



## Appendix A

### RESIDENTIAL PARKING

Comments have been edited or shortened for length, clarity, context and civility.

#### Parking Fees

1. Increase parking rates to \$2.00 per hour and, \$10.00 all day for weekends and holidays. Weekday parking to be \$2.00 per hour and \$5.00 all day. Increase seasonal permit fees to \$100.00 for cars and \$300.00 for tow vehicles and trailers.
2. A reasonable parking rate schedule needs to be established that will allow the park to deal with the large number of visitors through the summer season as well as the frequent year-round users of the park and the lake. It is recommended that fees be increased from the current rates to \$2.00 per hour with a maximum of \$5.00 per day and a \$10.00 per day maximum on weekends and holidays. Parking charges should be in effect 24 hours per day, 365 days per year. There are enough users entering the park on a year-round basis to offset the administration of the parking control system even on the slowest days of the year. In the busy season the parking system would generate substantial revenue.
3. A reasonable parking rate needs to be established that will allow the park to deal with the large number of visitors through the summer season as well as the frequent year-round users of the park and the lake. It is recommended that this fee be increased from the current maximum of \$5.00 per day to \$5.00 per hour and \$10.00 per day. Parking charges should be in effect 24 hours per day, 365 days per year. There are enough users entering the park on a year-round basis to offset the administration of the parking control system even on the slowest days of the year. In the busy season the parking system would generate substantial revenue.
4. I agree with making parking more efficient but keep it simple. Do not let businesses manage parking. If you want it done correctly then continue to manage it yourself. Let guests for all businesses decide how much time they want to be here and pay by the hour according. Increase the number of kiosks so they have good access to do so.

#### Signage

1. A "Park Full" sign should be created and deployed well out in front of the Sunnyside Blvd Kiosk.
2. Additional signage will be required to assist in controlling park access especially during the busy season. Due to the location of the kiosk, it will be necessary to place a sign well in front of the kiosk directing day visitors into the Main Beach parking lot instead of allowing them to approach the kiosk only to be turned around. This can be supplemented with a traffic control person who will also direct cars directly into the Main Beach Parking lot. This will minimize the amount of traffic that approaches the kiosk and will help resolve vehicle congestion and delays.
3. Increase the signage so patrons clearly know the consequences.

4. The signage is not clear and consistent – this needs to be improved.
5. There is too much signage and it is a lot of ugly clutter. There is so much small print and gaudy colouring that people find the signs unreadable and offensive, so it's ineffective. Make it clear and simple. Show a picture of a wheel clamp, tow truck, or \$\$ and consider natural views when sizing, placing, and orienting.
6. The overflow Resident/Guests of Residents with passes, should have better signage to make it clear who may park there. Otherwise the system works great. It can be better utilized by not allowing those vehicles with boat trailers attached to take as many as five potential car spaces. I know this past summer there were two such vehicles allowing only a few cars to park. Marked slots might help the haphazard parking issues in overflow sites.
7. Better signage to let visitors know the area is Resident Parking only! One little sign at the Kiosk is not enough.

### **Parking Enforcement**

1. If it is revenue you are looking for, put 'boots' on the cars parking illegally! There have been many times throughout the summer where people are parking in the tree area or in residential areas along Sunnyside and are not paying for parking. Most of the times these people are parking in this area knowing there is pay parking available; they want free parking. The large groups that are congregating in this area have discovered that the beach areas at the end of Sunnyside are infrequently monitored and have taken to coming to this area and parking for free in residential areas and in the trees. We get numerous cars with loads of people choosing to park and not pay. No one monitors this or the behaviors that go on in the tree area.
2. We will never get over the people trying to get free parking unless we are vigilant about making it a point that Cultus Lake is paid parking...like Stanley Park and White Rock and many other parks. We need to first fine the illegal parkers. Fining or 'booting' the cars is a way to make revenue and keep cars out of residences and the residential deemed areas - boot the illegal parking. Yes, buy boots, have them put on cars and have the owners pay for the illegal parking.
3. Park Patrol to enforce parking by manning the Sunnyside kiosk from 8AM - 10AM daily with 1 person full time from 10AM – 6PM during peak season. Parking enforcement can be as personnel are available during off-season with some volunteer support if possible.
4. Establish paid parking 365 days per year 24 hours per day with enforcement from 8AM-6PM daily during Peak Season and as affordable during off-season.
5. The key element in the development and operation of the parking system will be the efficient use of the Sunnyside Blvd kiosk. The kiosk will be used to control the access of all cars to the park, provide information on parking regulations and direct visitors and guests to the appropriate areas to park for their specific purposes.

6. Guests should be provided parking information as they enter. This will help residents ensure they park properly and will reinforce the parking plan each time a guest handout is issued.
7. Day visitors can be provided information so they understand that revenue from the parking fees is used to keep the park clean and orderly for them to use.
8. It is recommended that a new agreement with Lions Parking be negotiated that would require Lions to supply additional pay stations as directed by the park, and should allow Park staff and park volunteer issued parking tickets to be referred to Lions parking seven days after their issue if payment has not been received. Then, Lions would take responsibility for fine collection but remit a portion of the collection back to the park. The recommended amount per ticket is \$10.00. This would increase revenue for the park and for Lions and ensure that all violators are punished.
9. Contract with Lions Parking to enforce ticket payment for parking violations if Cultus Lake Park issued tickets are not paid within 7 days. Negotiate with Lions Parking to achieve a \$10.00 rebate to the park after Lions has collected the fine.
10. During the off-season, parking control and enforcement could be handled by one park patrol employee or volunteer stationed at the Sunnyside Blvd Kiosk. This employee would be responsible for providing visitors with park and parking information and directing them to the proper areas to park. There may not be enough resources in year one to have parking enforced every day, but parking control and enforcement should be a staff priority whenever there are resources to allow this to be done. Additional support could possibly be provided by the COP volunteers. This would help ensure that parking fees are collected. After year one, an analysis of revenues should be conducted to determine if the focus on parking enforcement was cost effective and then expanded in subsequent years if the revenue analysis justifies this approach.
11. During peak season, the kiosk would be manned by a park employee from 10 AM to 6 PM daily. From 8 AM to 10 AM the kiosk could be manned by the park patrol. Outside these hours, the kiosk would not be manned. It is likely that offences would decrease rapidly once a consistent enforcement protocol is adopted.
12. We were informed by park staff that the fines from tickets issued by Cultus Lake were not fully enforceable. As a result, less than 20% of the tickets issued were paid by the offenders. Therefore, it seemed to us that the enforcement system as it now exists is really a volunteer system. If the offender wants to pay they will. Otherwise they can ignore the ticket and park again later without paying that time either. [This needs to be fixed.]
13. We were advised that Lions Parking will pursue all offenders through the courts and will collect virtually 100% of fines from tickets issued. Therefore, it made sense to us to try to strike a deal with Lions. The revenue generated by referring tickets to Lions would only be a bit more, 25% instead of 20%, but the fact that the tickets would be enforced would ultimately work in favour of the parking system. In the end, we want people to park properly and not get issued a ticket.

14. [Do this]:

- Establish paid parking 365 days per year 24 hours per with enforcement from 7AM-5PM daily.
- Contract with Lions Parking to supply equipment, administer parking and enforce ticket payment for parking violations.
- Employ 1 person full time to administer parking year-round. Add staff to cover additional shifts during peak summer period
- Augment park employee staff with local volunteers (COPS).
- Place 1 additional parking meter at the entrance to Beach Buoy Parking area.
- Increase parking rates to \$5.00 per hour, \$10.00 all day for all days.
- Sunnyside kiosk to be staffed 8AM-4PM year-round by a Park Staff Employee.
- Use Volunteer parking assistants to support the staff employee to enforce the parking regulations and staff the kiosk from 7AM to 8 AM and from 4 PM to 5PM every day through the busy season, defined as May 15 to September 14.
- Establish a “second chance” fine system for parking violations.

15. An integrated parking control system which provides good information to all users as well as rapid enforcement to deal with violators will handle the flow of vehicles coming into the park efficiently and provide the opportunity for substantial revenue generation which will offset the cost of operating the system.

16. The park currently has negotiated a contract with Lions parking to supply pay stations for parking lots A and B, and to enforce parking fines for violations that occur in these parking lots. The contract calls for Lions to receive a share of the parking revenue and all revenue collected from parking tickets issued. It is recommended that this contract be renegotiated to cover the entire park, but with some changes to the operation and enforcement policies. The new agreement with Lions would require Lions to supply additional pay stations as directed by the park, and should allow Park staff and park volunteers to issue Lions parking tickets to violators. The tickets should be modified to include a “second chance” provision, which would increase revenue for the park and for Lions, but provide an opportunity for violators to escape a heavy fine if they choose to cooperate with the park parking policy after they receive a ticket.

17. The recommendation that the Sunnyside Blvd Kiosk be manned 365 days per year is expensive. However, the higher parking fees and the year-round implementation of paid parking should defray these expenses. It is also hoped that only one park employee per day, working an 8-hour shift would be required for this purpose. To assist that employee in providing parking information to all people entering the park, the use of volunteers (COPS) should be considered. The volunteers should be provided with additional parking information handouts and should also be empowered to issue tickets for vehicles parked without permits or parked illegally in residential areas. One volunteer per day would be adequate to provide enforcement throughout the off-season, while 2-3 volunteers would be required during the busy season. It is assumed that by enforcing the integrated parking policy recommended here, the COPS would be much less needed for evening patrols as the problem visitors to the park would no longer be present in the residential community at the end of each day. The periodic patrols by the motorized park patrol staff should be sufficient to deal with afterhours problems.

18. A key recommendation in this plan is to negotiate a full contract with Lions Parking to administer and control parking in the park. Lions parking supplies the pay stations and is able to collect full fines when the parking regulations established within the park are violated and tickets are issued. The deal that should be negotiated is one where Lions would delegate the responsibility of issuing tickets to park staff and park volunteers (COPS).

19. If a car is illegally parked, either park staff or a volunteer would be authorized to issue a ticket. The tickets should be designed as a multiple part form that would allow copies for the violator, the park, and a "second chance" copy. When the tickets are issued, 2 copies would be placed on the violating vehicle together with a "second chance" information pamphlet and an envelope to be used for the second chance payment.

The "second chance" system would provide the violator an opportunity to make restitution the same day as the violation occurred by paying double the daily parking rate. This could be easily accomplished by the violator going to one of the pay stations in the park and purchasing 2 parking permits. Both permits, together with one copy of the parking ticket would be placed in the envelope provided and returned to a parking enforcement employee or volunteer, or to the park office. If this information is received from the parking violator, the parking ticket would be cancelled. If the violator does not do this, then Lions Parking would pursue the violator for the full amount of the fine.

The value of this system and the deal that would need to be negotiated with Lions Parking is that the park would receive extra parking revenue from all parking violators who take advantage of the second chance system. If the violator did not take advantage of this system, then the revenue from the fine collection would go 100% to Lions Parking.

20. During the off season, parking control and enforcement could be handled by one park employee stationed at the Sunnyside Blvd Kiosk with the assistance of one mobile volunteer. The employee would be responsible for providing visitors with park and parking information and directing them to the proper areas to park. The volunteer would be responsible for touring the park to ensure that no violations occur. The volunteer would issue tickets as required. The kiosk would be manned by a park employee from 8 AM to 4 PM daily. From 7 AM to 8 AM and again from 4 PM to 5 PM the kiosk could be manned by a volunteer. Outside these hours, the kiosk would not be manned.

21. Off-season parking control and enforcement on Lakeshore Drive could be delegated to COP member who would monitor the Lakeshore Drive area for violators and who would issue tickets as required to those violators. This area is relatively small and could be covered by a local COP resident from their home. An occasional look out the window would likely be sufficient to see if violations have occurred and if ticketing is necessary. It is likely that offences would decrease rapidly once a consistent enforcement protocol is adopted.

22. The use of a parking hot line is recommended. If a parking problem is noted by a resident, that resident could call the parking hot line which would be a mobile phone in the possession of the parking enforcement officer on duty. The complaint could be registered and the enforcement officer could go immediately to the complaint location and determine if a ticket needs to be issued. They could also explain the regulations to the resident and perhaps the violating visitor as required.

23. Follow through with the offenders and tow or ticket cars with something that will discourage future offenses.
24. Enforce present regulations: Use fines, wheel clamps, towing, bylaw enforcement people; then not so many signs would be needed. Residents should feel that if a car is illegally parked, that a phone call will result in action.
25. During the busy season, defined as the period from May 15 to September 15, there is to be no visitor parking anywhere past the Sunnyside Blvd kiosk with the following exceptions.
  - Visitors intending to rent a boat from Beach Buoy.
  - Visitors with a tow vehicle and boat intending to launch the boat at Beach Buoy.
  - Visitors intending to visit the Beach Buoy Concession for 30 minutes or less and who will park in a controlled area within the Beach Buoy parking lot for that specific purpose only.

### **Sunnyside Parking Lot**

1. To relieve congestion at the Sunnyside Blvd Kiosk, it is recommended that a second information station be established on very busy days at the Cultus Lake school parking lot. All visitors passing through the Sunnyside Blvd kiosk would be directed into the school parking lot to receive full parking information.

If the visitor is the guest of a resident, that visitor would be provided information on how to find the resident and receive information on appropriate guest parking that would assist both the guest and the resident on how to park properly for the duration of their visit.

If the visitor is a day visitor to the park, they would be directed back through the kiosk and to the Main Beach parking lot. Because the Cultus Lake school has two entrances to that parking area, it is an easy place to take the U turn required to direct visitors back to the Main Beach Parking lot.

If the visitor is a prospective boat rental customer they would be directed to the Beach Buoy Parking lot and provided information on where to park and how to have their parking permit validated so that their vehicle would not be ticketed. If the visitor simply wanted to visit Beach Buoy to enjoy the concession or to inquire about boat rental, they would be advised that Beach Buoy has short term free parking for that purpose.

Finally, if the visitor simply wanted to tour the park, they would be welcomed to the park and advised of the fact that there is no visitor parking available. They would be advised if they decide to stop that they should return to the main beach parking lot to park there and then enjoy a walk through the park after having purchased the appropriate parking permit.

2. Day visitors to the park should be directed to park in the Main Beach Parking lot by a sign placed well out in front of the kiosk, so that visitors turn into the parking lot before approaching the kiosk. During the off season, defined as September 15 to May 15, visitors can be greeted at the kiosk and informed that there is no parking within the residential community and that they should park in the Main Beach parking lot and make use of the

meters there to purchase their parking permit. They can also be advised that there is some parking in the Beach Buoy parking lot and they should use the meter at the gate to that parking lot to purchase their parking permit. Each day visitor should be provided with a handout outlining the areas available for visitor parking and the requirements for obtaining a parking permit.

3. Additional signage placed well in front of the kiosk, directing day visitors into the Main Beach parking lot, will be required. This can be supplemented with a traffic control person who will also direct cars directly into the Main Beach Parking lot.
4. Sunnyside Blvd kiosk should be used much more. It is the eye of the needle and virtually everyone goes through it. It cost the park \$35,000 to build and it sits there like a white elephant. If it is used daily to control operations and provide information, then we will get value for money and hopefully it will help the park staff reduce enforcement costs by meeting the public at one place instead of chasing them all over the park.
5. Establish an oversize vehicle parking area along Sunnyside Blvd and pass a bylaw that no oversize vehicles can park within the park except for the oversize vehicle parking area.
6. Properly mark parking spaces within the Sunnyside Blvd overflow parking area so that users will know where to park and will not damage the flora and fauna that exist there.
7. The key element in the development and operation of the control system will be the efficient use of the Sunnyside Blvd kiosk. The kiosk will be used to control the access of all cars to the park provide information on parking regulations and direct visitors and guests to the appropriate areas to park for their specific purposes.
8. Removing some of the trees on the east side of Sunnyside for parking if there is going to be parallel parking off the street you must be aware of the people walking on Sunnyside, they could be walking more on the roadway, if the parking was more organized in the treed area for residents and guest this could create more spaces.
9. Use this increased space as resident and guest parking. Making this public parking will create extra vehicle and pedestrian traffic in the residential streets. Also note that there are no facilities for public use in this area (bathrooms).
10. Maybe there is another area closer to water slides that could be opened for day trippers.
11. Put a sidewalk along Sunnyside. It would be nice for our seniors, children, grandchildren, strollers, toddlers on bikes etc. to have a safe place to travel along Sunnyside.
12. The kiosk was put in place for a reason and perhaps it should be activated to control excess public access to the residential area.
13. If the reconfiguration of Sunnyside Blvd is to proceed, there must also be a walking path created so pedestrians can safely walk in this area. I do feel that by reconfiguring the travel lanes as indicated in the plan, parked vehicles will be more visible and therefore, less susceptible to vandalism.

## Information to Be Handed Out

1. If the visitor simply wants to drive through the community a handout describing the community and explaining that there is no visitor parking available in the community could be provided.
2. Each visitor who enters the residential area of the park with the intention of parking at the Beach Buoy parking lot should be provided a handout that clearly identifies the areas that can be used for parking and the restrictions in place on those parking areas.
3. The welcome provided by the park employee at the kiosk should be extremely short and informative. Like this: "Welcome to Cultus Lake Park. Are you visiting a resident in the park, planning to rent or launch a boat or do you wish to drive through our community?" Depending on the answer, an appropriate informational handout should be provided to the visitor.

If the visitor is visiting a resident, the handout should provide information to help the guest and the host resident information on where the guest can park and what identification is required in the vehicle.

If the visitor is planning on visiting Beach Buoy, then a handout explaining what to do when parking in the Beach Buoy lot would be provided. It could also show the layout of the parking lot so that visitors could park appropriately.

If it turns out that the visitor wishes to park and walk in through the park, a handout describing the location of parking lots A and B could be provided and the visitor could be turned around to park appropriately.

## School Parking lot

1. Negotiate with the Chilliwack School Board to allow **overflow** parking on the playing fields during busy weekends? The Park Board would need to fund for expenses [possibly including parking attendants, watering the field regularly etc.], with Cultus Elementary and the School District receiving healthy remuneration.
2. Increasing staff parking in the plaza should more than adequately cover all business needs and I would not recommend attempting to have the school parking lot open for staff parking as it will create other problems of security and enforcement.
3. There is no dedicated parking for staff if plaza parking spaces are to be available for customers.

## Using Septic area (when its use changes)

1. Using the current septic field when and if available is a good long-term parking strategy. Possibly if able to use the school playgrounds as overflow parking, it would be a stop-gap until the septic fields become available.



2. We support the idea of new parking on septic field and old landfill once resources available to make this a reality.

#### **Lot B**

1. Establish 10 spaces for residential overflow parking in Parking lot B on Lakeshore Drive.

#### **Lot C**

1. No daily boat trailer parking. Use the present boat trailer spaces as parking spaces for Lot C overflow, permit paddlers, permit dog walkers and Oak street picnickers overflow. Make a cement flowerbed and cedar hedge between Lot C and 1st Avenue.

#### **Boat Launch**

1. Needs to be upgraded only. Two are not needed. Similar to boat launch in Sunnyside. Residents and Marina use only. Non-residents to use boat launch in Provincial Park. Close off Sunnyside Blvd from 1st to Oak Street to prevent street racing. Install roundabout utilizing the empty space in that area but not encroaching on the former street that was closed. The parking spaces along the present boat launch could be used for temporary boat trailer parking while launching or removal hookup.
2. Having the boat launch for residents and buoy renters only is a good idea. This should eliminate any parking needs for trailers. The provincial launch sites are very good and trailer boat traffic should be diverted.
3. Eliminating all non-resident public boat launching from the Boat Launch in Parking Lot C. This helps us address non-local residents driving very dangerously to and from the boat launch dock. I would also like to mention that it is such a safety concern that this plan chases away potential retail boat business. The problem is that the possible financial benefit does not outshine the risk of a serious boat accident between staff and a non-resident boater smiling for a Facebook photo to his friend on the boat launch dock, while looking over his shoulder doing 30-40+ km/hr driving forward not looking at all! I believe with the proposed changes, everyone will be more satisfied with the overall logistics in Parking Lot C.
4. Cultus Lake resident boat owners and special interest groups such as the Cultus Lake Sailing Club and/or Dragon Boaters continue to share the boat launch with Beach Buoy.
5. Maintaining one or two local resident truck/trailer parking stalls, so that one resident can launch his boat by himself, anchor the boat, and then come retrieve his truck/trailer following.

6. Beach Buoy will be responsible for controlling the parking of its patrons within the parking lot. Customers who wish to use the concession should be allowed 30 minutes free parking in a designated area. Beach Buoy staff can issue time stamped permits for this purpose or monitor the parking to ensure it is not abused. Boat rental customers should be issued parking permits that allow the holder to park in the Beach Buoy parking lot from the time the rental contract is negotiated until one half hour following the expiration of their boat rental period. After that period, they must move their vehicle to the Main Beach parking lot. Only one parking permit per boat rental will be allowed, with the exception that Beach Buoy may issue up to 4 "at large" permits per day to boat rental customers who come with larger parties that require two vehicles. It is considered that this will adequately cover larger groups of rental customers on not infringe on Beach Buoy's business.
7. Cultus Lake staff should actively monitor the Beach Buoy parking lot to ensure that day visitors do not violate the parking exclusions to ensure that Beach Buoy follows the provisions of the parking plan. The park will take 100% of the revenue for boat launch customers and will be responsible for the orderly parking of the tow vehicles and trailers. Fee collection for the boat launch and tow vehicle parking can be achieved through the use of the new parking meter to be located at the entrance to this parking lot.

### **Campsite**

1. Access to the group campsites currently is provided via Sunnyside Blvd. In future, access to the group campsites should be provided through the campground main entrance on Columbia Valley highway. This would reduce the congestion at the kiosk and eliminate the chaos at the bottom of Sunnyside Blvd and around the Beach Buoy parking lot.
2. Redirect entrance to the group campsites via the main Sunnyside Campground entrance on Columbia Valley Highway
3. Making Group Campsite B slightly smaller to allow for a new public parking area, while still maintaining the Group Campsites.

### **Residents/Residential Passes**

1. The resident's sticker should also provide residents the privilege of parking anywhere in the overflow areas within the community. This will include a new overflow parking area in parking lot B that is discussed in recommendation #3.
2. Residents should be able to park in front of other residences in the community with the permission of the resident affected. To ensure appropriate control and easy identification of resident's cars that abuse this privilege by not obtaining their neighbour's permission, all residential stickers should be marked with the residence address to which they were issued. Then the parking control authority would be able to approach the offending resident and have the car moved. If the resident does not comply, a parking ticket would be issued. The residential parking system appears to be working well now, so this recommendation merely reinforces the system that is now in effect.
3. There are a number of residents who have developed park property along lanes and lake access areas and who now use these areas for additional personal parking. This unauthorized use of park property should cease.

4. There is now additional parking located at Oak Park and at Birch Street that is available for all residents and these areas should now be used.
5. All areas designated “park” in the Park Use Plan should be used exclusively for the park.
6. Staff should be directed to remove unauthorized parking areas created by residents and return these areas to the public use at large. If necessary, signage could be erected stating, “tow away zone” if residents do not comply.
7. Increase identification on resident parking stickers to show resident’s address on the sticker. Designate all areas within the residential area for resident and guest parking only. Residents to park in approved areas only.
8. The best solution to this issue was to designate all parking within the residential community for resident use. Adding additional parking for Lakeshore Drive residents was also considered to be key.
9. More information and communication would help everyone work together better. That was the reason for identifying vehicles to residences so if somebody failed to do the right thing, they could be found quickly, either by the resident or park staff and then asked to correct things. A ticket is a last recourse.
10. The system also needs to be simplified. If a car has a Cultus Lake resident sticker on it, it should be able to park anywhere in the community without a problem unless that car is parked where another resident who has a right to that space objects.
11. Designate all areas within the residential area for resident and guest parking with the exception of the Beach Buoy parking lot. Specific regulations for this parking lot will be developed and discussed below.
12. Increase identification on resident parking stickers to show resident’s address on the sticker.
13. Establish up to 10 spaces for residential overflow parking in Parking Lot B on Lakeshore Drive.
14. For residents, the sticker, which has already been issued by the park, allows for quick access through the kiosk and provides them with identification so that they may park their cars in front of their own residences within the residential community.
15. Residents may park in front of other residences in the community with the permission of the resident affected. To ensure appropriate control and easy identification of resident’s cars that abuse this privilege by not obtaining their neighbour’s permission to park in front of another residence, all residential stickers should be marked with the residence address to which they were issued. Then the parking control authority would be able to approach the offending resident and have the car moved. If the resident does not comply, a parking ticket would be issued under the Lions Parking authority so that the park can be assured that the fine would be paid.

16. The resident's sticker should also provide residents the privilege of parking anywhere in the overflow areas within the community.
17. Residential parking should be the same for everybody.
18. The present parking on Sunnyside be cleaned up and allotted to the residents using
19. This community has some 2 family dwellings, illegal suites, vacation rentals that I have seen 5th wheelers and motorhomes, trailers with tip outs parked in front of their homes for weeks and on park property and some half on park property and leaseholders property and on EMPTY lots: boats, trailers etc. Perhaps we desperately need a **"proper compound"** for leasees to be forced to "user pay" for all the RV's, boats, trailers etc. It would clear some of our street parking issues (just like in a Strata Complex.)
20. I recommend that permits be issued for the number of spots a lot has as well as 3 guest passes. That will give most residents 2 spots and 3 guests.
21. Collect residential passes from people who move.
22. Priority must be given to these residents so they can park in front of their property instead of other residents (who have on-site parking) choosing to use their on-street permits there. I know this is already an issue for some residents. Those with 2 on-site parking spots should be encouraged to use their permits in the new parking areas suggested for Sunnyside Blvd. Moving forward, the building code should require owners to create on-site parking if the property is re-developed. From what I have seen, many properties with parking issues are older, smaller homes and it would be difficult for them to now create parking spots on their property without major renovations.
23. Some residents have suggested that the residents of Mountain View Rd and Park Drive don't need permits but the residents of these streets may want to visit other homes in the community so should have the option to park in these areas with their residential parking permits.
24. I believe that the residential areas of the park should be limited to accommodate the residence, guests of residence (who are not using park resources) and Cultus Lake Marina. Akin to the parking situation much like Christmas shopping at a mall, you circle the parking lot and if you can't find parking you move on to another location.
25. The residence (lease holders) have a right to enjoy their homes and surrounding area. I am not suggesting that the residential areas become exclusive for residence only (although that is a luxury the campers at Sunnyside enjoy) but rather that very thoughtful and careful consideration needs to be given before the residential areas are impacted with additional parking of day users.
26. Issue: residences with no off street parking  
Solution: all new permits (new build or renovation) must provide off street parking for \_\_\_\_ vehicles.

27. Issue: rental suites  
Solution: any residences with suites should require an additional off street parking space or no suites permitted.
28. Issue: resident parking permits  
Solution: All residents should be issued the same number of permits no matter how much off street parking they have. These should be included in the price of our lease. Additional permits can be purchased for an annual charge but have a maximum number per household. Residents with ample off street parking should not be penalized or treated differently because of this.
29. I do not believe that street parking should be reserved for individual addresses and that if this is the case, those parking spaces should have an additional annual charge. These individuals chose to purchase a property with no or limited off street parking and I do not believe they should get parking priority because of this.
30. Cost of additional passes should be somewhere between the current \$5 fee and proposed \$100. \$100 is a significant increase.
31. Permit numbering system described needs to be encoded, not easy for anyone to determine the address of a vehicle except the monitors. The ID system described is too simple.
32. Re rentals: landlords must take responsibility to inform tenants and monitor, and enforce parking rules as they apply to their properties and neighbourhood more than is happening now.
33. Revenue gain should not trump consideration of residents' needs and enjoyment of their properties. Balance is needed in making decisions.
34. Differentiation should be made between visitors and guests in allocating passes. Will the number of guest passes or visitor passes be limited?

## **Residential Guests**

1. Residential guests, on arrival at the kiosk, should be confirmed that they are visiting a resident within the park. They should then be directed where to go and provided with directions. A handout should be provided outlining the requirements for guest parking within the community that would provide both the guest and the host resident with a clear understanding of how and where that guest can park.

Each Cultus Lake resident has 2 guest passes that would be used together with the information in the handout to ensure that the resident and the guest are able to park legally and properly. Providing handouts to guests at the kiosk as they enter the park to visit a resident is a way to put information into the hands of residents easily and regularly so they can know the parking rules and operate appropriately. We may think we know what to do in all situations, but that is not always the case.

2. Residential Guests entering via Lakeshore Drive cannot be afforded as much assistance as those entering via Sunnyside Drive, but on extremely busy days, a temporary kiosk or traffic control point should be considered to perform the same service as is proposed for the Sunnyside Blvd kiosk. This service would only be required 8-10 days per year.
3. A key issue for the Lakeshore Drive area is the lack of overflow parking for residential guests. This could be solved by reserving a small portion of the Lakeshore Drive parking lot for use as residential overflow parking. Ten spaces could be allocated for overflow and guest parking.
4. The Review suggests that Plaza parking might not be patrolled after 6 pm. This could apply to guest parking areas as well so when residents invite friends up for supper, they would not need to apply for guest passes, if more than 2 cars.
5. We should be allowed two free guest parking passes per leasehold property. Perhaps a one-time issue of passes and then keeping better control over them would be more financially prudent. I am much more in favour of the windshield stickers for residents and the three guest passes, rather than just two passes per residence.
6. It is only fair that visitors bear part of the burden and that residents not be asked to bear even more of the costs. If we have a huge gathering that entails a large number of visitors I can agree with charging for extra parking, but for residents wanting to have a few friends over for dinner it seems unfair to charge for parking for these guests. The three-pass system should cover this.
7. I also am concerned about staff time issuing and managing parking guest passes. Let the kiosk issue tickets to be displayed, hours, days weeks and lot it is attached to and then manage the offenders.
8. Special event parking passes (laminated passes issued by number) are difficult, requiring visitors to collect, post, then return to resident and vice versa upon leaving; dated, unlaminated passes could be used instead.
9. There should be a daily guest parking permit, as well.
10. Issue: Guest parking permits  
Solution: All residents should be issued the same number of permits no matter how much off street parking they have. These should be included in the price of our lease. Additional permits can be purchased for an annual charge but have a maximum number per household. Residents with ample off street parking should not be penalized or treated differently because of this.
11. Along with issuing 2 residential passes per year per lease you should also issue 2 or 3 guest parking passes, as I do not think it is right that leaseholders should need to pay when they have visitors.

## Seasonal Passes

1. There are a number of outside groups who make use of the park on a regular basis. They can be identified as individual kayakers, dragon boat members, sailing association members, scuba divers and dog walkers who are not residents or seasonal leaseholders in the park. It is appropriate to offer frequent users of the park a seasonal pass to provide them a reasonable fee for their frequent visits to the park. Typically these users do not create the same level of administrative cost as the infrequent users that come to the park during the busy season, so a reduced fee is appropriate. The price for a seasonal visitor permit should be established at \$100.00 for cars. For tow vehicles and trailers, a yearly pass should be priced at \$300.00. This would provide users who plan to use the park more than 10 times per year a discount but still provide a reasonable user fee to the park for these regular users. Since parking will be charged 365 days per year, regular users would benefit from this provision.
2. The residents need this extra parking and the clubs (paddlers, sailboat, dog walkers etc.) and I think the seasonal passes for them at a cost would help with our costs of maintenance to washrooms etc.)
3. The option of having an annual parking pass as was offered in the past would be appreciated. As regular (almost daily) users, the \$3/hour rate adds up to quite a lot in a month, and over the course of the year.
4. Dog walkers, paddlers and beach users should be parking away from Lot C. Make parking spaces along Park Ave (inside the bollards) with entry from the roundabout. Extend this parking right up to the Kiosk from the top street in Sunnyside campground. Separate it from the campground with wooden bollards. Use the kiosk as a payment station.

## Lakeshore Drive

1. Day Visitors entering the Park via Lakeshore Drive would need to observe the existing parking signs and follow their instructions. A temporary traffic control person could be used on peak days to direct visitors to Parking lot B where there is legal paid parking available for day visitors. Ten (10) spaces within this parking lot will be reserved for residential overflow and guest parking.
2. Residential Guests entering via Lakeshore Drive cannot be afforded as much assistance as those entering via Sunnyside Drive, but their hosts can advise them on the park rules and would have to be responsible for ensuring that they park legally within the residential boundaries. On extremely busy days, a temporary kiosk or traffic control point could be considered to perform the same service as is proposed for the Sunnyside Blvd kiosk. This service would only be required 8-10 days per year.
3. A key issue for the Lakeshore Drive area is the lack of overflow parking for residents and their guests. This could be solved by reserving a small portion of the Lakeshore Drive parking lot for use as residential overflow parking. Ten spaces should be allocated for overflow and guest parking.

## **Dragon Boat**

1. For 2017 it cost \$50 for a 6 month pass [for registered charitable organizations] that had 4 license plates to be registered per pass limited to Monday to Friday, before 10 am and after 6 pm. [June 21, 2017, Park Board Minutes]. This amount and these conditions seem reasonable given the dragon boats add so much to Cultus Lake Park ambience and their lake footprint is almost zero.
2. On p. 13, Table 16 under current Situation and Issues re RESTRICTED USER passes, it states “ - location – parking at the south end of the Sunnyside Boulevard or in the proposed new parking spaces on the corner of the campground near the group camping area...”
3. Since there are 2 dragon boats stored at the end of Lakeshore Dr., a suggestion would be to provide an additional parking area in Parking Lot A for these RESTRICTED USER passes. Parking Lot A is much closer to their boats and so much easier to access them for their evening practices.
4. We would like to ask that you include Saturday mornings for the dragon boat teams re reduced season rates. We carpool to cut down the number of cars. The practice time is 9:30 - 11:30 am on Sat. We park in Lot A, the foot of Lakeshore Drive.

## **Park Full Policy**

1. A major problem in the past year or so has been the volume of visitors on extremely busy days. Previously, there was no formal policy dictating when the park has reached its capacity. As a result, the park has been overrun on peak volume days. A measure of the maximum visitor volume needs to be established. In future, it is recommended that the park be considered to be full when parking lots A and B are full. Boat launch parking is full when 8 boat launch permits have been issued. Once this occurs, visitors should be turned away. Visitors should be directed away through the Cultus Lake Plaza. Perhaps they might stop there and patronize one of the plaza business operations.
2. A final note of observation is that this park is reaching capacity. A sign on Vedder Road and in Yarrow informing people that the park is full perhaps help with people choosing not to come up here on a hot day that is full. It could be coordinated with the provincial parks and issued as a courtesy to guests. When it is full it is full.
3. There is a point at which the park is “full.” This needs to be clearly addressed in any future parking plan. Currently the park allows people to enter without any concern for overall capacity. The current plan only considers making additional parking so more people can come. This is a disservice to the residents of the community who are overwhelmed by the excess number of visitors, who simply find places within the community to park. If a capacity indicator was established and people were turned away once it was reached, parking issues would be better resolved with less investment required to increase parking.
4. There could be signage stating: “The park is full.”



## **COMMERCIAL PARKING**

### **Cultus Lake Marina**

1. I have no problem with the Marina operating the parking at Lot C, as long as the revenue gets recorded properly and returned to the CLPB. It may be considered to be beneficial for the Marina to have jurisdiction over Parking Lot C.
2. Cultus Lake Marina should not control parking fees, attendants, or spaces. This role should belong to the Park Board.
3. Cultus Lake Marina (Lot C) – these options and reconfiguration seem reasonable but will reconfiguration meet space requirements identified?
4. It is Cultus Lake Marina's opinion at this time that we disagree with the alleged "status quo" for parking lot C presented in the 2017 Parking Lot Review public document. Our opinion is that the actual "status quo" is different than outlined in the review, and thus as a consequence this has also now been endorsed as correct to the public by the Park Board. When in reality the "status quo" represented in the document for Parking Lot C is incorrect. We appreciate that the document stated that the Cultus Lake Park and Cultus Lake Marina are in Lease Negotiations for clarity to the public.
5. We agree with the proposed changes to Parking Lot C, in brief they are: Making the entire Parking Lot C reserved for Cultus Lake Marina customers only, as was the status quo from roughly 1990's-2014! We do not necessarily agree that this is even a "proposed change," given that the Cultus Lake Marina has always maintained control of Parking Lot C through other agreements. Regardless, we do agree with the "proposed changes" although they do not seem too far different from the current correct Status Quo.
6. Visitors going to the Park beside the Marina need to be taken into account regarding new or permit parking spaces at the corner of the group camping area.
7. During the summer peaks, the Marina has a two-hour minimum rental – therefore three hours would be a reasonable limit for customer parking.

### **Beach Buoy Parking Lot/Boat Launch**

1. Beach Buoy parking lot to be used by day visitors from September 15 – May 15 each year. Place 1 additional parking meter at the entrance to Beach Buoy. Alternately, place meter at Sunnyside kiosk and control parking from there.
2. No day visitor parking in Beach Buoy Parking lot from May 16 - September 14. Beach Buoy Parking lot to be used for Beach Buoy Customers and Boat Launch Customers (maximum 8 per day) only.

3. Beach Buoy to administer its own parking in its parking lot from May 16 – September 14. Parking to be restricted to 30 minutes for concession customers. Only 1 vehicle per rental contract to be allowed plus 4 additional “at large” parking permits on any day. No other parking allowed in Beach Buoy Parking lot.
4. From September 15 to May 15, the park is active, but not overwhelmed by day visitors. Many people come to walk along the beach, kayak, walk their dogs, sail, participate in dragon boat paddling or scuba diving. As they enter the park, they should be directed to the Main Beach parking area, but if they wish to park in the Beach Buoy parking lot, this could be allowed.
5. Addition of a parking meter at the entrance to the parking lot would manage the collection of fees. Alternately, this meter could be placed at the Sunnyside kiosk. This might reduce the staffing requirement for fee collection and enforcement. However, these users should be restricted to use of the Beach Buoy parking area only and not permitted to use the parking in the Oak Street Park or elsewhere in the community.
6. During the period May 16 – September 14, the Parking task force recommends that parking at the Beach Buoy Parking lot be restricted to Beach Buoy customers and boat trailer and tow vehicles only. The indiscriminant use of this parking lot by all day visitors has forced the employment of a parking lot attendant by Beach Buoy and has overwhelmed the resources of the park in this area. Reduction of the use of this parking lot to its original intended purpose will help control the problems that have developed in the past few years and allow Beach Buoy to conduct its business in an orderly fashion.
7. The public is welcome and encouraged to visit Beach Buoy Boat Rentals and park there to use the concession or rent a boat. However, only those purposes can be served during the peak season. Otherwise, the cost to administer activities and parking in the Beach Buoy lot gets prohibitive. The park was paying 50% of the cost for an attendant there to administer parking. We felt that this was not appropriate for the park. It is a cost that Beach Buoy should bear 100%. This will be a minor change to the existing system. Beach Buoy knows how to handle their traffic, especially if it is reduced to the traffic that comes there for their commercial purposes only
8. Boat Launch and parking fees to be increased to \$20.00 for launch and \$20.00 for tow vehicle and trailer parking. The park to administer and collect 100% of these fees.
9. Currently Beach Buoy administers the boat launch together with controlling the parking in the Parking lot adjacent to that business. The Parking Task force recommends that the park assume responsibility for boat launch customers and the parking of trailer and tow vehicles. Fees should be increased to \$20.00 for boat launching and \$20.00 for parking the tow vehicle and trailer. A maximum of 8 tow vehicles and trailers may be parked in the Beach Buoy parking lot at any one time. After that area is full, additional visitors wishing to launch their boat are to be turned away. 100% of the boat launch and vehicle parking fees should be retained by the park. This fee structure should be enforced year-round. Fee collection could be managed by a parking meter at the entrance to this parking lot.

The other purpose served by the Beach Buoy lot is for boat launching and tow vehicle and trailer parking. Both staff and the Beach Buoy operator have advised that there are currently only 8 spaces available to park tow vehicles and trailers in this lot. The possibility of expanding this parking was examined, but the only way this could be done properly would have been to convert Group Camping Site A to a parking lot. This did not seem appropriate or feasible, so we determined to work with the existing 8 spaces.

10. Beach Buoy has administered the tow vehicle and trailer parking for the park in the past, and collected 50% of the revenue. We felt that the park should now assume responsibility for this space and then collect 100% of the revenue.
11. Utilize Parking Lots A and B for park day visitor parking, with parking at Beach Buoy parking lot used during the off season for day visitors as well. During the busy season, May 16 to September 15, Beach Buoy parking lot to be restricted to use by boat rental customers, boat launch vehicles with trailers and short term parking by patrons to the Beach Buoy concession.
12. Establish a yearly parking permit program for active park users and for boat launch patrons who will regularly utilize the Beach Buoy boat launch.
13. Redevelop existing Beach Buoy area as a comprehensive boating area to be used by the sailing club, dragon boat clubs and kayakers.
14. Consider long term plan to move Beach Buoy to the far end of the campground with access off Columbia Valley Highway, provision for gas sales and "resort" development.
15. Each visitor who enters the residential area of the park with the intention of parking at the Beach Buoy parking lot should be provided a handout that clearly identifies the areas that can be used for parking and the restrictions in place on those parking areas. The information contained in this handout will be discussed later.
16. From September 16 to May 14, the park is active, but not overwhelmed by day visitors. Many people come to walk along the beach, kayak, walk their dogs, sail, participate in dragon boat paddling or scuba diving. As they enter the park, they should be directed to the Main Beach parking area, but if they wish to park in the Beach Buoy parking lot, this could be allowed. These users should be restricted to use of the Beach Buoy parking area only and not permitted to use the parking in the Oak Street park. These parking alternatives should be clearly outlined in a handout provided by the attendant at the kiosk as they enter the park.
17. In addition to the pay stations located in parking lots A and B, a pay station should be located at the entrance to the Beach Buoy parking lot. This pay station would be used by boat launch visitors who have a tow vehicle and boat trailer to park. Parking fee for these vehicles would be \$25.00 per day. The pay station would also be used by boat rental customers also. In addition to purchasing a parking permit, boat rental customers would also be required to have their permit validated by Beach Buoy staff as proof that the vehicle was parked in the Beach Buoy parking lot while the visitors were enjoying a boat rental or enjoying the park while waiting for a rental to be available. If vehicles are parked in the Beach Buoy parking lot, without a validation sticker, they would be ticketed.

18. Although it is somewhat beyond the terms of reference of the parking task force, the future of the Beach Buoy area and how it should be used over time was discussed. It was considered that a much more appropriate location for the Beach Buoy Boat Rental business would be at the far end of the Sunnyside Campground with access to it from Columbia Valley Highway. This would eliminate the conflict of a business within the residential community and further reduce the amount of traffic attempting to enter the park through the Sunnyside Blvd kiosk.
19. If a long-term plan could be developed that would allow the relocation of the Beach Buoy business, the potential for gas sales on the lake could be investigated along with the potential for development a “resort” or destination hotel in that location. The existing Beach Buoy property could then be redeveloped for use by the various clubs that are now making use of the lake with parking and a storage building for equipment. This is considered the most appropriate use for the current Beach Buoy location.
20. If the marina needs additional parking for its employees, why don't you give them an area in the trees up at the end of Sunnyside. Designate the spots 'Marina employee parking' and give them employee parking permits. This should free up more space at the marina, while keeping the group campsite intact.

#### **Plaza Parking/Restaurants/Activities**

1. I feel that reduced enforcement of parking in the Plaza lot after 6 pm is a good idea.
2. Waterpark, Adventure Park, Funland and Golf areas need more parking.
3. Allow businesses (such as InkBoy) to provide a parking pass if the customer will go over two hours.
4. Consideration should be given to businesses where customers might want to stay longer than two hours (restaurants etc) – to not patrol the plaza after 6 pm. Plaza parking would be monitored for violations, like many city streets. No overnight parking.

#### **Additional Concerns**

1. Another area prone to parking problems is the Community Hall. There are very few parking spots for groups using this facility. More parking needs to be developed near this facility.

#### **GENERAL COMMENTS**

1. **Inform Day Visitors** – We need to inform day visitors to the park that we are self-financed and do not get any tax money to support the cost of their visits to the park. That is important information for everyone to know and if it is known, the charges we are FORCED to collect to underwrite operations can be accepted with a bit more understanding.

2. **Additional Research Needed** – A study needs to be done to develop a system providing visitors with advance warning of parking restrictions on busy weekends when the lots are full – perhaps at Yarrow and Keith Wilson Road intersections? Hopefully coordinate with BC Parks as well? Advance notice might prevent overcrowding at Cultus Park.
3. **Transportation to Cultus Lake Park from Chilliwack** – The City of Chilliwack must look at putting a parking lot out of Cultus Lake Park and provide bus service to the lake.  
  
BC Transit and the Route 6 bus service should be promoted as the preferred, environmentally friendly method of travel to this resort area, especially for people from Chilliwack.
4. **Traffic flow for pedestrians** – this needs to be taken into account. There should be clear walking paths so people stay off the road and increase safety.
5. **Review What Has Been Done** – Review the Parking report from 2010. It is dated, but it could be helpful for the current staff to review to get a consensus of what residents wanted. Some of the recommendations of this report have been implemented but there are other recommendations that could still be considered. Use of the Kiosk as parking control is one.
6. **Use Strip Mall Parking** – the parking lot that is not lined is the north side. This could be utilized for parking.
7. **Next Steps** – Residents need to be heard in open forum so that we may hear each other's concerns, ideas and recommendations.

## **QUESTIONS**

1. Tree loss in the total plan appears significant. Has this loss been calculated and cost of replacement determined?
2. Why do we need more parking?
3. Who will pay for the potential changes – development of parking lot etc.? Where will the money come from?
4. Why do we need to create new revenue through parking?
5. If more parking is provided along Sunnyside Blvd to visitors, where will these visitors go?
6. Any consideration of relaxing of the fees/restrictions in the off-season?
7. Too many signs required. How can this be reduced?
8. Why would you propose to put in more parking spaces and yet not have this area monitored or the infrastructure changed to allow for more people?

9. How are you going to differentiate between the permit people and the pay parking? How will we know that there is enough parking for the residents in this area when we come back from town? Why have we not fined the illegally parked cars over the past summers to stop the free over parking?
10. Is the cost for the changes proposed in the report worth it for a few days a year?
11. Is there a way for the Park Board [and FVRD?] to negotiate carefully, creatively, cooperatively and generously with the Chilliwack School Board to allow **overflow** parking on the playing fields during busy weekends?
12. By including 2 Free Parking per leaseholder (which has been in effect for years) and allocating them to the address yearly is understandable. My question is may we park with these passes... say mine is #386 -1 and my neighbour has told me that I can park at their allowed space (i.e. 385) because they are away for months on end or just use it in the summer.... would I be ticketed for parking there with my pass? This is getting contemplated. Many neighbours on our street ask to park when we have a space available and visa - versa.
13. Residents are mostly respectful and we do our utmost to accommodate. And is this all so necessary after Sept 1st long weekend? Up to May long weekend??
14. My initial comment is "*if it isn't broke, don't fix it*". I don't see a problem with the current method; the windshield stickers and three guest passes. If the residential overflow lots are monitored for passes and stickers, there should be plenty of overflow parking for guests. If some homes have up to 10 passes, as Commissioner Lamb suggested at the CLCA AGM, why has this been allowed to happen. Are not all passes numbered and these numbers recorded? Why can't those lost numbers be cancelled and vehicles using them be ticketed? If the Park staff can't handle this, then use the colour system as suggested in the Report, but why penalize those homes without off street parking?
15. Our home has 4 owners, we feel 2 resident passes is not enough for each address for general issue, given we now have 2 resident and 3 guest passes. Is there maybe a number of passes that might be a bit closer to the middle?
16. Will parking passes (resident or visitor) allow parking in any area of the park other than in front of a resident's lot?
17. Can we residents still share our spaces with our neighbours if requested? This is a neighbourly gesture frequently practiced and needed in my area. Not being able to do so will require the use of spaces that could be available for others to use/pay for and bring inconvenience.
18. Will Guest parking permits be readily available for purchase during the week & on weekends?
19. So do I have to buy a 3-day pass if my 2 spaces are ready used? Or make them pay public parking? It mentioned we can use our passes for our guests. If I gave them my pass(s) to park at Sunnyside pay parking as you want to do, can I park in front of my home without that pass? This is so complicated. You don't need to charge us more money!! Users of

our park should pay. If the CLPB wants to send out new guest passes each year, how much of an expense will that be?

20. One thought that has occurred to me is that, in this year coming up to the next CLPB elections, is charging residents for guest parking an appeasing gesture to the voters of Chilliwack? After all, they do elect two members of the CLPB. If they see that Cultus Lake residents have to pay for their guests' parking then perhaps they won't be so vocal about complaining about the pay parking.
21. The Review states "Dragon boat teams are a specific example. Where the user is part of a team, USER Permits should be provided to the team who can distribute them to their members." [p. 13] However, the cost and conditions of a pass do not seem to be provided. Please provide cost.
22. Perhaps it's time for the CLPB to think about "enough". How many visitors to the Park at one time are "enough"? How much parking at any one time is "enough"? How many people are "enough" at Main Beach on any given day? How many high-powered, high-speed boats are "enough"? How much revenue do we really need? How much will it cost us to service these additional parking spaces and visitors? How much did the consultant charge?
23. With the issue of the boat rental, why are we taking away a profitable and working group campsite? The park needs to have areas where groups and families can come and stay without having to pay the high costs of house rentals. Why are we taking this pleasure away so another business in the area can continue to profit?
24. Will the 20 spaces allocated to the marina actually be marina users?
25. If you walk through the Plaza parking lot on the weekends you see a number of visitors parking their cars and heading out with coolers, towels etc. It is obvious that they are going to the beach and not to the Plaza businesses. Are these parkers being monitored and ticketed? I can't imagine they are adhering to the two-hour limit.
26. If the restaurants are to be given priority spaces "*and mark them as Lakeside Beach Club parking only*", will their leases be increased to reflect this benefit? They are essentially being given extra property. The same goes for the overnight passes. Will those passes have a time limit on them so that people don't come back for their cars and stay at the beach all day, reaping double benefit from those passes?
27. Currently, the Adventure Park is getting a "bonus" by having the CLPB look after their parking. I'm hoping their lease reflects this benefit from public space. As the Adventure Park doesn't open until noon, potential parking revenue is lost for the morning period. I'm not sure how this extra parking was granted to the Adventure Park but the Market in the Park was forced to vacate that very desirable location to give the Adventure Park this parking. If the Adventure Park assumes the collection of the parking fees, what will happen during the morning when they are not open? What will happen in the off-season when they are closed? Will we be losing this parking revenue?

28. The Waterslides look after their own parking and I'm assuming this parking lot area is included in their lease calculations. Is it?
29. What were the problems or concerns or complaints reported that initiated this parking study? And how many?
30. Is the report intended to look for new revenue from visitors and reduce financial burden on the commercial businesses?
31. What does the Lions Parking staff observe? Were they interviewed for this study? Are there any statistics from the Lions regarding tickets issues? And fines collected?
32. Was BC Transit and their Route 6 bus service to the area researched on ridership to the area?
33. Was there any review of the Works Yard where some residents use that lot for parking their boat trailers?
34. Has there been reports or observations of visitors being turned away because they couldn't find a parking spot at the strip mall?
35. Are there any issues or misuse reported about parking passes?
36. Why are we spending and changing the look of the park for a few very busy days?
37. Is the cost of additional parking worth the permanent effect on the park?
38. How will you differentiate between the permit people and the paying people?
39. How will we know that there is enough parking for the residents in this area when we come back from town?
40. Why have we not fined the illegally parked cars over the past summers to stop the free over-parking?
41. With the issue of the boat rental, why are we taking away a profitable working group campsite?
42. Why are we taking away areas where groups and families can come and stay without the high cost of rentals so another business in the area can continue to profit?
43. Has the plan looked at the expense of the additional infrastructure that will be needed?
44. Where is Lot D mentioned in this report? Is it the reference to the area behind the waterslide?
45. What about a requirement for RV parking by residents and visitors?



46. What is the average stay at the Marina during a boat rental? Is this monitored?
47. The Marina collects parking fees from their customers. Are those fees submitted to the Park Board? How is this monitored?
48. Why are the Residents Guest Parking passes not honoured at the Marina parking lot? Tickets are issue even though the Guest Pass is clearly shown like it is at other areas of the Park, like the Sunnyside east treed area, the Sweltzer Creek parking area.
49. Can you confirm that the following statement is true: There is no dedicated parking for staff if plaza parking spaces are to be available for customers. The area between the plaza (portable toilets) and the fire hall is used for staff parking. That is why it's gated off. This could be better organized. Do the businesses not report the staff license plates to the Lions so they are not given a ticket?
50. How many boaters are launching from Cultus Lake Marina and Rentals? Are there statistics? How many residents have permits? Why are non-residents using this facility and not going to Entrance Bay? Who collects the fees for this type of parking? Does the ticketing system accommodate this type of parking requirement? How much is being charged? When does the fee start and end? Does it coincide with Sunnyside campers? Why don't these boat trailers park up the road by the watershed (with a valid parking pass)?
51. Regarding Option 14 – an alternative – negotiate with the owner for a flat rate for customer passes... why is this an option for Main Beach Boat Rentals and not suggested for some of the other businesses such as the Marina and Ink Boys? What does the Marina's lease say about reserved parking?
52. How often is it observed or reported that the Golf Course and Tapins experience parking on the highway? If they are holding tournaments and need more parking, do they limit participation? Do fire regulations kick in at some point?
53. Lot B parking – kiosk and delays. Why wouldn't you simply add another pay Kiosk in a convenient location?
54. How long does the average customer stay at Funland stay at Funland or enjoy an ice cream cone?
55. What does the lease state regarding Cultus Lake Marina managing the entire lot?
56. It Table 2, #4, #5 and #8 have the same square footage and serve food but varied from a desired 11 spots to 33 – this doesn't add up to their seating capacity – is this right?
57. In Table 2, are the desired number of parking spots concurrent requirements at all times during the summer season or this rarely happens?

Have there been reports or observations of visitors being turned away because they couldn't find a parking spot at the strip mall?