



# SPENCER TUCK REGIONAL PARK

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# Design Study

Prepared for:



PEACE RIVER  
REGIONAL DISTRICT

Prepared by:

LEES  
+  
ASSOCIATES

95% Draft Report  
July 2025

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# ACKNOWLEDGMENTS

The Peace River Regional District is situated on the traditional territory of the Dane-zaa (Beaver), signatories of Treaty 8 and the Métis Nation BC Region 7.

The development of this design study was guided by input from the following groups and individuals:

## PEACE RIVER REGIONAL DISTRICT STAFF

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*Community Services*

*Development Services*

*Environmental Services*

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## DWB CONSULTING SERVICES LTD.

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Thank you to those members of the public, government, rightsholder and interest groups who participated in engagement events and responded to the survey.

# EXECUTIVE SUMMARY

Spencer Tuck Regional Park, located on the north shore of Moberly Lake in the Peace River Regional District (PRRD), is a valued park space that offers lakeside access, a picnic area and recreational opportunities.

The PRRD commissioned LEES+Associates to conduct a design study for Spencer Tuck Regional Park with the aim of improving the park's functionality, safety and sustainability while enhancing visitor experience and recreational opportunities. The study was based on a five-phase process that included Start-up & Background Review, Site Visit & Analysis, Staff & Public Engagement, Draft Design Study and Final Report & Board Presentation.

This study includes:

- A current state analysis;
- An overview of findings from engagement with key interest groups, staff and the public;
- An engineering study to assess options and costs to repair, replace or remove the boat launch (DWB Consulting Services Ltd, 2024, provided under separate cover), and
- A recommendations table, concept plan options and high-level costing.

## SITE ASSESSMENT KEY FINDINGS

Key findings from the site assessment include:

- **Park Amenities (Picnic Area, Shelters and Outhouses):** There is an opportunity for more picnic options to accommodate group use. The park has a clean, functional outhouse, but it is located far from the beach area.
- **Boat Launch and Water Access:** Boat launch panels at and near the water line are cracked and have broken corners. The boat launch turnaround is narrow which limits access and circulation for longer trailers.
- **Parking:** There is potential to expand and better organize the existing parking area to improve parking capacity and traffic flow.
- **Natural Setting and Conditions:** Some low lying areas of the park are seasonally wet, which impacts usage. Existing walking trails would benefit from improvements and resurfacing to enhance drainage.
- **Ecology:** The park supports a diversity of flora and fauna. There is an opportunity to expand stewardship and educational opportunities through interpretive trail development and signage.
- **Accessibility:** The park has some accessible features, although they are not signed. There is an opportunity to create more accessible features throughout the park and highlight them through updated signage and maps.

## ENGAGEMENT THEMES

Engagement included workshops with interested parties, an online/hardcopy public survey, an in-person open house and two virtual open houses. Significant outreach to the community was done in the weeks before and during the engagement activities.

The following key community values were identified through the engagement:

- **Improved Infrastructure:** Key community priorities include repair and improve the boat launch, reduce traffic congestion, increase parking capacity and enhance water access.
- **Environmental Stewardship:** Maintain the park's natural environment and preserve the local ecology.

- **Community Green Space:** Create safe, welcoming and accessible spaces where people can connect with nature and with each other.
- **Diverse Amenities:** Expand park amenities to support a range of activities.

## SUMMARY OF RECOMMENDATIONS

Recommendations for park improvements include:

- **Park Amenities (Picnic Area, Shelters and Outhouses):** Enhance day-use opportunities with an additional outhouse closer to the beach, a picnic shelter with group picnic options and changing stalls.
- **Boat Launch and Water Access:** Repair the boat launch, expand the turnaround for longer trailer units, and add a seasonal boarding float with a swimming dock and kayak launch to enhance water access.
- **Parking:** Subject to Ministry of Transportation and Transit (MOTT) approval, expand the existing parking lot south into the right-of-way and improve traffic flow by adding pull-through vehicle and boat trailer stalls.
- **Natural Setting and Conditions:** Implement stormwater management and improve surfacing of existing trails to enhance drainage.
- **Ecology:** Collaborate with partners to create an interpretive trail highlighting local ecology, stewardship and educational opportunities.
- **Accessibility:** Improve accessibility by adding accessible picnic tables, enhancing signage and providing a park map with clearly identified accessible features.

## CONCEPT PLANS

Informed by the detailed on-site assessments, background review and an extensive engagement program, two concept designs were created (a preferred option and alternative option). The concepts respond to the need to:

- Improve the park's safety, functionally and recreational appeal;
- Protect its natural character and lakeside environment, and
- Develop cost-effective, long-lasting solutions that consider current and future use.

The preferred concept plan assumes approval is obtained from the Ministry of Transportation and Transit (MOTT) for development to occur within the right-of-way. The alternative concept plan assumes improvements must occur outside of the right-of-way.

## HIGH-LEVEL COST ESTIMATE

A high-level "Class D" estimate suitable for budget planning purposes is provided in Chapter 5 of this report. A detailed breakdown of the estimated costs is presented in **Appendix A**.

The priority capital projects are:

- Boat Launch and Water Access Improvements: **\$189,000.00**
- Parking Improvements: **\$185,000.00**

The total cost of all recommendations in the plan is:

- **Total Cost (excluding taxes):** **\$841,050.00**

The total cost estimate includes costs for design, construction and contingency.

## CONCLUSION

The Spencer Tuck Regional Park Design Study presents a clear vision for enhancing the park's functionality, safety, and visitor experience while preserving its natural beauty and cultural significance. Informed by site analysis, technical assessments, and meaningful community, staff and stakeholder engagement, the proposed improvements aim to address current site challenges, while expanding recreational opportunities and accessibility for all users.

Already cherished and well-used by the community, this study offers clear, cost-effective, actionable recommendations to help Spencer Tuck Regional Park evolve into a welcoming, resilient, and accessible regional destination capable of accommodating growing use and capacity.

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## Companion Document (Under Separate Cover)

Spencer Tuck Regional Park - Boat Launch Assessment & Options  
DWB Consulting Services Ltd, 2024

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# 1 INTRODUCTION

Spencer Tuck Regional Park, located on the north side of Moberly Lake, is one of five Regional Parks managed by the Peace River Regional District (PRRD). Covering 5.18 hectares, the park provides visitors with fire pits, picnic tables, short trails, an outhouse and the only publicly accessible boat launch on the lake's north side. Its scenic setting along Lakeshore Drive makes it a popular stop for day-use visitors, with Moberly Lake Elementary School to the east and residential properties to the west.

The PRRD commissioned LEES+Associates to conduct a design study for Spencer Tuck Regional Park with the aim of improving the park's functionality, safety and sustainability while enhancing visitor experience and recreational opportunities.

## 1.1 PURPOSE AND KEY GOALS

Key areas of focus for the design study include addressing traffic congestion in the parking and boat launch areas, expanding parking capacity, and improving the boat launch. Additional considerations include increasing washroom facilities and introducing new amenities, such as expanded picnic areas and trails.

Drawing on information gathered from the site analysis, background review and input from staff and public engagement, this study provides recommendations to enhance park usability, prioritize visitor safety, support environmental sustainability and improve the mix of active and passive recreational opportunities.

This study includes:

- A current state analysis;
- An overview of engagement findings from consultation with key interest groups, staff and the public;
- An engineering study to assess options and costs to repair, replace or remove the boat launch (DWB Consulting Services Ltd, 2024, provided under separate cover), and
- A recommendations table, concept plan options and high-level costing.



Figure 1: Existing picnic area at Spencer Tuck Regional Park.

## 1.2 METHODOLOGY

This project included the following five phases:

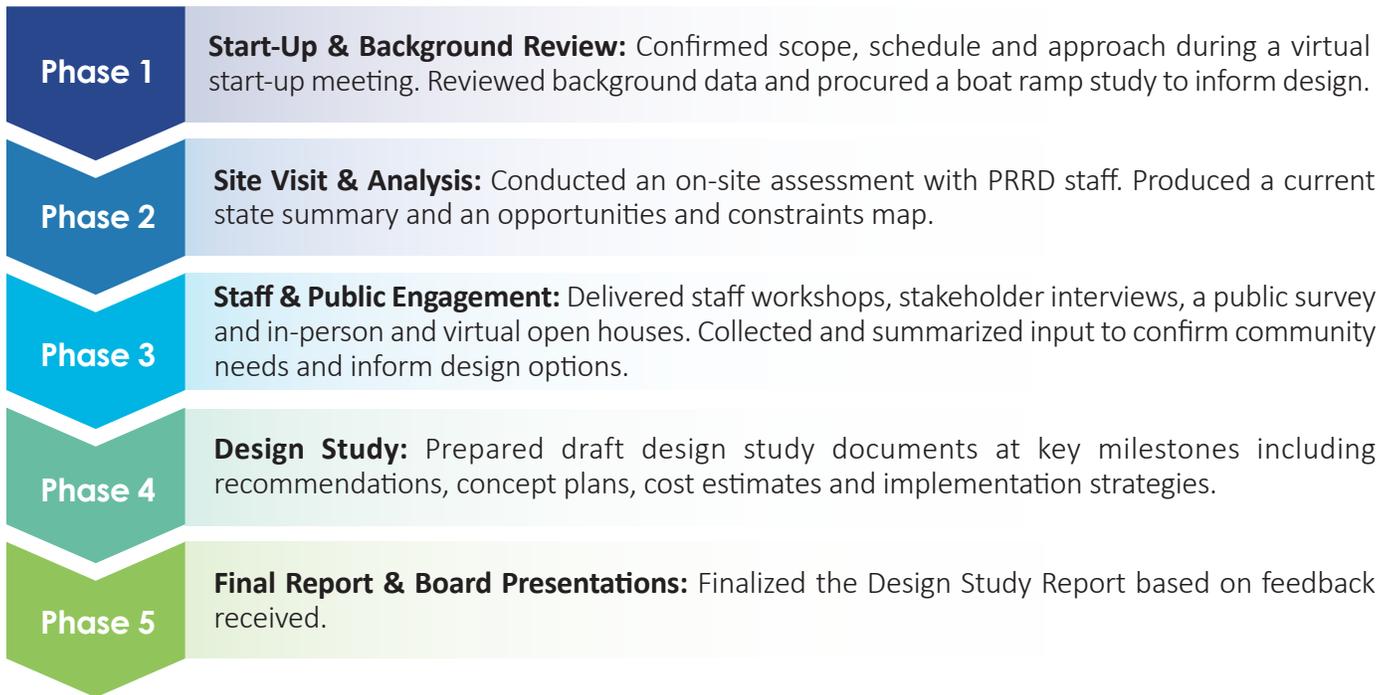


Figure 2: Project Planning Phases.

## 1.3 STUDY AREA

Spencer Tuck Regional Park is located approximately 32 km north of Chetwynd and covers a total area of 5.18 hectares. The park is divided into four distinct areas, separated by Highway 29 (Don Phillips Way), Lakeshore Drive and a Ministry of Transportation and Transit (MOTT) right-of-way (ROW).

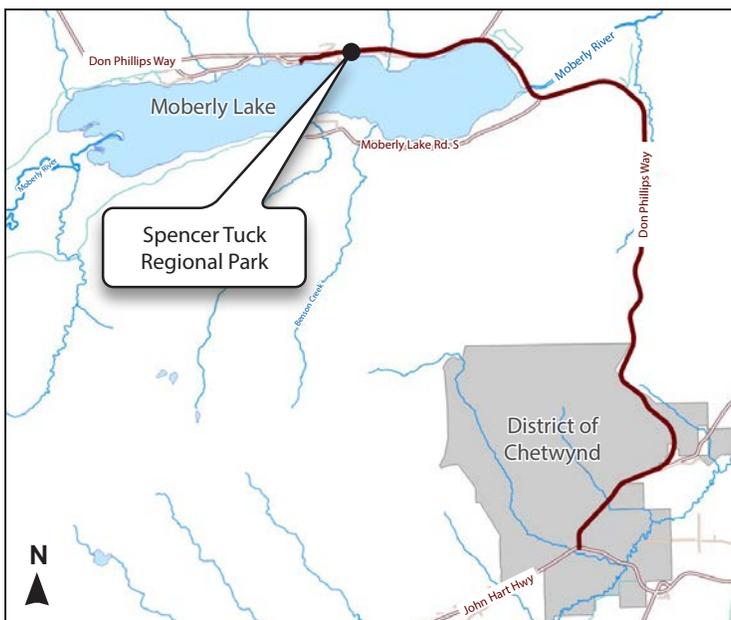


Figure 3: Location map of Spencer Tuck Regional Park.



Figure 4: Site map of Spencer Tuck Regional Park.

# 2 SITE ANALYSIS

## 2.1 OPPORTUNITIES AND CONSTRAINTS MAP

Overall Park Map



Enlarged Park Map



Figure 5: Opportunities and Constraints Map.

Note: Numbered items on the Opportunities and Constraints Map are described in Table 1 on the following page.

Table 1: Opportunities and Challenges

#	Existing Condition	Opportunity / Challenge
1	<ul style="list-style-type: none"> <li>• There is a fenced area adjacent to the park entry road. This area of the park is currently unused for recreation. It is inaccessible for foot or vehicle traffic.</li> <li>• It is located between Lakeshore Drive and the seasonal residences.</li> <li>• There is a slope towards the lake with portions that are relatively flat.</li> <li>• There is a MOTT right of way adjacent to this area.</li> </ul>	<ul style="list-style-type: none"> <li>• There is potential for an additional parking area in this area. The location is convenient and the MOTT right-of-way would provide good access.</li> <li>• The existing slope would require grading in order to achieve a flat parking area.</li> <li>• Installing a parking area here would require engagement with neighbouring residences.</li> </ul>
2	<ul style="list-style-type: none"> <li>• There is an open grassy area that appears to be used as an overflow parking area.</li> </ul>	<ul style="list-style-type: none"> <li>• There is potential to formalize the parking area with curb stops to indicate parking stalls and signage to indicate parking locations as well as the grassy open area to better organize parking on site.</li> <li>• It will be important to ensure access to trails are maintained and not potentially blocked by vehicles parking.</li> <li>• There is potential to add designated accessible parking stalls.</li> </ul>
3	<ul style="list-style-type: none"> <li>• There is an existing pathway to the school property with access via an opening in the fence.</li> </ul>	<ul style="list-style-type: none"> <li>• There is an opportunity to sign this access point so that park users are aware of the transition to school property.</li> </ul>
4	<ul style="list-style-type: none"> <li>• There is a seasonally wet area between the existing parking area and the picnic area.</li> <li>• There are existing natural surface trails/pathways located within this area.</li> </ul>	<ul style="list-style-type: none"> <li>• Since this area can be wet at certain times of the year, permanent infrastructure or structures should be avoided in the area.</li> <li>• There is potential to add signage indicating user considerations when using this area.</li> </ul>

Table 1 (continued)

#	Existing Condition	Opportunity / Challenge
5	<ul style="list-style-type: none"> <li>The existing turn-around area does not contain any signage indicating suggested use.</li> <li>The area appears to be used for temporary parking.</li> </ul>	<ul style="list-style-type: none"> <li>Since there is no signage for this area, there is an opportunity to formalize the area with signage and reconfigured turn-around circulation to promote safer use and reduce conflict with parked vehicles and vehicles/trailers needing to turn around.</li> </ul>
6	<ul style="list-style-type: none"> <li>There are no accessible picnic tables or accessible routes to access the picnic tables.</li> </ul>	<ul style="list-style-type: none"> <li>If there is public interest/desire, there is an opportunity to make the picnic sites universally accessible by adding a concrete pad, accessible picnic tabletop and accessible route and parking stall.</li> </ul>
7	<ul style="list-style-type: none"> <li>There is some damage to concrete panels at the existing boat launch.</li> <li>Please see the Boat Launch Study for more details on the existing conditions of the boat launch as well as recommendations for improvement.</li> </ul>	<ul style="list-style-type: none"> <li>There is an opportunity to improve the safety and functionality of the boat launch.</li> </ul>
8	<ul style="list-style-type: none"> <li>Signage currently does not include a park map or information about the available features in the park or the pathway network.</li> <li>Regulatory signage is currently displayed in various locations throughout the park including adjacent to the boat launch and at the parking lot.</li> </ul>	<ul style="list-style-type: none"> <li>There is potential to inform visitors about the accessible features in the park (existing toilet) as well as provide a park map showing the trails and park features available and information about how to use them.</li> <li>There is also an opportunity to consolidate, organize and strategically place regulatory signage throughout the park.</li> </ul>
9	<ul style="list-style-type: none"> <li>Pathways to access the picnic area from the parking area are located within the seasonally wet area. This could impact useability at certain times of year when the area is saturated.</li> </ul>	<ul style="list-style-type: none"> <li>There is an opportunity to improve drainage of pathways located within the wet area by raising pathways and adding culverts or adding boardwalk.</li> </ul>
10	<ul style="list-style-type: none"> <li>The beach has great views and is also a windy spot.</li> </ul>	<ul style="list-style-type: none"> <li>There is potential to shelter picnickers from the wind with a small picnic shelter.</li> </ul>

## 2.2 CURRENT STATE INVENTORY

Table 2: Current State Inventory of Spencer Tuck Regional Park.

Photo	Park Feature	Description	Condition
	<p>Park Entry Road</p>	<ul style="list-style-type: none"> <li>The park is accessed from Don Phillips Way via Lakeshore Drive. The gravel-surfaced entry drive allows for two-way traffic and leads south from Lakeshore Drive to the parking area and the boat launch.</li> </ul>	<p>Good</p>
	<p>Park Entry Signage</p>	<ul style="list-style-type: none"> <li>Signage identifying park entry access location.</li> </ul>	<p>Good</p>

Table 2 (continued)

Photo	Park Feature	Description	Condition
	<p>Parking</p>	<ul style="list-style-type: none"> <li>• A gravel parking lot provides unstructured parking for about 10-15 larger vehicles. There is an overflow parking area (currently grass surface) that can accommodate approximately 10 additional parking spots.</li> <li>• There is no designated signage or markings for where to park or circulation in the parking area. There are also no accessible parking spaces demarcated.</li> </ul>	<p>Good</p>
	<p>Park Boundary Fence</p>	<ul style="list-style-type: none"> <li>• The park parcel is bounded by chain link fencing on most sides. Height of fencing varies.</li> </ul>	<p>Portions of the fence are in poor condition, but most of the fence is in good – fair condition.</p>

Table 2 (continued)

Photo	Park Feature	Description	Condition
	<p>Park Signage / Information</p>	<ul style="list-style-type: none"> <li>• There is signage near the parking area at the trail head that leads to the picnic area that provides information about the local area and watershed.</li> <li>• There is a small covered kiosk and a small uncovered kiosk with regulatory signage posted.</li> <li>• Signage does not contain specific information about the amenities available at the park. For example, there is no map of the park or list of amenities available.</li> </ul>	<p>Good</p>
	<p>Trails/Pathways</p>	<ul style="list-style-type: none"> <li>• There are natural surface trails located in the forested area between the parking area and the picnic area. One trail leads to the picnic area and another trail leads to the east edge of the property and connects to trails on the adjacent school property.</li> <li>• The area is generally low-lying and can be very saturated in wet conditions.</li> </ul>	<p>Fair  Poor in wet conditions</p>

Table 2 (continued)

Photo	Park Feature	Description	Condition
	<p>Garbage (3) and Recycling (1) Containers</p>	<ul style="list-style-type: none"> <li>• There is one set of bear-proof garbage containers at the beach and one set of bear-proof garbage/recycling containers located at the parking area. All of the containers are on concrete pads.</li> <li>• Some of the exterior surfaces of the garbage containers require cleaning.</li> </ul>	<p>Good</p>
	<p>Toilet Building</p>	<ul style="list-style-type: none"> <li>• There is an accessible outhouse building located north of the parking area. The outhouse has a single stall with grab bars; toilet paper and hand sanitizer are provided.</li> <li>• There is a concrete ramp with no clear accessible path to the toilet building, however, the terrain seems firm, stable and reasonable for navigation with a mobility device.</li> <li>• The toilet does not have signage, nor does it indicate having accessible features inside.</li> <li>• This is the only outhouse building on site and is located far from the beach area.</li> </ul>	<p>Good</p>

Table 2 (continued)

Photo	Park Feature	Description	Condition
	<p>Boat Launch</p>	<ul style="list-style-type: none"> <li>• A concrete boat launch allows for single-vehicle (one-way) access to the lakefront.</li> <li>• Portions of the boat launch surfacing are cracked.</li> <li>• Refer to the engineering study of the boat launch for more details.</li> </ul>	<p>Fair- Poor</p>
	<p>Picnic Tables (5)</p>	<ul style="list-style-type: none"> <li>• Picnic tables with concrete base and wood tops and seats are provided in the beachfront picnic area.</li> <li>• None of the tables have an accessible table extension for wheelchair users or an accessible route leading to them.</li> </ul>	<p>Good</p>

Table 2 (continued)

Photo	Park Feature	Description	Condition
	<p>Fire Pits (5)</p>	<ul style="list-style-type: none"> <li>• One steel fire pit is provided for each picnic table.</li> </ul>	<p>Good</p>
	<p>Day Use Temporary Parking, Drop-off/ Turn Around</p>	<ul style="list-style-type: none"> <li>• There is a vehicle turnaround area near the boat launch.</li> <li>• There are some boulders to separate this space from the picnic area. The lack of signage could make it difficult for park users to understand how the space is intended to be used.</li> </ul>	<p>Good</p>

## 2.3 EXISTING BOAT LAUNCH CONDITIONS

The existing boat launch is located near the southwest corner of the park, with a picnic and recreation beach area to the east. The launch is comprised of what appears to be a combination of pre-cast and cast-in-place concrete panels, with cast-in-place concrete shoulders on the upper portion of the launch. The launch has an average slope of 9.5% and is ~30m long, with upper panels being 4.3m wide, tapering to 2.8m wide below the waterline. At the time of assessment, the end of the launch (the farthest edge of the concrete panels) was ~1.0m below the present water level.



Figure 6: Spencer Tuck Boat Launch, Source: DWB Consulting Services Ltd.

Multiple panels at and near the water line are cracked and have broken corners, as well as have shifted, resulting in drops of 30–60mm (1.5–2.5in) between panels. No exposed metal or other hazards were identified during the assessment. At the time of the site visit, there was evidence that the launch had been used as access for vehicles to drive on the lakeshore beach areas extending west from the launch.

Presently, the uneven surface and damaged panels present minor risks to users if boat trailers track off the narrowing launch panels or cannot clear the uneven panels and impact the exposed edge. Damage and uneven panels are expected to continue developing, especially at the waterline.

See the “Spencer Tuck Regional Park - Boat Launch Assessment & Options” report (DWB Consulting Services Ltd, 2024) for a full overview and assessment of the existing boat launch.

## 3 SUMMARY OF ENGAGEMENT FINDINGS

### 3.1 ENGAGEMENT TOOLS

Engagement included meetings with interested parties, a staff workshop, an online and hardcopy public survey, an in-person open house and two virtual open houses. All workshops, meetings and open houses included a brief introduction of the project followed by questions prompting discussion about how people currently use the park and opportunities for improvements to the park. The results are summarized in this chapter.

### 3.2 OUTREACH AND PARTICIPATION

Outreach to the community was done in the weeks before and during the engagement activities. Information about the project objectives, project schedule and how to get involved was shared widely with interested parties, rightsholders and residents of the PRRD.

In conjunction with PRRD staff, extensive advertising was done for the engagements including:

- The PRRD “Have Your Say” page with interactive tools;
- Posters in prominent touchpoints throughout the region (Dawson Creek, Chetwynd, Moberly Lake, Hudson’s Hope, Fort St John, Taylor);
- Full billboard located in the park, advertising the in-person Open House event;
- Digital advertising (energetic city, PRRD website);
- Social media posts on the PRRD Facebook page;
- PRRD Highlight ad printed in the Alaska Highway newspaper (drop boxes throughout the region), and
- Direct emails and communications sent to interested parties and community organizations.

### 3.3 FIRST NATIONS NOTIFICATION

Invitations to participate in the Spencer Tuck Design Study engagement were extended to Saulneau First Nations and West Moberly First Nations. At the time of this report, the PRRD has not received direct expressions of interest in participating.

The survey was shared with community members and the project team will continue to look for opportunities to hear Indigenous perspectives and will keep the invitation to participate open throughout the project process.

## Interested Parties Workshops

Two workshops/meetings were held with representatives from various interest groups including one with members of the Moberly Lake Community Association and one with representatives from the Moberly Lake Elementary School.

Representatives from the Chetwynd Outdoors Society and Chetwynd Visitors Centre were also contacted to participate. At the time of this report, no response had been received from these groups to participate in the engagement.

## In-Person Open House

An in-person Open House was held at the Moberly Lake Elementary School on Saturday, November 16th, 2024, from 1:00 to 3:00 pm. There were nine participants at the event.

## Virtual Open Houses

Two virtual Open Houses were hosted via Zoom, the first on November 19, 2024, from 6:00 to 8:00 PM and the second on November 23, 2024, from 10:00 AM to 12:00 PM. Across both events, a total of two participants attended online.

## Online Survey

Input from the public was gathered through an online survey posted on the PRRD “Have Your Say” website and shared directly with community groups through email, posters, and social media posts. Survey responses were collected from October 28 to November 24, 2024. There were a total of 38 responses. Hard copy versions of the survey were also offered for those who preferred not to complete the survey digitally or did not have access to a computer to fill out the survey.



Figure 7: In-Person Open House at Moberly Lake Elementary School.

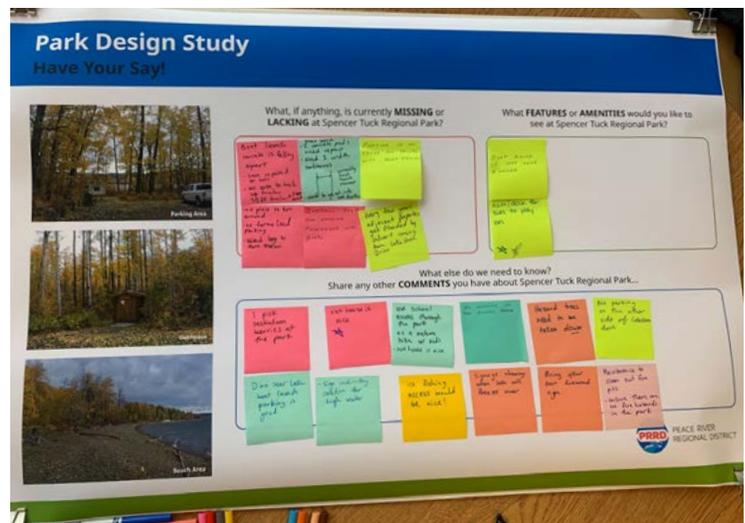


Figure 8: In-Person Open House Boards.

### 3.4 PUBLIC ENGAGEMENT OUTCOMES

The following sections summarize the key issues and opportunities that emerged from each of the engagement activities conducted.

#### Key Themes

The table below summarizes key themes from public engagement, highlighting what is working in the park, the challenges and the opportunities. These suggestions reflect public input but may not necessarily represent options that have been assessed for feasibility.

Table 3: Key Themes from Public Engagement

Categories	Strengths	Challenges	Opportunities
<p><b>Park Amenities (Picnic Area, Shelters, and Outhouses)</b></p> 	<ul style="list-style-type: none"> <li>• Large picnic area with good tables for day use and group gatherings.</li> <li>• Popular firepits, offering an amenable space for campfires and outdoor lunches.</li> <li>• The outhouse is clean and functional.</li> <li>• Minimal vandalism issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Recurring issues with illegal dumping, litter and overflowing bins.</li> <li>• Some visitors find that the outhouse is located too far from the picnic area.</li> <li>• ATV/quads occasionally cause damage to the parking lot, picnic areas and school property.</li> </ul>	<ul style="list-style-type: none"> <li>• Install a picnic shelter, more benches/seating and more group picnic options.</li> <li>• Add a playground.</li> <li>• Add a seasonal dock, swimming and non-motorized watercraft area.</li> <li>• Provide more garbage bins, recycling options and signage to reduce littering.</li> <li>• Consider additional facilities such as changing rooms with running water.</li> <li>• Include motorized vehicle deterrents to prevent damage.</li> </ul>

Table 3 (continued)

Categories	Strengths	Challenges	Opportunities
<p><b>Boat Launch &amp; Water Access</b></p> 	<ul style="list-style-type: none"> <li>• Important access point for water activities on the north shore of the lake.</li> <li>• Provides access for snowmobilers and ice fishers in the winter.</li> </ul>	<ul style="list-style-type: none"> <li>• The existing boat launch is in poor condition and requires replacement of the cracked concrete panels.</li> <li>• The ramp is too short to provide access to deeper water during periods of low water.</li> <li>• The boat launch turnaround is narrow which limits access and circulation especially for longer trailers.</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade the boat launch.</li> <li>• Improve the turnaround at the boat launch to enhance circulation and accessibility.</li> </ul>
<p><b>Parking</b></p> 	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	<ul style="list-style-type: none"> <li>• The parking lot is often full, especially during peak times.</li> <li>• Overflow parking on Lakeshore Drive creates congestion and poses a safety risk for children and pedestrians due to its narrow width.</li> <li>• No designated area for parking large vehicles or boat trailers.</li> <li>• Insufficient space to back up or turn around with long trailers. The turnaround near the picnic area is often used for overflow parking, creating additional challenges.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance parking by expanding spaces for trailers and improving access to overflow parking, ideally off Lakeshore Drive.</li> <li>• Create a more organized and accessible parking layout, with pull-through spaces and a better turnaround for boat traffic.</li> <li>• Improve road access, with potential traffic calming measures.</li> <li>• Expand the parking lot with careful consideration for slopes and traditional uses such as mushroom and berry picking spots.</li> </ul>

Table 3 (continued)

Categories	Strengths	Challenges	Opportunities
<p><b>Natural Setting and Conditions</b></p> 	<ul style="list-style-type: none"> <li>• The park is conveniently located near the highway yet peaceful and tranquil.</li> <li>• Ideal east-west orientation for sunsets.</li> <li>• The north side receives more sunlight than the south side.</li> <li>• Stable, protected beach with favourable wind alignment.</li> <li>• Shallow water provides a safe area for children.</li> </ul>	<ul style="list-style-type: none"> <li>• Windstorms have caused trees to lean over the property, requiring ongoing management and removal of hazardous trees.</li> <li>• The park regularly experiences flooding due to a culvert from Lakeshore Drive.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider the installation of a breakwater or other solutions to improve loading and unloading in windy conditions.</li> <li>• Implement a forest management strategy to address hazard trees.</li> </ul>
<p><b>Ecology</b></p> 	<ul style="list-style-type: none"> <li>• Supports a diversity of flora and fauna (e.g. salamanders, saskatoon berries, highbush cranberry, etc.)</li> <li>• Valued for its educational opportunities.</li> <li>• Offers a natural space for children to explore and enjoy.</li> </ul>	<ul style="list-style-type: none"> <li>• There is no designated area for boat washing. This can exacerbate congestion at the boat launch.</li> <li>• Signage could be expanded to include “Clean Drain Dry” best practices and invasive species info.</li> </ul>	<ul style="list-style-type: none"> <li>• Add signage to designate areas for boat washing and provide information on invasive species.</li> <li>• Develop walking and hiking trails in the undeveloped area including interpretive trails and a possible collaboration with the Moberly Lake Elementary School for an educational trail highlighting local plants.</li> <li>• Enhance general maintenance and implement improvements to existing trails.</li> <li>• Collaborate with First Nations communities to incorporate cultural and interpretive signage and activities, potentially including cooperative educational programs and stewardship efforts.</li> </ul>

Table 3 (continued)

Categories	Strengths	Challenges	Opportunities
<p><b>Accessibility</b></p> 	<ul style="list-style-type: none"> <li>• Used year-round for activities such as boating, kayaking, walking, snowmobiling, ice fishing, skating, skiing, berry-picking, etc.</li> <li>• Located near the school and playground, offering easy access for students and families.</li> <li>• Convenient access via Lakeshore Drive, serving as a water access point for the broader community.</li> </ul>	<ul style="list-style-type: none"> <li>• The park is closed throughout the winter season.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider improving winter accessibility and plowing, to help develop winter recreation options such as cross-country skiing, snowshoeing and ice fishing.</li> <li>• Create accessible features throughout the park, making it more welcoming for seniors and people with disabilities.</li> <li>• Enhance the beach area to improve accessibility and comfort, such as by using smoother gravel.</li> <li>• Provide signage to clarify regulations surrounding drawing water.</li> </ul>

## 3.5 ONLINE SURVEY

The following is a summary of key findings from the online survey.

### Park Visitation

- Most survey respondents have visited Spencer Tuck Regional Park within the past month or six months, with a smaller number visiting within the past year. No respondents reported visiting over a year ago or having never visited the park.
- The majority of respondents had a neutral or unhappy experience during their last visit to the park, with fewer reporting positive satisfaction.
- The park sees its highest use in summer, with most visitors coming weekly or monthly. Spring and fall have moderate activity, with visits mainly on a monthly or yearly basis. Winter use of the park was not included in the survey due to the gate closure; however, engagement feedback indicates some level of activity during this season, warranting further consideration.
- The main reasons respondents have not visited the park lately include concerns about maintenance or conditions, lack of time and the park not having the desired features. A smaller number of people mentioned crowding, difficulty finding information and other factors. Issues like accessibility, safety and transportation were not significant barriers for most.

### Park Use

- Visitors to Spencer Tuck Regional Park engage in a variety of activities, with the most common being motorized boating, walking and picnicking. Other popular activities include non-motorized boating, swimming and fishing, while fewer people participate in community events, bird watching or photography.
- The survey responses indicate a diverse range of boat types and sizes being used or planned for use at Spencer Tuck Regional Park's boat launch. This includes motorized inboard and outboard boats, ski boats, lake and river boats ranging from 14 to 22 feet. Some respondents pointed out that the current launch may not accommodate larger vessels or sailboats due to infrastructure constraints, but there is interest in using the launch for these boats if the ramp were upgraded.

### Park Precedents

- Survey responses reveal a range of positive experiences at various other parks, with common themes including well-maintained amenities, access to water activities and clean facilities. Several respondents praised parks with features like playgrounds, boat launches, picnic areas and hiking trails. Some respondents also highlighted the importance of having accessible restrooms, safe swimming areas and well-marked trails.
- Moberly Lake Provincial Park was mentioned frequently for its well-maintained infrastructure, including playgrounds, parking and boat access.
- Other notable parks included Dinosaur Lake Park, known for its effective boat launch and parks with clean facilities, docks and ample space for outdoor activities.

## Park Improvements

- Most survey respondents feel that improvements are needed at Spencer Tuck Regional Park.
- The most common suggestion was the need for a better, more accessible boat launch, with some recommending repairs or replacement to accommodate low water levels and enhance safety.
- There were frequent requests for increased and improved parking, particularly for vehicles with trailers and concerns about parking lot congestion on busy days.
- Several respondents suggested adding more outhouses, including closer to picnic areas and improving existing washroom facilities.
- Other suggestions included adding more trails, improving signage and increasing amenities like picnic tables, fire rings and a dock for swimmers, non-motorized watercraft and expanding park use for winter activities.
- Some advocated for upgrades to the park's infrastructure, such as widening roads, enhancing accessibility and adding more garbage bins and efforts to address littering.

## 3.6 KEY COMMUNITY VALUES

The public engagement activities conducted for the Spencer Tuck Regional Park design study have provided valuable insights into the current state of the park and its future potential. A broad range of community members have shared their experiences, ideas and suggestions for improvement. The feedback highlights the park's strengths, such as its natural beauty, accessibility and current amenities, while also identifying key challenges such as the need for better infrastructure, parking solutions and enhanced accessibility for a wider range of visitors.

Key community values included:

- **Improved Infrastructure:** Key priorities include upgrading the boat launch to accommodate varying water levels and larger vessels, expanding and reorganizing parking to reduce congestion and adding more amenities such as picnic tables, restrooms and shelters.
- **Environmental Stewardship:** Maintaining the park's natural environment while addressing concerns like water contamination and preserving the local ecology through responsible park management.
- **Community Green Space:** The park is valued as a family-friendly community space where individuals can connect with nature and engage in outdoor activities in a safe, inclusive and welcoming environment.
- **Diverse Amenities:** There is a strong desire to expand park offerings to support a wide range of activities. This includes adding shelters, interpretive signage, more group picnic tables and enhancing the beach area. Respondents also advocated for broadening park use to include non-boating activities, including winter recreation options.

Overall, the vision is to preserve the park's role as a popular, versatile community space while making improvements that ensure its accessibility, safety and enjoyment for all visitors.

# 4 RECOMMENDATIONS FOR PARK IMPROVEMENTS

## 4.1 RECOMMENDATIONS TABLE

The table below summarizes recommendations informed by the site analysis and background review, site opportunities and constraints mapping, as well as public engagement and feedback, offering a comprehensive overview of key proposed improvements and considerations for the park. Recommendations are grouped under the following six themes: Park Amenities (Picnic Area, Shelters and Outhouses), Boat Launch and Water Access, Parking, Natural Setting and Conditions, Ecology and Accessibility.

Table 4: Recommendations for Spencer Tuck Regional Park

Themes	Recommendations	Notes
<p><b>Park Amenities (Picnic Area, Shelters and Outhouses)</b></p> 	<ul style="list-style-type: none"> <li>• Add an additional outhouse closer to the beach.</li> </ul>	<ul style="list-style-type: none"> <li>• Must be located at least 30 m from the high-water line.</li> <li>• Must use a vault/holding tank instead of a pit if the water table is less than 3 m from the surface.</li> </ul>
	<ul style="list-style-type: none"> <li>• Install a picnic shelter with group picnic options.</li> </ul>	<ul style="list-style-type: none"> <li>• Sized to cover at least two picnic tables.</li> <li>• Materials and footings should be selected to withstand flooding.</li> <li>• Install firm, accessible surfacing, and accessible picnic tables.</li> </ul>
	<ul style="list-style-type: none"> <li>• Install changing stalls.</li> </ul>	<ul style="list-style-type: none"> <li>• Open-air timber structure.</li> </ul>

Table 4 (continued)

Themes	Recommendations	Notes
<p><b>Boat Launch and Water Access</b></p> 	<ul style="list-style-type: none"> <li>• Repair the boat launch.</li> </ul>	<ul style="list-style-type: none"> <li>• At a minimum, replace broken panels at the waterline and reset surrounding panels. Consider replacement of all panels below the water line. Refer to Boat Launch Assessment &amp; Options (DWB Consulting Services, 2024) for further details.</li> <li>• Upgrading to a double-wide launch was considered as an alternative to repairing the existing launch. One lane has a capacity of approximately 50 launches per day. Demand may currently exceed this level on busy summer days; however, with 15 to 30 trailer parking stalls recommended per lane, there is not enough space available to develop the parking required to support two launch lanes.</li> </ul>
	<ul style="list-style-type: none"> <li>• Improve gravel turnaround at boat launch to accommodate long trailers.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum 16m deep and 6m width.</li> </ul>
	<ul style="list-style-type: none"> <li>• Install signage to prevent parking in the boat launch turnaround.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Add a seasonal boarding float with a swimming dock and kayak launch.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum 8’ wide by 50’ long.</li> <li>• Consider an accessible kayak launch.</li> <li>• Consider delineating a swimming area with caution buoys.</li> <li>• Float and dock would need to be taken out of the water in the winter.</li> </ul>
<p><b>Parking</b></p> 	<ul style="list-style-type: none"> <li>• Expand the current gravel parking area to accommodate vehicle and trailer parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Include pull-through trailer stalls, vehicle stalls and accessible stalls (including curb stops and signage).</li> <li>• Expansion is contingent upon approval from MOTT for work in the right-of-way.</li> </ul>
	<ul style="list-style-type: none"> <li>• Develop an additional parking area north of Lakeshore Drive.</li> </ul>	<ul style="list-style-type: none"> <li>• Include pull-through vehicle-trailer stalls and a turnaround.</li> <li>• This could be phased in after expanding the existing lot.</li> </ul>

Table 4 (continued)

Themes	Recommendations	Notes
<p><b>Natural Setting and Conditions</b></p> 	<ul style="list-style-type: none"> <li>• Explore the feasibility of a breakwater.</li> </ul>	<ul style="list-style-type: none"> <li>• Boaters have noted the challenges of loading and unloading in windy conditions. A breakwater on the west side of the boat launch could potentially address the issue, but further study is required.</li> </ul>
	<ul style="list-style-type: none"> <li>• Implement stormwater management improvements to improve drainage in low-lying areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Low-lying areas in the ROW can flood seasonally. Work to reduce the impacts on park infrastructure, such as trails and roadways.</li> </ul>
	<ul style="list-style-type: none"> <li>• Improve the walking trails between the beach, school and the parking area.</li> </ul>	<ul style="list-style-type: none"> <li>• Raise trail tread and/or improve drainage in wet areas.</li> <li>• Upgrade surfacing to accessible well-compacted gravel.</li> <li>• Install barriers to prevent offroad vehicle access.</li> </ul>
<p><b>Ecology</b></p> 	<ul style="list-style-type: none"> <li>• Work with Moberly Lake Elementary School and First Nations to develop an interpretive walking trail.</li> </ul>	<ul style="list-style-type: none"> <li>• Highlight local plant life, stewardship and support educational use of the existing connection between the park and school grounds.</li> </ul>
	<ul style="list-style-type: none"> <li>• Add signage regarding boat washing (Clean, Drain, Dry program) and invasive species.</li> </ul>	<ul style="list-style-type: none"> <li>• Signage could be added to existing kiosks or sign post locations.</li> </ul>
<p><b>Accessibility</b></p> 	<ul style="list-style-type: none"> <li>• Install accessible picnic tables.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure all accessible tables are connected to accessible parking by a firm gravel path.</li> </ul>
	<ul style="list-style-type: none"> <li>• Sign the existing outhouse as accessible.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Develop a park map that identifies park amenities and accessible features.</li> </ul>	<ul style="list-style-type: none"> <li>• Install the map at the park and publish it on the PRRD website.</li> </ul>

## 4.2 CONCEPT PLANS

### Introduction

Two concept designs (a preferred option and alternative option) have been created for Spencer Tuck Regional Park in response to the need to:

- Improve the park's safety, functionally and recreational appeal;
- Protect its natural character and lakeside environment, and
- Develop cost-effective, long-lasting solutions that consider current and future use.

The concepts were informed by the detailed on-site assessments, background review and inventory of existing conditions, and the extensive engagement program conducted with staff, interest groups and the public. Together, these inputs helped shape concept designs that reflect both the community's values and the physical realities of the site.

The design recommendations are incorporated into two Concept Plan options illustrated in Figures 15 and 16. The preferred concept plan assumes approval is obtained from the Ministry of Transportation and Transit (MOTT) for work to occur within the existing right-of-way. The alternative concept plan assumes improvements must occur outside of the right-of-way.

The description of the concepts set out in this chapter is organized under the following six themes:

- Park Amenities (Picnic Areas, Shelters and Outhouses)
- Boat Launch and Water Access
- Parking
- Natural Setting and Conditions
- Ecology
- Accessibility



### **Park Amenities (Picnic Areas, Shelters and Outhouses)**

Site assessments and engagement results indicated a need for additional park amenities to support trends in current and future use, better serve park users and improve visitor experience. In particular, engagement results indicated a desire for more group picnic options to support family and group use, and strengthen the park's role as a valued community space. Two of the existing picnic tables nearest the boat launch are proposed to be replaced with a new group picnic shelter, accessible picnic tables, and a group firepit near the waterfront to support both casual and group gatherings. The addition of changing stalls is also proposed near the beach area to support lakeside activities such as boating and swimming.

Although the existing accessible outhouse is clean and functional, it is located far from the beach area. The concept plans propose a second accessible outhouse closer to the beach area and boat launch, with a 30-metre setback from the high-water line as required by provincial regulations. A vault style outhouse is recommended if the outhouse is located in an area with a high water table (i.e., less than 3 m from the surface).



Figure 9: Changing Stalls.



Figure 10: Picnic Shelter.



## Boat Launch and Water Access

A key component of the plans is the enhancement of the boat launch and increased water access. Specifically, an improved boat launch and a dock were the top two priorities identified through the public engagements.

The concepts propose boat launch repairs, specifically, replacement of the damaged concrete panels at the waterline and resetting of the surrounding panels to provide a smooth launch surface and ensure safe and functional use. Replacement of the launch with a double-wide launch was also explored to facilitate greater boat use, allowing multiple users to launch at once. One lane has a capacity of approximately 50 launches per day. Demand may currently exceed this level on busy summer days; however, with 15 to 30 trailer parking stalls recommended per lane, there is not enough space available to develop the parking required to support two launch lanes.

The concepts propose improvement of the existing boat launch turnaround to a minimum 16m depth and 6m width to improve traffic flow and better accommodate longer trailer units. This would include installation of signage to prevent parking within the turnaround. The park entry drive is currently 6m wide, which is ideal for a single-lane launch ramp.

To expand water access and recreational opportunities and support a wider range of users throughout the seasons, a seasonal boarding float with a swimming dock and kayak launch is proposed.



Figure 11: Kayak Launch.



Figure 12: Boarding Float.



## Parking

A key consideration is the improvement of vehicle parking and circulation within the parking lot. The existing parking lot is often full, especially during peak times. Overflow parking along Lakeshore Drive creates congestion and poses a safety risk due to its narrow width. The parking lot lacks sufficient space to back up or turn around with long trailers, and there is no designated area for parking large vehicles with boat trailers. Improvements to parking and traffic flow are required to improve safety and functionality, and reduce congestion during peak times.

### *Preferred Concept Option - Expanded Parking Area*

The preferred concept plan proposes expansion of the current parking lot to the south, to improve traffic flow and accommodate parking of vehicles with trailers. Pull-through stalls and designated accessible parking spots are proposed to better organize the parking and ensure safer, more efficient circulation.

The Peace River Regional District is currently working with the Ministry of Transportation and Transit (MOTT) on options for tenure, such as a License of Occupation, that would allow development to occur within the existing road right-of-way. Implementation of the preferred option is contingent upon approval from MOTT.

Expansion of the existing parking lot to the north was also explored, however the upper area of the park is limited by steep grades off Lakeshore Drive. Additionally, traditional uses such as berry picking and foraging in the forested area were identified during the stakeholder interviews.

### *Alternative Concept Option - Status Quo Parking Area*

If approval to work in the right-of-way is not secured, a second concept plan (alternative option) avoids expanding into the right-of-way and focuses on improving the existing parking area through improved surfacing and grading.

### *Future Overflow Parking*

Both concept options propose development of an additional parking area north of Lakeshore Drive to include pull-through trailer stalls and a turnaround. This parking lot could be phased in after expanding the existing lot. The concepts present an overflow parking location that optimizes sightline requirements and minimizes grading, however, more suitable configurations may be developed with formal design work.



## Natural Setting and Conditions

Some areas of the park are low-lying and can be very saturated in wet conditions. This impacts useability at certain times of year when the area is seasonally wet.

The concept plans aim to protect and enhance the park's natural assets by proposing stormwater management improvements to improve drainage in low-lying areas, and upgrades to existing trails between the parking and picnic area including raising the trail tread to improve drainage and upgrading surfacing to accessible well-compacted gravel. Barriers, such as boulders or posts are proposed at trailheads to prevent offroad vehicle access.



## Ecology

Public engagement results noted the park is highly valued for its educational opportunities and diversity of flora and fauna. There was strong support for the addition of interpretive information particularly along walking trails. The recommendations support long-term stewardship by proposing collaboration with Moberly Lake Elementary School and local First Nations communities to develop an interpretive trail system. These trails would highlight local ecology and stewardship while providing new educational signage and recreational experiences.



Figure 13: Interpretive Signage.



Figure 14: Interpretive Path.



## Accessibility

Engagement results indicated public interest in creating more accessible features throughout the park, and making it more welcoming for seniors and people with mobility challenges. Site assessments indicated several opportunities where accessibility could be improved with easily implemented, cost-effective solutions.

The concept plans propose picnic sites with accessible picnic tabletops and accessible routes at the beach area. The existing outhouse is proposed to be signed as accessible, highlighting its accessibility to users. Finally, the concepts include development of an updated park map, to be posted in the park and on the PRRD website that identifies park amenities and accessible features.



Picnic Shelter



Changing Stalls



Interpretive Path



Boarding Float



Accessible Kayak Launch

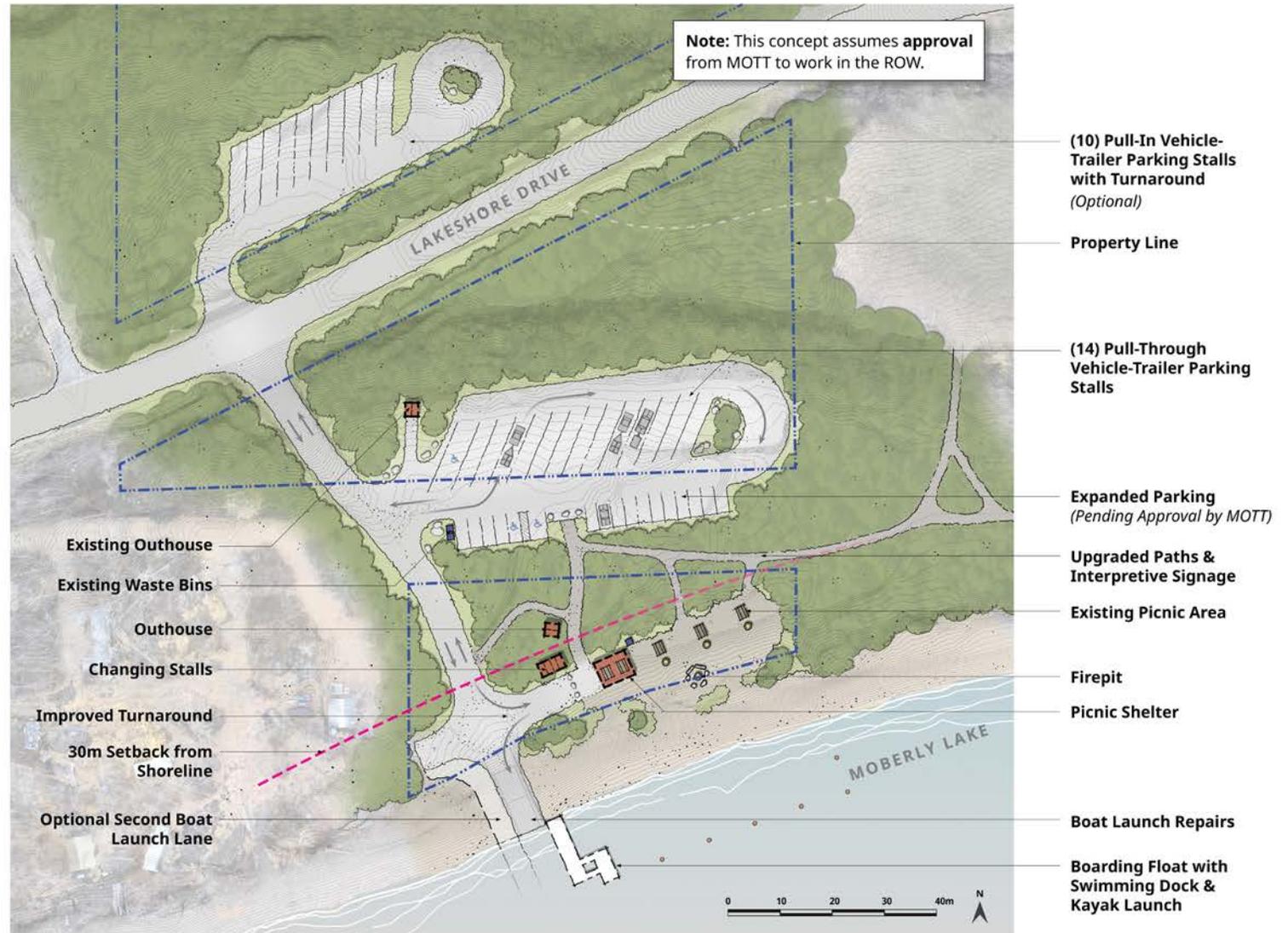


Figure 15: Concept Plan (Preferred Option).

# CONCEPT PLAN (ALTERNATIVE OPTION)



Picnic Shelter



Changing Stalls



Interpretive Path



Boarding Float



Accessible Kayak Launch

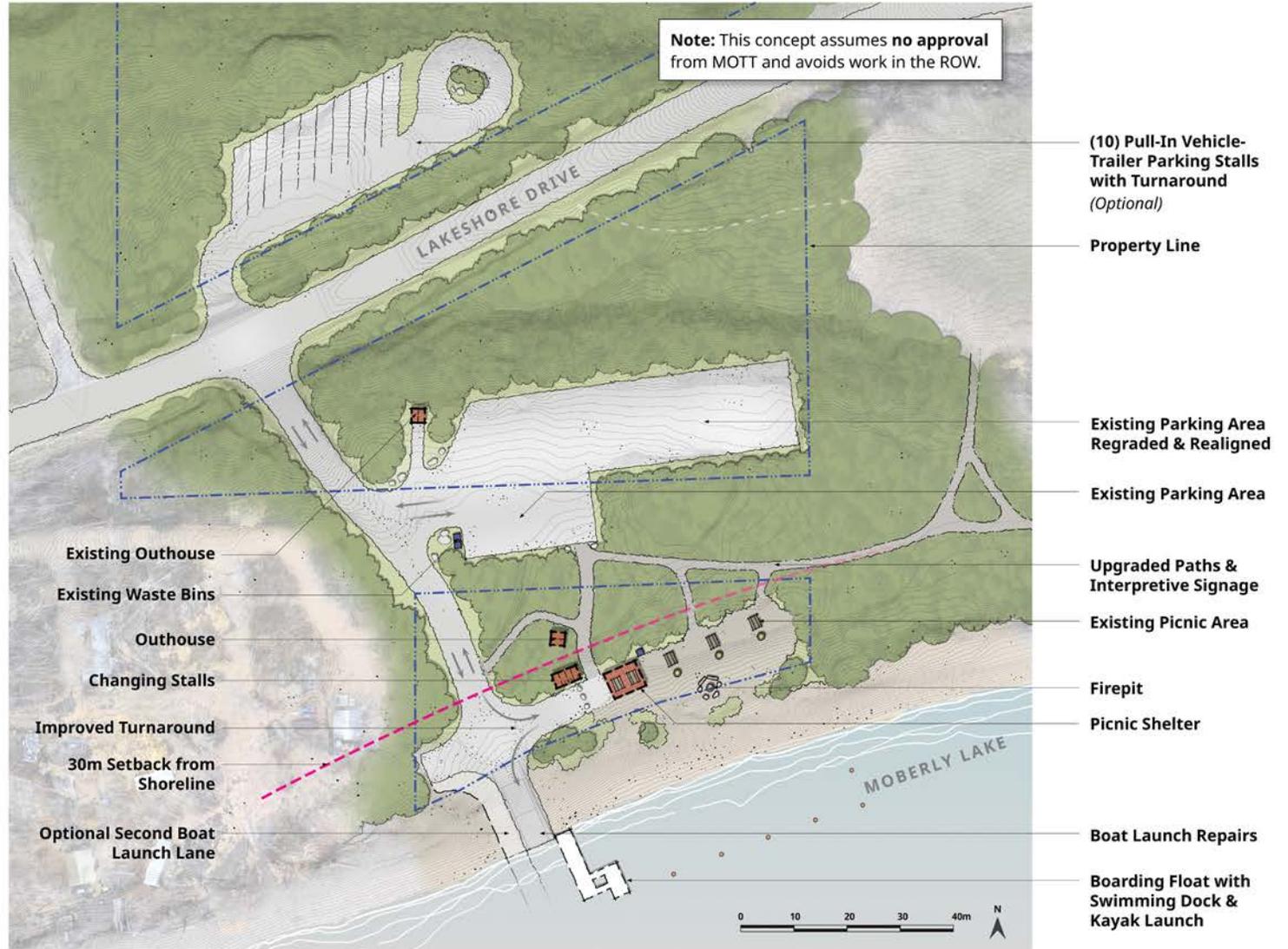


Figure 16: Concept Plan (Alternative Option).

# 5 IMPLEMENTATION PLAN

## 5.1 IMPLEMENTATION PLAN

The following table summarizes the recommendations contained in this plan and identifies phasing considerations and potential partners. The implementation of each recommendation is subject to approval through partnerships, legal agreements and annual budget processes. The implementation timeline will need to remain flexible to respond to funding availability and the needs of the community.

Phasing considerations are defined in a multi-year phased approach as: short term (0–5 years), medium term (5–10 years) and long term (10+ years). Longer term actions may end up being completed before short term actions due to funding opportunities or partnerships. The order in which actions are completed will be determined through annual work plans developed by the Regional District.

Potential partners are organizations involved in the park or adjacent lands that may collaborate with the PRRD to implement the recommended actions.

The implementation plan should be reviewed regularly to respond to changes, ensure integration with other Regional District plans and policies, ensure compatibility with plans and policies of adjacent land managers and take advantage of potential funding and partnership opportunities.

Table 5: Phasing and Implementation

Themes	Recommendations	Phasing	Potential Partners
<b>Park Amenities (Picnic Area, Shelters and Outhouses)</b> 	<ul style="list-style-type: none"> <li>Add an additional accessible outhouse closer to the beach.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Install a picnic shelter with group picnic options.</li> </ul>	<ul style="list-style-type: none"> <li>Medium Term (5-10 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Install changing stalls.</li> </ul>	<ul style="list-style-type: none"> <li>Medium Term (5-10 years)</li> </ul>	
<b>Boat Launch and Water Access</b> 	<ul style="list-style-type: none"> <li>Repair the boat launch.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Add a boarding float with a swimming dock and kayak launch.</li> </ul>	<ul style="list-style-type: none"> <li>Medium Term (5-10 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Improve the boat launch turnaround to accommodate longer trailers.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Install signage to prevent parking in the boat launch turnaround.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	

Table 5 (continued)

Themes	Recommendations	Phasing	Potential Partners
<b>Parking</b> 	<ul style="list-style-type: none"> <li>Expand the current parking lot to the south to accommodate vehicle and trailer parking.</li> </ul>	<ul style="list-style-type: none"> <li>Medium Term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>Ministry of Transportation and Transit (MOTT)</li> </ul>
	<ul style="list-style-type: none"> <li>Develop an additional parking area north of Lakeshore Drive.</li> </ul>	<ul style="list-style-type: none"> <li>Long Term (10+ years)</li> </ul>	
<b>Natural Setting and Conditions</b> 	<ul style="list-style-type: none"> <li>Explore the feasibility of a breakwater.</li> </ul>	<ul style="list-style-type: none"> <li>Long Term (10+ years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Implement stormwater management improvements to improve drainage in low-lying areas.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Improve the walking trails between the beach, school and parking lot.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	
<b>Ecology</b> 	<ul style="list-style-type: none"> <li>Work with Moberly Lake Elementary School and First Nations to develop an interpretive walking trail.</li> </ul>	<ul style="list-style-type: none"> <li>Medium Term (5-10 years)</li> </ul>	<ul style="list-style-type: none"> <li>Moberly Lake Elementary School</li> <li>First Nations</li> </ul>
	<ul style="list-style-type: none"> <li>Add signage regarding boat washing, “Clean, Drain, Dry” and invasive species.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	<ul style="list-style-type: none"> <li>Invasive Species Council of BC</li> </ul>
<b>Accessibility</b> 	<ul style="list-style-type: none"> <li>Install accessible picnic tables, including accessible surfacing.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Sign the existing outhouse as accessible.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	
	<ul style="list-style-type: none"> <li>Develop a park map that identifies park amenities and accessible features.</li> </ul>	<ul style="list-style-type: none"> <li>Short Term (0-5 years)</li> </ul>	

## 5.2 HIGH-LEVEL COST ESTIMATE

The following high-level “Class D” cost estimate provides an estimation suitable for budget planning purposes, based on the preferred concept plan. An itemized breakdown of costs for each recommendation is provided in Appendix A.

### Cost Estimate

 Park Amenities (Picnic Areas, Shelters, Outhouse)	\$150,000.00
 Boat Launch and Water Access:	\$189,000.00
 Parking	\$185,000.00
 Natural Setting and Conditions	\$56,000.00
 Ecology	\$15,000.00
 Accessibility	<u>\$28,000.00</u>
<b>Sub-Total:</b>	<b>\$623,000.00</b>
<b>Design &amp; Consulting Fees (15%):</b>	<b>\$93,450.00</b>
<b>Contingency (20%):</b>	<b><u>\$124,600.00</u></b>
<b>TOTAL:</b>	<b>\$841,050.00</b>

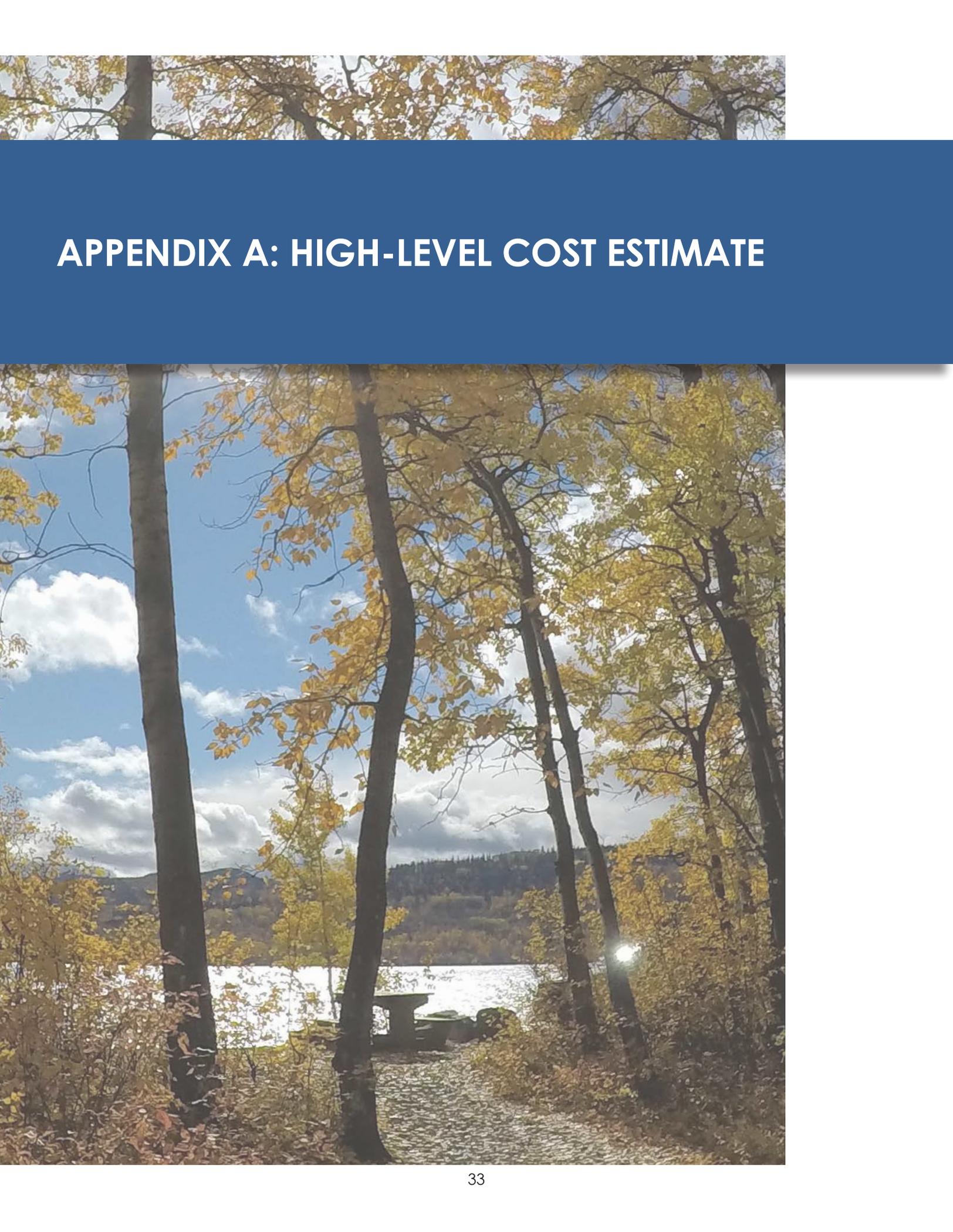
Some of the recommendations will require professional or contracted services, while others can be planned and executed by Regional District staff. Cost estimates include costs for design, construction and contingency.

More detailed cost estimates will be required during planning, design and prior to construction of specific park improvements.

## 6 CONCLUSION

The Spencer Tuck Regional Park Design Study presents a clear vision for enhancing the park’s functionality, safety, and visitor experience while preserving its natural beauty and cultural significance. Informed by site analysis, technical assessments, and meaningful community and stakeholder engagement, the proposed improvements aim to address current site challenges, while expanding recreational opportunities and accessibility for all users.

Already cherished and well-used by the community, this study offers clear, cost-effective, actionable recommendations to help Spencer Tuck Regional Park evolve into a welcoming, resilient, and accessible regional destination capable of accommodating growing use and capacity.



## APPENDIX A: HIGH-LEVEL COST ESTIMATE

**Spencer Tuck Park Design Study**  
**Based on Concept Plan (Preferred Option) - Dated July, 2025**  
**Class 'D' Cost Estimate**



ITEM	DESCRIPTION	UNIT	UNIT PRICE	APRX QTY	EXTENDED AMOUNT
<b>1.0 PARK AMENITIES (PICNIC AREA, SHELTERS, AND OUTHOUSE)</b>					
1.1	Supply & install accessible outhouse closer to the beach	ea.	\$ 35,000.00	1	\$ 35,000.00
1.2	Supply & install picnic shelter (incl., concrete pad, accessible picnic tables, group fire pit)	L.S.	\$ 75,000.00	1	\$ 75,000.00
1.3	Supply & install open-air accessible timber changing structure	L.S.	\$ 40,000.00	1	\$ 40,000.00
Sub-Total =					\$ 150,000.00
<b>2.0 BOAT LAUNCH &amp; WATER ACCESS</b>					
2.1	Supply & Install Two Pre-Cast Concrete Replacement Panels to Existing Boat Launch	L.S.	\$ 67,000.00	1	\$ 67,000.00
2.2	Permitting & Construction Environmental Monitoring Plan (CEMP)	L.S.	\$ 8,000.00	1	\$ 8,000.00
2.3	Enviromental Monitoring	L.S.	\$ 7,000.00	1	\$ 7,000.00
2.4	Supply & install boarding float with a swimming dock and accessible kayak launch	L.S.	\$ 90,000.00	1	\$ 90,000.00
2.5	Expand gravel turnaround at boat launch to accommodate longer trailers	m2	\$ 160.00	100	\$ 16,000.00
2.6	Supply & install signage to prevent parking at the boat launch turnaround	L.S.	\$ 500.00	2	\$ 1,000.00
Sub-Total =					\$ 189,000.00
<b>3.0 PARKING</b>					
3.1	Grade & top up existing gravel parking area	m2	\$ 60.00	1250	\$ 75,000.00
3.2	Expand gravel parking area to accommodate increased vehicle and boat trailer parking	m2	\$ 160.00	688	\$ 110,000.00
Sub-Total =					\$ 185,000.00
<b>4.0 NATURAL SETTING AND CONDITIONS</b>					
4.1	Implement stormwater management improvements	L.S.	\$ 30,000.00	1	\$ 30,000.00
4.2	Improve walking trails between the beach, school and parking	m2	\$ 120.00	200	\$ 24,000.00
4.3	Supply & install barriers to ORV access at trailheads (i.e., boulders or posts)	ea.	\$ 1,000.00	2	\$ 2,000.00
Sub-Total =					\$ 56,000.00
<b>5.0 ECOLOGY</b>					
5.1	Supply & install interpretive signage highlighting local plant life and stewardship	ea.	\$ 3,500.00	4	\$ 14,000.00
5.2	Supply & install signage regarding boat washing and invasive species	ea.	\$ 500.00	2	\$ 1,000.00
Sub-Total =					\$ 15,000.00
<b>6.0 ACCESSIBILITY</b>					
6.1	Supply & install accessible picnic tables incl. accessible surfacing	ea.	\$ 8,000.00	3	\$ 24,000.00
6.2	Supply & install updated accessible signage to the existing outhouse	L.S.	\$ 500.00	1	\$ 500.00
6.3	Develop a park map that identifies park amenities and accessible features	L.S.	\$ 3,500.00	1	\$ 3,500.00
Sub-Total =					\$ 28,000.00
<b>Sub-Total:</b>					\$ 623,000.00
<b>Design &amp; Engineering Fees (15%):</b>					\$ 93,450.00
<b>Contingency Allowance (20%):</b>					\$ 124,600.00
<b>Total:</b>					\$ 841,050.00

**NOTES:**

- 1) Costs do not include GST
- 2) Refer to DWB Consulting Boat Launch Assessment (2024) for additional costing options for boat launch repair and upgrades
- 3) Assumes three competitive, compliant bids responding to tender

# LEES ASSOCIATES

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