within the water. This will require conceptual and detailed design, as well as long-term administration by the Town for registration and fee collection.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No.

Required Approvals: Municipal, Provincial, Federal

Bylaw / Policy Changes: Potential change to Recreation Lease.

5 Add Swim Line and Signage in Bay

Establish a swim line within the bay to separate boat and swimming uses.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal

Bylaw / Policy Changes: None

existing swim line and informally moored boats



3.2 Implementation of Actions Continued

Medium Term (3 - 5 years)

6 Reprogram Lakefront Park

In conjunction with the proposed comprehensive mixed-use development, reprogram the site to better accommodate passive recreation, improve access to the Water Play Feature and provide additional water access. This will require conceptual and detailed design. The time frame for implementation could align with the timing of the mixed-use development.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: Yes

Required Approvals: Municipal

Bylaw / Policy Changes: Potential Amendment to Land Use Bylaw (Lakefront Direct Control District), depending on nature of changes to take place.



An example from the Okanagan of how Lakefront Park could be reprogrammed.

7 Expand Water Play Feature

Allow for the inclusion of a new "expanded" Water Play Feature in the vicinity of the existing boat rentals dock.

Cost: N/A (private development)

Opportunity to Leverage Private Investment: N/A

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: None.



A Water Play Feature in the Okanagan is of a similar scale to the size of the envisioned 'expanded Water Play Feature' in Sylvan Lake.

8 Public Dock and Short Term Mooring (Interim Improvement)

A new public dock for short term mooring will provide the public with an access point to the shoreline in the interim period until the new public dock is constructed. This will help to reduce conflicts between boat users and swimmers.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: Yes

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: None

3.2 Implementation of Actions Continued

9 Boat Pick Up / Drop Off (Interim Improvement)

Providing a pick up and drop off zone with signage and buoys along the existing pier will provide a loading zone for public and private commercial use in advance of construction of the new public dock and boat rental facility.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: None

Bylaw / Policy Changes: None

10 Public Dock for Mooring Field Access

Adding a public dock for the public mooring field will allow people who have moored their boats to access the lakefront safely. This will also reduce conflict with boat access and beach users adjacent the cottage area.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: None

existing non-motorized boat access via the main pathway



3.2 Implementation of Actions Continued

Long Term (6 + years)

**11 Improve Access to Water
(Near Lighthouse Park)**

In conjunction with the reprogramming of Lakefront Park (and with future mixed-use development), redesign the lakefront interface to allow users to access the water directly. Consider strategies such as gabian walls to manage the grade change. Will require conceptual and detailed design. Time frame could align with the mixed-use development.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: Yes

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: Potential Changes to Recreation Lease



12 Future Mixed-Use Development

The future mixed-use development will influence the lakefront uses adjacent to the site.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: Yes

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: Potential Amendment to Land Use Bylaw (Lakefront Direct Control District), depending on nature of changes to take place.

Cove Park in Chestermere, AB includes gabian walls to retain shoreline and provides access to the water. A similar design could provide water access at Lakefront Park to replace the armour wall edge.

3.2 Implementation of Actions Continued

13 Improve Existing Sand Beach

Add extra sand to existing sand beach areas to improve conditions and allow for expansion of beach area where possible. This will require conceptual and detailed design.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal, Provincial

Bylaw / Policy Changes: Potential change to Recreation Lease.

14 Add Sand Beach Above Retaining Wall

Remove grass and create a new beach area south of the retaining wall along the shoreline. This will require conceptual and detailed design.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal

Bylaw / Policy Changes: None.

Revitalized Sand Beach - Cove Park, in Chestermere, AB



3.2 Implementation of Actions Continued

15 Reprogram Sylvan Lake Park

Redesign the park to incorporate more passive recreation spaces and event spaces. This will require conceptual and detailed design.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: Yes

Required Approvals: Municipal

Bylaw / Policy Changes: None



An example of re-programmed park space in Springbank Hill Community Park, Calgary AB.

16 Add New Public Dock / Day Mooring

The construction a new public dock would allow for boat rentals, short-term mooring, and pedestrian access between the pier and Lighthouse Park. This will require conceptual and detailed design.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: Yes

Required Approvals: Municipal, Provincial, Federal

Bylaw / Policy Changes: Amendment to Land Use Bylaw to allow for Water Access Platform in this location. Changes to Recreation Lease.



An example of new docks for short term day mooring in Orillia, ON.

17 Add New Washroom Facility

Construct a new public washroom facility. This will require conceptual and detailed design.

Cost: \$\$\$\$

Opportunity to Leverage Private Investment: No

Required Approvals: Municipal

Bylaw / Policy Changes: None.



New Washroom Facility, Fish Creek Provincial Park, AB

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