

DISTRICT OF LAKE COUNTRY

BYLAW 1065, 2018

CONSOLIDATED VERSION

This is a consolidated copy to be used for convenience only. Users are asked to refer to Official Community Plan (2018-2038) Bylaw 1065, 2018 as amended from time to time to verify accuracy and completeness.

For the most up-to-date map, please visit the [Geographical Information System \(GIS\) mapping page](#)



Amending Bylaw	Summary of Amendments	Adoption
1094	Map change: Lot 1 Sec 21 Twp 20 ODYD Plan 17479 Except Plan EPP79165 from Urban Residential to Mixed Use Commercial	September 17, 2019
1099	Map change: Lot 112 Plan EPP86639 Sec 9 Twp 20 ODYD; Lot 111 Plan EPP86639 Sec 9 Twp 20 ODYD; Lot A Plan KAP90967 Sec 9 Twp 20 ODYD; Lot 95 Plan EPP74823 Sec 9 Twp 20 ODYD; Lot 114 Plan EPP86639 Sec 9 Twp 20 ODYD from Urban Residential to Parkland – Conservation	November 19, 2019
1112	Map change: A portion of That Part Lot 12 Sec 35 Twp 20 ODYD Plan 808 as Shown on Plan 2558D Containing 1.54 Acres More or Less from Parkland and Conservation to Agricultural	March 17, 2020
1083	Map 1 change: Portion of That Part of the Frac SE ¼ of Sec 11 Outlined Red on Plan B3779; Township 14 ODYD Exc: (1) Colored Red on Plan A421 (2) Plans 8939 & 39746 from Tourist Commercial to Agricultural Map 3 change: Portion of That Part of the Frac SE ¼ of Sec 11 Outlined Red on Plan B3779; Twp 14 ODYD Exc: (1) Colored Red on Plan A421 (2) Plans 8939 & 39746 from Agricultural to Tourist Commercial	July 6, 2021
1146	Map change: Future Land Use Plan and the associated land use for a portion of Lot 99 Sections 3, 4, and 9 Township 20 ODYD Plan 521: From: Urban Residential To: Parkland-Conservation and From: Parkland-Conservation To: Urban Residential	November 16, 2021
1222	Map change: Part of Lot A Section 11 Township 14 Osoyoos Division Yale District Plan KAP56246 fronting on Trask Road From: Parkland and Conservation To: Urban Residential	May 7, 2024
1225	Delete subsection numbering, order defined words in alphabetical order. Delete definition of Footprint and replace with Building Footprint. Add definition of Farm Use in alphabetical order. Delete and replace definition of Alteration of Land. Add 3.1.12 (j). Add 3.1.14 (h). Delete section 3.11 Hillside Development Protection in it's entirety.	June 4, 2024

Delete "Hillside" from final paragraph in Section 3.12 Hazardous Slopes

Delete Section 3.13.1 and 3.13.2 in their entirety

Delete and replace section 3.19.2 (b).

Add section 3.20.2 (d).

Delete the text "Guidelines" from the Heading of each of the following Sections: 21.4, 21.5, 21.6, 21.7, 21.8, 21.9, 21.11, 21.12.

Delete each of the following Sections, entitled "Required Estimates and Securities", in their entirety: 21.4.23, 21.5.39, 21.6.77, 21.7.40, 21.8.28, 21.9.54, 21.11.34, 21.12.23.

Delete and replace section 21.1.

Delete and replace sections 21.2 and 21.2.1.

Delete and replace sections 21.3.2, 21.3.3, and 21.3.4.

Delete text immediately beneath the heading Section 21.4.

Delete and replace section 21.4.1.

Delete and replace section 21.4.10.

Delete and replace section 21.4.13.

Delete section 21.4.21.

Replace "must" with "may" in section 21.4.22

Delete text immediately beneath the heading Section 21.5.

Delete and replace section 21.5.1.

Delete text immediately beneath the heading Section 21.6.

Delete and replace section 21.6.1.

Add section 21.7.32 following section 21.7.31.

Delete text immediately beneath the heading Section 21.8.

Delete and replace section 21.8.1.

Delete text immediately beneath the heading Section 21.9.

Delete and replace section 21.9.1.

Amend section 21.9.31

Delete and replace section 21.9.50 – 21.9.53

Delete section 21.10.

Delete and replace headings and content under "Purpose", "Justification, and "Applicable Area"

Delete and replace header directly above 21.11.14.

Delete and replace section 21.11.14

Delete and replace header directly above 21.11.15

Delete and replace sections 21.11.22 and 21.11.23

Delete and replace sections 21.11.30- 21.11.32.

Delete text immediately beneath the heading Section 21.12.

Delete and replace section 21.12.1

Replace "must" with "may" in section 21.12.22

Delete section 21.13.

Delete section 21.14

Delete and replace section 22

Delete map 16

Delete map 19

Delete map 20

1226

Delete and replace section 21.3.1
 Add section 21.11 (f)
 Add section 21.12 (d)

June 4, 2024

1131

Map Change: Future Land Use Designation Classification amended
as follows: Part Lot 31 on plan B792 Section 10 Township 20 ODYD
Plan 457 Except Plan KAP48919 and Part Lot 30 on Plan B792
Section 10 Township 20 ODYD Plan 457 Except Plan KAP 48919
From: Industrial To: Mixed Use Commercial

July 16, 2024

DISTRICT OF LAKE COUNTRY

BYLAW 1065

A BYLAW TO ADOPT AN OFFICIAL COMMUNITY PLAN

The Council of the District of Lake Country, in open meeting assembled, enacts as follows:

1. Schedule “A” attached hereto and forming part of this bylaw is hereby designated as the Official Community Plan for the District of Lake Country.
2. Pursuant to Section 478 of the *Local Government Act*, zoning bylaws currently being considered by Council but not adopted as of the date of adoption of this bylaw and the Official Community Plan adopted by the bylaw are deemed to be consistent with the official community plan adopted by this bylaw in accordance with the following:
 - 2.1 In this section, “zoning bylaw” means a bylaw to amend the District of Lake Country Zoning Bylaw 561, 2007, as amended, which amending bylaw has received first reading and has been referred by Council resolution to a public hearing prior to the adoption of this Official Community Plan adoption bylaw;
 - 2.2 Despite any other provision of this bylaw or the Official Community Plan adopted by this bylaw, every zoning bylaw adopted within six months of the date of adoption of this bylaw is deemed to be consistent with the Official Community Plan adopted by this bylaw.
3. District of Lake Country Official Community Plan Bylaw 750, 2010 and amendments thereto are hereby repealed.
4. This bylaw may be cited as “Official Community Plan (2018-2038) Bylaw 1065, 2018”.

READ A FIRST TIME this 17th day of July, 2018.

READ A SECOND TIME AS AMENDED this 19th day of February, 2019.

ADVERTISED on the 20th and 27th days of March 2019 and a Public Hearing held pursuant to the provisions of Section 464 of the *Local Government Act* on the 2nd day of April 2019.

READ A THIRD TIME AS AMENDED this 7th day of May, 2019.

ADOPTED this 2nd day of July, 2019.

Original signed by James Baker _____
Mayor

Original signed by Reyna Seabrook _____
Corporate Officer

I hereby certify the foregoing to be a true and correct copy of the Bylaw cited as “Official Community Plan (2018-2038) Bylaw 1065, 2018” as adopted by the Municipal Council on the 2nd day of July, 2019.

Dated at Lake Country, BC

Corporate Officer



Official Community Plan 2018–2038

SCHEDULE “A”
BYLAW 1065, 2018



LAKE COUNTRY

Experience. The Okanagan Way.

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INTRODUCTION



1 INTRODUCTION

PURPOSE

The Official Community Plan is an important tool a community can use to guide growth in their jurisdiction. In Lake Country, the Official Community Plan reflects the values and goals of the community in a policy document, which will shape the municipality for years to come.

An Official Community Plan is a statement of objectives and policies to guide all decisions on planning and land use management within the area covered by the plan.

SCOPE

The Official Community Plan includes statements and land use designations for:

- **The approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years.**
- **The approximate location, amount and type of commercial, industrial, institutional, agricultural, recreational and public utility land uses to meet anticipated needs.**
- **The approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction.**
- **Establishment of objectives for development to meet municipal water conservation, energy conservation and greenhouse gas reduction targets.**
- **Restrictions on the use of property that is subject to hazardous conditions or that could be environmentally sensitive to development.**
- **Establishment of objectives for the form and character of proposed multiple unit residential, commercial and industrial development.**
- **The approximate location and phasing of any major road, sewer and water systems.**
- **The approximate location of proposed public facilities including schools, water treatment, waste treatment, parks and disposal sites.**
- **Housing policies of the local government respecting affordable housing, rental housing and special needs housing.**
- **The plan includes policy statements, including social policies, agricultural policies and policies regarding the protection and restoration of the natural environment.**

The Official Community Plan also establishes development permit areas. These development permit areas allow the District to ensure development in such areas is given extra care and attention to ensure safety, sustainability or aesthetic quality.

TIME FRAME

The District of Lake Country's Official Community Plan is intended to provide a 20-year vision for the community, until the year 2038. The Plan is intended to be updated every five years for the duration of the plan. Periodic updates and amendments may be undertaken as required.

1.1 Guiding Principles

Lake Country's vision is encapsulated in the seven Guiding Principles, which were identified by the community through consultation. The following Guiding Principles direct the development of and decision making arising from this plan:

- 1.1.1 Preserve our rural and agricultural character.
- 1.1.2 Create a vibrant town centre.
- 1.1.3 Promote development in existing neighbourhoods.
- 1.1.4 Achieve sustainable development through smart growth.
- 1.1.5 Protect and enhance our natural environment.
- 1.1.6 Facilitate an active, healthy, inclusive community.
- 1.1.7 Maintain high-quality municipal services.

These guiding principles are incorporated throughout the plan via the use of goals, objectives and policies. Goals represent the long-term vision for the plan and are a broad statement of what each section seeks to achieve, while objectives are measurable and tangible expressions of the goals. These translate into policies, which are the specific actions the District will take to accomplish the directives within this plan. Policies will guide Council in making specific decisions about the future of Lake Country.

1.2 Acknowledgments

1.2.1 District of Lake Country Mayor and Council

Title	Name
Mayor	James Baker
Councillor at Large	Bill Scarrow
Councillor at Large	Penny Gambell
Councillor for Carr's Landing	Jeanette Lambert / Cara Reed
Councillor for Okanagan Centre	Blair Ireland
Councillor for Oyama	Todd McKenzie
Councillor for Winfield	Rob Geier / Jeremy Kozub

1.2.2 Municipal Staff

Title	Name
Chief Administrative Officer	Alberto De Feo
Chief Financial Officer	Tanya Garost
Director of Infrastructure Services	Greg Buchholz
Director of Community Services	Mark Koch
Director of Engineering and Environmental Services	Michael Mercer
Director of Protective Services	Stephen Windsor
Manager of Strategic and Support Services	Matt Vader
Manager of Community Services	Jamie McEwan
Planner	Paul Dupuis

Mayor and Council and District Staff would also like to acknowledge all Lake Country residents who kindly responded to surveys and attended engagement events. Your input is greatly appreciated.

1.3 Relationship to Other Plans

All bylaws enacted or works undertaken by the District after the adoption of this bylaw, such as the Zoning Bylaw and the Subdivision and Development Servicing Bylaw, must all be consistent with the direction of this Official Community Plan.

1.4 Public Consultation

The Official Community Plan reflects the vision of the community and Council. To ensure opinions were accurately represented, many forms of consultation were employed throughout the creation of this plan.

During the summer of 2017, Urban Systems engaged with the public on multiple occasions through a variety of formats. A kick-off event was held at the beginning of the summer to introduce the project and better familiarize the public with the OCP process. Following the kick off, the engagement team organized four pop-up booths at local community events including the Farmers' Market, Canada Day and Live! in Lake Country to ask the community what they love about living in Lake Country and what they would change to make it even better. These questions were also posed on two other occasions when the engagement team travelled to different locations in the community to quickly discuss the OCP update. The following is a list of the engagement events hosted:

- **On Point: Choosing Our Future in Lake Country, Beasley Community Centre – June 7th, 2017**
- **Parklette at the Farmer's Market, Swalwell Park – June 16th, 2017**
- **Pop-In & Listen, Oceola Fish and Game Club – June 21st, 2017**

- **Pop-In & Listen at multiple locations – June 24th, 2017**
- **Canada Day Festival, Swalwell Park – July 1st, 2017**
- **Live! in Lake Country, Okanagan Centre Park – July 8th, 2017**
- **Live! in Lake Country, Kopje Park – July 29th, 2017**
- **Pop-In & Listen in Oyama – August 9th, 2017**
- **Oyama Fall Fair, Oyama Hall – September 24th, 2017**
- **Citizen OCP Workshop, Winfield Memorial Hall – October 26th, 2017**

Throughout the summer, Lake Country residents were given the opportunity to partake in an activity titled “Frog Talks” that entailed signing out a frog from the District’s municipal hall and using the frog as a gathering tool to discuss Lake Country’s future with friends and family. A survey was also posted on the District’s website.

A second round of engagement was conducted in fall 2017 to better focus on certain issues identified including: tree removal, rural character, growth management, sewer service expansion, Main Street Town Centre, sand and gravel extraction, housing, smart cities, and short-term accommodations. These topics were presented at a public workshop in the form of a workbook as well as an online survey.

The feedback gained from the engagement activities conducted in 2017 was used to guide the direction of the first draft of the OCP update.

1.5 Severability

If any section, paragraph or phrase in this Official Community Plan is for any reason held to be invalid by a decision of a Court of competent jurisdiction, that section, paragraph or phrase may be severed and such a decision will in no way affect the validity of the remaining portions of this Bylaw.

1.6 Plan Enforcement

The purpose of the Official Community Plan (OCP) is to provide a statement of objectives and policies to guide planning and land use management within the boundaries of the District of Lake Country. The OCP must outline how to manage growth for a period of at least five years, as well as address the community’s needs pertaining to residential, commercial, industrial, institutional, agricultural, recreational, public utility, and environmental matters.

This OCP has been prepared pursuant to the *Local Government Act*, Part 14, Division 4, which sets out legislation respecting OCPs.

Municipal bylaws that will be used to achieve the objectives of this plan include:

- **Building Regulation Bylaw 709, 2011**
- **Development Cost Charge Bylaw 950, 2016**
- **Subdivision and Development Servicing Bylaw 985, 2016**
- **Zoning Bylaw 561, 2007**

1.7 Definitions

Amended by Bylaw 1225, 2024

Active Transportation	transportation whose motive power comes from a human strength rather than an internal combustion engine, an electric motor or another mechanical device. Active transportation may take many forms including cycling, walking or paddling, or any other form of transportation powered by a human.
Affordable Housing	housing where cost is no more than 30% of pre-tax household income of the median level income earner in Lake Country for the previous census year.
Agri-Tourism	a tourist activity, service or facility that provides an opportunity for visitors to experience agricultural life first hand by either participating in farming activities, watching farming activities or purchasing and consuming farm produce on a farm.
Airshed	a geographically-bounded portion of the atmosphere that acts as a common unit for air flow and emissions purposes.
Alteration of Land (Land Alteration)	<i>Deleted and replaced by Bylaw 1225, 2024</i> includes, but is not limited to soil removal, deposit or relocation, alteration, disruption or destruction of vegetation or trees, construction or alteration of retaining walls, construction or alteration of patios. For clarity, land alteration does not include planting, landscaping, fire smarting or maintaining existing drainage systems, retaining walls, irrigation or buildings so long as no alteration of the land occurs.
Assessment Report	a report prepared by a Qualified Professional.
Big Box Retailer	a single retail outlet contained in a single structure with a gross floor area of more than 4,000m ² that generates high volumes of traffic, has extensive outdoor parking facilities and that serves a regional market.
Biodiversity	a variety of many unique and interconnected living things. Biodiversity is the diversity of ecosystems, the species within each ecosystem, and the genetic diversity within each species.
Blue Dot	The Blue Dot movement is a national grassroots campaign based on the idea that everyone in Canada deserves the right to a healthy environment, including clean air and water, and a say in decision that affect our health and well-being.
Buffer, Buffer Strip	a landscaped or natural area intended to visibly separate and screen one use from another to improve land use compatibility and environmental quality by reducing noise, lighting glare and other nuisances, to facilitate natural drainage or wildlife movement. This also refers to the use of vegetation and other screening or separation methods to separate non-farming and farming land uses.
Building Footprint	means the surface area of a lot occupied by a building or structure.
Cluster Development	the practice of concentrating development onto a portion of a site to protect the integrity and limit development on the remaining property.
Complete Community	places that both offer and support a variety of lifestyle choices, providing

	opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another.
Conservation Area	an area of public or privately used land unsuitable for residential and urban development due to hazardous geographic characteristics and/or ecological significance; typical examples include but are not limited to steep slopes left in a natural state to prevent hazardous development conditions or land left in a natural state for the purpose of conserving indigenous plant life and providing sanctuary, habitat and breeding grounds for wildlife or fish.
Density Bonus	the practice whereby a greater density of development may be permitted within a zone provided an approved amenity is provided to the District in accordance with the provisions of the District of Lake Country Zoning Bylaw.
Development	any alteration of land or any construction.
Development within Riparian Areas	any of the following associated with or resulting from the local government regulation or approval of development activities or ancillary activities to the extent that they are subject to local government powers under Part 14 of the <i>Local Government Act</i> : <ul style="list-style-type: none"> (a) Removal, alteration, disruption or destruction of vegetation; (b) Disturbance of soils; (c) Construction of non-structural impervious or semi- impervious surfaces; (d) Flood protection works; (e) Construction of roads, trails, docks, wharves and bridges; (f) Provision and maintenance of sewer and water services; (g) Development of drainage systems; (h) Development of utility corridors; (i) Subdivision.
Development Cost Charges	a levy charged to new development to offset long-term costs of providing services to new areas of the community.
Drip Line	the area around a tree that is defined by the outer most leaves on a tree.
Duplex	housing exclusively accommodating two independent dwelling units within a single structure. This type of housing does not include single-unit residential dwellings with secondary suites.
Environmentally Sensitive Areas	areas of valuable ecological features, habitat or species.
Environmental Buffer	an area retained in its natural state to provide separation between environmentally significant areas and development.
Farm Use	<i>Definition added by Bylaw 1225, 2024</i> has the same definition as the Agricultural Land Commission Act.
Fire Limit Area	property on which a building is constructed where the principal entry of a building will be sited more than 45m from a constructed and maintained public road.
Full Pool	the height in metres above sea level at which Okanagan, Wood and Kalamalka Lakes are maintained. For Okanagan Lake the elevation is 343 m above sea level (masl). For Wood and Kalamalka Lakes the elevation is 393 masl.
Floor Area Ratio	the numerical value of the net floor area on all levels of all buildings and

structures on a lot divided by the area of the lot.

Footprint	<i>Deleted by Bylaw 1225, 2024</i>
Foreshore	the Crown Land between the high and low water levels.
Green Building	a building that incorporates a variety of sustainability features such as energy and water efficiency, natural stormwater management, sustainably sourced materials, low site impact or high indoor environmental quality.
Hazard Tree	a tree dead or alive which poses a hazard to life and property designated by a professional Arborist who is a certified Wildlife Danger Tree Assessor.
High Water Mark	the visible high-water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain.
Home Site Severance	a subdivision of an agricultural property with the intent of separating the residential component from the farm component.
Level 1 Buffer	a landscaped buffer used as a form of separation between agricultural and residential uses. These buffers should be set back 30 m from the boundary of the agricultural area, 15 m wide and 6 m in height. The buffer should comprise of a mixed planting of fast-growing tree and shrub species with thin foliage from the buffer base to the crown.
Level 2 Buffer	a landscaped buffer used as a form of separation between agricultural and residential uses. These buffers should be set back 15 m from the boundary of the agricultural area, 8 m wide and 6 m in height. The buffer should comprise of a double row of mixed tree species or hedging/screening shrub species with foliage from the buffer base to the crown.
Light Pollution	any adverse effect of artificial light including sky glow, glare, light trespass, light clutter, decreased visibility at night, and energy waste.
Multiple Unit Residential	housing where three or more separately occupied residential units exist within the same structure. Forms of multiple unit housing include, but are not limited to, apartment housing or townhouses, but does not include a secondary suite in a single-unit home.
Natural Boundary	the visible high water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the body of water a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself.
Okanagan Centre Shoreline	the five-kilometre length of terrestrial and aquatic habitat starting at Lot 39, Plan 521, extending north to Lot 5, Plan 43154, except for Water Lot B10676 and the foreshore between Lot 18, Plan 4213 and extending north to Lot 1, Plan 12231 and including 200m into Okanagan Lake.
Pedestrian Friendly	a community where housing, workplaces, shopping areas, schools and recreation facilities are laid out in a manner that makes them safe, connected and relatively accessible by walking as well as by cycling.

Qualified Professional	<p>an applied engineer, scientist or technologist, acting alone or together with another qualified professional, if:</p> <ul style="list-style-type: none"> (a) the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association, (b) the individual's area of expertise is recognized in the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal, and (c) the individual is acting within that individual's area of expertise.
Qualified Environmental Professional	<p>an applied scientist or technologist, acting alone or together with another qualified environmental professional, if:</p> <ul style="list-style-type: none"> (a) The individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association, (b) The individual's area of expertise is recognized in the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal, and (c) The individual is acting within that individual's area of expertise.
Riparian area	<p>areas of vegetation, habitats, or ecosystems that are associated with bodies of water or are dependent on the existence of perennial, intermittent, or ephemeral surface or subsurface water.</p>
Riparian assessment area	<p>means</p> <ul style="list-style-type: none"> (a) For a stream, the 30 m strip on both sides of the stream, measured from the high water mark; (b) For a ravine less than 60 m wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 m beyond the top of the ravine bank, and (c) For a ravine 60 m wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 m beyond the top of the ravine bank.
Rural	<p>an area of the community with a low population density and no urban servicing. Rural areas in Lake Country are characterized by large lots, proximity to agricultural areas and views.</p>
Rural character	<p>the meaning of which is unique to each resident of Lake Country, may be defined by a number of elements that characterize Lake Country including its agricultural community and abundance of natural areas. Further detail on this topic is outlined in s. 4.9.</p>
Single Unit Residential	<p>includes any of the following that provides fish habitat:</p> <ul style="list-style-type: none"> (a) A watercourse, whether it usually contains water or not; (b) A pond, lake, river, creek or brook; (c) A ditch, spring or wetland that is connected by surface flow to something referred to in paragraph a) or b)

Streamside Protection and Enhancement Area

an area:

- (a) Adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream, and
- (b) The size of which is determined according to this regulation on the basis of an assessment report provided by a qualified environmental professional in respect of a development proposal.

Subdivision

the division of a parcel of land into two or more individual parcels or the boundary adjustment of a parcel.

Town Centre

the portion of Lake Country around Main Street between Lodge Road to the north and Beaver Lake Road to the south.

Urban

areas of the community with higher population densities and a larger array of services than rural areas. In Lake Country, urban areas include single-unit housing on lots smaller than .4 hectares up to multi-dwelling residential and high-intensity commercial use.

Watercourse

a river, stream, creek, lagoon, lake, pond, brook, wetland or other natural body of fresh water. It may also refer to man-made water features including canals, ditches or reservoirs, or any other feature in which water flows at any time.

Watershed

the geographical region wherein all water courses drain into a common terminus. Lake Country's watershed includes lakes and streams outside of the District boundaries which feed into watercourses in the community.

Wetland

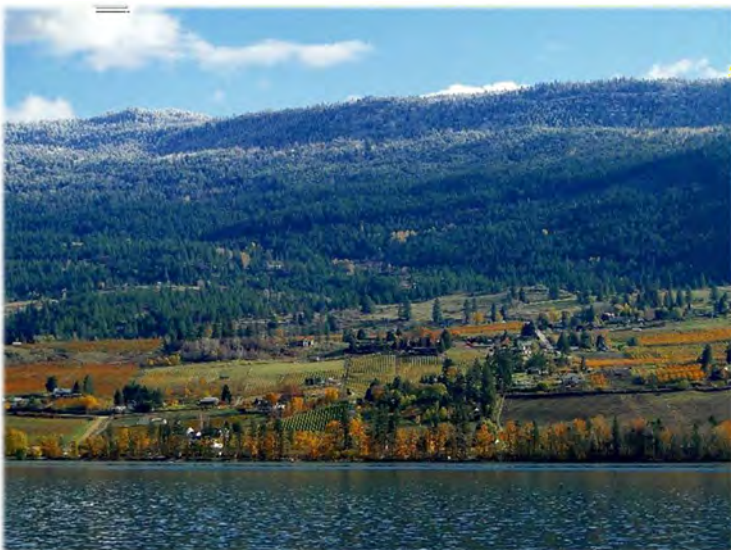
means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries, and similar areas that are not part of the active floodplain of a stream.

Xeriscape(d)

landscaping and gardening with native vegetation in ways that reduce or eliminate the need for supplemental irrigation.

2

BACKGROUND



2 BACKGROUND

2.1 The Local Setting

The District of Lake Country is a rural community of approximately 13,000 residents located in the Central Okanagan. The District is located between Kelowna and Vernon. Lake Country is known for its three main lakes, Kalamalka Lake, Wood Lake and Okanagan Lake. These lakes combine to give both Lake Country residents and visitors tremendous access to the water for boating, fishing and swimming and provide much of the draw to the region.

2.2 Community History

The Okanagan Valley has been occupied for well over 10,000 years. The Interior Salish moved north into the Okanagan Valley from the Columbian Plateau, eventually becoming known as the Syilx/Okanagan People. The Syilx/Okanagan People were hunter gatherers, subsisting on roots, vegetables, berries, fish and large game. The climate in the fertile valley helped the Syilx/Okanagan People to develop a rich and vibrant culture, which has persisted through centuries and still continues through today.

The first European exploration in the Okanagan Valley was in the early 1800's, as traders from the North West Company used the valley as a corridor for fur trade. The first permanent European settlement to be located in the Okanagan Valley was established by Father Charles Pandosy, in an area that would come to be known as Kelowna.

In 1995, the communities of Carr's Landing, Okanagan Centre, Oyama and Winfield were incorporated into the District of Lake Country.

CARR'S LANDING

Carr's Landing was named after turn-of-the-century settlers Andrew and Agnes Carr who were immigrants to the region from Illinois. Further settlers established orchards and ran cattle over what is now known as the Charolaise area.

While the rest of the Valley developed in urban areas, Carr's Landing retained a peaceful rural setting. In 1960, the Coral Beach area was subdivided into smaller lots, beginning a trend that was repeated later at Whiskey and Juniper Coves, bringing more residents into Carr's Landing.

OKANAGAN CENTRE

Okanagan Centre began to develop in earnest at the turn of the 20th century, primarily due to the development of Rainbow Ranch. By 1910, the community was a bustling village with two hotels, a general store, a butcher shop and a packing house. The area was also central to the thriving Okanagan Lake steamboat trade network.

OYAMA

Oyama was named after Field Marshall Iwao Oyama, a Japanese general who fought in the Russo-Japanese war. The first settlers arrived in the area in the early 1900's and the opening of the Wood

Lake Fruit Lands Company heralded the beginnings of the orchardist tradition that continues to this day.

WINFIELD

The first European settlers to locate in the Winfield area arrived in 1867. By 1871, Thomas Wood, whose name was later given to Wood Lake, opened the Winfield Ranch. The community continued to grow with the first post office opening in 1909 and the first school opening in 1910.

In 1920, the community, which had until then been informally known as 'Alvaston', was given the name Winfield after the original ranch.

2.3 Ward System

The District of Lake Country was set up to operate with a hybrid ward system, which is unique in British Columbia. At the time of incorporation, the four existing communities wanted to ensure some form of local representation remained. Lake Country was divided into the four wards of Carr's Landing, Okanagan Centre, Oyama and Winfield, with each of these wards electing their own representative on Council. The Mayor and two at-large councillors are also elected to represent the entire community.

2.4 Demographics and Community Issues

EXISTING CONDITIONS

Lake Country has a land area of approximately 122 km². Excluding land within the Agricultural Land Reserve, land with slopes greater than 30%, environmentally sensitive areas, unstable land, and land unsuitable for servicing, the District has about 24km² of developed and potentially usable land. This is less than 20% of the total area remaining.

GROWTH CONTEXT

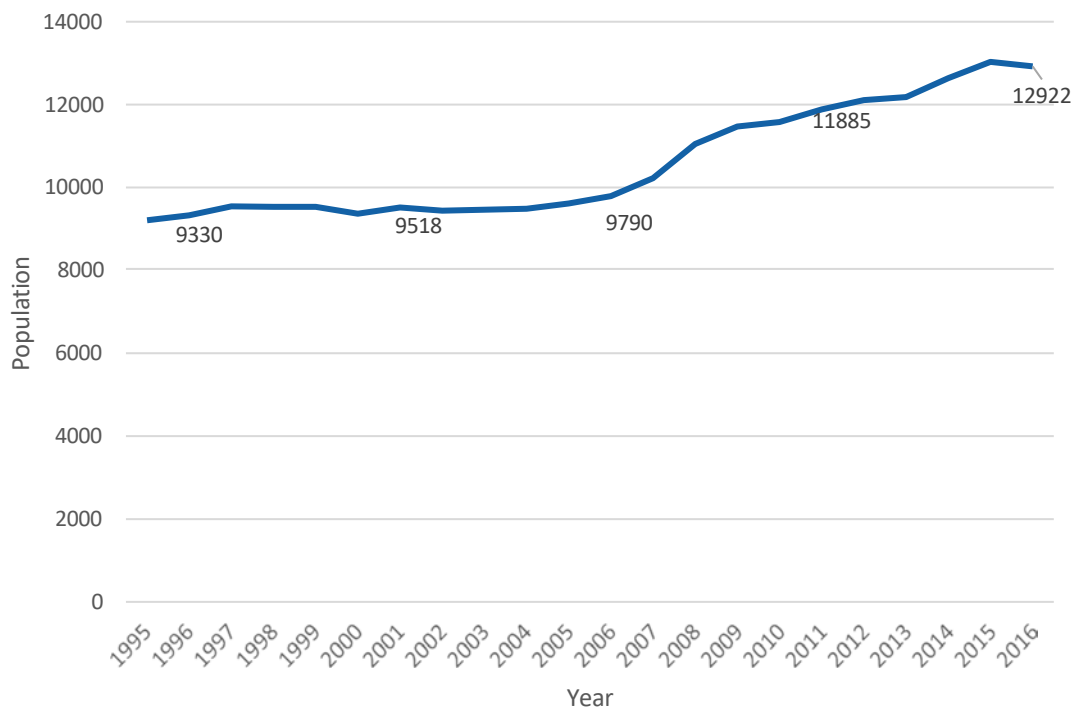
The historic settlement patterns in Lake Country have been largely of a rural nature, with most growth being primarily located in the historic communities of Carr's Landing, Okanagan Centre, Oyama and Winfield. New growth in purpose-built residential developments is occurring in the communities of The Lakes, Copper Hill and Lakestone. Growth is also being directed to the existing Town Centres in Winfield, such as the Winfield Town Centre and the Woodsdale area to better accommodate new development. The District's focus on industrial and commercial growth provides for anticipation of a higher amount of square footage for these types of economic activities as well.

As stated in the Regional District of Central Okanagan (RDCO) Regional Growth Strategy (RGS), the Central Okanagan has consistently outpaced the average provincial growth rate. Lake Country, in fact, continues to outpace average growth rates throughout the province and the Central Okanagan. Despite the recently recorded high levels of growth in Lake Country, it is important to note that a large portion of the District's land base is designated as rural and agricultural. That being said, if growth continues to concentrate in the Urban Containment Boundary, the District's rural character can be maintained.

In 2016, Statistics Canada measured Lake Country's population at 12,922, which is below the projected population of 14,108 within the OCP and representing a growth rate of 1.9% between the 2011 and 2016 Census periods. BC Stats estimates that between 2013 and 2014, Lake Country grew by 3.7%, establishing Lake Country as the fastest-growing municipality within British Columbia. Provided that the RGS suggests an annual growth rate of approximately 2% on average for the entire region over its 25-year timeline, and Lake Country's consistent growing at a pace beyond that of the region overall, a growth rate faster than the regional average for Lake Country is within reason considering RGS projections and current data.

- **The population of Lake Country has grown an average of 1.6% per year since 1995, while its residences have grown at a rate of 2.7%.**
- **The rate of growth has increased notably during the four-year timeframe between 2005 and 2009, with an average population growth rate of 3.7% and an average unit growth rate of 5.48% during that period.**
- **The population growth rate was 1.99% between 2009 and 2016, with a peak of 3.72% in 2014.**
- **Population growth has outpaced unit growth. Residential unit growth increased at an average rate of 2.4% from 2009 to 2016, although a more recent increase has occurred in 2015 and 2016 at rates of 3.1% and 4.0%.**

Figure 2.1: Lake Country Population Growth (1995-2016)



AGE DISTRIBUTION

KEY DEMOGRAPHIC STATISTICS (2016)			
		Lake Country	British Columbia
Population		12,922	4,648,055
Age Distribution	0-19	21.2 %	20.4%
	20-39	23.1%	25.8%
	40-59	30.9%	22.2%
	60+	24.7%	25.2%

Table 2.1 Lake Country – Age Distributions by Broad Age Groups and Sex, 2016 (www12.statcan.gc.ca)

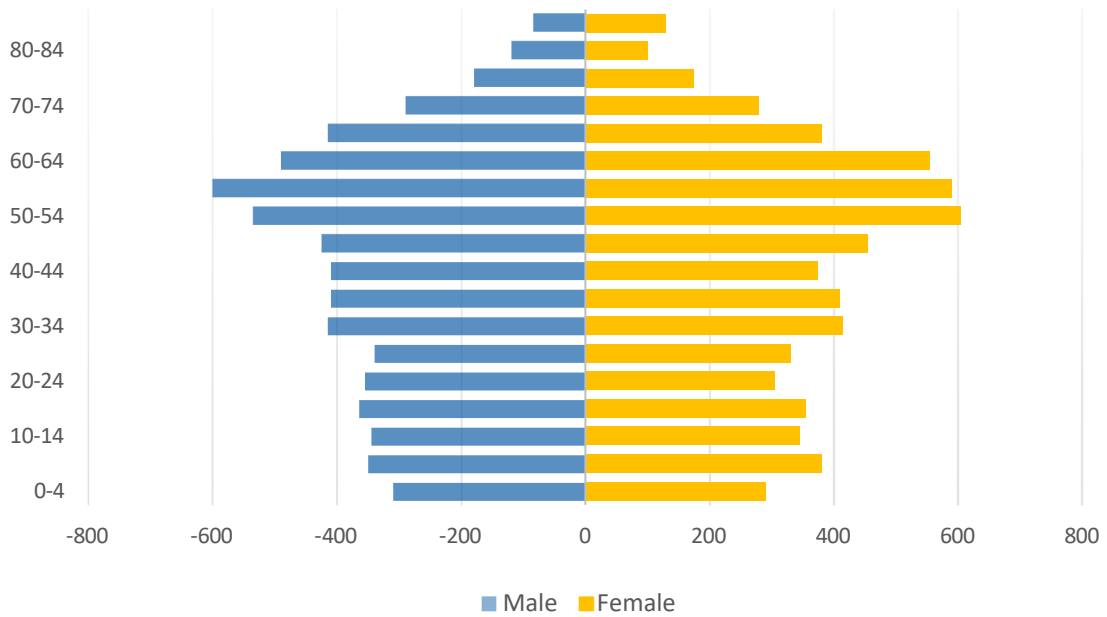
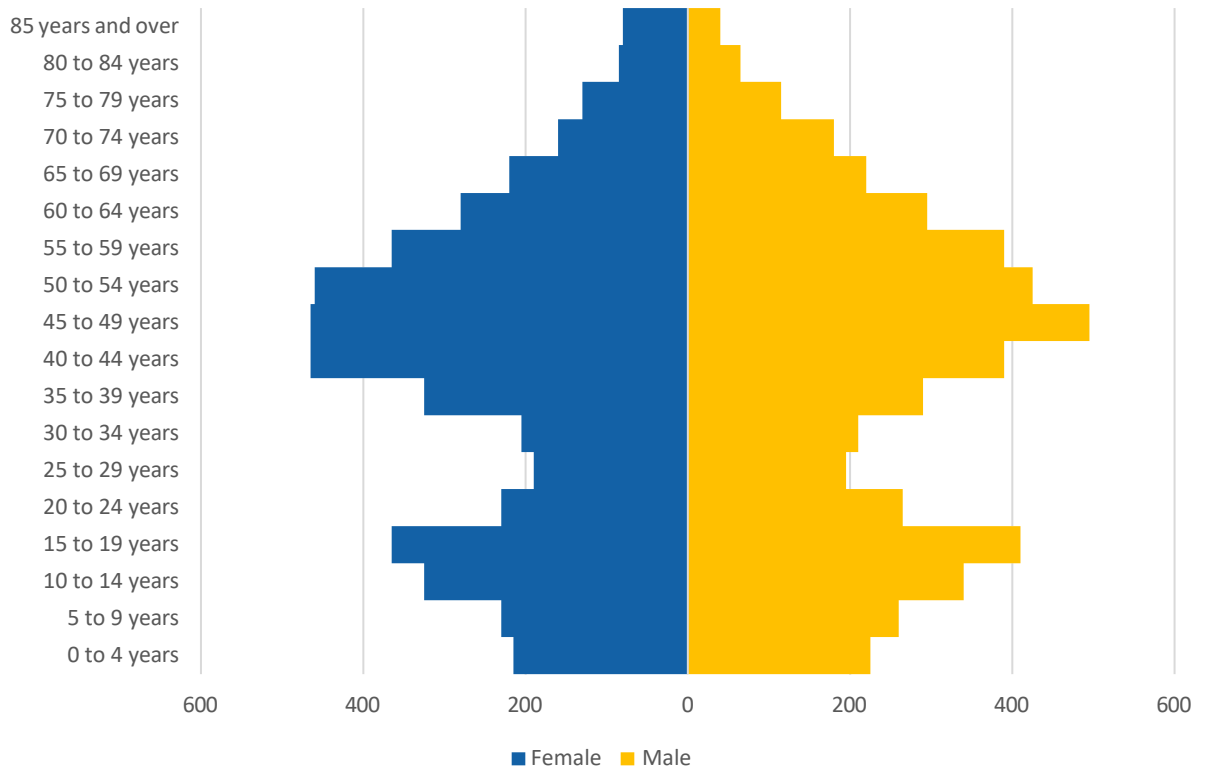
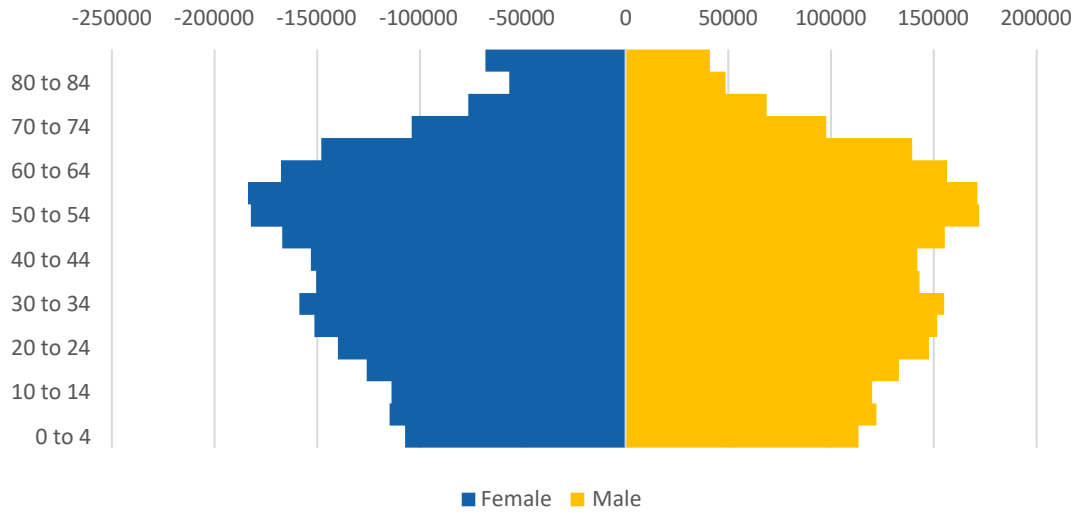


Figure 2.2. Age demographics of Lake Country, 2006



- **Lake Country's demographic breakdown is relatively similar to that of the province; however, there is a notably larger portion of the population that falls within the 40-59 year age range at 30.9%, versus the provincial average of 22.2%. This is visibly evident in the shape of the two population pyramids. The District's aging population may pose challenges for accessibility and age-friendly features in the future.**
- **Despite the large middle-aged population, there is still a relatively strong youth demographic in the District that is slightly higher than the provincial average at 21.2% below the age of 20.**
- **In 2016, the average age in Lake Country was 42.4 years old which is comparable to the provincial average age of 42.3 years.**
- **Since 2006, the District's population pyramid has fattened near the bottom as the number of families has increased with more youth and also a larger portion of middle-aged individuals.**

Figure 2.3. Age demographics of British Columbia, 2016



HOUSING

- **Most Lake Country residents live in a single-detached house (69%).**
- **Non-Lake Country residents own 29% of properties within the community, while Lake Country residents own the remaining 71%.**
- **82% of dwellings are owned and the remaining 18% are rented**
- **There is sufficient land designated to accommodate an additional unit growth ranging from 2000 to 4500 units, depending on the density of development in various areas.**

Figure 2.4. Number of Dwellings by Type

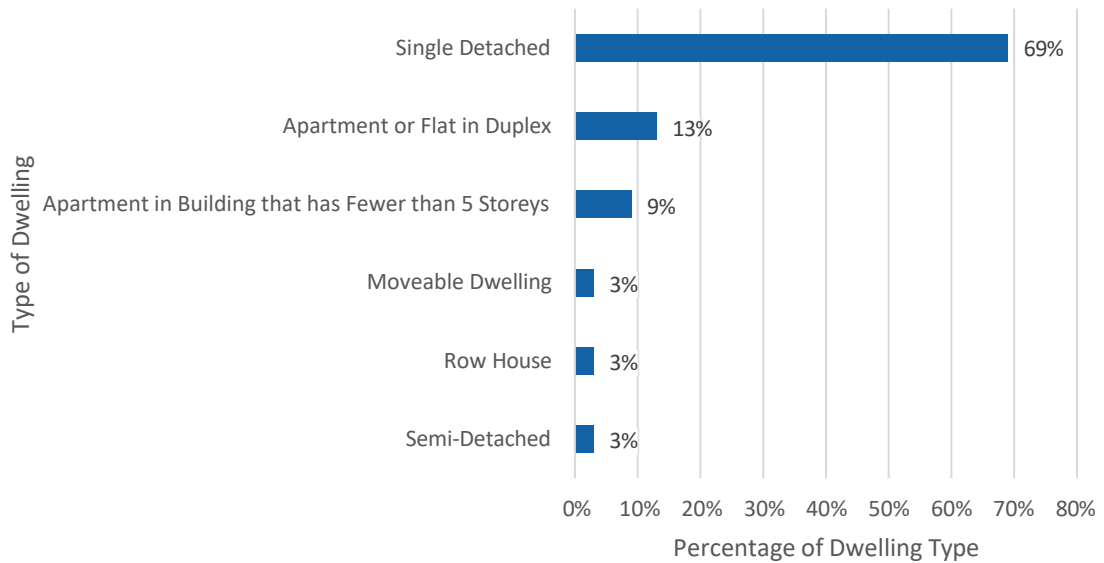


Figure 2.5. Number of New Units

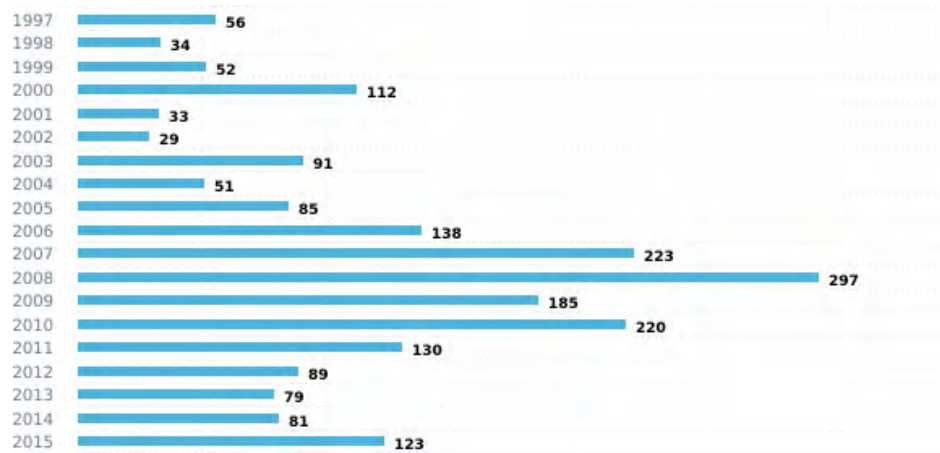


Table 2. Lake Country Residential Growth 1995-2016

	Population	Population Growth	Residential Units	Unit Growth
1995	9,209		3,562	-
1996	9,330	1.3%	3,652	2.5%
1997	9,546	2.3%	3,700	1.3%
1998	9,533	-0.1%	3,733	0.9%
1999	9,532	0.0%	3,828	2.5%
2000	9,369	-1.7%	3,884	1.5%
2001	9,518	1.6%	3,985	2.6%
2002	9,440	-0.8%	4,073	2.2%
2003	9,464	0.3%	4,126	1.3%
2004	9,487	0.2%	4,180	1.3%
2005	9,615	1.3%	4,341	3.9%
2006	9,790	1.8%	4,737	9.1%
2007	10,223	4.4%	4,994	5.4%
2008	11,051	8.1%	5,180	3.7%
2009	11,471	3.8%	5,259	1.53%
2010	11,580	1%	5,431	3.27%
2011	11,885	2.6%	5,549	2.17%
2012	12,108	1.8%	5,644	1.71%
2013	12,182	0.6%	5,717	1.29%
2014	12,635	3.7%	5,850	2.33%
2015	13,030	3.1%	6,033	3.13%
2016	12,922	-0.8%	6,277	4.04%

EMPLOYMENT SECTORS

Labour Market Segment	Lake Country	British Columbia
Construction	11.25%	8.24%
Retail trade	10.69%	11.66%
Health care and social assistance	9.71%	11.16%
Accommodation and food services	8.87%	8.53%
Manufacturing	8.25%	6.49%
Professional; scientific and technical services	6.50%	8.10%
Transportation and warehousing	6.29%	5.29%
Educational services	5.87%	7.16%
Administrative and support; waste management and remediation services	5.17%	4.49%
Other services (except public administration)	4.54%	4.63%
Wholesale trade	3.84%	3.38%
Agriculture; forestry; fishing and hunting	3.84%	2.69%
Public administration	3.14%	5.15%
Finance and insurance	2.73%	3.86%
Mining; quarrying; and oil and gas extraction	2.66%	1.07%
Real estate and rental and leasing	2.31%	2.27%
Arts; entertainment and recreation	2.24%	2.39%
Information and cultural industries	1.19%	2.77%
Utilities	1.19%	0.51%
Management of companies and enterprises	0%	0.18%

Since 2006, the employment breakdown in Lake Country has experienced a slight shift. The top 5 industries were previously: construction, health care and social assistance, retail trade, manufacturing, and professional and technical services.

The 2016 data displays the impact of globalizing economies on manufacturing with its shift from the 4th highest industry employer to the 5th. The increase in tourism in Lake Country is very evident in the data. In 2006, hospitality services accounted for 6.9% of the labour market. In 2016, this increased by 2% to 8.9%. These are key industry shifts that will impact the District's approach to economic development and employment opportunities in the future, particularly as Lake Country's economy continues to become more tourism based.

The construction industry continues to play an important role in the District's economy, comprising 11.3% of the labour market. This can likely be directly attributed to the high levels of growth that the

District has experienced since 2011, especially when compared to the provincial average of 8.2% for this industry.

Also important to note is the significant decrease in the agricultural industry from 6.9% in 2006 to 3.8% in 2016. Agriculture holds an important role in Lake Country's character as many residents associate farming culture with rurality. This number, however, is still higher than the provincial average of 2.69%.

HOUSING

The average price of a home in Lake Country in 2016 was \$596,138, compared to the provincial average of \$720,689. This price has seen a 30.3% increase since 2006.

21.8% of all existing housing in Lake Country is classified as rental housing, which is below the provincial average of 31.8%. The average monthly rental price for units, however, is similar to the provincial average of \$1,149, at a rate of \$1,082.

INCOME CHANGES

	Lake Country	British Columbia
Average Individual Income (2006)	\$39,233	\$38,523
Average Individual Income (2015)	\$49,526	\$47,214
Percentage Increase Since 2006	26.2%	22.5%

Residents of Lake Country earn a slightly higher income than the average British Columbian, as salaries have also increased at a higher rate since the 2006 Census.

2.5 Regional Connections

The District is located in between Kelowna to the south and Vernon to the north, with direct access to each along Highway 97. The District is especially close to Kelowna, sharing services and road connections along Beaver Lake Road.

The connectivity to Vernon and Kelowna is both the District's greatest asset and its greatest liability. Such easy access to major centres allows residents of Lake Country to have the best of both worlds – living a rural lifestyle while still having access to all of the goods and services of a city dweller. However, these nearby centres also act as magnets for both business and employment and their large format stores are difficult for local merchants to compete with.

The Okanagan Rail Trail makes use of an existing abandoned rail corridor that runs from Kelowna to Vernon through Lake Country. Construction of the trail, which will be used as a multi-use path for cyclists and pedestrians, began in July 2017. The trail will act as a major alternative transportation route through the Central Okanagan as it provides connections to many destinations including beaches, wineries and town centres.

The Town Centre is located within ten minutes of the Kelowna International Airport, a full-service international airport with regular flights from across Canada. Tourists, residents and business people have convenient access to Lake Country through the airport. The Town Centre is also located within

ten minutes of the University of British Columbia Okanagan campus, a rapidly-growing major educational institution.

2.6 District Land Supply

There are approximately 122 km² (12,200 hectares) of land in the District of Lake Country.

This Official Community Plan has categorized the municipality into 13 land use designations, as shown on Map 1. The land base associated with each area is as follows:

Land Use	Area (m ²)	Area (Hectares)	Percentage of District
Rural	35,930,152	3,593	29.8%
Rural Residential	10,865,492	1,086	9%
Agricultural	54,278,932	5,428	45%
Parkland-Conservation	7,666,297	767	6.4%
Urban Residential	7,722,309	772	6.4%
High Density Residential	1,072,465	107	0.9%
Mixed Use Commercial	520,550	52	0.4%
Highway Commercial	123,334	12	0.1%
Service Commercial	99,927	10	0.1%
Tourist Commercial	499,491	50	0.4%
Industrial	998,299	100	0.8%
Institutional	893,540	89	0.7%

In terms of land area, the District of Lake Country remains an overwhelmingly agricultural and rural community, with approximately 90% of the land base currently dedicated to low density land uses. In contrast, comparatively small amounts of land are used for urban residential land uses, where most residents of the District live. Less than 2% of the land base of the District is dedicated to commercial and industrial enterprises.

3

ENVIRONMENT & SUSTAINABILITY



3 ENVIRONMENT AND SUSTAINABILITY

3.1 Environment and Sustainability – Goals, Objectives and Policies

The District of Lake Country is continuing its commitment to protecting and enhancing the environmental features of the District. Measures include heightened foreshore protection practices, a formal science-based approach to development near sensitive ecosystems and the development of a comprehensive emissions reduction strategy to reduce local government and community-wide emissions.

The District of Lake Country intends to become one of British Columbia’s leaders in sustainable practices and to act as a role model for communities throughout the Okanagan. A number of studies have been conducted on the District’s natural environment to allow for enhanced measures of preservation and conservation. These include: Sensitive Ecosystem Inventory (2006) and associated mapping (2012), Sensitive Habitat Inventory Mapping (2012), Foreshore Inventory Mapping (2016), and a Wildlife Connectivity Corridor Study (2017). The environmental policies outlined in this bylaw have been derived directly from these studies.

Goals

- 3.1.1 Preserve, protect and enhance the natural environment.
- 3.1.2 Reduce greenhouse gas emissions and dependence on fossil fuels in Lake Country.
- 3.1.3 Minimize the environmental impacts of new development.
- 3.1.4 Be a leader in sustainable municipal practices.

Objective

- 3.1.5 Protect identified upland and foreshore environmentally-sensitive areas and habitats.

POLICIES

- 3.1.6 The policies of Council are as follows:
 - a. Continue to assess watersheds and develop protection measures and guidelines.
 - b. Protect fish spawning habitat by directing development away from sensitive areas.
 - c. Protect the foreshore to retain its natural character.
 - d. Preserve ground water quality and habitat by avoiding clear cutting of trees.

- e. Use Sensitive Ecosystem Inventory data to identify and maintain environmentally-sensitive areas, species at risk and habitat linkages.
- f. Encourage property owners to dedicate critical conservation lands to the District or land trust organizations.
- g. Ensure that development does not disrupt corridors between natural areas.
- h. Protect lake and creek water quality.
- i. Encourage voluntary placement of conservation covenants, dedication of land or zoning changes to protect sensitive ecosystems.
- j. Develop a comprehensive Fish and Wildlife Management Plan.

Objective

- 3.1.7 Collaborate with government, First Nations and conservation groups to ensure the long-term preservation of environmentally significant areas.

POLICIES

- 3.1.8 The policies of Council are as follows:
 - a. Support local community groups working to preserve the natural environment.
 - b. Work with senior governments to study groundwater conditions.



Objective

- 3.1.9 Fulfill Climate Action Charter commitments by continuing to work towards achieving carbon neutrality in all municipal operations.

POLICIES

- 3.1.10 The policies of Council are as follows:
- a. Inventory operational greenhouse gas emissions.
 - b. Further develop and implement the greenhouse gas emissions reduction strategy.
 - c. Adopt a municipal sustainable purchasing policy.
 - d. Continue to implement green building standards where appropriate.
 - e. Reduce or offset operational greenhouse gas emissions.
 - f. Begin to implement the lower steps outlined in the BC Energy Step Code for all new Part 9 (houses and small buildings) construction.

Objective

- 3.1.11 Promote sustainable development with minimal environmental impact.

POLICIES

- 3.1.12 The policies of Council are as follows:
- a. Provide a priority approvals process for certified green building projects.
 - b. Minimize the use of impervious surfaces in new developments through a combination of limited site coverage and use of permeable paving materials.
 - c. Require stormwater management plans for subdivision.
 - d. Encourage development in the Urban Containment Boundary to minimize transportation distances.
 - e. Encourage the use of alternative energy sources in new developments.
 - f. Support new development that integrates natural features of the site.
 - g. Require natural views to be protected and maintained.
 - h. Seek the retention and replacement of trees during development.
 - i. Consider allowing developers who protect land through conservation covenants or land dedication to use the original site area to calculate density and floor area ratio for projects, as long as the resulting density still fits with the broad community goals.

Added by Bylaw 1225, 2024

- j. Developments and subdivisions should use low maintenance vegetation that requires minimal irrigation and mimics the natural environment and incorporate opportunities for local food production and public food gardens.

Objective

- 3.1.13 Mitigate the environmental impacts of existing neighbourhoods and development.

POLICIES

- 3.1.14 The policies of Council are as follows:

- a. Encourage the community to increase recycling and composting.
- b. Pursue a community ban on plastic shopping bags.
- c. Reduce the municipal use of chemical pesticides and herbicides.
- d. Investigate opportunities to restore watercourses which have been negatively impacted.
- e. Expand District sewer infrastructure to reduce septic loading in existing neighbourhoods.
- f. Enhance the livability of urban areas by promoting urban forests.
- g. Encourage the planting of native, flowering plant species to support native bees.

Added by Bylaw 1225, 2024

- h. Subdivisions should maximize density and site connectivity to amenities and services.

Objective

- 3.1.15 Minimize risk to citizens and development from natural hazards.

POLICIES

- 3.1.16 The policies of Council are as follows:

- a. Regulate development on known unstable or erodible terrain to ensure site safety.
- b. Provide clear development guidelines for safe and environmentally sensitive development.
- c. Seek to identify potential floodplain areas within the District.
- d. Require disturbed sites to be revegetated to help prevent slope erosion and mitigate invasive plant species.

Objective

3.1.17 Continue to reduce water consumption through a range of approaches.

POLICIES

3.1.18 The policies of Council are as follows:

- a. Inventory overall annual community water use.
- b. Continue to implement water use reduction and conservation strategies.
- c. Continue with the use of water metering within the District.
- d. Develop a municipal drought management plan.

Objective

3.1.19 Manage and protect local water resources to prevent irreversible or undesirable impacts.

POLICIES

3.1.20 The policies of Council are as follows:

- a. Work with other governments to develop a watershed and aquifer management plan.
- b. Work with the province to conduct enhanced aquifer and ground water mapping exercises.
- c. Support the Okanagan Basin Water Board and an integrated approach to regional water resource management.
- d. Require subdivision of three or more parcels outside of the Urban Containment Boundary to provide a study of water supply and waste water treatment.
- e. Require that private wells be decommissioned when properties connect to community water systems.

Objective

3.1.21 Enhance Lake Country's environment through the implementation of Blue Dot policies that respect the right to a healthy environment of all citizens.

POLICIES

3.1.22 The policies of Council are as follows:

- a. Enhance the testing and protection measures of critical water supplies.
- b. Encourage existing residential and commercial infrastructure to shift to more renewable power sources.
- c. Focus on renewable power for new construction.

- d. Explore opportunities to improve viability of alternative fuel vehicles – i.e.: more rapid Electric Vehicle charging stations, hybrid and/or electric buses, etc.
- e. Commit to more bicycle- and pedestrian-friendly roads.
- f. Promote non-genetically modified organisms (non-GMO) and local food sources.
- g. Explore the possibility of Lake Country joining a local car-sharing program.
- h. Ensure sufficient green spaces are left intact to serve as carbon filters and preserve sensitive wildlife species.
- i. Consult with Health and Environmental professionals as well as local First Nations.
- j. Involve the community by conducting environmental surveys and promoting participation in feedback and discussion about the environment in our community.
- k. Consider environmental concerns from community members when proposing new large-scale development.
- l. Keep the community informed and involved in environmental studies and results.
- m. Establish a recycling drop-off centre in Lake Country that accepts glass and recyclable plastics.
- n. Promote more environmental initiatives and opportunities for our community to learn and become ambassadors for the environment (i.e. events, presentations and information sessions, community clean ups, etc.).

3.2 Conservation and the Natural Environment

The District is comprised of three upland ecosystem types: Bunchgrass Grasslands, Ponderosa pine forests, and Interior Douglas fir forests, which are complemented by two different aquatic ecosystem types, wetlands and lakes or streams.

Objective

- 3.2.1 Maintain sensitive ecosystems, including: Bunchgrass Grasslands, Ponderosa pine forests, and Interior Douglas fir forests.

POLICIES

- 3.2.2 The policies of Council are as follows:

- a. Limit or restrict development within these ecosystem areas to preserve wildlife and fish habitat.
- b. Create restoration plans for habitats within these ecosystems that have been significantly disturbed.
- c. Utilize Sensitive Ecosystem Inventory data for the establishment of development permit areas that protect environmental features and soil stability.



3.3 Sensitive Ecosystem Inventory

A Sensitive Ecosystem Inventory was completed for the District of Lake Country in 2005. The study systematically identified and mapped all of the ecosystems within the municipality.

The detailed Sensitive Ecosystem Inventory data serves as baseline information to determine if the ecosystems identified in the municipality are being maintained, enhanced or damaged. The data has also been used to establish new development permit areas related to environmental features and soil stability and will be utilized in the preparation of future park and greenway plans. Mapping associated with this data was updated in 2017 and has been used as a component for revising mapping associated with the Natural Environment Development Permit Area.

3.4 Wildlife Corridors and Connectivity

The Regional District of Central Okanagan undertook the Okanagan Connectivity Corridors Project in 2017 in partnership with the University of British Columbia Okanagan to create mapping of existing and potential wildlife corridors within the Okanagan Valley. This mapping identified a large corridor located along the eastern portions of Oyama and Winfield. This mapping was used to revise the Natural Environment Development Permit Area mapping to mitigate potential impacts from the built environment on animal movement behaviours and vice versa.

Objective

- 3.4.1 Preserve the Okanagan wildlife connectivity corridor on the hillsides to the east of Oyama and Winfield

POLICIES

- 3.4.2 The policies of Council are as follows:
- a. Establish a Development Permit Area to protect the Okanagan wildlife connectivity corridor extending through Lake Country on the hillsides to the east of Oyama and Winfield.
 - b. Discourage development or land uses that will have a negative impact on the Okanagan wildlife connectivity corridor.

3.5 Watershed Management

The District of Lake Country obtains its fresh water supply from many different sources, which include Okanagan Lake, Kalamalka Lake, Oyama Lake, Beaver Lake and the Crooked-Dee Lake chain. These watershed management areas are primarily comprised of property that is located outside of the municipality.

Objective

- 3.5.1 Maintain high-quality drinking water in the District.

POLICIES

- 3.5.2 The policies of Council are as follows:
- a. Work cooperatively with all regional partners to ensure key watershed areas are well managed.
 - b. Limit development in and along the foreshore of these watersheds to reduce pollution levels.

3.6 Aquatic, Foreshore and Wetland Protection

A Foreshore Inventory study and mapping was completed in 2016 to identify critically sensitive areas located along the Okanagan Lake shoreline. While shoreline areas have already been included in the Natural Environment Development Permit Area mapping, this study has provided a basis for further protection of the shoreline in the associated Development Permit Area guidelines.

Objective

- 3.6.1 Enhance the biodiversity of aquatic, foreshore and wetland ecosystems.

POLICIES

3.6.2 The policies of Council are as follows:

- a. Include wildlife corridors within the Natural Environment Development Permit area.
- b. Implement riparian setbacks of 30 m from these ecosystems and associated corridors.
- c. Continue to work with the community to monitor the impact of moorage buoys on environmental systems.

3.7 Riparian Areas Regulation

The Riparian Areas Regulation was established by the Province of British Columbia to protect sensitive fish habitats. The regulation assists local governments to protect stream and lakeside habitats from development pressures.

The Riparian Areas Regulation requires that developments occurring in the riparian assessment areas be reviewed and approved by a qualified environmental professional. The provincial government must also be informed of any proposals to develop property near riparian areas.

The District of Lake Country is entirely supportive of the regulation and other provincial efforts to protect aquatic life and habitat. The District's development permit guidelines are created to meet or exceed the regulation's requirements.

3.8 Grassland Protection

Grassland ecosystems are dominated by grasses and several other plant types. These areas are vital habitats for species and provide important ecological functions. Recently, a significant percentage of community grasslands have been lost to development. Those that remain are currently being threatened by invasive plant species and development pressures.

The Sensitive Ecosystem Inventory and Wildlife Corridor data will allow the District to identify and protect remaining grasslands. When development does occur near grasslands, the development permit process will seek to ensure that minimal grassland habitat is lost.

3.9 Forest Protection

Lake Country is fortunate to have over a thousand hectares of forest within its limits. Apart from the potential economic value of the resources, forests provide valuable habitat and movement corridors for wildlife; and provide health, aesthetic and recreational value for District residents.

Objective

3.9.1 Protect forested areas to provide valuable habitats.

POLICIES

3.9.2 The policies of Council are as follows:

- a. Direct intensive development away from forested areas.
- b. Permit minimal rural and residential development in forests subject to the Natural Environment Development Permit Area process.

3.10 Tree Protection and Removal

Trees provide numerous benefits to the community and natural environment. Some of the key environmental benefits that trees offer include the provision of necessary wildlife habitat, soil retention, cooling and air quality improvement, in addition to dust and noise reduction. Trees function as CO₂ sinks, which aid in the reduction of carbon in the atmosphere and also provide high aesthetic values to neighbourhoods and hillsides.

The District of Lake Country takes a proactive role in protecting trees in the municipality. This will include the development and implementation of a tree protection bylaw that will establish criteria for the removal of trees and their required replacements.

Objective

3.10.1 Explore the development of a tree management bylaw while focussing on a balance between a broader ecosystem approach, environmental considerations, and mitigating wildfire risk.

POLICIES

3.10.2 The policies of Council are as follows:

- a. In considering approaches to manage trees, study a variety of factors for tree management, including:
 - i. The potential to retain or enhance ecosystems.
 - ii. The relationship between trees and environmental considerations such as preservation of environmentally sensitive areas.
 - iii. The potential wildfire hazards.
 - iv. The number and type of trees on each property.
 - v. The potential to address diseased or invasive trees.
 - vi. The potential to remove or prevent harmful / unsafe trees.
 - vii. The scale of any proposed development on a property.
 - viii. The use of Development Permit Area designations.
- b. Conduct a heritage tree inventory to flag certain trees for retention.

3.11 Hillside Development Protection

Deleted by Bylaw 1225, 2024

3.12 Hazardous Slopes

Through the Sensitive Ecosystems Inventory, the District has identified certain slopes as being susceptible to slippage or erosion. These slopes are outlined in the mapping as being Class IV or Class V stability classes, with Class V being the most unsafe. These areas are deemed to have a high level of instability. Safe development on these slopes requires an extra degree of care on the part of builders. The municipality has identified these slopes on Map 17.

The District requires a Stability/Erosion development permit be issued for all land alteration occurring on slopes identified as being prone to slippage or erosion. The permit will ensure that development occurs safely and that the site is adequately prepared and protected.

Amended by Bylaw 1225, 2024

Development on these properties may also require Development Permits or any other permits deemed necessary by District bylaws.

3.13 Wildfire Hazards

The District of Lake Country has identified certain lands in the community as having a high risk for wildfires. As the climate changes and the pine beetle continues to consume local forests, the potential risk of wildfires will increase. The District of Lake Country believes it is important to take proactive steps in reducing the risk of wildfires in the community.

Development occurring within an identified wildfire interface area as shown on Map 18 will be required to proceed with an approved development permit, unless exempted. This permit may require that a cleared area be established around the building, that no disturb covenants be placed around property or any other safety matters as prescribed by the permit.

POLICIES

3.13.1 *Deleted by Bylaw 1225, 2024*

3.13.2 *Deleted by Bylaw 1225, 2024*

3.14 Floodplain Protection

Objective

3.14.1 Reduce potential for damage to development from flooding.

POLICIES

3.14.2 The policies of Council are as follows:

- a. Conduct floodplain mapping.

- b. Prepare a floodplain management plan.
- c. Avoid new development in areas within and close to the floodplain.

3.15 Climate Change

Climate change is a worldwide phenomenon that will continue to cause significant alterations to local weather and climate patterns. It is anticipated that average temperatures in the District will continue to rise.

The impacts of a warming climate will be felt by all residents in the community, and could take many forms, including:

- **An increase in demand for irrigation and domestic water.**
- **A change in the annual snow pack, leading to less water during the summer.**
- **Difficulties for Kokanee, Trout and other fish due to increased winter flooding.**
- **Decreased summer stream flow and increased water temperatures.**
- **Increase in forest fire risk.**
- **An increased demand for power needed for air conditioning.**
- **Increased flooding potential.**

The changing climate will pose a long-term challenge for the municipality and residents. Over the next 50 years, significant changes will be required to many lifestyle elements, including transportation patterns, energy use and water consumption.

3.16 Climate Action Charter

The District has signed on to the BC Provincial Climate Action Charter, which requires that the municipality become carbon neutral in their operations by 2012. To date, 182 municipalities have signed on to the Climate Action Charter. This represents a significant yet challenging first step towards reducing province-wide greenhouse gas emissions.

3.17 Greenhouse Gas Reduction

The District is required to establish greenhouse gas emissions reduction targets for community-wide emissions. The Province has legislated the requirement to reduce greenhouse gas emissions by 33% below 2007 levels by the year 2020, and by 80% by the year 2050.



The District intends to meet these objectives and has created Greenhouse Gas Reduction and Resource Conservation Development Permit Guidelines to aid in meeting this objective.

This ambitious target will require a multifaceted approach to emissions reduction. In the short run, the District will seek to establish a community emissions reduction strategy. This important strategy will include an inventory of District emissions from transportation and land use through to agricultural activities.

Objectives

- 3.17.1 Reduce greenhouse gas emissions in the District.
- 3.17.2 Reduce community-wide greenhouse gas emissions by 33% below 2007 levels by the year 2020 and 80% below 2007 levels by 2050.

POLICIES

- 3.17.3 The policies of Council are as follows:
 - a. Replace all older vehicles in the District's fleet with more fuel-efficient options.
 - b. Consider an internal energy audit for all municipally-owned facilities to determine opportunities for energy consumption reduction.
 - c. Examine options for operational transportation and local purchasing policies.
 - d. Establish a greenhouse gas emissions strategy to reduce community-wide emissions.

- e. Consult with the local business community to reduce greenhouse gas emissions from commercial operations.
- f. Collaborate with developers to ensure new buildings are constructed to a form of internationally-recognized environmental standard (i.e. Leadership in Environmental and Energy Design).
- g. Identify opportunities for alternative energy creation.
- h. Create and implement the use of a Sustainability Checklist to evaluate new residential neighbourhood design for maximum sustainability.

3.18 Airshed Management

In 2007, the District of Lake Country, through the Regional District of Central Okanagan and with the City of Kelowna and District of Peachland, adopted the regional Air Quality Management Plan. The intent of the plan is to provide direction for policies and actions to improve local air quality, health, economic and environmental benefits for the residents of the entire Okanagan Valley. The District will ensure airshed management goals, objectives and policies are harmonized with the Central Okanagan Clean Air Strategy to ensure consistency.

Objective

- 3.18.1 Work to improve air quality in Lake Country and the broader region.

POLICIES

- 3.18.2 The policies of Council are as follows:

- a. Reduce the amount of emissions that result from transportation by prioritizing sustainable modes of transport during planning.
- b. Encourage BC Transit to procure clean air technology and appropriately-sized vehicles in their fleet.
- c. Collaborate with the Regional District to create and implement programs that encourage staff commuting by alternative modes of transport.
- d. Participate in the Regional Air Quality Management Program.
- e. Develop or support carpooling programs for trips to work, school and events.
- f. Implement an anti-idling bylaw and hefty fines for non-compliance.
- g. Collaborate with the Regional District to develop practices for road dust management.
- h. Develop a model that promotes and provides incentives for clean, renewable heating for new buildings.
- i. Encourage major employers to partake in clean air reporting.

- j. Educate citizens on chipping and yard waste pick up as alternatives to burning.
- k. Install anti-idling signage at boat launches.
- l. Explore the option of banning the use of wood-burning appliances during air quality advisories.
- m. Develop an education campaign with the Regional District on energy efficient homes.
- n. Collaborate with Interior Health and the Regional District to develop guidance on how to best inform staff and elected officials on potential air quality impacts associated with development and infrastructure projects prior to their approval.

3.19 Water Conservation

Objective

3.19.1 Reduce per capita water consumption in the District.

POLICIES

3.19.2 The policies of Council are as follows:

- a. Expand the coverage of water meters to new residential development.
Deleted and replaced by Bylaw 1225, 2024
- b. Encourage landscaping that uses drought-tolerant species or follows xeriscaping principles
- c. Educate residents about water conservation techniques.

3.20 Energy Conservation

A significant portion of the District emissions reduction strategy will be predicated on reducing energy consumption by District residents. The District of Lake Country operates a hydroelectric generation project that is integrated into the Eldorado Reservoir. The hydroelectric plant produces enough power for about 400 homes and yields revenue for the District.

Objective

3.20.1 Reduce energy consumption by District residents.

POLICIES

3.20.2 The policies of Council are as follows:

- a. Support developers and builders to find cost-effective solutions for reducing energy use in new and existing structures.
- b. Seek creative solutions to produce alternative energy supply.

- c. Implement the BC Energy Step Code and provide incentives for new construction which achieves the upper steps.
Added by Bylaw 1225, 2024
- d. Building construction should be well sealed and energy efficient and building design and orientation should minimize solar gain in the summer months, maximize solar gain in the winter months and allow for use of solar panels

GREEN BUILDINGS

Green building techniques and appropriate site design can reduce the energy consumption and carbon footprint of buildings. The municipality is committed to improving the performance of buildings in the community as part of a long-term emissions reduction strategy.

While the District supports the improvement of building standards in the community, it will continue to require that these new buildings are constructed in accordance with the design guidelines contained within the Official Community Plan.

3.21 Night Sky Protection

Excess night time lighting, generally called light pollution, has increased significantly during the past decades. The night skies are no longer dark near many urban centres. Instead, the night skies often have a notable glow.

Objective

- 3.21.1 Reduce light pollution within the District.

POLICIES

- 3.21.2 The policies of Council are as follows:
 - a. Specify appropriate down cast lighting fixtures.
 - b. Provide motion-activated lighting in municipal parking lots.
 - c. Activate sports field lighting with timers or key locks.
 - d. Utilize bollard lighting fixtures along public pedestrian pathways.
 - e. Review servicing requirements to explore opportunities for further protecting the night sky.

4

GROWTH



4 GROWTH

4.1 Existing Conditions

Historic population and unit growth in Lake Country is reflected in the tables below:

Year	Population †	Population Growth	Residential Units ^^	Unit Growth
1995	9,209	-	3,562	-
1996	9,330	1.3%	3,652	2.5%
1997	9,545	2.3%	3,700	1.3%
1998	9,533	-0.1%	3,733	0.9%
1999	9,532	0.0%	3,828	2.5%
2000	9,369	-1.7%	3,884	1.5%
2001	9,518	1.6%	3,985	2.6%
2002	9,440	-0.8%	4,073	2.2%
2003	9,464	0.3%	4,126	1.3%
2004	9,487	0.2%	4,180	1.3%
2005	9,615	1.3%	4,341	3.9%
2006	9,790	1.8%	4,737	9.1%
2007	10,223	4.4%	4,994	5.4%
2008	11,051	8.1%	5,180	3.7%
2009	11,471	3.8%	5,259	1.5%
2010	11,580	0.95%	5,431	3.3%
2011	11,885	2.63%	5,549	2.2%
2012	12,108	1.88%	5,644	1.7%
2013	12,182	0.61%	5,717	1.3%
2014	12,635	3.72%	5,850	2.3%
2015	13,030	3.13%	6,033	3.1%
2016	12,922	-0.83%	6,277	4.0%

† 2016 Census Data
^^ BCStats Building Permit Data

The historic settlement patterns in Lake Country have been largely of a rural nature, with most growth being primarily located in the historic communities of Carr's Landing, Okanagan Centre, Oyama and Winfield. Recently, most new growth has shifted to neighbourhood developments such as The Lakes, Copper Hill and Lakestone.

Since incorporation in 1995, Lake Country's population has grown at an average of 1.6% per year. In contrast, the number of residences grew at a rate of 2.7% per year during the same period. The growth rate spiked between 2005 and 2009, with an average population growth rate of 3.7% and an average unit growth rate of 5.5% during that period. This trend has continued, particularly between 2009 and 2016 when the population growth rate peaked at a high of 3.7% in 2014 alone and experienced a high residential unit growth of 4% in 2016. The average population and residential unit growth for this period was 1.9% and 2.5%, respectively.

Non-Lake Country residents own 29% of properties within the community, while Lake Country residents own the remaining 71%.

There are many areas of Lake Country that remain unserved by municipal sanitary sewer. While the District encourages growth to occur in existing developed areas that have access to municipal services, it is important to acknowledge that this does limit growth in unserved areas, especially those where servicing extensions may be difficult due to environmental constraints, such as Oyama.

A considerable amount of serviced property or property with plans for future servicing still exists within the Urban Containment Boundary that remain designated, but still undeveloped. Currently, there is sufficient land designated to accommodate approximately 6,300 additional dwelling units in the next 20 years, based on vacant land designations and proposed development projects in the District.

Within the 20-year timeframe of this plan, depending on the rate of growth, the population of Lake Country could increase to:

- **Low growth estimate of 1.5% - 17,404,**
- **Medium Growth estimate of 2.4% - 20,765, or**
- **High Growth estimate of 3.1% - 23,796**

While some of these growth rates may seem modest during this current period of high growth, these rates are relatively robust if sustained over an entire 20-year period.

Three population projection scenarios have been prepared using different growth rates:

Year	Low (1.5%)	Medium (2.4%)	High (3.1%)
2016	12,922	12,922	12,922
2017	13,116	13,232	13,323
2018	13,313	13,550	13,736
2019	13,512	13,875	14,161
2020	13,715	14,208	14,600
2021	13,921	14,549	15,053
2022	14,129	14,898	15,520
2023	14,341	15,256	16,001
2024	14,557	15,622	16,497
2025	14,775	15,997	17,008
2026	14,997	16,381	17,535
2027	15,221	16,774	18,079
2028	15,450	17,176	18,639
2029	15,682	17,589	19,217
2030	15,917	18,011	19,813
2031	16,155	18,443	20,427
2032	16,398	18,886	21,060
2033	16,644	19,339	21,713
2034	16,893	19,803	22,386
2035	17,147	20,278	23,080
2036	17,404	20,765	23,796

Three unit growth scenarios have also been prepared using different growth rates:

2% Growth	Projected Units	New Units per Year
2017	6,403	
2018	6,531	128
2019	6,661	131
2020	6,794	133
2021	6,930	136
2022	7,069	139
2023	7,210	141
2024	7,355	144
2025	7,502	147
2026	7,652	150
2027	7,805	153
2028	7,961	156
2029	8,120	159
2030	8,282	162
2031	8,448	166
2032	8,617	169
2033	8,789	172
2034	8,965	176
2035	9,144	179
2036	9,327	183
Total New Units		2,925

3% Growth	Projected Units	New Units per Year
2017	6,430	
2018	6,586	157
2019	6,747	160
2020	6,911	164
2021	7,079	168
2022	7,251	172
2023	7,428	177
2024	7,609	181
2025	7,794	185
2026	7,984	190
2027	8,178	194
2028	8,377	199
2029	8,581	204
2030	8,790	209
2031	9,004	214
2032	9,223	219
2033	9,447	224
2034	9,677	230
2035	9,913	236
2036	10,154	241
Total New Units		3,724

4% Growth	Projected Units	New Units per Year
2017	6,528	
2018	6,789	261
2019	7,061	272
2020	7,343	282
2021	7,637	294
2022	7,942	305
2023	8,260	318
2024	8,591	330
2025	8,934	344
2026	9,291	357
2027	9,663	372
2028	10,050	387
2029	10,452	402
2030	10,870	418
2031	11,305	435
2032	11,757	452
2033	12,227	470
2034	12,716	489
2035	13,225	509
2036	13,754	529
Total New Units		7,226

The District's growth management goals emphasize infill and the intensification of land use in appropriate locations to make the best use of existing infrastructure and reduce environmental and financial costs of growth.

In principle, this approach is usually widely supported by the public, but in practice it is difficult to achieve due to neighbourhood opposition to increased densities in existing neighbourhoods and reluctance to use public transit. The direction of this plan is for Lake Country to continue pursuing the goal of a more compact, efficient and sustainable community, which will in turn help protect and preserve the surrounding rural character that residents value.

This plan identifies locations where future growth should occur, the types of growth that are most appropriate and to maintain the intended growth pattern in assessing and approving new development proposals.

Goals

- 4.1.1 Make use of existing infrastructure to reduce environmental and financial costs of growth.
- 4.1.2 Emphasize infill and the intensification of land use in appropriate locations.
- 4.1.3 Pursue a more compact, efficient and sustainable community.
- 4.1.4 Protect and preserve the rural character of Lake Country which exists outside the Urban Containment Boundary.
- 4.1.5 Establish Lake Country as a complete community.
- 4.1.6 Maintain the core and nodal growth pattern in approving new development proposals.

Objective

- 4.1.7 Require that future development occurs in a manner that will not compromise the ability of future generations to meet their needs and enjoy the quality of life we experience today.

POLICIES

- 4.1.8 The policies of Council are as follows:
 - a. Focus future development and land use changes to the Urban Containment Boundary.
 - b. Discourage development projects that create further urban sprawl in the community.
 - c. Protect sloped and hazardous lands from dangerous and visually impactful development.
 - d. Minimize development in rural areas to maintain the rural character of Lake Country.
 - e. Decrease impact on farmland by focusing growth away from the agricultural boundary.

Objective

- 4.1.9 Minimize the financial burden of new development on the community.

POLICIES

- 4.1.10 The policies of Council are as follows:
 - a. Seek to have new development pay for itself.

- b. Ensure that new developments that require an OCP amendment conduct a lifecycle costing and financing analysis to determine the long-term impact on District finances.
- c. Investigate opportunities for major projects to address District infrastructure requirements.
- d. As an incentive to achieve a community benefit or amenity, Council may consider providing density bonuses, density transfers or gross floor area exclusions.

Objective

- 4.1.11 Encourage the use of existing municipal infrastructure investments.

POLICIES

- 4.1.12 The policies of Council are as follows:

- a. Support infill projects in existing urban neighbourhoods that use land more efficiently.
- b. Focus development to the Urban Containment Boundary that utilizes and upgrades existing infrastructure.
- c. Encourage new development near transit connections.
- d. Prioritize service extensions to new development lands within the Urban Containment Boundary.
- e. Focus development within existing water service pressure zones and within the sewer service area boundary

Objective

- 4.1.13 Identify suitable areas to accommodate urban growth while protecting the existing rural character.

POLICIES

- 4.1.14 The policies of Council are as follows:

- a. Consider the adoption of new areas into the Urban Containment Boundary when the majority of comparable development lands have been built out or when a clear or specific market need exists for additional land within the boundary.
- b. Establish an Area Structure Plan process to ensure new growth areas are suitably planned and implemented.
- c. Recognize that properties within the Agricultural Land Reserve located inside the Urban Containment Boundary are to remain within the ALR.

Objective

- 4.1.15 Establish Lake Country as a complete community with a range of different housing options where residents can live, work, shop and recreate locally.

POLICIES

- 4.1.16 The policies of Council are as follows:
- a. Support the provision of housing forms that are intended for permanent residents.
 - b. Balance housing stock to provide attainable homes for a diverse resident population.
 - c. Monitor and report details on the available housing inventory on a regular basis.
 - d. Support an increase in multiple-unit housing inside the Urban Containment Boundary.
 - e. Support appropriate mixed-use and live-work projects that reduce automobile dependence.
 - f. Promote non-residential development that augments the employment and taxation base.
 - g. Encourage high-quality accommodation and service options to promote the tourist economy.
 - h. Promote the establishment of a vibrant Town Centre and Main Street corridor, as well as a vibrant Woodsdale neighbourhood.
 - i. Consider new zoning provisions to allow for smaller single-unit residential lots.

Objective

- 4.1.17 Ensure sufficient developable land is available to provide housing if high levels of growth occur.

POLICIES

- 4.1.18 The policies of Council are as follows:
- a. Review actual versus projected population growth rates every five years.
 - b. Support appropriate forms of development to ensure sufficient supply of building lots and multiple-unit dwellings.
 - c. Work with the development community to encourage appropriate growth.

Objective

- 4.1.19 Encourage appropriate forms of commercial and industrial development to support local economic growth.

POLICIES

- 4.1.20 The policies of Council are as follows:
- a. Work with local business to ensure sufficient employment opportunities are being generated locally.
 - b. Support appropriate forms of commercial and industrial development to supply developable land to new businesses.
 - c. Consider providing infrastructure to encourage commercial and industrial development.

4.2 Community Growth

The residents of Lake Country have indicated a desire to build Lake Country into a complete community with an independent business sector and community amenities that are separate from both Kelowna and Vernon.

WHY GROW?

Lake Country has set ambitious policy goals. Among these goals are to improve community infrastructure, grow the local business sector and to improve the quality of life for residents by providing community amenities. One amenity that has been discussed over the years is a community swimming pool. The Parks and Recreation Master Plan considers that issue of constructing a pool and states the District should conduct a feasibility study for a swimming pool. The District has committed to studying the feasibility of constructing a swimming pool in the future.

In order to accomplish these goals, the municipality has to increase the amount of tax revenue generated by the community. Without raising taxes, the District must work to expand the community tax base by increasing residential population and business development.

Population growth can lead to a positive feedback loop with business growth. As a population grows, the customer base for local business will grow. As local businesses grow, outside hiring will further increase a local population base. This growth loop will allow the District to provide additional services and amenities to the growing population, which will make the community a more appealing place for residents.

4.3 Core and Nodal Growth Model

Acknowledging the many constraints to growth that exist in Lake Country, the Core and Nodal Growth Model has been implemented to accommodate future growth sustainably. The Core and Nodal Growth Model focuses on higher density development located in the Town Centre or core, the

efficient use of land and coordination with transit, along with a secondary concentration of growth within identified growth nodes.

The Core and Nodal Growth Model is a frequently used model for jurisdictions with comparable topography to Lake Country. Similar to a spoke and wheel, the core provides the highest order function, focusing on the provision of higher density residential use and additional business or service functions, while the nodes will focus on mixed density residential use and the provision of local service commercial functions. To acknowledge existing infrastructure investments and current uses, many existing urban areas are identified within a core or nodal location.

The community objective of protecting the valued rural character and those features identified as restraints to future growth are protected by focusing growth to core or nodal areas. The boundaries of the community core and associated nodes are shown on Map 3.

As a framework for directing future community growth, the Core and Nodal Growth Model:

- **Preserves the unique rural character of Lake Country by concentrating urban growth.**
- **Provides the community with land use direction and fewer conflicts between uses.**
- **Effectively identifies and utilizes those areas suitable for accommodating future growth.**
- **Focuses most commercial and multiple unit developments to the Town Centre area.**
- **Allows for the creation of vibrant neighbourhood centres within each identified node.**
- **Acknowledges the unique topographical and geographic challenges in the community.**
- **Avoids local farmland conflicts and promotes the economic success of agriculture.**

In order to establish complete neighbourhoods, new urban growth within nodes is encouraged to include a limited extent of neighbourhood commercial opportunities that will complement and not compete with the emerging Town Centre.



4.4 Constraints to Growth

There are several factors to consider when assessing ways in which new urban growth may be appropriately accommodated in Lake Country. The diverse physical landscape and the values held within the community have identified several constraints or valued features. The Core and Nodal Growth Model and the identification of constraints to growth challenges the notion that outward urban growth is able to occur indefinitely. District residents have noted they do not want to grow into areas containing certain features, which has served to inform the Urban Containment Boundary map shown on Map 3.

The following are the principal constraints to growth that have been identified:

ENVIRONMENTALLY SENSITIVE AREAS

Approximately 64% of the District is identified as being environmentally sensitive. Residents have expressed a desire to protect environmentally sensitive areas. Therefore, development should be focused away from environmentally sensitive areas.

AGRICULTURAL LAND RESERVE

Approximately 40% of the community is within the Agricultural Land Reserve. Agricultural land is located throughout the District and protection of this land base is an important component of supporting local agriculture and is a means to protect the rural character of Lake Country.

TOPOGRAPHY

Approximately 50% of the District has a slope over 20%. Steep areas are not well suited to accommodate new development. Growth in these challenging locations poses the potential for access difficulties, unwelcome visual impacts and other hazards.

TERRAIN STABILITY

Approximately 11% of the District is located within an area of hazardous condition or stability concern. These locations may not be suited for uncontrolled development due to subsurface conditions and the risks associated with the development of unsafe lands.

SERVICING POTENTIAL

Mapping sets out the maximum hydraulic grade line for water (the highest elevation where community water services will be provided), and the sewer service area boundary. The distance that a proposed development project is located from required municipal services will sometimes constrain the viability of a project by either physical or financial means. When developers prematurely extend sewer, water and other services to areas outside of the Urban Containment Boundary, it places an unnecessary maintenance burden on municipal resources and disrupts the otherwise orderly advancement of growth away from the Urban Containment Boundary.

4.5 Urban Containment Boundary

By geographically overlaying the valued features constraining growth within Lake Country, it is apparent that about 24km² or 20% of the 122km² land base is currently developed or suitable to accommodate development. Overlaying these identified constraints focuses development to residual nodal areas in the community, which are shown as the Urban Containment Boundary on Map 3.

Focusing most growth to the Urban Containment Boundary is a key principle of the Lake Country growth management strategy, which seeks to balance providing suitable land for well-planned growth while maintaining the integrity of the rural lands. The provision of the Urban Containment Boundary prevents sprawl and encourages orderly urban development. In practice, clearly identifying growth nodes creates increased certainty for developers by directing where new infrastructure investments occur and, coupled with zoning and policy tools, channels growth into pre-existing neighbourhoods and areas where density should be maximized.

Establishing the Urban Containment Boundary honours the Official Community Plan guiding principles by:

- **Establishing the Town Centre and creating vibrant mixed-use neighbourhoods.**
- **Maximizing the use of existing infrastructure and minimizing infrastructure cost.**
- **Protecting the environment and maintaining a permanent rural land base.**
- **Improving the viability of public transit by concentrating development.**
- **Minimizing air pollution and greenhouse gas emissions by supporting a mix of services near homes and employment, decreasing the need for automobile use.**

PROPERTIES WITHIN THE URBAN CONTAINMENT BOUNDARY

Properties shown within the Urban Containment Boundary acknowledge that, at some stage, the area could be suitable for future urban development. All proposed land use amendments for properties sited within the Urban Containment Boundary should comply with the policy direction of this plan.

All properties located outside the Urban Containment Boundary retain the development rights associated with their zoning classification and may furthermore apply to rezone to any zoning classification consistent with their Official Community Plan land use designation. Based on an analysis of designated land areas in 2016, the District does not anticipate that expansion of the Urban Containment Boundary is required in the immediate future.

Objective

- 4.5.1 Protect the rural character of Lake Country.

POLICIES

- 4.5.2 The policies of Council are as follows:
- a. Discourage development outside of the Urban Containment Boundary.
 - b. Discourage expansion of the Urban Containment Boundary.

- c. All properties located within the Urban Containment Boundary maintain their Official Community Plan and zoning classification, with identification inside the Urban Containment Boundary conveying no specific land use or development rights.
- d. Requests to develop outside the Urban Containment Boundary must apply to amend Map 3 of this bylaw to designate the subject property as being located in the Urban Containment Boundary. An Urban Containment Boundary map amendment proposal provides proponents with an opportunity to present their application at a conceptual level. Prior to focusing on the detailed design that is required for an Area Structure Plan, all submissions to amend Map 3 should provide the following:
 - i. Overview of the proposed development concept.
 - ii. Inventory of all land uses proposed for the project.
 - iii. List of the total residential and other unit mix proposed.
 - iv. Infrastructure proximity and capacity review.
 - v. Review of any resulting impacts on the Town Centre.
 - vi. Sensitive Ecosystem Inventory assessment for the site.
 - vii. Preliminary stability and erosion assessment for the site.
 - viii. Plan ensuring the protection of growth constraints.
 - ix. Project phasing and anticipated absorption plan.
 - x. Identification of any amenity contributions proposed.
 - xi. Plan showing park sites and trail connections.
 - xii. An analysis of current market demand and a review of existing District land supply.

Once completed, this information is then submitted to District staff and Council for their review in order to determine the suitability of the site as an addition to the Urban Containment Boundary. Should Council decide to amend the Urban Containment Boundary shown on Map 3 after a public hearing, preparation of the required Area Structure Plan will then begin.

4.6 Infill Development Strategy

This plan maintains the rural character of Lake Country while also sensitively accommodating anticipated growth. One of the strategies to achieve this goal is to support appropriate infill development and use the existing land base more intensively. Infill development refers to the development of property in urban areas that may have been passed by when the area was originally developed or the redevelopment of currently built areas.

Objective

- 4.6.1 Support appropriate infill development and use the existing land base more intensively.

POLICIES

- 4.6.2 The policies of Council are as follows:
- a. Implement an infill development strategy that guides the planning, design and construction of spaces that enable additional living or work opportunities on vacant or underutilized lands.
 - b. Continue to permit secondary suites in most single-unit neighbourhoods.
 - c. Acknowledge the preservation of existing community character as an integral component of infill development.
 - d. Support the subdivision or densification of lands located within the Urban Containment Boundary to utilize the land base more efficiently.

4.7 Area Structure Plans

WHAT IS AN AREA STRUCTURE PLAN?

Area Structure Plans (ASP) provide a linkage amongst all District of Lake Country plans and a specific development proposal. The ASP is a proponent-funded document required for requests to amend the land use designations of those areas proposed for development.

HOW DOES THE AREA STRUCTURE PLAN PROCESS WORK?

The process for completing an ASP is twofold. Firstly, Council will consider whether they seek to amend Map 3 of this plan to show the proposed properties as being within the Urban Containment Boundary. Should this request be granted by Council, this initial step provides the applicant with direction to begin the planning process and detailed analysis required for an ASP consideration.

Secondly, once the ASP has been satisfactorily completed, Council will consider the adoption of the proposed plan. If approved, it will amend the future land use designation shown on Map 1 and the zoning of the properties involved.

Council will consider adopting an ASP following a Public Hearing. As a general guideline, lands that are not within the Urban Containment Boundary must not be developed or fragmented beyond their current potential until the majority of comparable development lands have been built out, unless an ASP can clearly demonstrate a lack of current supply.

A property owner or series of property owners making up a majority of the land base under consideration for development may initiate an Urban Containment Boundary map amendment and an ASP application. The actual boundary of the plan area is determined as authorized by resolution of Council.

WHEN IS AN AREA STRUCTURE PLAN REQUIRED?

Objective

- 4.7.1 Require Area Structure Plans for proposed development within specific areas, in order to address definite planning topics.

POLICIES

- 4.7.2 The ASP process is required to be initiated when a proposal:
- a. Has been re-designated as being within the Urban Containment Boundary.
 - b. Lies within the Urban Containment Boundary but is shown as requiring an ASP.
 - c. Does not conform to the purpose and intent of the Official Community Plan.
 - d. May affect adjacent properties, land uses, topography or the environment.
 - e. Raises the need to consider other matters as may be required.

WHAT SHOULD AN AREA STRUCTURE PLAN CONSIDER?

Following District preparation of the terms of reference for the ASP, the applicant must deposit the funds required with the municipality for necessary studies. The District will hire consultants and project manage the ASP process. The ASP should work towards all objectives and policies contained within this Official Community Plan.

- 4.7.3 In preparing an ASP, the following should be provided:
- a. An inventory of existing conditions and a statement of goals, objectives and policies.
 - b. Confirmation that the proposed site design identifies and avoids constraints to growth.
 - c. A vision for the Urban Containment Boundary, not based on ownership but on community need and a coordinated vision for the land use of all development lands in the area.
 - d. Detailed information on the natural environment and other influences from development.
 - e. Identification of future land uses, subdivision requirements and zoning by type and density.
 - f. Specific transportation networks and traffic management impact studies.
 - g. Identification of need for any required major institutional facilities.

- h. An assessment of all available opportunities to connect to adjacent neighbourhoods.
- i. Orderly provision of supporting infrastructure required to service the development.
- j. Identification of required infrastructure upgrades and a resolution of servicing issues.
- k. Assessment of life cycle costing implications as it relates to planning, finance, engineering and infrastructure.
- l. A greenhouse gas emissions assessment for construction and other long-term impacts.
- m. A detailed public consultation plan, outlining timing and opportunities for public input.

4.8 New Development Criteria

Objective

- 4.8.1 Ensure major new development projects make a positive contribution to Lake Country.

POLICIES

- 4.8.2 All major projects occurring in Lake Country should:
- a. Pay for themselves and not place an undue financial burden on the municipality.
 - b. Provide a detailed confirmation that the proposal addresses an unmet land use need.
 - c. Contribute towards the availability of usable park space for the community.
 - d. Meet all design guidelines and integrate with the character of the neighbourhood.
 - e. Not contribute to sprawl in the community and be sited in accordance with plan direction.
 - f. Be adequately serviced, sized accordingly and connect with required District services.
 - g. Consider life cycle costing implications as it relates to planning, finance, engineering and infrastructure.
 - h. Promote, and not compete with, the emergence of a vibrant Town Centre core.

- i. Protect and enhance the natural environment, agricultural areas and hillside settings.
- j. Contribute toward the retention of the valued rural character in Lake Country.
- k. Create a compact urban form by utilizing the existing land base more intensively.
- l. Promote diverse commercial and residential opportunities in the Urban Containment Boundary.
- m. Be designed to sensitively integrate into the natural topography.

4.9 Rural Character

Surveys conducted in 2007, 2015 and 2017 clearly indicate a community desire to maintain the rural atmosphere within the municipality. Residents have indicated they appreciate living amongst areas of natural open space, scenic agricultural lands and natural areas. While any attempt to define what rural character means in Lake Country will certainly be unique to the experiences of each resident, the following elements were identified as being important in understanding the valued rural character of Lake Country:

- **Tree-lined streets.**
- **A mix of farmlands and woodlands.**
- **Areas of large rural parcels outside the Urban Containment Boundary.**
- **Agricultural community and economy.**
- **Clean air and water.**
- **Undeveloped open space.**
- **Abundance of wildlife and natural areas.**
- **Friendliness of fellow residents.**
- **Easy to get around/little congestion.**
- **Availability of services, mostly within a town centre.**
- **Clustered residential development.**



Recognizing the objective of retaining and protecting local rural character, the Core and Nodal Growth Model was implemented to limit further major parcelization and development of valued rural areas in Lake Country.

4.10 Cluster Development

Cluster development refers to the rezoning and subdivision of parcels so development can be concentrated on a portion of the new properties away from sensitive features, ecosystems or greenways. Cluster development is an important way to protect the remaining area of a site in its natural state or protecting adjacent habitat and may consider alternatives such as comprehensive development zones, density averaging or transfer or other such methods to achieve this purpose.

4.11 Density Bonusing

Density bonusing is a tool that can be used to create incentives for developers to provide an amenity the District would like. In exchange, the municipality allows the developer additional density. The District receives a desired amenity that benefits the public and furthers public policy goals, while not spending tax dollars or imposing fees. In addition, an increase in floor area can bring the community increased tax revenues.

A density bonusing system is not intended to provide the only solution to the District's housing needs, or need for community amenities, but to provide a useful tool to assist in addressing these issues.

4.12 Regional Context Statement

Lake Country is located within the boundaries of the Regional District of Central Okanagan (RDCO). In accordance with the *Local Government Act*, a Regional Context Statement is required to be included within the Official Community Plan for jurisdictions where a Regional Growth Strategy (RGS) is applicable.

In 2014, the Regional Growth Strategy, "Our Home, Our Future" Bylaw No. 1336, 2013 was adopted by the Regional District of Central Okanagan.

This document works towards the policies contained within the Regional Growth Strategy. The policy directions contained within this plan that satisfy the intent of the Regional Growth Strategy are as follows:

RGS Issue Area	RGS Goal	Related OCP Section(s)
Our Land	To manage the land base effectively to protect natural resources and limit urban sprawl	Section 4. Growth Section 5. Neighbourhood Planning
Our Economy	To develop and enhance a positive business environment in the region to achieve a dynamic, resilient and sustainable economy	Section 6. Economic Development
Our Water Resources	To manage and protect water resources	Section 3. Environment and Sustainability Section 9. Infrastructure, Services and Utilities Section 15.4 Waterfront Access Section 15.5 Boating and Marine Amenities
Our Health	To contribute to the improvement of community health, safety and social well-being	Section 10.5 Healthy Communities
Our Food	To support a regional food system that is healthy, resilient and sustainable	Section 14. Agriculture
Our Housing	To improve the range of housing types and tenures to meet the social and economic needs of the region	Section 7. Housing
Our Climate	To minimize regional greenhouse gas emissions and respond to the impacts of climate change	Section 3. Environment and Sustainability Section 21.13 Greenhouse Gas Reduction and Resource Conservation DP Area Guidelines
Our Ecosystems	Be responsive stewards of natural ecosystems to protect, enhance and restore biodiversity in the region	Section 3. Environment and Sustainability Section 15. Parkland-Conservation
Our Transportation	To enhance the regional transportation system to ensure that it is accessible, affordable, and efficient	Section 8. Transportation
Our Governance	To respond to the needs of the region with an effective and efficient governance service model	Section 1.3 Relationship to Other Plans Section 2.3 Ward System Section 2.5 Regional Connections Section 4.12 Regional Context Statement Section 23. Financing and Implementation

4.13 Population Projections

Section 4.1 entitled *Existing Conditions*, presents an estimated moderate annual population growth rate of 2.4% on average over the period 2016-2036. Given this growth rate, the OCP projects Lake Country's population to reach 22,791 by 2036.

As stated in the RDCO RGS, the Central Okanagan has consistently outpaced the average provincial growth rate. Lake Country, in fact, continues to outpace average growth rates throughout the Province and the Central Okanagan. In 2015, Lake Country's population grew at a rate of 7.5% to 14,058, adding an extra 1,000 residents. The District's growth rate in 2014 and 2015 has deemed it

the fastest-growing municipality within British Columbia. As of 2016, Lake Country's population is 12,922. While growth has been rapid for the last few years, long-term growth projections need to consider variations in growth over time, and a rate of 2.4% sustained over a 20-year period is quite robust, even though that figure is lower than the growth in recent years.

Provided that the RGS suggests an annual growth rate of approximately 2% on average for the entire region over its 25-year timeline, and Lake Country is consistently growing at a pace beyond that of the region overall, the average growth rate of 2.4% for Lake Country is within reason considering RGS projections and current data.

4.14 Employment Projections

Section 6 of the OCP, *Economic Development*, states Lake Country's economy has been driven primarily by residential development and acknowledges the need to diversify the local economy with greater commercial, tourism and industrial businesses.

In recent years, Lake Country has experienced growth in commercial business along Main Street and the Town Centre, in addition to expanded residential development in master planned communities such as The Lakes and Lakestone. In line with the RGS, Lake Country's OCP acknowledges diversification of the economy is essential to long-term success and community resiliency. At the same time, Lake Country's OCP and the RDCO's RGS both recognize a need to support and retain traditional employment generators.

4.15 Greenhouse Gas Emissions

Section 3, *Environment and Sustainability*, and Section 21.13, *Greenhouse Gas Reduction and Resource Conservation Area Development Permit Guidelines*, include policies and actions to achieve targets for greenhouse gas (GHG) emissions reductions. Section 3.17, *Greenhouse Gas Reduction*, specifically states that, in line with the Province of BC and the RDCO Regional Growth Strategy, Lake Country will reduce emissions by 33% below 2007 levels by the year 2020, and 80% by the year 2050. The Greenhouse Gas and Resource Conservation Area Development Permit Guidelines are to assist the District in achieving this objective. The aforementioned sections of the OCP are closely aligned with the RDCO Regional Growth Strategy.

5

NEIGHBOURHOOD PLANNING



5 NEIGHBOURHOOD PLANNING

EXISTING CONDITIONS

The District of Lake Country is a community consisting of a collection of unique and identifiable neighbourhoods. Some neighbourhoods are historical communities with heritages stretching back more than a century while others are new and currently being developed.

This Official Community Plan represents the general direction of more neighbourhood level plans, while extracting the most pertinent aspects and integrating them into this community-wide planning document. Where any conflict exists between lower level area plans and the Official Community Plan, the direction provided by this plan will always prevail.

The District recognizes the importance and historical significance of such plans. This section of the Official Community Plan compiles aspects of past sector and neighbourhood plans to provide policy direction for neighbourhoods in the community. The neighbourhoods noted do not necessarily reflect ward boundaries. While some precincts in the municipality, such as Main Street, have definable boundaries, other areas are more social constructs rather than geographic entities. These plans will continue to be updated in the future.

5.1 Town Centre

EXISTING CONDITIONS

The Town Centre currently houses the majority of Lake Country's commercial and light industrial development potential. There are also single and multiple unit residential uses. It is the institutional heart of the District, housing the Municipal Hall, George Elliot Secondary School and the RCMP Detachment. Completion of Main Street in 2008 allowed easier access from Beaver Lake Road to Berry Road, tying the east side of the highway together into one contiguous unit. Recent developments have seen further growth in the Town Centre along Main Street, moving the area towards the original vision.



Commercial buildings at the corner of Pollard Road and Main Street, and extending north to the original commercial area, fit with the design guidelines and contribute towards a pedestrian-friendly storefront area. The Town Centre to the west of Highway 97 remains largely single unit, with some highway commercial elements along Highway 97. As the sanitary sewer service is extended along the western length of the highway through the Town Centre, additional development is expected.

The Town Centre has been the commercial and institutional hub of Winfield and Lake Country since their inception. With the completion of Main Street in 2008, and continued development in recent years, the Lake Country Town Centre is well positioned to continue to grow into a larger retail and employment hub for the District.

Goal

- 5.1.1 Develop the Town Centre as the residential, employment and cultural core of the community.

Objective

- 5.1.2 Develop an appealing and pedestrian-friendly blend of residential and commercial uses.

POLICIES

- 5.1.3 The policies of Council are as follows:
- a. Permit a range of appropriate Town Centre uses, including residential, retail, hospitality, food service, personal service, entertainment, institutional and office uses.
 - b. Ensure sidewalks are accessible and offer access to commercial and multiple-unit buildings.
 - c. Safe and convenient pedestrian and bicycle connections should be made from the highway and local streets to amenity areas such as parks and trails.
 - d. Support the establishment of civic nodes in the Town Centre.
 - e. Encourage the redevelopment of single-unit dwellings into multiple-unit dwellings, such as triplexes or apartments, and mixed-use buildings incorporating both commercial and residential units.
 - f. Support a mix of housing types and tenures in the Town Centre that provide residents the option to own or rent.
 - g. Provide incentives for the development of seniors' housing.
 - h. Encourage commercial and residential uses to be within the same development, with the commercial use occupying the first 1-2 storeys of the building and the residential use occupying the remaining storeys.

Objective

5.1.4 Protect and enhance the Vernon Creek and Knopf Brook corridors.

POLICIES

5.1.5 The policies of Council are as follows:

- a. Enhance the Vernon Creek trail to provide access to the Town Centre and Main Street.
- b. Develop a linear park along Vernon Creek.
- c. Ensure all land required for creek setbacks and trails is dedicated to the District.

5.2 Main Street

EXISTING CONDITIONS

In 2008, the District of Lake Country opened the new Main Street corridor. The street itself currently has commercial developments on both the north and south portions, with a portion remaining in the middle that is accessible by road and ready to continue accommodating growth.

Main Street is becoming the focal point of Lake Country's Town Centre and, by extension, Lake Country itself. It is forming the commercial and institutional heart of the District and as such, should be developed to the highest standards possible. Main Street is intended to be evocative of a North American high street, complete with dense commercial and office buildings providing a uniform facade along both sides. It is intended to be a safe and inviting environment for pedestrians.

A mix of commercial and residential uses is anticipated, with shops and services opening on the ground floor level of buildings that could house residents above. This will contribute to a vibrant community and provide a sense of life at all hours of the day. It will be an environment both Lake Country residents and visitors want to explore and enjoy.

Goal

5.2.1 Create a vibrant Main Street that acts as a community core for the District and includes a mix of commercial and residential uses.

Objective

5.2.2 Develop Main Street as a unique pedestrian-friendly street.

POLICIES

5.2.3 The policies of Council are as follows:

- a. Require that applicable development on Main Street be subject to design guidelines.

- b. Buildings located on Main Street should be oriented towards the street.
- c. All off-street parking should be located at the rear of the principal building, underground or contained within a multi-storey parkade.
- d. Rear building façades and secondary accesses should be designed in a manner that is consistent with street fronting façades.
- e. Support the establishment of civic nodes on Main Street.

Objective

- 5.2.4 Develop mixed-use retail, office and personal service commercial uses in conjunction with multiple-unit residential uses.

POLICIES

- 5.2.5 The policies of Council are as follows:
- a. Permit a range of appropriate commercial uses including retail, hospitality, food service, personal service, entertainment, institutional and office uses.
 - b. Support a mix of housing types and tenures for development on Main Street, particularly apartments and townhouses that are available to own or rent.
 - c. Encourage commercial and residential uses to be within the same development, with the commercial use occupying the first 1-2 storeys of the building and the residential use occupying the remaining storeys.

Objective

- 5.2.6 Protect and enhance the Vernon Creek corridor.

POLICIES

- 5.2.7 The policies of Council are as follows:
- a. Require that new buildings on the east side of Main Street provide direct access to the Vernon Creek trail system through their properties.
 - b. Seek parkland dedication along all properties on the east side of Main Street to protect the sensitive ecosystem and to allow a trail to be extended along the length of the creek.

5.3 Carr's Landing

EXISTING CONDITIONS

Carr's Landing is a 2,565-hectare area of land with roughly 450 individual lots. The lots range in size from smaller suburban lots of 600m² to acreages and large rural holdings measuring thousands of hectares. Most of the properties in Carr's Landing are used for single unit, agricultural and rural residential use, taking advantage of the proximity to Okanagan Lake and the unspoiled natural environment.

The Carr's Landing neighbourhood rises from Okanagan Lake at 342m above sea level to the peak of Spion Kop, which is 900m above sea level. The upper reaches of the neighbourhood are heavily forested, while the lower areas have been developed for residential and agricultural purposes. The majority of the 11-kilometre shoreline is dedicated to residential uses with a small number of parks and road ends to provide public access.

Carr's Landing will continue to be a largely rural neighbourhood, with rural and agricultural properties in the uplands and a denser level of single-unit residential development along Okanagan Lake.

Goal

- 5.3.1 Retain Carr's Landing as a rural, low density residential neighbourhood while preserving the viewscales and environmental amenities that characterize the community.

Objective

- 5.3.2 Maintain and improve the residential quality of life in Carr's Landing.

POLICIES

- 5.3.3 The policies of Council are as follows:
- a. Restrict commercial growth in Carr's Landing to small scale neighbourhood uses. Encourage these uses to occur in the form of home-based businesses.
 - b. Do not support subdivision of existing residential properties without appropriate services.
 - c. Support new parks at higher elevations in Carr's Landing.

Objective

5.3.4 Improve transportation and access to Carr’s Landing.

POLICIES

5.3.5 The policies of Council are as follows:

- a. Examine opportunities to improve and widen Carr’s Landing Road.
- b. Seek to improve pedestrian, trail and cycle access to Carr’s Landing.

5.4 Woodsdale

EXISTING CONDITIONS

The Woodsdale neighbourhood is bounded by Wood Lake to the immediate north, Lodge Road to the east, Highway 97 to the west, and property within the Agricultural Land Reserve to the south. It encompasses about 200 hectares of property, with approximately 50 hectares of that being within the Agricultural Land Reserve. The Woodsdale neighbourhood is a mixed-use community. Uses range from agriculture and community gardens to denser multiple-unit and service commercial use.

The Woodsdale neighbourhood is within the Urban Containment Boundary for the District of Lake Country. It has good road access, is serviced and is centrally located near Highway 97 and the Town Centre.

Due to the proximity to Wood Lake, Woodsdale is an attractive location for tourist-oriented development.

Goal

5.4.1 Develop a mixed use and walkable Woodsdale neighbourhood with higher densities to preserve the surrounding rural and agricultural areas.

Objective

5.4.2 Protect and enhance the foreshore of Wood Lake while allowing public access.

POLICIES

5.4.3 The policies of Council are as follows:

- a. Protect the foreshore of Wood Lake through Natural Environment Development Permits.
- b. Seek to have new lakeshore development provide public access to the foreshore.
- c. Do not permit lakeshore development to employ techniques which discourage public access to the foreshore.

Objective

- 5.4.4 Preserve the rural and agricultural area surrounding the Woodsdale neighbourhood.

POLICIES

- 5.4.5 The policies of Council are as follows:
- a. Require developing properties neighbouring the Agricultural Land Reserve to provide sufficient buffer space to protect farmland.

Objective

- 5.4.6 Encourage focused development of tourist, commercial and multiple-unit residential development along Woodsdale Road.

POLICIES

- 5.4.7 The policies of Council are as follows:
- a. Restrict commercial growth in Woodsdale to neighbourhood, service and tourist commercial only.
 - b. Encourage commercial use in conjunction with residential or tourist uses, incorporating commercial uses on the first 1-2 storeys of development and residential uses on the remaining floors.
 - c. Permit up to mid-rise development in Woodsdale.
 - d. Support a range of housing types in the Woodsdale neighbourhood, including townhouses, apartments and accessory suites.

Objective

- 5.4.1 Establish Woodsdale as a mixed-use growth area that encourages urban agriculture.

POLICIES

- 5.4.2 The policies of Council are as follows:
- a. Promote the incorporation of small urban agricultural uses (i.e. rooftop gardens, edible landscaping) into new mixed-use and residential complex developments.
 - b. Consider urban agriculture as a form of infill development on small and/or underutilized parcels (i.e. community gardens).
 - c. Explore future amendments to the Zoning Bylaw that address urban agriculture.

- d. Encourage community groups to establish urban agricultural practices.

5.5 Okanagan Centre

EXISTING CONDITIONS

The Okanagan Centre area was a critical location on the historic Okanagan Lake transportation corridor. Paddle wheelers and barges all stopped at Okanagan Centre while moving goods and passengers up and down the lake. Okanagan Centre has since evolved into a varied area of single-unit urban lots, rural lots and working farms.

Okanagan Centre Village is the traditional heart of Okanagan Centre. The Village itself used to house several commercial and industrial operations. There is now one commercial property and one industrial property in the area, and the Village is characterized by single-unit homes on small urban lots.

The Okanagan Centre Sector Plan's vision was "to sustain a unique community personality by balancing growth and development with the natural rural attributes and the distinctive Village settlement." Okanagan Centre will continue to remain a mixed-use neighbourhood made up largely of single-unit residences and agricultural properties. Some commercial development may occur, and no industrial development is planned. Additional opportunities for agri-tourism and winery commercial use may develop in the area.

Goal

- 5.5.1 Maintain Okanagan Centre as a rural residential community with natural and visual amenities.

Objective

- 5.5.2 Improve the residential quality of the neighbourhood, while also maintaining existing desirable attributes.

POLICIES

- 5.5.3 The policies of Council are as follows:
 - a. Implement a night sky policy for new residential developments in Okanagan Centre.
 - b. Monitor the effectiveness of traffic calming measures in high traffic areas and make adjustments if necessary.
 - c. Discourage commercial development aside from neighbourhood service commercial.

Objective

- 5.5.4 Improve the transportation and road network in the Okanagan Centre neighbourhood.

POLICIES

5.5.5 The policies of Council are as follows:

- a. Require that new developments along Tyndall Road contribute to the redevelopment of the road to a major road standard between Okanagan Centre Road West and Camp Road.
- b. Continue with traffic calming efforts along Okanagan Centre Road West.

Objective

5.5.6 Ensure that park and public lands within Okanagan Centre are maintained and enhanced.

POLICIES

5.5.7 The policies of Council are as follows:

- a. Maintain the natural integrity of the Okanagan Centre Shoreline.
- b. Explore opportunities to acquire lands along the Okanagan Lake foreshore.

5.6 Oyama**EXISTING CONDITIONS**

Oyama is located in a beautiful, picturesque setting. The isthmus, which is the heart of the community, separates Wood Lake from Kalamalka Lake. Most of the commercial, institutional and recreational land uses are located from Highway 97 along Oyama Road to the eastern boundary of Wood Lake. The developed residential parcels situated on the isthmus are mostly urban sized with the larger rural acreages located on the east side of Highway 97 and along the east side of Wood Lake. Over 90% of Oyama is located in the Agricultural Land Reserve with varying parcel sizes. There are scattered pockets of industrial lands on the isthmus and in the northeast portion of Oyama.



The neighbourhood on the isthmus should retain its small-town atmosphere, consisting largely of single-unit residential use with some commercial development along Oyama Road. The single unit use will dominate the isthmus, with some smaller multiple-unit development to provide housing options for older or younger residents.

Wood and Kalamalka Lakes will continue to be the dominant amenity features in Oyama; much of the tourist and local activities will focus around those lakes.

The expansion of sewer services to the area of Oyama that is within the Urban Containment Boundary is anticipated to occur in the long term. The introduction of these services will encourage further protection of the Oyama neighbourhood's rural character by directing new development within the Urban Containment Boundary and protecting Wood Lake and Kalamalka Lake. Population densities will significantly need to increase in the Urban Containment Boundary in order to sufficiently accommodate the new servicing. Sewer services will mean significantly more residential and commercial development, both because more units are required to pay for the sewer and the sewer service eliminates an obstacle to single-family homes on urban sized lots, strata developments, townhouses, or even apartment types of development. Sewer services will reduce potential negative impacts of lots within the Urban Containment Boundary currently serviced by on-site septic tanks, as these may cause environmental implications for the nearby Kalamalka and Wood Lakes.

Goal

- 5.6.1 Preserve the unique character and nature of Oyama while carefully expanding recreation and growth opportunities in the neighbourhood.

Objective

- 5.6.2 Allow for limited mixed commercial and residential development in the Oyama Urban Containment Boundary that does not interfere with the rural character of the surrounding neighbourhood.

POLICIES

- 5.6.3 The policies of Council are as follows:
- a. Support the development of sewer-serviced development within the Oyama Urban Containment Boundary, as identified on Map 3.
 - b. Limit the height of new buildings to low rise structures.

Objective

5.6.4 Expand employment and business opportunities in Oyama.

POLICIES

5.6.5 The policies of Council are as follows:

- a. Support general retail commercial and tourist uses in the Urban Containment Boundary. These uses should be primarily aimed at providing services to the Oyama community.
- b. Support Highway and Tourist Commercial development at the intersection of Oyama Road and Pelmeash Parkway.
- c. Support commercial development that builds upon the presence of the Okanagan Rail Trail in the Urban Containment Boundary.

Objective

5.6.6 Protect the natural amenities of the community while improving foreshore access for recreational opportunities.

POLICIES

5.6.7 The policies of Council are as follows:

- a. Protect existing public access to the foreshore.
- b. Examine opportunities to acquire lands to provide additional public access to the foreshore.

5.7 The Lakes

EXISTING CONDITIONS

The Lakes is one of Lake Country's newer neighbourhoods, a master-planned development located off Okanagan Centre Road East. The development is almost fully built out and when completed the community will have about 1,300 dwelling units ranging from single unit to multiple -unit condominiums. A small amount of commercial development is expected.

The Lakes is continuing to develop into a complete residential community with an assortment of residential and neighbourhood commercial alternatives.

Goal

5.7.1 Develop The Lakes into an attractive community with a variety of residential housing types for all stages of life.

Objective

- 5.7.2 Build out of the neighbourhood must be in accordance with The Lakes Master Plan.

POLICIES

- 5.7.3 The policies of Council are as follows:
- a. Work with the developer to complete required development approval processes.
 - b. Support the development of a neighbourhood commercial node in zoned parcels.

Objective

- 5.7.4 Improve and increase transportation options to the neighbourhood.

POLICIES

- 5.7.5 The policies of Council are as follows:
- a. Require that development west of The Lakes examine options for providing an alternative roadway into and out of the neighbourhood.
 - b. Work with B.C. Transit to provide transit service from The Lakes to the Town Centre.

5.8 Established Winfield Neighbourhoods

EXISTING CONDITIONS

In addition to ward-based neighbourhoods and future growth areas such as Lakestone, the District is also home to several developed and partially-developed neighbourhoods. Existing Winfield neighbourhoods include Clearwater, the Davidson Road subdivision, the Kel-Vern Crescent subdivision, the Mountview Subdivision, the Winview Road subdivision, and the neighbourhood built around Pretty and Robinson Roads. As well, the Copper Hill neighbourhood has been partially completed and is expected to continue its development.

Part of the legacy left behind by governance prior to incorporation are urban residential neighbourhoods without urban services. Several of the neighbourhoods in Winfield lack sidewalks, street lighting and sewer services.

Going forward, opportunities may exist to add density to existing neighbourhoods. By permitting secondary suites in residential neighbourhoods, the District has taken a progressive step in increasing density and providing affordable housing. Additional opportunities may exist to incorporate duplexes or townhouses into existing neighbourhoods where appropriate.

Goals

- 5.8.1 Improve infrastructure in existing neighbourhoods.
- 5.8.2 Increase residential density in existing neighbourhoods.

Objective

- 5.8.3 Extend District sewer systems to existing underserved neighbourhoods.

POLICIES

- 5.8.4 The policies of Council are as follows:
 - a. Actively seek senior government grants to expand sewer coverage into areas with failing septic fields within the sewer service area shown on Map 6.
 - b. Require that sewer service be extended prior to additional subdivision or rezonings.
 - c. Ensure provisions are made in liquid waste planning to accommodate extending sewerage to developed neighbourhoods.

Objective

- 5.8.5 Improve roadway infrastructure in existing neighbourhoods.

POLICIES

- 5.8.6 The policies of Council are as follows:
 - a. Require that roadway improvements be paid for as a condition of subdivision or rezoning.
 - b. In neighbourhoods with narrow road right of ways, explore opportunities for off road paths as an alternative to sidewalks.
 - c. Determine a road alignment for a second access into the Copper Hill and Clearwater subdivisions.

Objective

5.8.7 Increase density in existing developed neighbourhoods.

POLICIES

5.8.8 The policies of Council are as follows:

- a. Where appropriate servicing exists, consider rezoning applications to more intense forms of urban residential development such as duplexes or townhouses.

5.9 McCoubrey Plateau

The McCoubrey Plateau neighbourhood is the area south of Okanagan Centre Road West along McCoubrey and Glenmore Roads. The area west of Glenmore Road has not been intensively developed to date and is expected to be home to future urban-level development.

In the long run, the District expects the area will develop into an urban residential neighbourhood with a blend of single unit, duplex and multiple-unit housing. As part of this urban residential expansion, the District would also like to increase the availability of affordable housing and seniors' housing. Development should also be conducted in a sensitive and sustainable fashion using green building techniques.

There are several existing gravel pits in the northeast portion of the plateau. These pits should eventually be redeveloped into light industrial employment lands as they exhaust their supply of aggregate materials.

Goals

- 5.9.1 Establish the McCoubrey Plateau area as a comprehensive residential neighbourhood with a mixture of complementary urban land uses and densities.
- 5.9.2 Showcase McCoubrey Plateau as a leader in ecologically-sensitive community design.

Objective

5.9.3 Ensure development occurs in a coordinated manner.

POLICIES

5.9.4 The policies of Council are as follows:

- a. Ensure the build out of the neighbourhood is in accordance with the McCoubrey Plateau Area Structure Plan.

- b. Ensure development occurs in an orderly and phased fashion and that all infrastructure and servicing issues associated with the development are addressed.
- c. Coordinate land clearance with infrastructure installation and phasing plan.
- d. Integrate a variety of housing types and tenures into the neighbourhood.
- e. Require at least 50% of all housing units be multiple unit dwellings.
- f. Ensure at least 10% of all dwellings in the area be affordable housing.
- g. Support the inclusion of a seniors' housing project within the overall concept.
- h. Integrate development sensitively with the natural setting.
- i. Protect areas of high ecological value and steep slopes from disturbance.
- j. Minimize site disturbance and tree removal while revegetating disturbed areas.
- k. Establish a high-quality built environment in the McCoubrey Plateau area.
- l. Develop a transit-friendly community layout.
- m. Explore innovative community energy solutions.
- n. Ensure a sufficient and usable parkland network connected to neighbouring areas.

5.10 Lakestone

EXISTING CONDITIONS

Lakestone is a continuously developing residential community in southwestern Lake Country. This master planned community will include a wide range of single unit, duplex and multiple unit residential components and neighbourhood service commercial elements.

With the development of Lakestone and the expansion of the District infrastructure network, a whole new frontier was opened for development in Lake Country.



Goal

- 5.10.1** Develop Lakestone into a high-quality residential area while remaining accessible to the community at large.

Objective

- 5.10.2** Support high-quality residential, neighbourhood service commercial and recreational development.

POLICIES

- 5.10.3** The policies of Council are as follows:
- a. Ensure development occurs in accordance with the Lakestone Master Plan as amended.
 - b. Develop design guidelines that produce attractive and context-sensitive buildings.
 - c. Require high-quality landscaping and site work be installed.
 - d. Maintain public access to trails and parks within Lakestone.
 - e. Require trails and parks be developed in accordance with the Lakestone Master Plan

6

ECONOMIC DEVELOPMENT

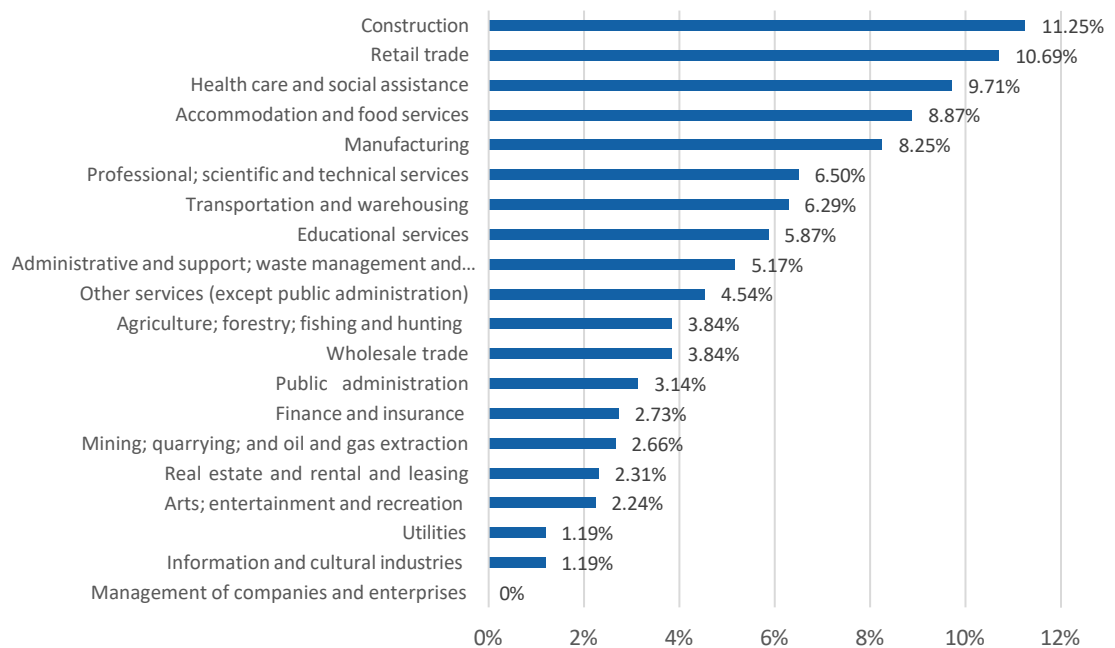


6 ECONOMIC DEVELOPMENT

6.1 Employment

- The unemployment rate in Lake Country was 7.5 % in 2016, which is slightly higher than the provincial rate of 6.7%.
- Lake Country’s median individual income in 2015 was \$36,839 which was higher than the provincial average of \$33,012.
- In 2016, the five largest employment industries in the District were: construction (11.3%), retail trade (10.7%), health care and social assistance (9.7%), accommodation and food services (8.9%), and manufacturing (8.3%).
- As of 2015, 33% of Lake Country residents worked in Kelowna, 22% in Lake Country, and 24% are retired.

Figure 6.1 Lake Country Labour Force by Industry (StatsCan Census, 2016)



Goals

- 6.1.1 Support the creation of well-paying jobs for residents.
- 6.1.2 Expand the non-residential tax base in the District.
- 6.1.3 Develop an economically sustainable community.
- 6.1.4 Encourage the creation of a vibrant commercial and industrial sector.
- 6.1.5 Increase the proportion of Lake Country residents working within the District.

Objective

6.1.6 Increase local employment opportunities for Lake Country residents.

POLICIES

6.1.7 The policies of Council are as follows:

- a. Continue with a business development campaign to emphasize the opportunities provided by the new Main Street and Town Centre area.
- b. Encourage office and white-collar employment opportunities in the District.
- c. Support clean light industrial employment opportunities in designated industrial areas.
- d. Support agencies working to expand and promote the arts and cultural sector.
- e. Develop a tourism strategy through consultation with the public and local businesses.

Objective

6.1.8 Ensure sufficient supply of commercial and industrial development lands.

POLICIES

6.1.9 The policies of Council are as follows:

- a. Employ an efficient municipal application process to help attract business development.
- b. Undertake a business land inventory and assessment study.
- c. Support redevelopment of the Glenmore Industrial Lands from gravel extraction to light industrial uses.

Objective

6.1.10 Provide support for agriculturalists to improve long-term economic sustainability.

POLICIES

6.1.11 The policies of Council are as follows:

- a. Support local agriculturalists by encouraging the buying of locally-produced farm products.

- b. Support the development of agri-tourism and other agriculture focused enterprises.

6.2 Economic Profile

Only a small percentage of employed District residents actually work within the municipal boundaries. Based on a community survey in 2015, 22% of respondents stated they work in Lake Country, 33% work in Kelowna and 7% stated that they work in Vernon. Employment generators outside of the District do not contribute tax dollars to the community and there are numerous environmental impacts from the volume of commuters leaving the District. The District seeks to remedy this issue by continuing to encourage more local employment.

6.3 Economic Development Strategy

Because of the close proximity to Kelowna, economic development in Lake Country should be based on the District's unique attributes. Lake Country's proximity to the University of British Columbia Okanagan and the Kelowna International Airport are also direct contributors to employment, significant capital expenditure, industry partnerships, research dollars, profile and demand for housing.

POLICIES

6.3.1 The policies of Council are as follows:

- a. Focus on agriculture products, tourism, retail outlets and the service industry to broaden the economic base and provide employment.
- b. Focus on providing new employment opportunities on Main Street.
- c. Increase awareness of the District's offerings by encouraging community events such as agricultural trade shows.
- d. Encourage local technical infrastructure to support the efficient functioning of home-based businesses.
- e. Utilize home-based businesses as an opportunity to reduce the District's carbon footprint.
- f. Explore options for the viability of short-term rentals in the District.
- g. Explore opportunities to provide incentives for new businesses.



6.4 Local Business Promotion

Objective

6.4.1 Advertise existing local businesses and attract new businesses to Lake Country.

POLICIES

6.4.2 The policies of Council are as follows:

- a. Work with the Lake Country Chamber of Commerce and the Regional District of Central Okanagan's Economic Development Commission to generate a strategy for promotion.
- b. Highlight the new Main Street development and Town Centre areas, the Glenmore Industrial Lands as well as the existing agricultural industry, for new and current business opportunities.
- c. Encourage opportunities for the establishment of craft breweries and distilleries to address the market gap that exists for these uses in Lake Country, while ensuring these uses will pre-treat their sewage to avoid significant impacts on the sewage treatment facility.

6.5 Employment Lands

The District of Lake Country does not have a vast amount of land that could be used to attract commercial and industrial businesses. Approximately 1.8% of Lake Country is designated for commercial or industrial use as shown on Map 1 – Future Land Use. Some of the challenges to providing employment lands include protecting farmland, infrastructure servicing, steep slopes and environmentally sensitive areas.

With completion of the Main Street, a substantial amount of serviced developable commercial land became available. Approximately 12,000 square metres of commercial space has been developed in the Town Centre as of early 2018.

7

HOUSING



7 HOUSING

EXISTING CONDITIONS

Housing stock in the District has changed considerably over the past thirty years as Lake Country has evolved from a primarily rural or agricultural community into a mostly bedroom community serving Kelowna and Vernon. It is anticipated the housing mix will continue to diversify as employment opportunities continue to grow and develop.

The housing stock in Lake Country is overwhelmingly dominated by single-unit dwellings; however, there has been an increase in construction of multi-family units. Since 2006, 1,036 single-family dwellings and 954 multi-family dwellings were constructed.

Objectives

- 7.1.1 Support a variety of residential housing options.
- 7.1.2 Allow for a range of residential housing tenures.
- 7.1.3 Promote the availability of affordable housing.
- 7.1.4 Protect the existing rental stock.

POLICIES

- 7.1.5 The policies of Council are as follows:
 - a. Discourage stratification of existing rental properties.
 - b. Support the use of secondary suites and accessory suites as a means of providing affordable and rental options.
 - c. Establish an Affordable Housing Strategy for Lake Country.
 - d. Continue to shift the composition of housing stock by encouraging more multiple unit buildings and fewer single detached dwellings, aiming for a total housing composition of less than the current 70% single detached dwellings and more than the current 30% multiple unit dwellings.
 - e. Work with the development community to ensure the availability of an appropriate mixture of housing types.
 - f. Inventory and categorize existing residential units.
 - g. Encourage the development of multiple unit residential buildings by pre-zoning land.
 - h. Support the development of higher density housing in the Urban Containment Boundary identified on Map 3. Higher density housing forms include townhouses, apartments, duplexes, and triplexes.

Objective

7.1.6 Improve opportunities for affordable and attainable housing in the community.

POLICIES

7.1.7 The policies of Council are as follows:

- a. Continue to conduct a housing needs assessment to guide land use decisions.
- b. Expedite permitting procedures for development proposals providing attainable ownership units, rental units, special needs housing, seniors housing, or congregate care facilities.
- c. Seek to ensure low income housing is not removed unless alternate housing is provided for the residents that are displaced.
- d. Consider residential facilities designed for people with special needs in all neighbourhoods.
- e. Encourage purpose-built developments to provide suitable housing for all segments of the population, particularly those whose needs are currently unmet by the existing housing stock.
- f. Support the use of housing agreements to ensure the long-term provision of affordable, rental and special needs housing.
- g. Consider granting density bonuses for the creation of affordable, rental and special needs housing.
- h. Identify housing gaps that arise from time to time.
- i. Encourage and prioritize housing development that considers the full costs of housing, including but not limited to: commute times, access to transit, walkability, multi-modal connections, parks, and access to a diverse selection of public, private, social, and other services.

7.2 Housing Profile

In 2016, the District of Lake Country had approximately 5,095 residences, of which single-detached houses represented 68.9% of all private dwellings. This was a 9.1% reduction from 2011.

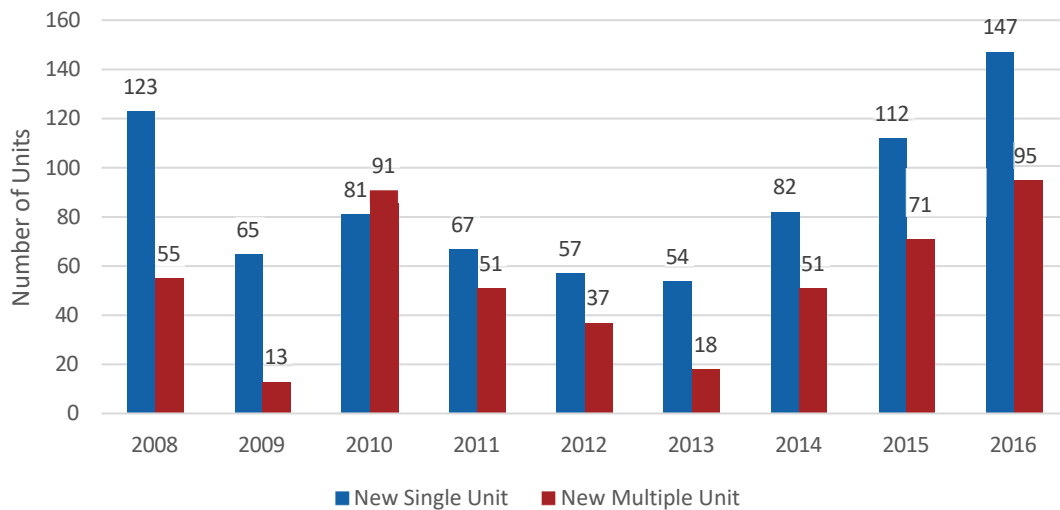
Of the 5,095 occupied private dwellings in 2016, 69% were single-detached units while the remaining 31% represented other types of structures including semi-detached houses, townhouses, apartments or flats in duplexes, as well as moveable dwelling units.

In 2016, 21.8 % of all dwelling units made up the rental stock within the District.

Table 7.1 Housing Unit Growth 2008 - 2016

	New Single Unit	New Multiple Unit	Total Units in DLC
2008	123	55	5,180
2009	65	13	5,259
2010	81	91	5,431
2011	67	51	5,549
2012	57	37	5,644
2013	54	18	5,717
2014	82	51	5,850
2015	112	71	6,033
2016	147	95	6,277
Total	788	482	-

Figure 7.1. Housing Unit Growth (2008-2016)



7.3 Housing Demand

The municipality expects growth will continue to progress in fits and starts as the housing market dictates, but that the average annual growth rate will be somewhere around 3.1% per year. This anticipated growth rate is thought to be a healthy increase for the community.

The District would like to provide a diversified housing stock consisting of fewer than 70% single-unit and more than 30% multiple-unit housing. With an anticipated 1.5% - 3.1% population growth rate, about 2,100 – 5,100 new residential units will be required by 2038. To shift the proportions to a

higher percentage of multiple family units, a substantial portion of these new units will need to be in multiple-unit buildings.

It is anticipated those lands within the Urban Containment Boundary will be sufficient to accommodate a five-year supply of housing for the District.

7.4 Rental Housing

Rental housing is imperative to the development of a complete community. Lake Country has few units available in the rental market. While the percentage of rental units in Lake Country is low, this number has been very gradually increasing over the last ten years. This is reflected in the Census data, which indicates that in 2006, 16% of units were rented, 18.1% in 2011, and 21.8% in 2016.

As of 2017, there has been no multiple-unit development constructed purely for the purpose of rental housing in the District of Lake Country since 2000. Most multiple-unit construction has been condominiums intended for owner occupation. Only a small percentage of these units were purchased with the intention to rent.

The remainder of the rental stock is comprised of mobile homes and seasonal accommodation that is occupied for short durations in the summer months but is otherwise available for long-term rental in the off season.

The significant lack of rental accommodation affects the development of the local economy, as business owners cannot find staff within the community. As such, the District is committed to protecting existing rental stock and supports an increase to the availability of rental housing.

POLICIES

7.4.1 The policies of Council are as follows:

- a. Undertake an Affordable Housing Needs Analysis and implement any resulting recommendations while considering different implementation approaches aimed at generating more affordable rental housing.

7.5 Affordable Housing

There is a shortage of affordable and attainable housing in the community. This is an impediment to economic development and the establishment of a complete community, as individuals in the lower to middle income brackets are largely excluded from the District.

7.6 Secondary Suites

Secondary and accessory suites provide an important alternative to more traditional large-scale, multiple-unit residential dwellings. Suites provide a means to accommodate a mixture of income and age levels within existing neighbourhoods without increasing apparent density or changing the character of the neighbourhood.

To further encourage suite development, the District of Lake Country amended the Zoning Bylaw in 2009 to permit secondary suites in all residential zones and to permit accessory suites on all rural residential properties.

7.7 Single Unit Residential

The community is predominately comprised of single-unit residential dwellings in both urban and rural areas. Housing prices in Lake Country are high and continue to rise, and this is partially due to the predominance of low density, single-family dwellings on individual lots.

To reduce the amount of land consumed by low density development, help limit urban sprawl and to reduce the ecological impact of urban development, the District of Lake Country is advocating increased density in single-unit residential neighbourhoods.

7.8 Multiple Unit Residential

While the multiple-unit residential stock within the District had two peak increases in 2010 and 2016, there is still a low supply of this type of housing form within the community compared to the number of single-family units.

Objective

- 7.8.1 Accommodate a range of income levels and ages by encouraging development of mid- and high-density multiple unit projects.

POLICIES

- 7.8.2 The policies of Council are as follows:
- a. Locate high-density, multiple-unit projects within easy access of commercial services, parks, and community and recreational facilities in areas such as Main Street and Woodsdale.
 - b. Locate townhouses and other mid-density, ground-oriented developments in the Urban Containment Boundary identified on Map 3 and near local schools as an option for young family and seniors' housing.
 - c. Retain the existing mobile home parks and prevent their conversion to other forms of development

8

TRANSPORTATION



8 TRANSPORTATION

EXISTING CONDITIONS

The District of Lake Country is responsible for all public roads within the municipal boundaries except Highway 97. In 2014, there was a distance of approximately 200 kilometres of traveled road surface within the District, as identified in the Transportation for Tomorrow Plan.

While transportation and the road network are a key concern in the community, the District has been proactive in identifying, planning and implementing transportation strategies. The District completed the Transportation for Tomorrow Plan in 2014 and a Transportation Update in 2018 that identify future transportation priorities for Lake Country. This plan is the guiding document on many transportation issues. Many of the specific items identified through surveys and consultation are addressed in Transportation for Tomorrow, and significant public consultation was undertaken directly for Transportation for Tomorrow. The District has taken the progressive step of dedicating a specific portion of property tax revenue, as well as a dedicated parcel tax, to address roads.

In addition to the local road network, there is one transportation corridor running through the community, Highway 97. The highway is the primary vehicular thoroughfare and extends from the Yukon border in the north to California in the south.

Goals

- 8.2.1 Create a multi-modal transportation network to provide a range of transportation options.
- 8.2.2 Provide a safe and efficient transportation network.
- 8.2.3 Minimize the environmental impact of the transportation network.
- 8.2.4 Reduce greenhouse gas emissions from the District transportation network.

Objective

- 8.2.5 To achieve the District's Mode Share Targets, which support a safe and efficient transportation network, provide a range of transportation options and reduce greenhouse gas emissions from the transportation network.

POLICIES

- 8.2.6 The policies of Council are as follows:
 - a. Make decisions about transportation investments and land use based upon the Mode Share Targets.
 - b. Make decisions about transportation investments and land use based upon the following Modal Hierarchy:
 - i. walking

- ii. transit
- iii. cycling
- iv. high-occupancy vehicles
- v. goods movement
- vi. single-occupancy vehicles

Objective

- 8.2.7 Improve traffic flow and safety along the Highway 97 corridor and at highway crossing locations.

POLICIES

- 8.2.8 The policies of Council are as follows:
- a. Adapt to Highway 97 corridor no longer providing community route by developing parallel highway routes east and west of Highway 97 corridor.
 - b. Work with the Provincial Government to alleviate congestion of Glenmore Road.
 - c. Change Highway 97 crossings from a barrier to pedestrian and bicycle trips by improving facilities to/from highway crossings and coordinating with the Provincial Government to enhance accessibility and safety of crossings.

Objective

- 8.2.9 To improve the opportunities for expanding transportation demand management.

POLICIES

- 8.2.10 The policies of Council are as follows:
- a. Deprioritize single-occupancy vehicle use by:
 - i. Working with developers to identify transportation demand management (TDM) measures for their development in exchange for reduced parking requirements. TDM measures include, but are not limited to, proximity to the Frequent Transit Network, the provision of a car share vehicle, the provision of bicycle parking above the bicycle parking requirement and the provision of end-of-trip facilities.
 - ii. Continuing to work with the Central Okanagan Public Schools to expand the Clean Air and Safe Routes 4 Schools program to

increase participation in active transportation, reduce the number of motor vehicles used for travel to and from school, and reduce school emissions.

8.3 Goods Movement

Goods movement is essential to the economic competitiveness, livability and vibrancy of the District. It is a critical component of achieving many of the District's stated goals and objectives outlined in Section 6, *Economic Development*. The policies identified in this section support the efficient delivery of goods to businesses in Lake Country.

Objective

8.3.1 To enable the efficient delivery of goods to businesses in Lake Country.

POLICIES

8.3.2 The policies of Council are as follows:

- a. Support economic activity in commercial areas by identifying strategies for the delivery of goods in new commercial and retail developments.
- b. Work with the adjacent road authorities and local stakeholders to identify strategies to improve regional goods movement.
- c. Ensure ease of access for industrial land uses to/from Highway 97 and separation from conflicting land uses (e.g. residential neighbourhoods).
- d. Develop a Truck Route Bylaw to regulate both local and regional goods movement in the District.

8.4 Electric and Shared Mobility

The District has an opportunity to become a leader in emerging and innovative forms of transportation. Mobility as a service will be essential to all communities in the future. Transportation trends and technology continue to evolve rapidly from electric vehicles and carsharing, to autonomous vehicles and shared mobility. Achieving a multi-modal transportation network requires the District to anticipate and be prepared for new forms of transportation.

Objective

8.4.1 To expand opportunities for electric vehicles and anticipate changing trends in mobility as a service.

POLICIES

8.4.2 The policies of Council are as follows:

- a. Support zero-emission and electric vehicle use by:
 - i. Finding opportunities to install public charging stations in high-visibility locations that do not currently have a charging station including the future Park & Ride facility, public parks, community and recreation centres, and libraries;
 - ii. Reviewing the parking and loading regulations in the District's Zoning Bylaw to identify how electric vehicle charging stations can be included in new residential and commercial buildings.
- b. Work with the car share co-operatives and services to identify opportunities to expand car share services within the District.
- c. In preparation for the potential impacts of autonomous vehicles on the transportation network, consider the following:
 - i. Consider how existing off-street parking may be repurposed once no longer needed and continue to review the off-street parking requirements so they reflect changing demand;
 - ii. Explore how streets may be repurposed to accommodate autonomous vehicles by increasing pick-up and drop-off spaces and providing fewer on-street parking spaces.
 - iii. Work with BC Transit to understand and identify how shared autonomous vehicles could be coordinated with transit trips.
 - iv. Prioritize transportation infrastructure investments that autonomous vehicles complement and support as opposed to overbuilding roadway capacities.

Objective

8.4.3 To facilitate transitions of District 'roads' to urban 'streets' with new development.

POLICIES

8.4.4 The policies of Council are as follows:

- a. Ensure development meets frontage requirements for increasing land use density to street (urban) cross-section standards to provide an active street frontage to support a multi-modal transportation network.
- b. Maintain 'tailor-made solutions' approach for District roadway projects consistent with Transportation for Tomorrow Plan.

8.5 Pedestrian Network

Providing pedestrian amenities is essential to encouraging people to leave their cars at home and to travel with confidence throughout the community. The pedestrian network consists of several different types of trails including sidewalks, connector trails, natural trails and multi-use trails. Pedestrian trips can be facilitated when there are supporting land uses, but the lack of adequate facilities reduce travel due to safety concerns and low accessibility. The future pedestrian network should be designed to improve pedestrian facilities for all ages and abilities to support Clean Air and Safe Routes 4 Schools programs, transit and commercial centres.

TRAIL AND GREENWAY CORRIDORS

There are several trails throughout the community that form recreational hiking and cycling routes. These trails have largely been identified and created through joint efforts between community volunteer groups and Lake Country or Regional District staff. The maintenance and creation of new recreation trails is an integral part of forming a multi-modal transportation network that can also result in the improvement of community health, safety and social wellbeing.

Objective

- 8.5.1 Improve the safety, comfort and enjoyment of walking for residents of all ages and abilities.

POLICIES

- 8.5.2 The policies of Council are as follows:
- a. Prepare and implement an Active Transportation Plan by 2020.
 - b. Expand the pedestrian network by enhancing and building connecting sidewalks. The Town Centre, schools, and transit routes, community parks, and recreation facilities should be prioritized, i.e. neighbourhoods should connect to schools, parks and so on.
 - c. Work with adjacent authorities to provide an integrated network of pathways designed for efficient pedestrian and cycling transportation as well as recreational purposes.
 - d. Ensure existing road shoulders are maintained and enhanced for pedestrian purposes.
 - e. Identify solutions for areas that present difficulties for mobility-challenged individuals.

8.6 Transit Options

An efficient transit system is critical both in a local and a regional context. Many Lake Country residents are unable to drive, do not own, have access to, or even wish to drive a personal vehicle. Public transit provides people with the ability to shop, work and recreate.



Currently, transit ridership within the community is relatively low. This may be due to several factors including inconvenient transit schedules and the fact that personal vehicles are still relatively inexpensive to operate. It is anticipated that as vehicle ownership costs continue to rise and the local population grows, the mode share of transit ridership will simultaneously increase. The District of Lake Country encourages BC Transit to improve the services provided to help increase ridership. BC Transit's Transit Future Plan, adopted in 2011, outlines priorities for improving transit service in Lake Country by the year 2036.

In late 2017, BC Transit presented to District Council further service changes to be incorporated into the plan in the short term. These improvements mostly pertained to increasing service times of existing routes in Lake Country to offer better service on weekends and during peak times. The District's overall planning direction is to bolster transit ridership and service through coordinated land use planning, infrastructure enhancements to bus stops and connecting multi-modal facilities.

Objective

- 8.6.1 Provide more attractive transit services including improved frequency and greater regional connections.

POLICIES

- 8.6.2 The policies of Council are as follows:
- a. Continue to work with BC Transit to encourage investments to the local transit system in Lake Country including:
 - i. Extend the Frequent Transit Network to connect neighbourhoods, local destinations and the rest of the transit system.

- ii. Reconfigure access to transit in the Oyama neighbourhood.
 - iii. Create new routes to the Oyama and Lakestone neighbourhoods.
 - iv. Develop a transportation hub at Oceola Road.
- b. Work with BC Transit to improve Lake Country's regional transit access including:
- i. Increased service between Lake Country and Kelowna.
 - ii. Increased service between Vernon, Lake Country and Kelowna.
 - iii. Establish a RapidBus connection between Kelowna and the District.
- c. Concentrate population and coordinate land use with the identified Frequent Transit Network.
- d. Work with BC Transit to enhance existing bus stops with high quality infrastructure including sidewalks, real time transit information, crosswalks near bus stops, lighting, and accessible curb letdowns.
- e. Consistent with the direction in the Central Okanagan Region Transit Future Plan, work with BC Transit to establish a Park and Ride in the District's Town Centre and explore opportunities for multi-modal integration.
- f. Work with BC Transit to support the integration of cycling and transit needs including the provision of secure short-term and long-term bicycle parking at the planned Park and Ride.

8.7 Active Transportation

Providing active transportation options benefits both individuals and the District. Residents will become healthier through increased exercise and the community will benefit from reduced greenhouse gas emissions and potentially reduced health care costs.

While active means of transportation typically include walking and cycling, they also include mobility assist devices, in-line skating, skateboarding and cross-country skiing. Due to topography and other considerations within Lake Country, active transportation may frequently need to be combined with public transit to reach more distant destinations.

In most areas of the community, it is intended that the Active Transportation Network will be multi-faceted and provide cycling, pedestrian and other non-motorized opportunities.

CYCLING NETWORK

Cycling is a viable form of active transportation that promotes physical activity and wellness along with reducing greenhouse gas (GHG) emissions. The cycling network consists of several types of different pathways, including roadside trails and connector paths, and will connect residential areas,

commercial centres and transportation corridors. Much of the existing road network in the District of Lake Country was constructed exclusively for automobile use.

Overall, the cycling network is intended to encourage cycling as a safe, efficient and sustainable transportation mode within the community. Achieving an enhanced cycling network will be achieved by increasing cycling mode share through supportive on-street and off-street facilities along with encouraging the provision of end-of-trip facilities to make cycling a more viable form of transportation. Improvements to the District road network, in the form of increased road pavement widths or dedicated bike paths adjacent to roadways, will need to be considered to encourage cycling as a viable option.

Objective

- 8.7.1 To improve the safety, comfort, and enjoyment of cycling for recreational and commuting purposes.

POLICIES

- 8.7.2 The policies of Council are as follows:
- a. Enhance the bicycle network to improve connections within the District, linking key destinations such as the Town Centre, commercial areas, schools, community facilities, and parks with a goal of having all residents and destinations within 400 metres of a bicycle route.
 - b. Provide cycling infrastructure that is comfortable and safe for all ages and abilities by:
 - i. Allocating different types of bicycle facilities with varying levels of separation (to reduce user conflicts) from vehicle traffic including multi-use paths, buffered bike lanes and separated facilities.
 - ii. Adopting bicycle route signage to provide clear identification for all roadway users of where higher concentrations of cyclists are welcomed and expected.
 - iii. Applying road design measures at intersections with bike lanes to raise awareness of the potential for conflict with motor vehicles and to maximize cyclist safety.
 - c. Collaborate with neighbouring communities to plan interconnecting active transportation routes, including a Glenmore Road and Commonage Road bicycle connection.
 - d. In new multi-family developments including apartment housing, town housing, and stacked row housing, provide class one bicycle parking (longer term lockers or controlled areas where a bike can be stored) in the ratio of 1.0 spaces per dwelling unit. In addition, each multi-family building should provide six class two bicycle parking spaces

(short-term parking, usually in the form of outdoor bike racks) for the use of visitors.

- e. Explore opportunities to increase the bicycle parking requirements for commercial, institutional and industrial uses during a future Zoning Bylaw amendment.
- f. Encourage the provision of end-of-trip facilities including secure bicycle parking/storage, lockers, change rooms and showers to make cycling a more viable form of transportation.
- g. Continue to develop and maintain the rail corridor for cycling travel.

8.8 Road Network Plan

The District of Lake Country is responsible for all public roads within the municipal boundaries with the exception of Highway 97. In 2014, there were approximately 200 kilometres of roads within the District. Many roads such as Carr's Landing and Okanagan Centre Roads service greater vehicular capacities than the alignments were designed to carry. Responses from community surveys and engagement completed from 2007 to 2015 reflect concern about the quality of local roads, revealing that the existing transportation network is one of the top five issues facing the municipality.

To improve the road network within the District, the Transportation for Tomorrow Plan was implemented in 2014. The plan aims to address road infrastructure impacts from future growth and to accommodate multiple road users including pedestrians and cyclists. The District has taken the progressive step of dedicating a specific portion of property tax revenue, as well as a dedicated parcel tax, to address roads.

Based on the Transportation for Tomorrow Plan, a Road Network Plan was drafted and incorporated into the Official Community Plan (OCP) as Map 5. This schedule reflects the District's long-term vision of traffic generated both from within the municipality and bypass traffic generated primarily from Highway 97 and Glenmore Road. Highway 97 is both an important regional and local corridor as well as a barrier to certain modes of travel. To achieve the future road network, the District has placed priority on protecting future rights of ways; this policy will help to ensure road network linkages can be completed. The policies target better connecting District roads to reduce internal community trips from using the highway and enhance highway crossings for active modes.

The Road Network Plan provides additional details to the Functional Road Classification Plan for road (rural) and street (urban) designations. The streets are designated based on existing road cross-sections, existing land use density, and future growth potential. Policies identified for the OCP include reclassifying roads to streets with rezoning to higher density development. The Road Network Plan provides road classifications for the District.

Objective

- 8.8.1 Establish a Road Network Plan based on the following functional road classifications: Arterial, Major Collector, Minor Collector, Town Centre and Local.

POLICIES

- 8.8.2 The policies of Council are as follows:
- a. Continue to maintain and establish the Road Network Plan as set out in Map 5.
 - b. Establish the Road Network based on the following classifications set out in Map 5:
 - i. Arterial: Key regional connections servicing high vehicle mobility and low access. Typically serving commuter connections.
 - ii. Major Collector: Internal major routes for the District parallel to Highway 97. Has good vehicle mobility but a higher level of access than an arterial. Directs traffic to and from major routes.
 - iii. Minor Collector: Connecting roads between major internal routes with equal access and vehicle mobility.
 - iv. Town Centre: Commercial-fronting properties with equal access and vehicle mobility. Higher levels of pedestrians with more frequent crossing opportunities.
 - v. Local: Servicing residential dwellings for high level access and low vehicle mobility.
 - c. Work to develop proposed routes set out in Map 5 as:
 - i. Proposed Arterial;
 - ii. Proposed Major Collector; and
 - iii. Proposed Minor Collector.
 - d. Consider impacts of proposed road connections on the Agricultural Land Reserve (ALR) in a comprehensive manner, and how the potential impacts can be mitigated or avoided.
 - e. Plan for and protect every opportunity to create redundancy to the road network.
 - f. Recognize there are local desires for certain segments of critical road corridors to remain low volume and rural in nature, and that the pressures of growth will necessitate spot treatments to manage speeds and volumes.

9

INFRASTRUCTURE, SERVICES AND UTILITIES



9 INFRASTRUCTURE, SERVICES AND UTILITIES

EXISTING CONDITIONS

Since incorporation, the District has been faced with several infrastructure issues, including a lack of urban servicing in some developed areas and an assortment of servicing standards. The low population density and spread out nature of Lake Country has also contributed to several infrastructure concerns.

Parts of Oyama, Carr's Landing and Okanagan Centre receive limited urban-type services, with water infrastructure in some areas not meeting fire flow requirements. In addition, stormwater management continues to be of concern as many areas have been identified as having soils with high erosion potential and risk of slope slumping.

Despite the inherited infrastructure issues, the municipal infrastructure system is evolving and continues to improve. Beginning in 1998, servicing standards were implemented through the adoption of the Subdivision and Development Servicing Bylaw; this bylaw has recently been updated.

The District completed a Water Master Plan in 2012 AND community Sewer Servicing Strategy in 2013. The Lakestone Servicing and Water Master Plan Integration was completed in 2016. The District continues to address water and sewer items on an ongoing basis to improve the level of service provided to the residents and businesses of Lake Country. Transportation Planning and Infrastructure improvements are also ongoing and these are addressed in Section 8, *Transportation* of this OCP.

The District continues to make progress towards ensuring its infrastructure system is well planned and well financed in order to deliver the level of service desired by the Lake Country community.

Goals

- 9.1.1 Expand and improve public infrastructure.
- 9.1.2 Provide reliable water and sewer services in an efficient and economically-feasible manner.
- 9.1.3 Provide solid waste management services in an efficient and sustainable fashion.

Objective

9.1.4 Ensure the expansion of public infrastructure is cost effective for all taxpayers.

POLICIES

9.1.5 The policies of Council are as follows:

- a. Require developers to pay for all new or expanded infrastructure needed for development.
- b. Require development to pay all costs of on-site servicing.
- c. Require development to pay all costs of off-site service extensions.
- d. Require that development pay for strategic upgrades or interconnects to water and sanitary sewer systems.
- e. Consider development finance tools to pay for the cost of off-site works that provide tangible and direct benefits to future development. These tools may include, but are not limited to:
 - i. Latecomer agreements.
 - ii. Development Cost Charge credits or rebates.
 - iii. Local improvement areas.
 - iv. Specified improvements.
 - v. Density bonusing.

Objective

9.1.6 Ensure all properties meet required servicing levels.

POLICIES

9.1.7 The policies of Council are as follows:

- a. All strata development roads and infrastructure should be built to District standards.
- b. Encourage urban properties to be serviced with both community water and sanitary sewer.
- c. Establish standards for waste management infrastructure in multi-family and commercial buildings.

Objective

9.1.8 Increase safety along the residential-natural interface.

POLICIES

9.1.9 The policies of Council are as follows:

- a. Encourage the completion of a new wildland fire study.

9.2 Stormwater Management

Stormwater management involves directing excess water runoff away from both property and sensitive areas. The management of stormwater is of great concern to the District as areas in the municipality have soils with high erosion potential and significant risk of slope slumping.

Uncontrolled stormwater runoff can damage properties, erode soil, undermine structures and pose a risk to public safety. To lessen property damage, reduce safety risks and otherwise identify appropriate land uses it is required that development address stormwater management issues at the subdivision and development stages. Stormwater management plans must accommodate the ten-year flood event on site and provide positive relief for a 100-year flood event. The District currently has several stormwater management plans, including:

- **Oyama Road and Williams Hill Mater Drainage Plan and Geotechnical Investigation**
- **Knopf Brook Basin Drainage Study**
- **Woodsdale Area Drainage Plan**
- **Town Centre Road Stormwater Management Plan**
- **Winfield Town Centre Storm Drainage Plan**
- **Tyndall Road and Area Master Drainage Plan**

Objective

9.2.1 Reduce the risks to public safety and property from uncontrolled stormwater run-off.

POLICIES

9.2.2 The policies of Council are as follows:

- a. Require development pay for necessary stormwater management systems and upgrades where needed.
- b. Upgrade and expand the community drainage system within the Town Centre and Woodsdale areas.
- c. Require new development to accommodate drainage on site.
- d. Seek to ensure stormwater and drainage management plans respect environmentally-sensitive areas.

9.3 Sanitary Sewer

The District has made great progress in recent years with the construction of the wastewater treatment facility and the expansion of the sanitary sewage collection area. The Lake Country sewer service infrastructure is shown on Map 6.

Objectives

- 9.3.1 Provide sanitary sewer to unserved urban areas identified on Map 6.
- 9.3.2 Expand the District sanitary sewer system into developed and identified growth areas within the limits of the area set out in Map 6.
- 9.3.3 Ensure all properties have a safe and environmentally responsible means of disposing of liquid waste.

POLICIES

- 9.3.4 The policies of Council are as follows:
 - a. Expand the central sanitary sewer system collection area into unserved urban areas, located within the areas set out on Map 6, through the use of government grants, local development initiatives, development cost charge funded trunk main extensions and developer-funded extensions.
 - b. The outer limit of the community sewer system is set out in Map 6. The extension of the community sewer collection system beyond the outer limit will not be supported.
 - c. The creation of new privately-run sewage treatment facilities will not be supported, even in areas where the municipal sewer system does not currently exist.
 - d. New development will be required to cover the costs of servicing upgrades necessary to support the site.
 - e. Require all newly-created lots less than one hectare in size must be serviced by a community sewer system.
 - f. Require all development on existing lots that cannot connect to the community sewer system and are located within 100 metres of any water body are serviced with a Type 3 on-site sewerage system.

9.4 Septic Systems

Most rural and agricultural lots in the District are serviced by on-site sewerage systems. When installed and maintained correctly, these sewerage systems do an adequate job of processing residential wastewater in a safe manner. It is intended that such on-site sewerage systems will continue to be used in both rural and agricultural settings unless connection to the community sanitary sewer system can be achieved without a trunk main extension.

Objective

- 9.4.1 Continue to use on-site sewerage systems in both rural and agricultural settings unless connection to the community sanitary sewer system can be achieved without a trunk main extension.

POLICIES

- 9.4.2 The policies of Council are as follows:
- a. Require all newly-created lots to be serviced with an on-site sewer system to be a minimum of one hectare in size. Homesite severances are in compliance with the *Agricultural Land Commission Act* are exempt from this policy.

9.5 Water Supply

Several different water systems are operated within the District of Lake Country. The general service areas for these systems are shown on Map 7, although for the District of Lake Country water systems the purpose of Map 7 is to show areas within which the District currently provides water services or would consider providing water services in the future. More importantly, Map 7 indicates the uppermost limits of water service, and the District will not consider providing a community water system, or allowing developments that require community water systems, outside the area shown on Map 7. All properties not connected to these systems are supplied by either a groundwater or surface water source.

The Lake Country Water System will continue to receive upgrades to ensure supply lines are interconnected, resulting in high quality, safe and clean drinking water. Interconnection of the supply lines will also ensure fire flow requirements are achieved for improved public safety.

Goal

- 9.5.1 Operate all water systems within the municipality.

Objectives

- 9.5.2 Ensure all users have access to safe, sustainable and reliable water supplies appropriate to their needs.
- 9.5.3 Ensure new development does not extend beyond the water service area set out on Map 7.

POLICIES

- 9.5.4 The policies of Council are as follows:
 - a. Update the Water Master Plan to include the Carr’s Landing area.
 - b. The creation of new private water systems will not be supported.
 - c. Encourage private operators to upgrade water systems.
 - d. Allow existing private water systems to expand, provided the systems are upgraded to meet municipal standards.
 - e. The upper elevation servicing limit of the community water systems is set out in Map 7. The extension of the water system above this upper limit will not be supported.
 - f. At the request of owners and users, the municipality may investigate the feasibility of assuming control over private water systems but will retain sole discretion to not assume control over these systems.
 - g. Maintain a fire limit area to address fire suppression limitations.
 - h. New lots smaller than four hectares should be serviced by a community water system.
 - i. Consider lobbying senior governments to ensure watersheds located outside of District boundaries are protected and not subject to undue development pressures.

9.6 Solid Waste Management

Solid Waste Management is managed by the Regional District of Central Okanagan. In 2009, curbside collection in all urban and rural areas was implemented through a multiple-bin, automated collection system. The automated system allows for reasonable amounts of solid waste, yard waste and recycling to be collected. Solid waste, yard waste and recyclable material can still be dropped off at the Glenmore Landfill by residents on an as-needed basis.

9.7 Other Utilities

The District completed construction of the new Lake Country Hydroelectric Generating Station in 2009. This innovative municipal facility is a 1.1-megawatt hydroelectric generator that can produce approximately 2,500 megawatt hours of electricity per year. This is enough energy to supply approximately 300 homes for the life of the project.

9.8 Smart Cities

The District will continue to adapt to technological advancements in the future by studying areas where technology can be implemented for efficiency, effectiveness, sustainability and innovation. Implementing technology and applying Smart City philosophies, such as creating a foundation of understanding of data, people, processes and technology, as well as a culture of increased tolerance for technology risks, into the functioning of the District would aim to improve service delivery by:

- **Positioning the District to make more data-driven, evidence-based and informed decisions;**
- **Enabling the District to measure and understand the impact of various initiatives;**
- **Better managing assets; and**
- **Enabling opportunities for inter-agency collaboration, increased community engagement, and innovative solutions.**

10

COMMUNITY AND SOCIAL CONSIDERATIONS



10 COMMUNITY AND SOCIAL CONSIDERATIONS

EXISTING CONDITIONS

The District of Lake Country seeks to facilitate a healthy and complete community, achieving a positive environment for District residents where equity, inclusion and adaptability are integral to realizing broader levels of social wellbeing.

Lake Country has many active and engaged residents, a positive arts and culture environment, good relations with local First Nations and a desire of many residents to remain within the community for their senior years. More needs to be done to assist those wishing to age in place, to improve physical accessibility and promote heritage conservation.

Goals

- 10.1.1 Support local arts and culture initiatives.
- 10.1.2 Become an accessible, age-friendly community that promotes physical and mental health initiatives.
- 10.1.3 Recognize the importance of local First Nations.
- 10.1.4 Protect local heritage.
- 10.1.5 Support youth interaction within the community.
- 10.1.6 Build seasonal residents into the community fabric.
- 10.1.7 Help community groups to work together and celebrate their accomplishments.
- 10.1.8 Create family eating spaces in public spaces, including recreation centres, city plazas and parks, to encourage families to eat together.
- 10.1.9 Where appropriate support applications for grant funding to achieve community and social well-being.

Objective

- 10.1.10 Increase physical activity levels amongst Lake Country residents.

POLICIES

- 10.1.11 The policies of Council are as follows:
 - a. Seek to ensure suitable community recreation programs are available for all residents.

- b. Improve active transportation options within the District.

Objective

- 10.1.12 Expand the space available to local arts and cultural activities.

POLICIES

- 10.1.13 The policies of Council are as follows:

- a. Promote public art within municipal facilities and on the District website.
- b. Assist groups organizing events adding to the local arts and cultural calendar.
- c. Encourage developers to make space available for public art.
- d. Provide space for public art within District parks and civic facilities.
- e. Work with stakeholders to assist in the establishment of an art gallery in the Town Centre.
- f. Promote arts and culture by supporting the efforts of the Public Art Advisory Commission.

Objective

- 10.1.14 Ensure local infrastructure and public facilities are accessible to all.

POLICIES

- 10.1.15 The policies of Council are as follows:

- a. Locate facilities such as drop-in centres, group homes and similar facilities in accessible locations close to transit, commercial, social and recreational services.
- b. Work with stakeholders to establish social service facilities at the neighbourhood level.
- c. Support barrier-free accessibility in civic facilities and new developments.
- d. Ensure all development in Lake Country provides the required accessible parking.
- e. Work with the Access and Age-friendly Committee to minimize physical barriers.

Objective

- 10.1.16 Improve the number of municipal services and programs available to all age groups.

POLICIES

- 10.1.17 The policies of Council are as follows:
- a. Attempt to ensure public facilities and programs are available, affordable and adequately serve residents of the community.
 - b. Seek funding from senior levels of government for public programs and facilities.

Objective

- 10.1.18 Foster a collaborative relationship with local First Nations.

POLICIES

- 10.1.19 The policies of Council are as follows:
- a. Respect the principles outlined in the Protocol Agreement between the District of Lake Country and the Okanagan Indian Band.
 - b. Work with the Okanagan Indian Band to identify and protect cultural features.

Objective

- 10.1.20 Enhance and expand municipal efforts to protect heritage resources.

POLICIES

- 10.1.21 The policies of Council are as follows:
- a. Acknowledge the importance of local history by recognizing heritage sites and buildings.
 - b. Continue to support the Lake Country Museum in Okanagan Centre.

10.4 Physical Accessibility

Objective

- 10.4.1 Ensure all residents can move about freely to participate and contribute to their community.

POLICIES

- 10.4.2 The policies of Council are as follows:
- a. Identify areas where the community has deficiencies in regard to inclusiveness and audit these to increase physical accessibility.
 - b. Reduce physical barriers to allow parents with strollers, senior citizens, people using crutches or other forms of mobility-challenged individuals to move about freely.
 - c. Provide ease of use appurtenances such as drop curbs, wide sidewalks, smooth trail surfaces, auditory traffic signals, and ramped building accesses.

10.5 Healthy Communities

Residents, employees and visitors value being in a healthy, complete and safe community.

Objectives

- 10.5.1 Create physical environments that support healthy activity and social interaction.
- 10.5.2 Create strong connections and partnerships among organizations addressing community issues.
- 10.5.3 Ensure citizens have access to community services, support and opportunities including basic needs, safety, health services and leisure opportunities.
- 10.5.4 Protect natural areas and use resources and ecosystems responsibly.
- 10.5.5 Encourage residents and business owners to engage in municipal decision-making processes.

POLICIES

- 10.5.6 The policies of Council are as follows:
- a. Provide physical infrastructure that promotes pedestrian and cyclist activity while also acting as an alternative mode of transport.

- b. Encourage the provision of an abundance of child care services for families.
- c. Continue to conduct testing and undertake protection measures of critical water supplies.
- d. Hold engagement events on critical community issues that are interactive and accessible for a wide range of age groups.

10.6 Arts and Culture

There is an ongoing and increasing municipal commitment to providing a vibrant local arts and cultural environment in Lake Country.

Currently, the community hosts or holds several major events, including:

- **The ArtWalk event each September.**
- **Many activities at Creekside Theatre throughout the year.**
- **Works from local artists proudly displayed within the Municipal Hall.**
- **Public art in local parks and on municipal trails.**
- **A pavilion in Swalwell Park for outdoor performances.**

A strong arts and cultural element will continue to entice people to get out, explore and talk to one another, adding to the human element of the community. There are also many economic benefits associated with community-supported arts and cultural events.

Objective

10.6.1 Support a strong arts and cultural environment in Lake Country.

POLICIES

10.6.2 The policies of Council are as follows:

- a. Explore opportunities for the development of a Cultural Plan for the District.



10.7 Heritage Preservation

Although there has been development in the area for over one hundred years, there are a limited number of sites remaining that merit heritage designation. As such, those remaining historical resources, such as buildings, structures, indigenous sites, landscapes, and other places of value should remain intact.

Objective

- 10.7.1 Foster a sense of identity in the District that is supported by heritage resources.

POLICIES

- 10.7.2 The policies of Council are as follows:
- a. Conduct a heritage preservation audit to identify important resources. These may include: the Gibson House, the Okanagan Centre School, the Paddock, the old ferry docks, Saint Mary's Anglican Church, and other dwellings throughout the District.
 - b. Identify the heritage value of sites in the District from which local character has been derived. Evaluate new developments based on character traits.
 - c. Convert the heritage preservation audit to an official heritage inventory to assist property owners with the conservation of resources.

10.8 Youth Engagement

Municipal governance often overlooks young people in decision-making processes. While parks and some recreation programs are designed specifically with young people in mind, youth generally have not had a meaningful way to engage in the growth of their community.

Objective

- 10.8.1 Provide youth with opportunities to become engaged in the community.

POLICIES

- 10.8.2 The policies of Council are as follows:
- a. Add a youth-targeted link to the District of Lake Country website and promote feedback through local schools, churches and social organizations.
 - b. Consider the establishment of a youth committee to advise Council on youth-related issues.

11

URBAN DESIGN, FORM AND CHARACTER



11 URBAN DESIGN, FORM AND CHARACTER

11.1 Existing Conditions

During the building boom in the early part of the 21st Century, most of the newer multiple-unit and commercial structures constructed in Lake Country were built in a traditional or heritage style. Previous Official Community Plans have required these types of buildings to be built in such a style. Multiple-unit residential buildings at The Lakes and in the Woodsdale area used traditional lines and forms to create the beginnings of a Lake Country building style.

Gated communities are not encouraged in the municipality. The District shall continue to oppose this form of development.

Goals

- 11.1.1 Develop a unique and attractive community with a distinctive and unified style.
- 11.1.2 Develop Main Street into a pedestrian-friendly, mixed-use street.
- 11.1.3 Support new construction that meets green building targets.
- 11.1.4 Create barrier-free developments and neighbourhoods accessible to all.

Objective

- 11.1.5 Establish a high quality-built environment in Lake Country.

POLICIES

- 11.1.6 The policies of Council are as follows:
 - a. Encourage mid-rise development but consider high-density development on a case-by-case basis to ensure appropriate local scale for new development.
 - b. Require all commercial, industrial and multiple-unit residential development in the Town Centre or within 100 metres of Highway 97 be built in a traditional or heritage style.

Objective

- 11.1.7 Develop the Town Centre and Main Street into a pedestrian-friendly downtown setting with an architecturally congruent theme.

POLICIES

- 11.1.8 The policies of Council are as follows:

- a. Require all signage within the Town Centre be of a pedestrian scale and traditionally styled. Signage should project rather than be placed flat on the building face.
- b. Locate off-street parking along Main Street to the side or rear of the main buildings.
- c. Break up paved surface areas with landscaping or through the use of varied paving types and surface patterns.

Objective

11.1.9 Enhance the aesthetic quality of the Highway 97 corridor.

POLICIES

11.1.10 The policies of Council are as follows:

- a. Require significant landscaping for uses on Highway 97 as part of development approvals.
- b. Allow for larger signs along Highway 97 than are permitted elsewhere.
- c. Do not permit neon signs, moving signage, billboards, obtrusive or visually unappealing signage along Highway 97.
- d. Minimize the number of commercial signs per lot and encourage commercial properties with multiple tenants to consolidate signs.

11.2 Local Design Principles

Objective

11.2.1 Ensure large-scale development is conducted in a traditional or heritage design style. Traditional design refers to those styles popular in North America during the Victorian period, between 1840 and 1900, and includes the Tudor, Italianate, Beaux Arts, Château and Classical Revival styles. Heritage styles include historic Okanagan vernacular designs based on Packinghouse, Lumber Mill or Agricultural themes.

POLICIES

11.2.1 The policies of Council are as follows:

- a. Designers who opt for heritage styles must be able to clearly demonstrate historical 19th and early 20th century Okanagan examples of their design.
- b. Recommend traditional styles for commercial and multiple-unit dwellings and heritage styles for industrial and service commercial structures. However, where it is appropriate, either design style may be used for either form of development.

- c. Utilize the Development Permit process to ensure these forms of development are held to high design standards that enhance the built environment and do not conflict with neighbouring site aesthetics.



Tudor style



Second Empire style



Beaux Arts style



Queen Anne style



Italianate style



Classical Revival style

11.3 Town Centre

Objective

- 11.3.1 Establish the Town Centre as the commercial and multi-unit residential core of the District.

POLICIES

- 11.3.2 The policies of Council are as follows:
- a. Ensure new developments within the Town Centre have a high-quality built environment and complement development along Main Street.
 - b. Continue to develop Main Street as the primary focal point of commercial and cultural activity in the community.
 - c. Encourage building design on Main Street to evoke a turn of the century North American feel through the use of classical Victorian, traditional or heritage architectural language.
 - d. Encourage a combination of mixed-use buildings with minimal setbacks and pedestrian scaling; structures should share common elements, including canopies and wooden signage, to give Main Street a consistent feel.
 - e. All developments should be pedestrian friendly and human scaled to encourage public use.
 - f. Design buildings in classical Victorian era or traditional styles.
 - g. Locate parking and storage on Main Street behind or under principal buildings. The intent of the Town Centre design guidelines will be to create a Main Street façade unbroken by parking lots

11.4 Development Along Highway 97

Highway 97 is a vital roadway for the District and the surrounding communities. A tremendous number of vehicles pass by on a daily basis, and for many commuters the primary impression of Lake Country comes from what is seen from the Highway.

Objective

- 11.4.1 Maintain a high-quality built environment along Highway 97.

POLICIES

- 11.4.2 The policies of Council are as follows:

- a. Require multiple-unit dwellings, commercial buildings and industrial buildings visible from Highway 97 to maintain the same high standards and development styles as structures in the Town Centre.
- b. While the District understands that signage along Highway 97 must be larger than in pedestrian-oriented areas, the District will nonetheless aim to minimize the size and scale of all highway signage.



Typical North American Main Street



Typical North American Main Street

11.5 Institutional Development

The *Local Government Act* does not enable the District of Lake Country to subject institutional developments, such as public schools, hospitals, churches or not-for-profit care centres, to the development permit process for form and character matters.

Where possible, the District will collaborate with institutional developers during the rezoning process to ensure the structures being developed meet the same requirements as similar commercial type structures, including building design and architecture, colour scheme and site landscaping.

11.6 Crime Prevention through Environmental Design

Crime Prevention through Environmental Design, or CPTED, is a design philosophy that strives to reduce criminal acts through building design and site layout. Research has suggested an important element in crime deterrence is increasing the perception that criminals will be observed and reported by the public. CPTED attempts to improve sightlines and visibility in the most vulnerable areas to increase the threat of observation.

An example of incorporating CPTED into building and site design would include ensuring a parking lot is highly visible from building windows, that building entrances are visible and well lit, that lighting does not create a glare which ruins night vision and that sightlines are clear and unobstructed. Additionally, prickly vegetation can be used to discourage criminal activity.

While the District supports the incorporation of CPTED elements into building design, aesthetic and architectural elements should not be compromised.

11.7 Signage Requirements

Signage has the potential to significantly enhance or detract from site aesthetics. The District acknowledges business and commercial enterprises require a degree of signage in order to function.

Objective

- 11.7.1 Limit and control signage so as to enhance the general ambiance of the community.

POLICIES

- 11.7.2 The policies of Council are as follows:
- a. Use the Signage Regulation Bylaw and development permit process to control the size and placement of signage on all properties.
 - b. Size signage in the Town Centre at a scale appropriate to pedestrians and to slow moving traffic.
 - c. Billboards will not be supported anywhere in the District.

11.8 Screening and Landscaping

Objective

- 11.8.1 Use landscaping to enhance the commercial, multiple-unit residential, industrial and institutional sites.

POLICIES

- 11.8.2 The policies of Council are as follows:
- a. Use the Zoning Bylaw as a tool to require landscape screening between certain uses.
 - b. Require landscaping completed in conjunction with a development permit to comprise of drought-tolerant species.
 - c. Establish a District Landscape Deposit Policy to guide the landscaping deposits required in association with development permits.

12

RURAL



12 RURAL

12.1 Existing Conditions

The rural setting within Lake Country is made up of forest, grassland and riparian ecosystems that are primarily undeveloped. These lands typically contain natural amenities and sensitive areas that should be preserved, along with several hazardous conditions that should be avoided by development. In addition, Rural lands have remained undeveloped due to the general character of the landscape, which often presents challenges for development.

The District has designated 3,603 hectares of land for Rural land use.

Goal

- 12.1.1 Identify an area for large parcels with limited development potential.

Objective

- 12.1.2 Minimize development occurring within Rural designated areas.

POLICIES

- 12.1.3 The policies of Council are as follows:
- a. Maintain minimal servicing standards in Rural designated areas.
 - b. Minimize the allowable land uses within the Rural designation.
 - c. Require subdivision in Rural areas to locate parcel boundaries along natural or constructed features, provided minimum parcel sizes can be achieved.
 - d. Discourage commercial development in the Rural designation.

Objective

- 12.1.4 Ensure resource extraction occurring in Rural areas does not unduly impact the community.

POLICIES

- 12.1.5 The policies of Council are as follows:
- a. Manage resource extraction in Rural areas to minimize environmental impacts.
 - b. Protect natural features, including but not limited to watersheds, lakes, ponds, old growth forests, wetlands, water courses, significant land forms, wildlife corridors or habitat and all other environmentally sensitive areas, from resource extraction.

12.2 Rural Designation

Land within the District has been designated as Rural to provide protection to non-urban areas which may have recreational, limited agricultural, forestry, environmental value or resource extraction potential. Land in this designation is scarcely occupied and will continue to provide low densities on large lots.

Servicing within the Rural areas of the District is typically quite challenging due to many of the natural features of these lands, including topography and environmental characteristics. There is low potential for future development of these lands as on-site servicing challenges exist and it is not intended that municipal services be extended into these areas.

Subject to appropriate zoning, future uses could include minimal residential, agricultural and resource extraction, provided minimal environmental and community impact is ensured.

13

RURAL RESIDENTIAL



13 RURAL RESIDENTIAL

13.1 Existing Conditions

Lake Country is known throughout the Okanagan as being a rural community. Many residents moved to Lake Country to take advantage of the large rural lots in a rustic or pastoral setting. The District recognizes the importance of Rural Residential land uses in preserving the defining rural atmosphere of the community.

The Okanagan Basin Water Board has raised concerns about the use of on-site sewage disposal systems on smaller rural lots. There are concerns that unchecked Rural Residential growth will continue the existing pattern of rural sprawl, which could consume the rural land base that has made the community so desirable to live in.

Infrastructure in Rural Residential areas typically includes a combination of paved and gravel roads, either community water or an alternate water source and on-site sewage disposal.

The District has designated 1,310 hectares of land for Rural Residential land use.

Goals

- 13.1.1 Maintain the Rural Residential character of Lake Country.
- 13.1.2 Limit the expansion of more intensive Rural Residential land uses into neighbouring Agricultural, Rural or environmentally significant areas.

Objective

- 13.1.3 Limit the intensity of Rural Residential development to maintain rural character.

POLICIES

- 13.1.4 The policies of Council are as follows:
 - a. Require subdivisions in unsewered Rural Residential areas to have a minimum lot size of 1.0 hectare.
 - b. The RR3 – Rural Residential 3 zone is intended for application to sewerred properties in the Okanagan Centre and Winfield wards only.
 - c. Maintain reduced servicing standards in Rural Residential areas than in urban settings.
 - d. Minimize visual impact of new development.
 - e. Restrict the types of uses permitted in the Rural Residential designation that are not classified as low-density residential.

Objective

- 13.1.5 Protect large areas of undeveloped land and environmentally sensitive features.

POLICIES

- 13.1.6 The policies of Council are as follows:
- a. Consider cluster style Rural Residential development where appropriate, provided large areas of land are to be protected.
 - b. Maintain large parcel sizes within Rural Residential designated areas.
 - c. Cluster development should maintain overall site density as required by zoning.
 - d. Require Urban Residential servicing standards where cluster style development is proposed.

13.2 Rural Residential Designation

Rural Residential lands in Lake Country are located in less developed areas of the community to take advantage of large plots of available land. These Rural Residential properties will often boast views or are located in areas of high natural amenities.

Properties designated Rural Residential often have limited infrastructure services. The desired infrastructure level includes a minimum of on-site sewerage disposal, a proven water source and a paved road network.

In order to protect the valued rural character of Lake Country, the District does not support major development within areas designated as Rural Residential.

Subject to appropriate zoning, future uses could include residential, agricultural, utility facilities, institutional facilities, and minor resource extraction.

14

AGRICULTURAL



14 AGRICULTURAL

14.1 Existing Conditions

The District of Lake Country has strong agricultural roots. Agriculture and agriculturalists have played a defining role in creating the community that exists today and shall continue to be a large part of the community in the future. Preserving and enhancing the agricultural industry in Lake Country is of paramount importance as it provides both employment opportunities and contributes significantly to the community character and lifestyle of many residents.

Approximately 43% of all land in Lake Country is within the Agricultural Land Reserve. Of this land, approximately half is used for grazing or pasture, while the other half is used for orchards, vineyards and other crops.

The District has designated 5,402 hectares of land for all Agricultural land use.

Goals

- 14.1.1 Protect and enhance the agricultural sector within the District of Lake Country.

Objective

- 14.1.2 Protect the integrity of the Agriculture Land Reserve and the viability of local agriculture.

POLICIES

- 14.1.3 The policies of Council are as follows:
- a. Respect the mandate and policies of the Agricultural Land Commission.
 - b. Promote crop diversity within the local agricultural industry.
 - c. Discourage further land exclusions from the Agricultural Land Reserve.
 - d. Require setbacks and buffering between non-agricultural development and the ALR boundary, to be accommodated on non-ALR land as per Ministry of Agriculture’s “Guide to Edge Planning” in order to limit the potential conflict between farm uses and urban activity.
 - e. Discourage subdivision of land located in the Agricultural Land Reserve, except for home site severances or boundary adjustments between existing parcels.
 - f. Support additional dwellings on farmland only when the farm warrants full-time help.
 - g. Develop guidelines for determining when full-time on-farm help residences are necessary.

- h. Endeavour to supply sufficient clean, affordable water for agricultural use.
- i. Allow farm agri-tourism or agri-business initiatives to occur in accordance with Agricultural Land Commission policies.
- j. Support partnerships among farmers, government agencies and other industries.

Objective

14.1.4 Protect soil and water to aid in the preservation of viable farmland.

POLICIES

14.1.5 The policies of Council are as follows:

- a. Promote environmental farm planning to protect the sustainability of Agricultural land as well as inherent natural environment features.
- b. Preserve and enhance soil capabilities on Agricultural land by controlling the deposit and removal of soil on Agricultural properties.

Objective

14.1.6 Minimize land use conflicts between Agricultural and other lands.

POLICIES

14.1.7 The policies of Council are as follows:

- a. Direct high-density development away from Agricultural lands.
- b. Consider a farm bylaw to minimize conflicts between urban and agricultural uses.

Objective

14.1.8 Enhance local food production opportunities and support the purchase of locally produced agricultural products.

POLICIES

14.1.9 The policies of Council are as follows:

- a. Encourage community gardens and identify suitable properties for a garden to be planted.
- b. Encourage local agriculture by supporting farmers' markets, farm retail sales and buy local campaigns.
- c. Support value-added and on-farm food processing of locally produced products.
- d. Consider amending the Zoning Bylaw to allow up to four laying hens per property in appropriate Residential zones, subject to regulations for the purpose of minimizing any conflict between adjoining residential properties, including but not limited to:
 - i. Property line setbacks; and
 - ii. Chicken coop sizing.
- e. Establish a community supported agriculture program to support local farmers, strengthen connections to the local food system and provide community access to fresh locally-grown foods.
- f. Encourage innovation with regard to land use and policies that support growing, processing, preserving and storing food.
- g. Promote permits and incentives for healthy food retailers such as markets, grocery stores, healthy food mobile vendors and restaurants, especially in underserved neighbourhoods.
- h. Encourage agri-tourism as an additional income generator for farmers.



14.2 Agricultural Designation

Lands designated as Agricultural are generally lands within the Agriculture Land Reserve. Land uses on Agricultural designated properties are required to comply with all applicable Provincial legislation, including the *Agricultural Land Commission Act* and *Farm Practices Protection Act*.

Subject to appropriate zoning, future uses could include the farming of land, plants and animals; in addition to housing for legitimate agricultural help, agri-tourism operations, horse riding, training or boarding, agro-forestry, and other uses required for farm purposes.

14.3 Agricultural Land Reserve

The District of Lake Country is committed to working with the Agricultural Land Commission to support their objective of protecting farmland throughout British Columbia. All development on lands designated as Agricultural must respect the policies of the Agricultural Land Commission.

14.4 Edge Planning and Agricultural Buffering

Development pressures along the fringes of Agricultural land has led to an increase in land use conflicts between Agricultural and non-agricultural uses. Setbacks are necessary to minimize conflicts between farm uses and urban activities.

Setbacks and buffering for non-agricultural development occurring near Agricultural lands are required to be developed in accordance with the policies outlined in the *Agricultural Land Commission Guide to Edge Planning* and as set out in the Agricultural Development Permit guidelines.

14.5 Farmland Protection

The District of Lake Country is committed to protecting farmland in the community and has created an Urban Containment Boundary that focuses future urban growth to non-agricultural areas. In addition, the District will ensure that farmland policies are consistent with provincial legislation.

In addition to protecting farmland from urban sprawl, the District of Lake Country is committed to promoting and supporting diversity within the agricultural industry to ensure that all land within the Agricultural Land Reserve is used to its highest and best potential.

14.6 Agri-Tourism

Agri-tourism provides an opportunity for farm operators to diversify their revenue base. The District recognizes the importance of providing agriculturalists an opportunity to develop agri-tourism businesses on active farms as a means of assisting farmers and promoting local tourism. Agri-tourism uses could include on-farm campsites, agriculturally-themed bed and breakfasts along with other on farm activities intended to entertain, accommodate and educate tourists.

15

PARKS & RECREATION SERVICES



15 A) PARKLAND & CONSERVATION

EXISTING CONDITIONS

Residents of Lake Country have access to different parks and recreational facilities that are both privately and publicly owned. The District of Lake Country has recently prepared a Parks and Recreation Master Plan, which documents the existing situation and sets the course for the future. The master plan identifies the following types, numbers and areas of parks and open spaces in Lake Country, as set out in Table 15.1.

Table 15.1 – Parkland Supply

Park Classification	Number of Parks or Parcels	Total Area (ha)
Beach Park	12	8.89
Destination Park	9	44.49
Green Space	31	346.01
Neighbourhood Park	12	6.23
Road End	40	12.71
Shoreline	6	5.20
Trail Corridor	20	39.42
Total District Parks and Open Space	130	462.95
Regional Park	4	12.07
School Site	4	9.86
Total Parks and Open Space	138	484.88

The future direction in terms of parks and trails set out in the Parks and Recreation Master Plan are reflected in the Policies direction in this section.

The continued identification of park and conservation areas within the District of Lake Country is fundamental to fostering a strong sense of community, culture and pride. Parks and conservation sites may be identified for heritage, environmental or recreational purposes.

15.1 General Parkland

Objective

- 15.1.1 Provide a network of parks that include lake access, recreational opportunities and educational components.

POLICIES

15.1.2 The policies of Council are as follows:

- a. Implement the Parks and Recreation Master Plan completed in 2018.
- b. Target an area of four hectares of parkland per every one thousand residents.
- c. Establish a system of parks in the District which includes:
 - i. Destination parks that attract residents and visitors from the entire community and beyond;
 - ii. Neighbourhood parks that help to form the visual, physical and social focus of a neighbourhood;
 - iii. Beach parks that are a distinct type of park oriented towards water activities such as swimming, boating, paddle boarding, and beach activities;
 - iv. Shoreline parks that are linear strips along the shoreline owned by the District;
 - v. Legal road ends, many of which lead to the lakeshore and support limited recreation uses such as walking;
 - vi. Green space that includes parkland that primarily consists of natural features such as grasslands, forests, watercourses and hillsides, as well as other green space that does not support a significant amount of use;
 - vii. School sites that contain green space that is a portion of public school sites, which is considered in the Parks and Recreation Master Plan, though separate from the overall park system;
 - viii. Regional parks that are owned or managed by the Regional District of Central Okanagan are important in providing recreational opportunities for both local and regional residents.
- d. Aim for most non-rural residents to have access to a beach park, destination park, regional park, school site, neighbourhood park or road end leading to water, within a five-minute (400 metres) to ten-minute (800 metres) walk.
- e. Secure the parks and conservation areas set out in Map 8 – *Parks and Conservation Areas*.
- f. Seek to protect park and conservation land at the development stage.
- g. Obtain ownership of park, trail and conservation areas where possible, as opposed to statutory rights of way.

- h. Attempt to pay for survey and legal costs when parkland or conservation land is voluntarily donated.
- i. Consider the results of the boating capacity study for Wood and Kalamalka Lakes.
- j. Investigate opportunities to improve parking near lakeshore amenities.
- k. Develop and enhance shorelines for recreation purposes while maintaining environmental integrity.
- l. Pursue partnership opportunities with developers, other levels of government and community groups to maximize potential parks and recreation opportunities and to ensure connectivity between and through the neighbourhoods and open spaces of Lake Country.
- m. Use the Neighbourhood Park Partnership Program to assist local associations, groups and service clubs in developing parks.
- n. Engage neighbourhood associations and service clubs to develop neighbourhood parks.

15.2 Parkland Acquisition Strategy

Objectives

- 15.2.1 Acquire land for park or conservation purposes whenever economically feasible.
- 15.2.2 Acquire parkland in strategic locations as opportunities arise to support the increasing population and their needs for parks and recreation amenities.

POLICIES

- 15.2.3 The policies of Council are as follows:
 - a. Consider the following traits when selecting appropriate land for park and conservation purposes:
 - i. Topography;
 - ii. Intended use of the park;
 - iii. Future maintenance requirements;
 - iv. Location of the land in relation to other parkland;
 - v. Current and proposed density of the neighbourhood;
 - vi. Significant features, including views, environmental and historical aspects.

- b. Require a 5% parkland dedication from developers within new residential development areas. If the 5% of parkland dedication amounts to less than 0.2 ha, consider requiring cash-in-lieu of parkland.
- c. Exercise the right for the District to decide if it accepts land or cash-in-lieu from new developments, because the OCP clearly indicates where new parkland or land for trail corridors are required.
- d. Consider cash-in-lieu of parkland dedication when the environmental significance, adjacent density, topography, use, location, proximity to other parkland, and maintenance priorities are not congruent with District objectives, or when the land is already protected through other measures.
- e. Stipulate that statutorily required parkland dedication be both usable and accessible.
- f. Prioritize park dedication along the waterfront in lakefront settings.
- g. Aim for tracts of land that are a minimum of 0.8 hectares in size to make development and site maintenance economically feasible. Where the land is less than 0.8 hectares, consider:
 - i. Acquiring the land for a children's park;
 - ii. If current and future parks can be amalgamated to achieve the desired size;
 - iii. If the land will provide a linear connection between parks.
- h. Prioritize the acquisition of parkland for the following:
 - i. In the area adjacent to the NEXUS facility (which currently accommodates the Winfield Arena, Curling Rink, Seniors' Centre, Horseshoe Club, as well as the Food Bank and McCarthy Park baseball field) and future Multigenerational Activity Centre;
 - ii. West of the highway, from the Pretty Road area north to the Robinson Road area, potentially adjacent to the new fire hall;
 - iii. West of the highway, from Mountview Road area north to the Newene Road area;
 - iv. Land impacted by environmentally sensitive areas;
 - v. Land adjacent to an existing park or institution that would provide the opportunity for expansion or joint use of facilities.
- i. Provide public access to the lakes through partnerships or voluntary land dedication by waterfront multiple unit and commercial developments.

15.3 Trails

Objective

- 15.3.1 Provide a network of trails that serves to provide a safe and effective network for All Ages and Abilities (AAA) and provide connections between neighbourhoods as well as connections in and through natural areas.

POLICIES

- 15.3.2 The policies of Council are as follows:
- a. Secure trail connections generally in the locations as identified on Map 4 – *Trails Network* through land acquisition, dedication or donation.
 - b. Undertake a Trails Master Plan which builds upon the work undertaken in the Parks and Recreation Master Plan, but further develops a connected trail network throughout the District, complete with trail standards, cost estimates and timing.
 - c. Support the Regional District of Central Okanagan in its seeking of long-term tenure and access to the Spion Kop trails, in coordination with the Provincial Government and local First Nation communities.
 - d. Establish the classification of trails set out in Map 4 and described in the policies below.
 - e. Establish **Urban Trail Network** class trails as set out in Map 4 for high-use corridors that accommodate both active transportation and recreation use and that connect to significant community destinations such as parks, schools, public facilities, lakes, creeks, business districts, cultural districts, and neighbouring municipalities.
 - f. Establish **Connecting Route** class trails as set out in Map 4 for corridors that primarily accommodate a wide range of active transportation use including pedestrians, cyclists and wheelchairs.
 - g. Establish **Recreation Route** class trails as set out in Map 4 for corridors that primarily accommodate non-motorized recreation use; most of these trails will not be based on universal design principles, partly because they often pass through challenging terrain.
 - h. The District recognizes the ALC’s authority to regulate the development of recreational trails in the ALR (through an application process), and the importance of managing trails to limit conflict between trail users and farmers. The District commits to using the “Guide for Using and Developing Trails in Farm and Ranch Areas” (a 2005 Ministry of Agriculture publication) in planning and operating trails that affect the ALR, if possible.

15.4 Lakes and Ecosystems

Objective

- 15.4.1 Protect and enhance the recreational resources of Okanagan, Wood and Kalamalka Lakes.

POLICIES

- 15.4.2 The policies of Council are as follows:
- a. Work with stakeholders to prepare a boating capacity study for Wood and Kalamalka Lakes.
 - b. Participate in a regionally-coordinated approach to boating amenities.
 - c. Work with stakeholders to upgrade and maintain the Okanagan Centre Safe Harbour Regional Park.
 - d. Ensure the continued public use of the Okanagan Centre Shoreline.
 - e. Develop policies regarding the placement of buoys in waters adjacent to public property.

Objective

- 15.4.3 Protect and enhance the natural resources of Okanagan, Wood and Kalamalka Lakes and other significant ecosystems.

POLICIES

- 15.4.4 The policies of Council are as follows:
- a. Protect habitat for bird and wildlife species.
 - b. Encourage protection of privately-owned conservation lands and consider incentives to landowners such as tax exemptions, density bonuses, grants in aid or land trades.
 - c. Support conservation covenants in order to protect private environmentally-sensitive areas.
 - d. Encourage land management agreements to protect ecosystems where possible.
 - e. Provide opportunities for tenure on waterfront land where appropriate.



15.5 Parkland-Conservation Designation

Land that is designated as Parkland-Conservation on Maps 1 and 8 includes either public or private parks, beach accesses, recreational facilities, conservation areas, and recreational trail networks. Distributed throughout the community, these lands provide amenities, uses and recreational activities, and provide varying levels of accessibility to meet the needs of citizens with various mobility levels.

Lands designated as Parkland-Conservation provide educational opportunities and help build identity, culture and pride within the District of Lake Country.

15.6 Boating and Marine Amenities

Due to the geography of Lake Country being focused around Okanagan, Wood and Kalamalka Lakes, boating and other marine activities provide an indispensable recreational and economic value to the area. As the local population and tourism activity within the municipality increases, accessibility to necessary boating amenities such as launches, moorage, parking and storage is becoming difficult.

The Regional District of Central Okanagan has completed a Major Lakes Recreational Marine Facilities Study in order to assess ways to enhance local boating opportunities. The District will continue to work with stakeholders to review recommendations made within the study.

15.7 Waterfront Access

Part of the lake frontage within Lake Country is owned or controlled by private bodies. Nonetheless, the District of Lake Country controls nearly half of a total of 45 kilometres of lake frontage, which consists of all public beaches, boat launches, road ends, road and rail corridors along Okanagan, Wood and Kalamalka Lakes.

The District will strive to increase the amount of publicly-owned lake access points along Okanagan, Wood and Kalamalka Lakes through subdivision and land acquisition whenever feasible.

15.8 Rail Trail

The Okanagan Rail Trail makes use of an existing abandoned rail corridor that runs from Kelowna to Coldstream through Lake Country and Okanagan Indian Band IR #7. The trail will be used as a multi-use path for cyclists and pedestrians and is designated as Parkland-Conservation land on Maps 1 and 8. In the future, the Rail Trail is anticipated to be used as a transit corridor connecting the Central Okanagan via light-rail regional train.

15.9 Okanagan Centre Shoreline

The Okanagan Centre Shoreline is an area that extends approximately five kilometres along the foreshore of Okanagan Lake and contains upland and aquatic environments. This natural area has been widely used by members of the community and visitors for several years as a recreation area for swimming, hiking and boating.

In 2007, the District obtained control over the majority of the aquatic portion of the Okanagan Centre Shoreline, with the exception of Safe Harbour. The Safe Harbour is managed by the Regional District of Central Okanagan and is the only boat launch facility in the area.

15.10 Conservation Strategy

Objective

- 15.10.1 **Conserve** regionally significant areas for the enjoyment of current and future generations.

POLICIES

- 15.10.2 The policies of Council are as follows:
- a. Limit development in areas that:
 - i. Contain a unique or threatened ecosystem or species;
 - ii. Have riparian ecosystems adjacent to any water body, stream or wetland;
 - iii. Provide connections between natural areas;
 - iv. Provide and protect wildlife corridors;
 - v. Provide protection of visually sensitive areas;
 - vi. Contain natural or anthropogenic historical features.

15 B) PARKS & RECREATION

EXISTING CONDITIONS

The District has a number of recreation facilities that provide various types of recreation services, including sports fields, multipurpose spaces, arenas, playgrounds, beaches, museum and libraries, and outdoor recreation areas (i.e. picnic areas). In addition to these facilities and parkland (discussed in Section 15 A) *Parkland & Conservation* above), District residents may also partake in recreational activities on the abundance of proposed and existing trails in Lake Country that are available for urban and recreational use. The District completed a Parks and Recreation Master Plan in 2018 that identifies the existing facilities in parks indicated in Table 15.2 below.

Table 15.2 Lake Country Recreation Facilities

	Arena	Sports fields	Playground	Multi-Purpose Space	Cultural Facility	Outdoor Recreation (i.e. picnic facilities)	Beach
Beasley Park		x	x			x	x
Coral Beach		x	x			x	x
Creekside Park					x		
Jack Seaton Park		x	x			x	
Library					x		
Museum & Archives					x		
NEXUS	x	x	x	x			
Pioneer Park			x			x	x
Swalwell Park		x	x			x	

The Parks and Recreation Master Plan also identifies Urban and Recreational Trails as set out in Table 15.3 below.

Table 15.3 Lake Country Trails

Trail	Urban	Recreational
Okanagan Centre East & West Connectors	x	
Okanagan Rail Trail	x	
Okanagan Waterfront Trail	x	
Pelmewash Parkway	x	
Upland Trail	x	
Vernon Creek Greenway	x	
Wood Lake Looper	x	
Jack Seaton and Lakestone Trails		x
Okanagan Centre Shoreline Trail		x
Spion Kop Trail		x

15.11 Parks and Recreation Goals

- 15.11.1 Foster active living through physical recreation.
- 15.11.2 Increase inclusion and access to recreation for populations that face constraints to participation.
- 15.11.3 Help people connect to nature through recreation.
- 15.11.4 Ensure the provision of supportive physical and social environments that encourage participation in recreation and build strong, caring communities.
- 15.11.5 Ensure the continued growth and sustainability of the recreation field.

15.12 Parks and Recreation Vision and Guiding Principles

Objectives

- 15.12.1 Support the Vision set out in the Parks and Recreation Master Plan: “Scenic lakes, Okanagan landscapes, and small-town character are the setting for Lake Country’s year round recreation”.
- 15.12.2 Move towards realizing the guiding principles set out in the Parks and Recreation Master Plan.

POLICIES

- 15.12.3 The guiding principles of Council with respect to Parks and Recreation are as follows:
- a. Improve and increase access to shorelines and lakes.
 - b. Prioritize parks with recreation amenities in new developments.
 - c. Protect and enhance natural habitats.
 - d. Support active living to improve the health of Lake Country citizens.
 - e. Continue to offer quality and diverse outdoor and indoor recreation opportunities.
 - f. Provide contact with nature and outdoor experiences for all, especially youth.
 - g. Improve accessibility by incorporating universal design principles into new and existing facilities.
 - h. Improve inclusivity and affordability so all can participate.
 - i. Improve safety and connectivity for walking, cycling and other non-motorized transportation modes.
 - j. Connect and celebrate Lake Country, recognizing the unique opportunities, needs and histories of each neighbourhood.
 - k. Help community groups work together and celebrate their accomplishments.

15.13 Trails

Objective

- 15.13.1 Promote trails as a top recreation activity and an enabler of active transport.

POLICIES

- 15.13.2 The policies of Council are as follows:
- a. Create a network of continuous, connected trail corridors within the District that include both walking and cycling infrastructure.
 - b. Develop a safe trail crossing or overpass on Highway 97 at Oceola Road.
 - c. Complete a Trails Master Plan that includes an existing trails inventory and outlines trail standards for development and maintenance.

- d. Commit District resources towards the construction and operation of trails.

15.14 Recreation Facilities

Objective

- 15.14.1 Improve the quality of recreation facilities.

POLICIES

- 15.14.2 The policies of Council are as follows:
 - a. Prioritize investment in upgrades to existing recreation facilities.
 - b. Conduct an analysis of existing facilities to determine the level of long-term maintenance required and create a repair/retrofit plan.
 - c. Work closely with the community to review the potential opportunities and impacts of two significant recreation facilities – a second sheet of ice and an indoor swimming pool.
 - d. Support the development of a Multi-Generational Activity Centre including a new multipurpose facility, improvement to the Seniors Centre and improvements to the Winfield Arena at the NEXUS complex.

16

URBAN RESIDENTIAL



16 URBAN RESIDENTIAL

16.1 Existing Conditions

Most of the residents in the District of Lake Country currently live in Urban Residential areas of the community. Much of the recent residential growth in the municipality has been of an Urban Residential nature, such as the development occurring at Copper Hills and The Lakes.

The average Urban Residential density within the District of Lake Country is approximately six units per hectare. The District seeks to increase densities in these areas to at least 12.5 units per hectare to better use serviced properties and increase transit potential in the community.

As a part of the District's commitment to efficiently use available Urban Residential lands in the community, Lake Country has moved to allow accessory suites in appropriately-zoned properties in Urban Residential areas.

The District has designated 620 hectares of land for Urban Residential land use.

Goals

- 16.1.1 Efficiently use existing Urban Residential lands.
- 16.1.2 Allow for urban development while protecting rural and agriculture lands.

Objective

- 16.1.3 Increase the population density within Urban Residential areas.

POLICIES

- 16.1.4 The policies of Council are as follows:
 - a. Target a density equivalent to between 12.5 and 25 units per hectare in Urban Residential areas.
 - b. Support the subdivision of existing eligible parcels in serviced and developed urban areas.
 - c. Encourage infill of vacant parcels before designating new Urban Residential areas.
 - d. Permit secondary suites within single-unit dwellings.
 - e. Consider permitting accessory suites on lots with single-unit dwellings.

Objective

- 16.1.5 Maintain and enhance liveability within Urban Residential areas.

POLICIES

16.1.6 The policies of Council are as follows:

- a. Promote urban development that includes sidewalks, pathways and bike lanes.
- b. Expand transit and active transportation infrastructure in urban areas.
- c. Accommodate neighbourhood commercial development in Urban Residential areas.
- d. Ensure sufficient usable green space and amenity areas are provided in Urban Residential areas.
- e. Encourage transit-friendly Urban Residential development.
- f. Encourage new development to provide a range of affordable, rental and special needs housing.

Objective

16.1.7 Minimize conflict between Urban Residential uses and adjacent parcels.

POLICIES

16.1.8 The policies of Council are as follows:

- a. Avoid designating Urban Residential islands that are not contiguous with other urban areas.
- b. Require buffering between Urban Residential and agricultural areas.

16.2 Urban Residential Designation

Urban Residential development in Lake Country should focus on the establishment of livable and diverse places. All neighbourhoods should be walkable and human scale while supporting both transit and active transportation options for residents. A broad range of housing options should be available for a diverse population.

New Urban Residential development should be provided with complete urban services. Servicing in existing areas should be upgraded where possible. The municipality's priority for Urban Residential areas is to increase land use efficiencies and target residential densities of between 12.5 and 25 units per hectare.

Subject to appropriate zoning, future uses could include single-unit dwellings, duplexes, townhouses and single mobile homes. Limited Neighbourhood Commercial uses may be permitted where appropriate as identified by zoning. Home-based businesses, bed and breakfasts and minor care centres are also permitted. Secondary suites are allowed in all single detached homes.

17

HIGH DENSITY RESIDENTIAL



17 HIGH DENSITY RESIDENTIAL

17.1 Existing Conditions

Approximately 28.5% of all households in the municipality are located in multiple-unit developments. The average density for this designation is approximately 13 units per hectare.

Recent High Density Residential development has occurred on Wood Lake, in the Town Centre and at The Lakes. The District encourages further multiple unit residential housing in the Woodsdale and Town Centre neighbourhoods and supports similar development on suitable sites located within the Urban Containment Boundary.

The District seeks to increase the proportion of High Density Residential development in the community. This will serve to increase land use efficiency, provide a balanced mix of housing options and improve the potential for transit, thereby resulting in a per capita decline in greenhouse gas emissions.

The District has designated 83 hectares of land for High Density Residential land use.

Goals

- 17.1.1 Develop compact High Density Residential areas that use resources efficiently.
- 17.1.2 Integrate high density developments into existing neighbourhoods.
- 17.1.3 Ensure High Density Residential development integrates with adjoining environmentally sensitive and agricultural areas.

Objective

- 17.1.4 Maintain and enhance liveability within High Density Residential areas.

POLICIES

- 17.1.5 The policies of Council are as follows:
 - a. Support High Density Residential neighbourhoods where residents are able to access commercial, institutional and recreational opportunities.
 - b. Encourage High Density Residential areas that facilitate transit options and active transportation opportunities.
 - c. Require new High Density Residential development to include sidewalks and bike lanes.
 - d. Accommodate neighbourhood commercial development in High Density Residential areas.
 - e. Ensure usable green space and amenity areas are provided in High Density Residential areas.

- f. Require buffering between High Density Residential and adjacent agricultural areas.
- g. Encourage the provision of amenities through density bonusing.
- h. Locate High Density Residential in such a way as to respect existing viewscales.

Objective

17.1.6 Increase the population density within High Density Residential areas.

POLICIES

17.1.7 The policies of Council are as follows:

- a. Target a density equivalent to between 25 and 120 units per hectare within High Density Residential areas.
- b. Prioritize High Density Residential development in the Town Centre and Woodsdale areas.

Objective

17.1.8 Concentrate High Density Residential development within the Urban Containment Boundary.

POLICIES

17.1.9 The policies of Council are as follows:

- a. Avoid designating High Density Residential islands that are not contiguous with other urban areas.
- b. Encourage High Density Residential developments to be located within a ten-minute walking radius of supporting land uses, including commercial and employment opportunities, parks and recreation areas, transit, religious institutions, and schools.

17.2 High Density Residential Designation

High Density Residential development in Lake Country should focus on the creation of livable and diverse places. Neighbourhoods should be compact, walkable and of a human scale while supporting transit and active transportation options for residents. A broad range of housing options should be available for a diverse population.

High Density Residential development should be located in close proximity to commercial and institutional services and integrate with the surrounding neighbourhood.

High Density Residential should be provided with complete urban services. Servicing in existing areas should be upgraded where possible. These areas are intended to offer housing options for full-time residents in an aesthetically pleasing urban setting.

The District's priority for High Density Residential areas is to maximize land use efficiency and target residential densities of between 25 and 120 units per hectare.

Subject to appropriate zoning, future uses could include townhouses, mobile home parks, apartments and condominiums. A limited amount of Neighbourhood Commercial uses may be permitted where appropriate as identified by zoning. Congregate housing, group homes and seniors housing are also encouraged.

18

COMMERCIAL



18 COMMERCIAL

18.1 Existing Conditions

Commercial development in the District of Lake Country is anticipated to increase due to the construction and early development of Main Street in the Town Centre. The Main Street area aims to provide an opportunity for local commercial development to eventually become an alternative shopping experience to the big box retailers, with smaller, walkable, human-scale development. In addition to Main Street, Lake Country also presents several opportunities for neighbourhood and tourist commercial development.

The estimated amount of commercial space on Main Street is as follows:

- **Village Centre – 5,800 m²**
- **Hill Road Professional Building – 2,300 m²**
- **Beeline Web – 650 m²**
- **Winfield Plaza – 1,100 m²**
- **Winfield Shopping Centre – 2,500 m²**

This adds to a total of approximately 12,400 m² of commercial development currently built within the Town Centre. It is important to note that due to the District's proximity to Vernon and Kelowna, commercial development may still be limited from larger retailer competition located in these jurisdictions.

Goals

- 18.1.1 Expand the Lake Country commercial sector.
- 18.1.2 Grow businesses on Main Street to create a vibrant and thriving Town Centre.
- 18.1.3 Support agriculture in Lake Country by providing opportunities to market products.

Objective

- 18.1.4 Increase commercial development within the Town Centre and build out Main Street with a combination of commercial and residential uses.

POLICIES

- 18.1.5 The policies of Council are as follows:
 - a. Continue to designate the Town Centre as the main commercial hub of the District.
 - b. Limit retail, service and office development outside of the Town Centre.

- c. Hold development within the Town Centre and along Main Street to high design standards.
- d. Promote a mix of commercial and residential uses for development on Main Street.
- e. Discourage big box retail developments throughout the community, unless the project design, siting, parking and scale contributes towards the creation of a unique pedestrian-oriented, multiple-purpose neighbourhood.

Objective

18.1.6 Accommodate neighbourhood commercial development throughout the District.

POLICIES

18.1.7 The policies of Council are as follows:

- a. Permit limited retail and service commercial uses in neighbourhood commercial areas.
- b. Require that neighbourhood commercial development be designed in order to fit in with the surrounding residential neighbourhood.
- c. Minimize traffic impacts of neighbourhood commercial on the surrounding neighbourhood.

Objective

18.1.8 Provide opportunities for tourist commercial development.

POLICIES

18.1.9 The policies of Council are as follows:

- a. Permit the development of agri-tourism and on-farm tourist accommodation.
- b. Develop a policy on campground development in the community and look for opportunities for short-term recreation vehicle and camping accommodations.
- c. Undertake a study on potential commercial opportunities resulting from the realignment of Highway 97 and the potential for increased uses on Pelmewash Parkway.

Objective

18.1.10 Provide opportunities for home- and farm-based commercial activities.

Policies

18.1.11 The policies of Council are as follows:

- a. Support the development of on-farm retail uses in compliance with Provincial regulations.
- b. Permit home-based businesses that do not have negative impacts on their neighbourhoods.
- c. Temporary Use Permits may be used to allow businesses to temporarily locate in non-commercially zoned areas.
- d. Only consider Temporary Use Permits that do not draw businesses away from the Town Centre.

18.2 Mixed Use Commercial Designation

Mixed Use Commercial development is an efficient form of land use and will be encouraged throughout the community to aid in the conservation of the District's land base and to reduce sprawl. These types of land developments include residential and commercial components and should be connected to full urban services.

Developments occurring in Mixed Use Commercial areas, including those in the Town Centre and Woodsdale will be subject to development controls. Mixed Use Commercial areas should be of a high-quality design and appearance and contribute to the community at large.

18.3 Highway Commercial Designation

The District of Lake Country is committed to avoiding highway strip-style development, which includes the proliferation of signage and strip malls prevalent along North American highways.

Highway Commercial development includes those designated sites along Highway 97 outside of the Town Centre. Subject to appropriate zoning, future uses could include service stations, convenience stores, motels or hotels and drive-through restaurants.

Highway Commercial development will be subject to development controls in order to avoid the appearance of strip-style development. Whenever possible, parking will be limited to the rear of the building and signage will be minimized. Extensive landscaping will be required.

18.4 Service Commercial Designation

Service Commercial areas should focus on large-scale or vehicular oriented uses that are not suitable for the Town Centre or mixed-use areas. Subject to appropriate zoning, future uses could include equipment rental businesses, building suppliers or warehouse sales operations.

Development in Service Commercial areas is subject to a design process in order to avoid the appearance of light industrial sprawl-type development. The requirements include high-quality landscaping, minimization of the visual impact of site fencing and signage, appealing design elements and color schemes and connection to municipal services.

18.5 Tourist Commercial Designation

Tourism will continue to play a vital role in Lake Country's economic development. The District is continuing to attract more and more tourists to the region by virtue of its environmental and agricultural amenities. There is untapped growth potential in the Tourist Commercial market.

Tourist Commercial developments are located on sites less than five hectares in size. Subject to appropriate zoning, future uses could include camping, tourist accommodation, retail and recreational uses. Tourist Commercial uses may also include multiple unit uses that are designed for short-term tourist purposes.

18.6 Neighbourhood Commercial

Neighbourhood Commercial uses are those land uses which provide a limited degree of retail and services to a specific area of the District. Neighbourhood Commercial uses might include a small convenience store or hairdresser servicing a specific part of the municipality. The District supports neighbourhood commercial development which reduces the number and frequency of vehicle trips and provides employment opportunities to neighbourhood residents.

There are no properties within the District that are designated for Neighbourhood Commercial use. Rather, the Neighbourhood Commercial zoning will be considered in any Urban Residential, Resort or Rural Residential area, subject to Council rezoning the site after a public hearing.

18.7 Town Centre Commercial

The Town Centre is the core of the community. Therefore, commercial development within the emerging Town Centre should contribute to the creation of a dense and vibrant community core. Having residents living within the growing Town Centre will help support local businesses and ensure the viability of businesses on Main Street.



POLICIES

18.7.1 The policies of Council are as follows:

- a. Building form and character should reflect the desire of the community for a pedestrian-oriented Main Street and traditional Town Centre design.
- b. Include a diverse range of residential uses in the Town Centre.
- c. Permit small-scale boutique retail uses, larger personal and business service operations, office uses, hospitality uses, and specialized retail outlets. Discourage large-format retail on Main Street, but under certain circumstances and controls, it may be considered elsewhere in the Town Centre.
- d. Maintain the Town Centre as a Development Permit Area.

18.8 Home Based Businesses

Home-based businesses play a vital role in Lake Country's economy. At present time, there are more than 450 home-based businesses within the community. Because of the rural nature of Lake Country and the lack of affordable commercial space, home-based businesses have been a traditional income generator for many people in the area.

Objective

18.8.1 To encourage home-based businesses as a traditional form of rural economic development.

POLICIES

18.8.2 The policies of Council are as follows:

- a. Permit home-based businesses in residential zones in the Zoning Bylaw.
- b. Allow home-based businesses to be facilitated by Temporary Use Permits provided they do not impact or change the character of the neighbourhood, require any servicing beyond residential standards or are a noxious use.

19

INDUSTRIAL



19 INDUSTRIAL

19.1 Existing Conditions

Due to the limited amount of industrial land available in Lake Country and the proximity of the community to Kelowna's industrial park adjacent to the southern border of the District, industrial development within the community is largely focused around the extraction and processing of aggregate. The District completed the Glenmore Industrial Lands Conceptual Development Strategy to better recognize the development potential of this area for industrial purposes. The strategy outlined two potential development options for implementation to mitigate the risks associated with the intensification of these lands. It is anticipated the District will undergo increased levels of industrial development in the future as the resource potential of these lands is realized. An additional 55,500 m² (5.55 ha) of industrial activity can be expected in the next twenty years.

The District's high aggregate resource supply is also contributing to the large number of gravel extraction and processing areas. Lake Country acts as a supplier of aggregate to many municipalities in the Central Okanagan and, as development rates continue to increase, pressures for expansion of aggregate extraction areas increase as well.

There is a significant amount of low-impact manufacturing and other forms of light industrial development occurring in local home-based businesses or cottage industries. In the absence of available industrial land, local entrepreneurs have located businesses on their own property.

The District has designated 89 hectares of land for Industrial land use.

Goals

- 19.1.1 Expand the industrial tax base.
- 19.1.2 Expand and diversify the industrial employment base within the District.

Objective

- 19.1.3 Provide suitable and sufficient serviced industrial lands.

POLICIES

- 19.1.4 The policies of Council are as follows:
 - a. Continue to phase out the gravel extraction pits in the Glenmore area.
 - b. Establish a strategy outlining a reclamation and development plan for the Glenmore Road industrial area.
 - c. Temporary Use Permits may be used to allow businesses to temporarily locate in non-industrially zoned areas.
 - d. Evaluate home occupation and Temporary Use Permits with the mind to encouraging industrial business owners on residential lots to move into industrial areas.

- e. Permit limited accessory residential uses in industrial developments to maintain security and allow flexibility for live/work industrial uses.

Objective

19.1.5 Minimize conflicts between industrial and other land uses.

POLICIES

19.1.6 The policies of Council are as follows:

- a. Ensure industrial development minimizes impacts on neighbouring properties.
- b. Require industrial operations provide buffering adjacent to non-industrial uses.

19.2 Industrial Designation

Industrially designated lands should be developed for future light industrial use. Development in Industrial areas should not impact upon the rural character of Lake Country.

Subject to appropriate zoning, future uses could include business parks, light manufacturing and other forms of clean industry. Key elements such as traffic generation, building scale, access, parcel size, environmental impact, and design should be reviewed when siting industrial land uses.



Examples of Desired Clean Industrial Buildings

19.3 Aggregate Extraction

Lake Country is currently home to multiple aggregate extraction pits. These gravel pits provide an important resource which is vital to our daily lives (e.g. road repair, sidewalks, home construction, trails, etc.) and will likely continue to be a part of Lake Country for the foreseeable future, particularly as development continues to boom in the Okanagan and demand for aggregates increase. There are currently ten gravel pits operating in Lake Country.

The provincial government has ultimate authority pertaining to the control of sand and gravel extraction in the District, as mining is a provincial, rather than municipal, matter. The District has municipal authority to control conditions associated with extraction activities.

Aggregate potential areas and existing extraction areas have been identified on Map 9 – *Aggregate Extraction*. This map was created in conjunction with the Aggregate Supply and Demand Update and Analysis completed by the Regional District of Central Okanagan in 2013. The map identifies those areas in Lake Country deemed as having high natural sand and gravel potential. It is important to note this map does not include all areas in the District that were identified as having any level of sand and gravel extraction potential.

Objective

- 19.3.1 Encourage aggregate pits to locate in areas of the community where environmental, infrastructural, residential interface and agricultural impacts will be minimized.

POLICIES

- 19.3.2 The policies of Council are as follows:
- a. Update Soil Regulation Bylaw No. 95-015 to establish more detailed requirements for the location and reclamation of pits, dust suppression, traffic control, noise reduction, and other items.
 - b. Gravel extraction pits in the Glenmore Road area and Oyama neighbourhood should be phased out and reclaimed upon depletion of the resource to accommodate proposed industrial development. Remaining gravel extraction pits should be phased out and reclaimed.
 - c. Discourage the creation of new aggregate pits in areas that are identified as visually intrusive, particularly within the Oyama neighbourhood.
 - d. New aggregate extraction pits should only be located in those areas shown on Map 9 and only come online as existing pits producing the same product are depleted and reclaimed. The District will liaise with the appropriate Provincial Ministry to attempt to ensure new mining permits are only granted as existing pits are depleted.



Objective

- 19.3.3 Minimize conflicts between aggregate extraction operations and non-industrial land uses.

POLICIES

- 19.3.4 The policies of Council are as follows:
- a. Require aggregate extraction operations to comply with municipal regulations concerning noise, hours of operation and dust control.
 - b. Encourage the Province to limit aggregate extraction permits to areas of the community where they will cause minimal disturbance for residents.
 - c. Seek to ensure sufficient bonding is taken to guarantee reclamation is undertaken upon decommissioning of aggregate extraction operations.
 - d. Work with the Ministry of Energy, Mines and Petroleum Resources to better implement the District's objectives for minimizing conflict between aggregate extraction operations and other uses.
 - e. Seek to restrict the size of existing aggregate pits to two hectares of open extraction area for each pit area.
 - f. Require reclamation of the gravel extraction site once the two-hectare limit has been reached and before allowing any further extraction on the site.

20

INSTITUTIONAL



20 INSTITUTIONAL

20.1 Existing Conditions

Some of the Institutional land uses that currently exist within Lake Country include educational and emergency services, several care facilities, government buildings, community amenities, public works, worship, and recreation facilities.

These land uses attend to the health, safety, utility, educational needs, and spiritual wellbeing of the municipality. The District recognizes the importance Institutional land uses play in the wellbeing of the community and seeks to ensure adequate facilities are provided.

Elementary and secondary school education is delivered by School District No. 23 (Central Okanagan). Currently, the School District operates three elementary schools and one high school.

The District of Lake Country operates a paid-on-call fire department with up to 65 paid staff operating out of three halls. The halls are in Winfield, Carr's Landing and Oyama.

Emergency services in Lake Country are provided by the British Columbia Ambulance Service and the Royal Canadian Mounted Police. The District is located within the Kelowna Health Unit of the Interior Health Authority.

Along with the municipal offices and fire halls the District also operates the Lake Country NEXUS facility (which currently accommodates the Winfield Arena, curling rink, seniors' centre, horseshoe club, softball diamond, food bank, and McCarthy Park), several sports fields, a hydroelectric generation facility, a museum and a sewage treatment plant.

Goals

- 20.1.1 Situate Institutional lands in convenient and accessible locations.
- 20.1.2 Provide sufficient land for continued expansion of Institutional needs.

Objective

- 20.1.3 Provide District residents with access to high-quality educational opportunities.

POLICIES

- 20.1.4 The policies of Council are as follows:
 - a. Work with post-secondary institutions to identify suitable lands for the expansion of higher educational options.
 - b. Encourage public ownership and use of unused school sites.
 - c. Ensure new school sites are located close to the target population with safe pedestrian and vehicle access.

- d. Require new development to make provision for new school sites where necessary.
- e. Work with the School District to facilitate educational needs by ensuring Comprehensive Development and Neighbourhood Plans identify and designate suitable lands for educational use where appropriate.

Objective

20.1.5 Support the expansion of community access to local health care options.

POLICIES

20.1.6 The policies of Council are as follows:

- a. Work with the Interior Health Authority to deliver a range of quality health services.
- b. Identify lands suitable for seniors and long-term care facilities.

Objective

20.1.7 Improve community access to emergency services.

POLICIES

20.1.8 The policies of Council are as follows:

- a. Support community-based approaches to crime prevention through the Citizens Patrol and Crime Stoppers programs.
- b. Consider the construction of a new fire hall to replace the aging Station 71.
- c. Partner with the RCMP to provide community policing services.

Objective

20.1.9 Provide District residents with access to community and recreational services.

POLICIES

20.1.10 The policies of Council are as follows:

- a. Partner with schools regarding joint-use facilities and parks for community programs.
- b. Encourage the location of government agencies and services facilities in the community.
- c. Work with the arts community to provide an art gallery in the Town Centre.

- d. Work with School District No. 23 (Central Okanagan) to ensure schools are designed to facilitate after-hours community use through joint-use agreements.
- e. Support the development of a multigenerational activity centre including a new multipurpose facility, improvement to the Seniors' Centre and improvements to the Winfield Arena.
- f. Work closely with the community to review the potential opportunities and impacts of two significant recreation facilities – a second sheet of ice and an indoor swimming pool.



20.2 Institutional Designation

Institutional developments need to be located in close proximity to the population base being served and integrate with the surrounding area. Institutional development within Lake Country should focus on the provision of required institutional land uses in appropriate locations.

Subject to appropriate zoning, future uses could include places of religious assembly, civic or educational uses, health care centres, cemeteries, utility services, cultural centres, and recreational facilities. Key elements such as traffic generation, building scale, access, parcel size, open space, environmental impact, and design should be reviewed when siting Institutional land uses.

21

DEVELOPMENT PERMIT AREAS



21 DEVELOPMENT PERMIT AREAS

21.1 Introduction

Deleted and replaced by Bylaw 1225, 2024

The Local Government Act establishes the designation of Development Permit Areas (DPA) for one or more specified purposes.

Pursuant to Section 485.1 of the Local Government Act, all Development Permit Areas are designated as Development Approval Information Areas. The Director or designate may require development approval information.

Unless an exemption applies, the owner or applicant of land in a development permit area must obtain a development permit before certain activities can take place, such as subdividing land, construction of, addition or alteration of a building or structure, or alteration of land.

The Official Community Plan describes conditions or objectives for development permit areas. Development in an established DP Area must meet the conditions and objectives. Guidelines are established to determine how the conditions or objectives will be met. Guidelines are recommendations evaluated on a site-specific basis and not all guidelines may be applicable to all lands due to varying contexts.

21.2 Development Permit Requirements

Deleted and replaced by Bylaw 1225, 2024

- (a) In accordance with Section 491 (4) and (5) of the LGA, applicants may be required to provide additional reports before a permit can be approved.
- (b) Reports required by the District must be provided at the applicant's expense and be certified by a professional with experience relevant to the applicable matter.
- (c) A security deposit may be required to ensure works have been completed as shown on the submitted drawings.
- (d) Reports from various consultants and professionals should be aligned.
- (e) All Development Permit objectives should strive to reduce greenhouse gas emissions and the consumption of water and energy resources.

21.3 Development Permit Exemptions

The following is a list of exemptions for properties located within a development permit area where the guidelines may not be applicable. The guidelines in this plan should be reviewed on a site-specific basis as parcel contexts vary from site to site and create unique circumstances. That being said, if there are unique circumstances where a parcel should be considered for an exemption but does not meet the exemption criteria listed below, the property owner may apply for a development permit exemption from the District for a fee, as set by Fees Bylaw 987, 2016.

Deleted and replaced by Bylaw 1226, 2024

- 21.3.1 Subdivision of land within a development permit area is exempt from applying for and obtaining a development permit except that the Approving Officer shall consider each of the applicable Development Permit Area guidelines when processing an application through the subdivision approval process.

Deleted and replaced by Bylaw 1225, 2024

- 21.3.2 The following land alteration activities are exempt from obtaining a DP:

- a. Maintenance, including pruning, of existing landscaping, planting native trees, shrubs or ground cover except where pesticides or herbicides are used in a Riparian Area.
- b. The hand removal of an invasive species.
- c. The removal of infested, diseased or hazardous trees provided. The District may require an Arborist or Qualified Professional to provide a report, supervise the removal or provide a completion report after the removal.
- d. Land alteration, without construction, for the sole purpose of restoring an environmental feature, or removal of invasive species with equipment or machine. The District may require a Qualified Professional to provide a report, supervise the works or provide a completion report after the works
- e. One trail per parcel for the purposes of **accessing** the foreshore of Wood, Kalamalka or Okanagan Lakes, provided all of the following conditions are met:
 - i. The trail is for private pedestrian, non-vehicular use only;
 - ii. No trees are removed;
 - iii. The trail is no more than 1.5m wide;
 - iv. The trail is permeable;
 - v. The trail does not require the construction of retaining walls; and
 - vi. The trail is not circular or excessively longer than the most direct way.
- f. Land alteration exclusively for and within 5 metres of exempt construction.
- g. Land alteration for a Driveway Access where the District has issued an approved Access Permit.



21.3.3 Deleted and replaced by Bylaw 1225, 2024

The following construction activities are exempt from obtaining a DP:

- a. Internal alterations of a building or structure, except where the internal alterations result in an increase in the parking or landscaping requirements.
- b. External alterations of a building or structure that are entirely within the building footprint, excluding buildings and structures within the Town Centre DPA.
- c. Replacement, reconstruction or repair of a building or structure that was damaged or destroyed by fire, earthquake, flooding, mud flows, torrents of debris, erosion, land slip, rock falls or subsidence provided all of the following conditions are met:
 - i. the construction is largely identical to the original in form and massing;
 - ii. the construction is within the building envelope as per zoning regulations;
 - iii. if the property is within the Wildland Fire DP Area, a restrictive covenant under section 219 of the Land Title Act is registered on title. The covenant shall:
 - A. Require the owner to confirm development, ongoing maintenance and use of the property will occur in accordance with BC Fire Smart Guidelines;
 - B. Require indemnity to the benefit of the District;
 - iv. if the property is within the Natural Environment DP Area the construction is not within 30 m of a watercourse, otherwise a Natural Environment DP may be required.
- d. Addition or alteration of a building or structure used for farm purposes only and located in an agricultural zone.
- e. Construction of new buildings or structures which do not require a building permit and are not intended for habitation, excluding buildings or structures located within the Town Centre DPA.
- f. Construction of swimming pools, sheds, decks, pergolas, utility buildings and accessory structures, less than 90 sq. m., excluding buildings and structures located within:
 - i. the Town Centre DPA, or
 - ii. 30 m of a watercourse where the watercourse is within the Natural Environment DPA.
- g. Temporary structures limited to construction site offices, storage containers, short-term special event and emergency facilities, excluding buildings or structures located within:
 - i. the Town Centre DPA, or
 - ii. 30 m of a watercourse where the watercourse is within the Natural Environment DPA.
- h. Replacement of a manufactured home within a manufactured home community.
- i. Text or content changes to existing signage.

21.3.4 Deleted and replaced by Bylaw 1225, 2024

The following activities are exempt from obtaining a DP:

- a. The construction, repair, or maintenance of works and services on highway rights-of-way by the Province, the District or their authorized agents or contractors.
- b. The construction, repair or maintenance of municipal building, structures, works and services by the District or its authorized agents or contractors.
- c. Activities considered normal farm practices as defined in the Farm Practices Protection (Right to Farm) Act on property in the Agricultural Land Reserve (ALR) or on property where agricultural use is identified as a principle use in the zone.
- d. Emergency procedures to prevent, control or reduce flooding or erosion, mitigate against wildfire or other immediate threats to life and property, including:
 - i Emergency actions for flood and erosion protection;
 - ii Clearing obstructions from bridge, culvert, or drainage flow; repairs to bridges and safety fences in accordance with the *Federal Fisheries Act* and *Wildlife Act*;
 - iii Removal of hazardous trees; or
 - iv Restoration works under the supervision of a qualified professional.
- e. The construction, repair or maintenance of buildings and structures owned by, or on lands owned by, the Government of Canada, or federally-regulated communications towers under 20 metres in height.

21.3.5 In Stability, Erosion and Drainage Hazard development permit areas, a permit is not required:

- a. For internal alterations of a building.
- b. For boundary adjustments between two lots when no new parcels are created.
- c. For external alterations that are entirely within the building footprint.
- d. If the activity involves the removal of fewer than ten infested, diseased or hazardous trees within one calendar year. Prior to the removal of the trees, a report prepared by a Registered Professional Forester must be presented to the District. The removal of trees must be supervised by the professional who prepared the report.
- e. For property that is within the ALR and/or zoned for agricultural use, activities limited to those indicated as normal farm practices as defined in the *Farm Practices Protection (Right to Farm) Act* where the subject area has been previously altered for agricultural purposes.
- f. For the construction, repair or maintenance of municipal works by the District or its authorized agents or contractors.

21.3.6 In Multiple-unit, Town Centre, Commercial, or Industrial development permit areas, a permit is not required:

- a. For internal alterations within a building, except where the internal alterations result in a change in the parking or landscaping requirements for the site.
- b. For minor external additions or alterations to existing buildings or structures provided that:

- i. Additions or alterations are valued less than \$50,000 for materials and labour;
 - ii. Changes are consistent with the general character of the development as previously approved in terms of colour, materials and form;
 - iii. Additions are less than 25% of the existing floor area to a maximum of 200 square metres;
 - iv. Changes in the exterior design of a building on any one side involve an area less than 25%.
- c. For minor text or tenant content changes to existing signage.
 - d. For the construction, repair or maintenance of municipal works by the District or its authorized agents or contractors.

21.4 Agricultural DP Area Guidelines

Deleted by Bylaw 1225, 2024

CATEGORY

Section 488(1)(c) of the Local Government Act allows for the protection of farming.

JUSTIFICATION

This Development Permit Area (DPA) is established to protect local farmlands and reduce land use conflicts by providing buffering or separation of development from farming on adjoining or reasonably adjacent land. A healthy agricultural sector is vital to the District's economic and cultural wellbeing. Uncontrolled development next to agricultural properties can cause conflicts to the detriment of both farm and non-farm uses. The Agricultural Development Permit process guides subdivision and development adjacent to the Agricultural Land Reserve (ALR) to minimize impacts of non-farm use on agriculture. Further conditions and objectives justifying this DPA are identified below.

APPLICABLE AREA

This DPA applies to all areas shown on Map 10 including the area within 50 m from an Agricultural Land Reserve boundary.

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- a. The subject property:
 - i. Has a naturally-occurring or previously-installed Landscape Buffer that:
 - A. is a minimum of 8 m wide for non-residential or 15 m wide for residential;
 - B. has an existing 1.8 m opaque fence along the property line; or
 - C. is otherwise comparable in achieving the objective of the DP requirements.
 - ii. has ongoing maintenance secured by way of a restrictive covenant under section 219 of the Land Title Act or a Development Permit.
- b. A restrictive covenant under section 219 of the Land Title Act is registered on title. The covenant shall:
 - i. Require the property to have a Landscape Buffer that meets the minimum DP Guidelines;

- ii. Require a 1.8 m opaque fence along the property line;
 - iii. Require the owner to achieve the DP requirements
 - iv. Require ongoing maintenance of the buffer;
 - v. Require works to be completed in a time frame specified by the District.
 - vi. Require indemnity to the benefit of the District.
- c. The proposed development is exclusively agriculture or a protected farm use under the *Farm Practices Protection (Right to Farm) Act*.
 - d. The proposed development does not include dwelling units within 50 m of the ALR boundary.
 - e. Construction is only in relation to existing principal buildings or new accessory buildings or structures.

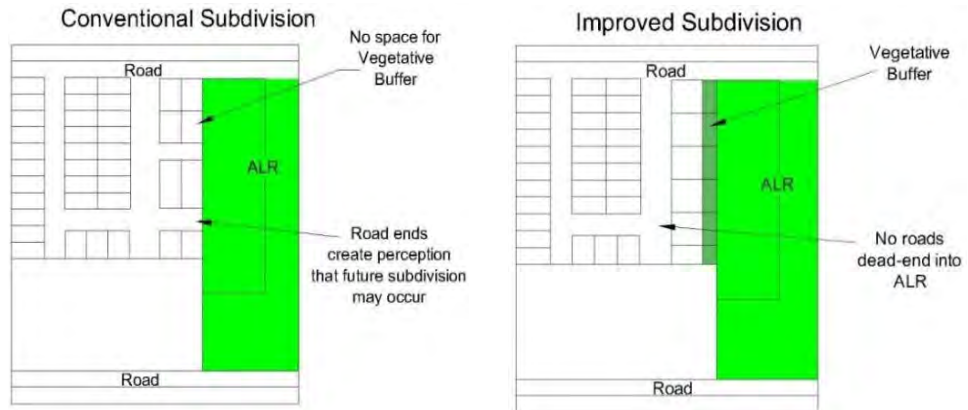
Site Guidelines

Objective

- 21.4.2 Applications for development in agricultural areas should be sensitive to the existing context of the surrounding area through lot siting.



- 21.4.3 Subdivision design should promote compatibility with farm activities.
- 21.4.4 Road layout should not encourage the possibility of future subdivision of agricultural lands and not end at the Agricultural Land Reserve boundary, but rather serve the internal subdivision only.



- 21.4.5 Properties should be graded and landscaped so that no water drains onto adjacent agricultural properties.

Building and Structure Guidelines

Objective

- 21.4.6 Building and structure siting should be considerate of uses on adjoining properties.
- 21.4.7 A minimum 30m building setback is required on residential and institutional properties next to the Agricultural Land Reserve.
- 21.4.8 A minimum 15m building setback is required on non-residential properties next to the Agricultural Land Reserve.
- 21.4.9 Subdivision design should allow for adequate building envelopes outside of the 30m or 15m setback.

Landscaping Guidelines

Objective

- 21.4.10 *Deleted and replaced by Bylaw 1225, 2024*
Development should incorporate landscaping to sufficiently transition between agricultural and non-agricultural uses.
- 21.4.11 A 15m wide landscaped buffer is to be planted and maintained in the 30m setback for residential properties.
- 21.4.12 An 8m wide landscaped buffer is to be planted and maintained in the 15m setback for non-residential properties.
- 21.4.13 *Deleted and replaced by Bylaw 1225, 2024*
The buffer should be installed prior to development of dwelling units
- 21.4.14 The buffer should consist of low maintenance, drought-tolerant native species that are planted in a manner so as not to shade farm crops.
- 21.4.15 The buffer should reach a minimum height of 6m at maturity.
- 21.4.16 Any existing mature trees within the buffer area should be preserved.
- 21.4.17 A 1.8m high opaque fence should be installed along the length of the shared property line.



Vegetated bermed buffer



Planted buffer without a berm

- 21.4.18 Where there is an existing natural feature such as a watercourse or ravine along the edge of the agricultural land that provides a physical separation, the width of the landscaped buffer may be reduced to 8m, while retaining the required setback. The watercourse or ravine width should not be included in the setback distance.
- 21.4.19 Where there is an existing road surface or road right of way, the width of the landscaped buffer may be reduced to 3m, while retaining the required setback.

Bylaw Variance or Supplementation

- 21.4.20 As part of an Agricultural Development Permit, the District may consider varying or supplementing applicable bylaws as per the *Local Government Act*.

Required Documents and Reports

21.4.21 *Deleted by Bylaw 1225, 2024*

- 21.4.22 All other types of applications for Agricultural Development Permit may include:
- a. **Site Plan** – A detailed Site Plan showing all existing and proposed development.
 - b. **Landscape Plan** – A detailed Landscape Plan showing required buffers, vegetated areas to remain undisturbed and all proposed landscaping. A full planting list and estimate is required.

Required Estimates and Securities

Deleted by Bylaw 1225, 2024

21.5 Multiple-Unit DP Area Guidelines

Amended by Bylaw 1225, 2024

CATEGORY

Section 488(1)(f) of the Local Government Act allows for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

JUSTIFICATION

This Development Permit Area (DPA) ensures a high aesthetic standard that enhances neighbourhoods and minimizes conflict between uses. Multiple-unit residential development is critical to shaping neighbourhood and community character. Structures are often large and highly visible in the community. Further conditions and objectives justifying this DPA are identified below.

APPLICABLE AREA

This DPA applies to all areas identified on Map 11, unless exempted.

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- a. Land alteration or site preparation activities do not involve any buildings or structures.
- b. The proposed development is exclusively non-residential.
- c. The proposed development is exclusively residential with four (4) or less dwelling units.
- d. External additions or alterations to existing buildings meet all the following conditions:
 - i. Additions or alterations are valued less than \$200,000 for materials and labour combined;
 - ii. Changes are consistent with the general character of the development in terms of colour, material and form;
 - iii. Additions are less than 25% of the existing floor area to a maximum of 200 square metres; and
 - iv. Changes in the exterior design of a building on any one side involve an area less than 25%.”

Site Guidelines

Objective

21.5.2 Siting of multiple-unit or mixed-use structures and associated amenities should be respectful of the surrounding area context and aim to improve the overall character of the area.

21.5.3 Off-street parking is to be accommodated under buildings, behind buildings or in garages.

21.5.4 Surface Parking Exemption – parking areas comprised of seven or less stalls may be located in the area between the building and the fronting or flanking street provided:

- a. Stalls are single loaded and angled no greater than 45° to the access lane.
- b. Stalls are adjacent to the building, not the sidewalk.

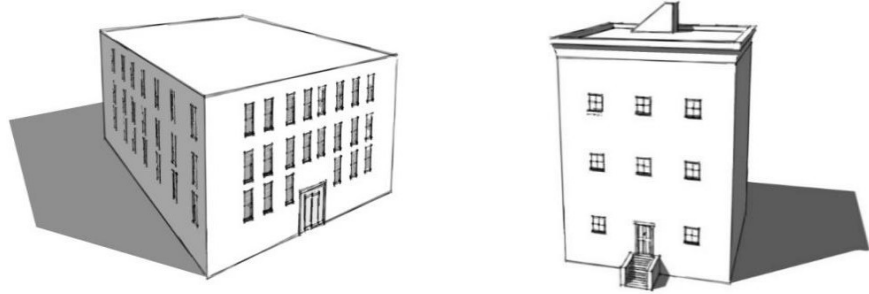
- c. A one-way lane accesses the stalls.
 - d. A minimum of 1m wide landscaped median is provided between the access lane and the sidewalk.
- 21.5.5 Buildings should be laid out with sensitivity towards the view corridors of nearby properties. View corridors should be preserved through varying building and roof forms and site layouts.
 - 21.5.6 External building lighting, lit signage, parking lot or security lighting should be designed to avoid glare onto abutting properties or public roadways. Lighting should consist of downcast or cut-off luminaries with internal optics designed to avoid glare.
 - 21.5.7 Waste containers, recycling areas and mechanical equipment should be screened with a fenced and gated enclosure so as to be shielded from public view. Fencing materials should be consistent with the materials of the principle building.
 - 21.5.8 Building clustering and other creative uses of space are encouraged. Clustering buildings around a central common area can create opportunities for sheltered community space and enhance the public realm.
 - 21.5.9 The use of impervious surfaces should be minimized.
 - 21.5.10 Accessible bicycle parking should be provided in accordance with zoning requirements.

Building and Structure Guidelines

Objective

- 21.5.11 Architectural features of multiple-unit developments should aim to enhance the overall aesthetic of the parcel and surrounding area.
- 21.5.12 The scale and architecture of buildings should be complimentary to neighbouring structures. This is not required in previously single-unit neighbourhoods which are redeveloping.
- 21.5.13 Long, blank homogeneous façades are discouraged. Façade changes or other forms of structural articulation should occur at a minimum of 20m intervals. Façade changes should incorporate colour changes, changes in materials or material orientation.
- 21.5.14 Building façades should incorporate physical separations such as breezeways, driveways, pedestrian alleys or other breaks between buildings.

- 21.5.15 Featureless or flat rooflines are discouraged. Gables, dormers, birds' mouths, projections and other features should be used to ensure varied rooflines.
- 21.5.16 Roof top mechanical equipment such as HVAC units or elevator shafts should be screened from view by incorporating vertical screening or landscaping that corresponds to the building material.
- 21.5.17 Green roofs or the incorporation of rooftop amenity space are permitted.



Undesirable Multiple-unit configurations – No building articulation, featureless rooflines, no creative use of materials



More creative designs include multiple materials, varied rooflines and articulated façades

- 21.5.18 Exterior elements of multiple-unit buildings should be constructed using predominantly natural or natural appearing materials.
- 21.5.19 The primary exterior finish of the building should incorporate one or more of the following permitted materials and may not include any prohibited materials.

Permitted Materials	Prohibited Materials
Masonry	Metal and Vinyl Siding
Brick	Corrugated Metal
Stone – real or cultured	Plain Concrete Block
Wood	Plain or Unfinished Cement
Wooden Shingles or Shakes	Unfinished Plywood
Cement Fibreboard	
Stucco	

- 21.5.20 Additional materials may be used as architectural trim or features. These materials may include materials such as steel, architectural woodwork, glass, tiles and other similar materials. Prohibited materials may not be used as trim.
- 21.5.21 Buildings should be scaled such that there are interesting visual elements to engage pedestrians and the pedestrian realm.
- 21.5.22 All buildings with façades fronting two or more roads should be built to equal design standards along both frontages.
- 21.5.23 Building footprints should be cut or rounded at corners to create additional public space.
- 21.5.24 The District of Lake Country supports the use of green building techniques to reduce power and water consumption and emissions.
- 21.5.25 The District may consider modifying design requirements if the applicant can demonstrate the modifications are essential to achieve a recognized green building standard.
- 21.5.26 Variations to the design guidelines should be as minimal as possible and other elements of the building should continue to conform to the guidelines.

Landscaping Guidelines

Objective

- 21.5.27 Landscaping features of multiple-unit developments should enhance the site's character and aesthetic while also aiming to respect the site's natural topographic features.



- 21.5.28 Landscaping should be used to enhance the property and provide a buffer between adjacent land uses.
- 21.5.29 Landscaping should be used to screen parking areas, mechanical equipment and garbage disposal areas.
- 21.5.30 Landscaping should be provided:
 - a. Along the property edges next to roadways.
 - b. Between buildings and parking areas.
 - c. Along on-site access roads and driveways.
 - d. Along the sides of buildings.
 - e. In open spaces not used for parking, access roads or walkways.
- 21.5.31 Existing trees or landscapes should be incorporated into the site whenever possible.
- 21.5.32 At least three quarters of the landscaping on the property, based on the percentage of the site covered by landscaping, should consist of drought-tolerant species, local species or xeriscaped vegetation.
- 21.5.33 A community garden of 4m² per unit should be provided.

Signage Guidelines

Objective

- 21.5.34 Any signage incorporated into multiple-unit developments should be compatible with existing neighbourhood design aspects.

21.5.35 Awning, canopy, fascia and signs should be designed so as to complement the building and neighbourhood.

21.5.36 Where a development has a free-standing sign, only one sign should be permitted per project.

Bylaw Variance or Supplementation

21.5.37 As part of Multiple-Unit Development Permit, the District may consider varying or supplementing applicable bylaws as per the *Local Government Act*.

Required Documents and Reports

21.5.38 Applications for a Multiple-Unit Development Permit should include:

- a. **Site Plan** – A detailed, professionally-prepared Site Plan showing parking layouts, all existing and proposed development.
- b. **Concept Plan** – A Concept Plan showing context photos, colour elevation drawings and list of materials to be used.
- c. **Landscape Plan** – A detailed Landscape Plan showing existing vegetated areas that are to remain undisturbed and all proposed landscaping. A full planting list and estimate is required.

Required Estimates and Securities

Deleted by Bylaw 1225, 2024

21.6 Town Centre DP Area Guidelines

Amended by Bylaw 1225, 2024

CATEGORY

Section 488(1)(d) and (f) of the Local Government Act allow for the revitalization of an area in which a commercial use is permitted and for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

JUSTIFICATION

This Development Permit Area (DPA) establishes guidelines for the area identified as Town Centre and Main Street. This DPA ensures consistent high-quality architectural standards, pedestrian friendly, mixed use, attractive and consistent development. Further conditions and objectives justifying this DPA are identified below.

APPLICABLE AREA

This DPA applies to all areas identified on Map 12, unless exempted.

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- a. Land alteration or site preparation activities do not involve any buildings or structures.
- b. The proposed development does not include any residential, commercial, institutional or industrial uses.
- c. The proposed development is exclusively residential with four (4) or less dwelling units.
- d. External additions or alterations to existing buildings meet all the following conditions:
 - i. Additions or alterations are valued less than \$200,000 for materials and labour combined;
 - ii. Changes are consistent with the general character of the development in terms of colour, material and form;
 - iii. Additions are less than 25% of the existing floor area to a maximum of 200 square metres; and
 - iv. Changes in the exterior design of a building on any one side involve an area less than 25%

General Guidelines

- 21.6.2 All development in the Town Centre should respect the design principles outlined in these guidelines, regardless of corporate policy, corporate logos or standard chain store design.

Site Guidelines – Parking

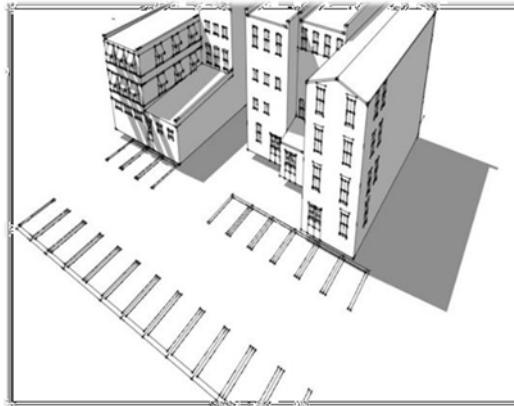
Objective

- 21.6.3 Development within the Town Centre that includes parking areas should not deter from creation of a pedestrian-oriented streetscape.

- 21.6.4 Parking lots, with the exception of underground parking lots and multi-storey parkades, should be located at the rear of buildings. Multiple-unit buildings not located on Main Street may locate visitor parking at the front of the main

building.

- 21.6.5** Parking behind buildings should be accessed by a 7m wide service road.
- a. A 2m wide sidewalk should be provided between the building and the service road.
 - b. Parking lots behind buildings should be contiguous and provide access to adjacent property parking lots.
 - c. Properties may use service roads used by nearby properties to provide access to their parking areas rather than creating new service roads.
 - d. Accessible bicycle parking should be provided in accordance with zoning requirements.



Parking at rear as required



Parking at front of buildings not permitted

21.6.6 Within surface parking lots, a curbed 1m wide landscaped island should be provided between adjacent rows of parking.

21.6.7 The landscaped island should include one shade tree per ten parking spots.

Site Guidelines – Lighting

Objective

21.6.8 Lighting incorporated into Town Centre sites should be situated in a manner that benefits the pedestrian.

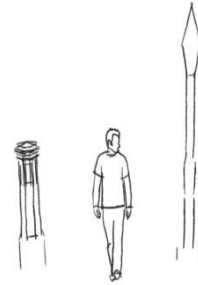
21.6.9 Lighting along Main Street and its side streets will be restricted to on-building and internal light sources.

21.6.10 All lighting in the Town Centre should be downcast and should not cast light onto adjacent properties.

21.6.11 Parking areas behind buildings should be lit. Fixtures should be built to a pedestrian scale, rather than automotive scale, to minimize light pollution.



Automobile scaled lighting



Pedestrian scaled lighting

Site Guidelines – Relationship to Street

Objective

- 21.6.12 Buildings and structures within the Town Centre should be sited accordingly to encourage pedestrian activity.
- 21.6.13 Multiple structures close to the street create a sense of security and scale which encourages pedestrian use of the street.
- 21.6.14 To create this environment, buildings along Main Street should be located no closer than 2m to all property lines fronting Main Street or any cross streets.
- 21.6.15 A 2m wide accessible sidewalk, contiguous with the public sidewalk, should be installed along property lines.
- 21.6.16 On-site sidewalks should be finished with brushed concrete.



Inconsistent setback creates 'broken tooth'



Consistent setback creates uniform streetscape

Site Guidelines – Other Requirements

- 21.6.17 Waste containers, recycling areas and mechanical equipment should be screened with a fenced and gated enclosure so as to be shielded from public view. Fencing materials should be consistent with the materials of the principal building.
- 21.6.18 The use of impervious surfaces should be minimized.

Building and Structure Guidelines – Architectural Styles

Objective

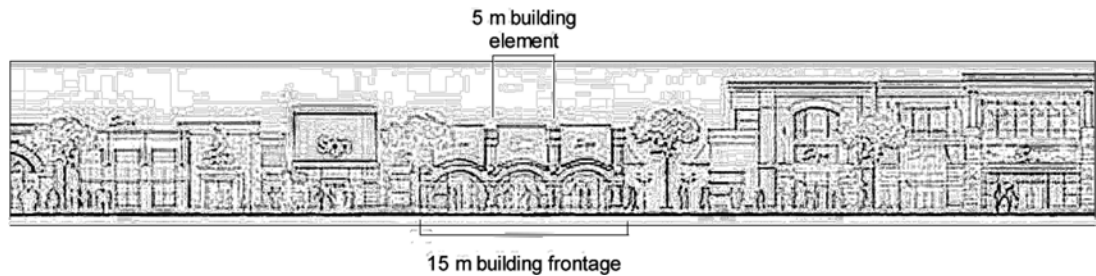
- 21.6.19 The architectural style of development within the Town Centre should aim to achieve a traditional small-town character aesthetic.
- 21.6.20 In order to maintain an attractive and consistent Town Centre, the District of Lake Country requires development in the Town Centre to be built in a traditional or heritage style as defined within this Official Community Plan.
- 21.6.21 Buildings should be of traditional or heritage style regardless of corporate policy or company design templates.

Building and Structure Guidelines – Horizontal Definition

Objective

- 21.6.22 The massing of buildings within the Town Centre should be cognizant of pedestrian scale activities by aiming to create a continuous street pattern.
- 21.6.23 Traditional Main Street development in the region is characterised by a rhythmic pattern of 15m wide building frontages divided into 5m building elements.
- 21.6.24 Development along Main Street should maintain a consistent rhythmic progression by ensuring regular vertical elements such as piers, columns or indentations break up the mass of the building.
- 21.6.25 Development elsewhere in the Town Centre should be differentiated at regular intervals of no more than 12m with vertical elements.
- 21.6.26 The total continuous length of building frontages in the Town Centre should be no more than 100m.

- 21.6.27 Building frontages should be periodically separated with driveways, alleys or other breaks between buildings.



Building and Structure Guidelines – Rooflines

Objective

- 21.6.28 Rooflines of development within the Town Centre should reflect the aesthetic of a traditional small town while also remaining compatible with the architectural style of the building itself and those surrounding.
- 21.6.29 The roofline of a building determines how it integrates with the streetscape. Varied and intricate rooflines should be used to create visual interest and enhance the Town Centre.
- 21.6.30 Pitched roofs or varied rooflines are the preferred configuration.
- 21.6.31 In instances where the architectural style does not lend itself to pitched or varied rooflines, visual interest should be enhanced with false fronts, additional building articulation or architectural details or modulations to add appeal to the flat roofline.
- 21.6.32 Flat roofs may be considered when the building incorporates a green roof or amenity space on the roof.
- 21.6.33 Buildings with flat rooflines should incorporate projecting horizontal belt courses immediately below the roofline.
- 21.6.34 Required horizontal belt courses should project no less than 20cm from the building and no more than 50cm.
- 21.6.35 Roof top mechanical equipment should be screened by roof features or landscaping.

21.6.36 Because Main Street and much of the Town Centre is located below Highway 97, special consideration should be given not only to how building rooflines appear from a pedestrian perspective, but also to how rooflines appear when viewed from above.

Building and Structure Guidelines – Building Materials

Objective

21.6.37 The materials used to construct new buildings in the Town Centre should reflect those used in a traditional small town in order to create a quaint town centre atmosphere.

21.6.38 Exterior elements of buildings should be constructed using predominantly natural or natural appearing materials.

21.6.39 The primary exterior finish of the building should be one or more of the following permitted materials and may not include any prohibited materials.

Permitted Materials	Prohibited Materials
Masonry	Metal and Vinyl Siding
Brick	Corrugated Metal
Stone – real or cultured	Plain Concrete Block
Wood	Plain or Unfinished Cement
Wooden Shingles or Shakes	Unfinished Plywood
Cement Fibreboard	
Stucco	

21.6.40 Additional materials may be used as architectural trim or features. These materials may include materials such as steel, architectural woodwork, glass, tiles and other similar materials. Prohibited materials may not be used as trim.

Building and Structure Guidelines – Main Floor Windows

Objective

21.6.41 Main floor windows should be incorporated into Town Centre development so as to encourage pedestrian interaction and activity with the uses.

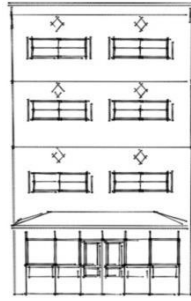
- 21.6.42 Windows should enhance the attractiveness and visual interest of a streetscape. They provide an opportunity for pedestrians to become involved with the activity inside structures and provide retailers with an opportunity to display their products and services.
- 21.6.43 Between 50% and 75% of the first floor of all buildings along Main Street should be transparent, as measured from the building grade to the bottom of the second floor.
- 21.6.44 For the purposes of determining transparency, opaque glass or translucent glass are not considered transparent.
- 21.6.45 Reflective glass along pedestrian-oriented streets is strongly discouraged and is not considered transparent for the sake of calculating the percentage of ground floor transparency.
- 21.6.46 Unpainted aluminum windows frames are not permitted.
- 21.6.47 Large panes of glass on the main floor should be broken into smaller sections with mullions or other techniques.



Building and Structure Guidelines – Upper Floor Windows

Objective

- 21.6.48 Upper floor windows of Town Centre developments will act as architectural enhancements to increase the overall building aesthetic.
- 21.6.49 Upper floor windows should be vertically oriented as opposed to horizontally oriented.
- 21.6.50 Upper floor windows should incorporate features which add interest, including but not limited to decorative arches, framing columns or decorative lintels.



Horizontal window orientation

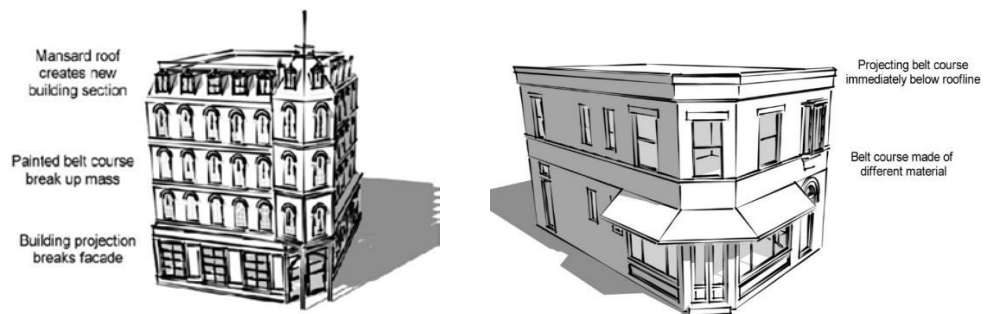


Vertical window orientation

Building and Structure Guidelines – Vertical Definition

Objective

- 21.6.51 The height and scale of buildings in the Town Centre should be sensitive to the pedestrian/user experience and the scale of surrounding developments.
- 21.6.52 Buildings should be of a low- to mid-density scale, however high-density development will also be considered on a case-by-case basis.
- 21.6.53 The mass of the building should be broken up into at least two sections for one storey buildings and three sections for multiple storey buildings.
- 21.6.54 Techniques to break up the mass of the building may include horizontal belt courses along the building, continuous base courses, changes in building colour or materials, building projections, or other architectural techniques which break up the vertical building façade.



Building and Structure Guidelines – Corner Buildings

Objective

- 21.6.55 Buildings constructed on street corners in the Town Center should aim to continue the street pattern from one street to the next to improve the pedestrian experience.
- 21.6.56 Buildings which front two or more streets play an important role in creating pedestrian appeal.
- 21.6.57 All building façades fronting roads should be built to equal design standards.
- 21.6.58 Building footprints should be cut or rounded at corners to create additional public space.

Building and Structure Guidelines – Green Buildings

Objective

- 21.6.59 Buildings in the Town Centre should consider green building techniques in all cases when suitable and/or practical for the development.
- 21.6.60 The District of Lake Country supports the use of green building techniques to reduce power, water and greenhouse gas emissions.
- 21.6.61 The District may consider modifying design requirements if the applicant can demonstrate the modifications are required to achieve a recognized green building standard.
- 21.6.62 Variations to the design guidelines will be as minimal as possible and other elements of the building should continue to conform to the guidelines.

Landscaping Guidelines

Objectives

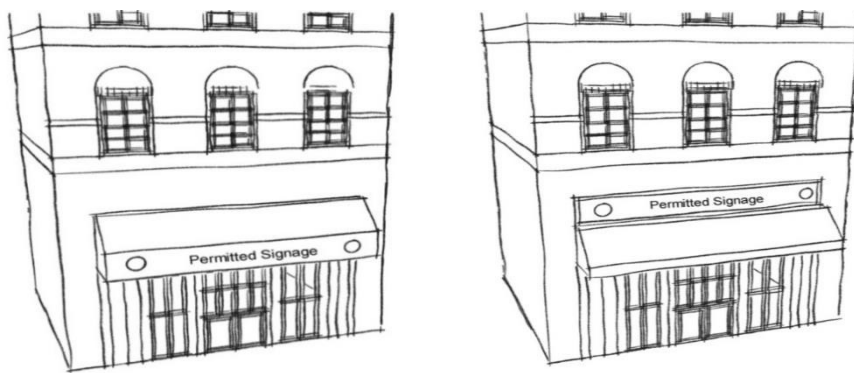
- 21.6.63 Landscaping of Town Centre developments should be used as an added measure to enhance building and streetscape aesthetic to improve the pedestrian experience.
- 21.6.64 Landscaping should be used to enhance the property and provide a buffer between adjacent land uses.

- 21.6.65 Landscaping should be used to screen parking areas, mechanical equipment and garbage disposal areas.
- 21.6.66 Landscaping should be provided:
- Along the property edges next to roadways.
 - Between buildings and parking areas.
 - Along on-site access roads and driveways.
 - Along the sides of buildings.
 - In open spaces not used for parking, access roads or walkways.
- 21.6.67 Existing trees or landscapes should be incorporated into the site whenever possible.
- 21.6.68 At least three quarters of the landscaping on the property, based on the percentage of the site covered by landscaping, should consist of drought tolerant species, local species or xeriscaped vegetation.
- 21.6.69 Development along Main Street may include planters, raised beds or hanging baskets if appropriate to the building design.

Signage Guidelines

Objective

- 21.6.70 Street and building signage in the Town Centre should be respectful of the aim to create a quaint small-town atmosphere through the use of selective materials, colours and sizing.
- 21.6.71 Only one fascia or canopy sign per business is permitted on each side of the building.



- 21.6.72 For façades fronting Main Street, Hill Road or Winfield Road, signs should be located immediately below the ceiling line of the ground storey.
- a. These signs may not have a vertical size of more than 1m.
 - b. Backlighting of signage is not permitted.
- 21.6.73 Lettering on signs should use a traditional serif block letter font or script font, regardless of corporate policy or chain design schemes.
- 21.6.74 Hanging signs may be placed under building canopies. These signs should only advertise businesses in the building and should be made of painted or synthetic wood.

Bylaw Variance or Supplementation

- 21.6.75 As part of Town Centre Development Permit, the District may consider varying or supplementing applicable bylaws as per the *Local Government Act*.

Required Documents and Reports

- 21.6.76 Applications for a Town Centre Development Permit should include:
- a. **Site Plan** – A detailed, professionally-prepared Site Plan showing parking layouts, all existing and proposed development.
 - b. **Concept Plan** – A Concept Plan showing context photos, colour elevation drawings and list of materials to be used.
 - c. **Landscape Plan** – A detailed Landscape Plan showing existing vegetated areas that are to remain undisturbed and all proposed landscaping. A full planting list and estimate is required.

Required Estimates and Securities

Deleted by Bylaw 1225, 2024

21.7 Commercial DP Area Guidelines

Amended by Bylaw 1225, 2024

CATEGORY

Section 488(1)(d) and (f) of the Local Government Act allows the revitalization of an area in which a commercial use is permitted and the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

JUSTIFICATION

This Development Permit Area (DPA) ensures consistent, high-quality architectural standards. The permit process ensures commercial development occurs in a manner that achieves these goals. With respect to Agri-tourism Accommodations, a healthy agricultural sector is vital to the District's economic and cultural wellbeing. Commercial accommodation within farming areas allows agriculturalists an opportunity to augment or subsidize on-farm revenue but not replace or compete with farm revenue. Agri-tourism Accommodation helps educate tourists about agricultural activities, increases awareness of local agriculture, supports community agriculture and enhances economic diversity while ensuring continued prosperity of farms. Further conditions and objectives justifying this DPA are identified below.

APPLICABLE AREA

This DPA applies to all areas identified on Map 13, unless exempted

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- a. Land alteration or site preparation activities do not involve any buildings or structures.
- b. The proposed development does not include any commercial.
- c. External additions or alterations to existing buildings that meet all the following conditions:
 - i. Additions or alterations are valued less than \$200,000 for materials and labour combined;
 - ii. Changes are consistent with the general character of the development in terms of colour, material and form;
 - iii. Additions are less than 25% of the existing floor area to a maximum of 200 square metres; and
 - iv. Changes in the exterior design of a building on any one side involve an area less than 25%.
- d. The development is agri-tourism accommodations:
 - i. Construction is in relation to existing or new accessory buildings or structures; or
 - ii. Accommodation facilities have, or will have, four (4) or fewer Sleeping Units as defined in the District's Zoning Bylaw.

Site Guidelines

Objective

21.7.2 Commercial development should be sited and designed so as to minimize aesthetic impacts on the surrounding area, particularly uses which may have a strong auto orientation.

21.7.3 Properties along Highway 97 should use service lanes where provided to access

sites rather than create additional access points onto the highway; buildings should be sited and oriented to the service lanes.

- 21.7.4 Neighbourhood commercial developments should provide parking areas beside or behind buildings.
- 21.7.5 Off-street parking should be accommodated either under buildings or behind buildings, or in the form of a parkade in all non-neighbourhood commercial areas.
- 21.7.6 Surface Parking Exemption – parking areas comprised of seven or less stalls may be located in the area between the building and the fronting or flanking street provided:
 - a. Stalls are single loaded and angled no greater than 45° to the access lane.
 - b. Stalls are adjacent to the building, not the sidewalk.
 - c. A one-way access lane accesses the stalls.
 - d. A minimum of 1m wide landscaped median is provided between the access lane and the sidewalk.
- 21.7.7 Within surface parking lots, a curbed 1m wide landscaped island should be provided between adjacent rows of parking.
- 21.7.8 The landscaped island should include one shade tree per ten parking spots.
- 21.7.9 Loading bays should be situated so as not to interfere with internal circulation. Loading bay access will not be allowed by backing over a public sidewalk or backing in from a public roadway.
- 21.7.10 External building lighting, lit signage, parking lot or security lighting should be designed to avoid glare onto abutting properties or public roadways. Lighting should consist of downcast or cut off luminaries with internal optics designed to avoid glare.
- 21.7.11 Waste containers, recycling areas and mechanical equipment should be screened with a fenced and gated enclosure so as to be shielded from public view. Fencing materials should be consistent with the materials of the principal building.
- 21.7.12 Inter-pavers or stamped, coloured concrete or asphalt should be used to delineate transition areas such as pedestrian areas.
- 21.7.13 The use of impervious surfaces should be minimized.
- 21.7.14 Accessible bicycle parking should be provided in accordance with zoning requirements.

Building and Structure Guidelines

Objective

- 21.7.15 Commercial buildings should aim to achieve a high-quality architectural style that is compatible with or enhances the existing neighbourhood aesthetic.
- 21.7.16 Long, blank homogeneous façades are discouraged. Façade changes or other forms of structural articulation should occur at a minimum of 20m intervals and should incorporate colour changes, changes in materials or material orientation.
- 21.7.17 Building façades should incorporate physical separations such as breezeways, driveways, pedestrian alleys or other breaks between buildings.
- 21.7.18 Featureless or flat rooflines are discouraged. Gables, dormers, birds’ mouths, projections and other features should be used to ensure varied rooflines.
- 21.7.19 Awnings or creative overhangs should be incorporated to shield pedestrians from the elements. Translucent awnings are encouraged to filter summer sunlight while providing natural daylight in the winter months.
- 21.7.20 Roof top mechanical equipment such as HVAC units and elevator shafts should be screened from view by incorporating vertical screening or landscaping.
- 21.7.21 Green roofs or the incorporation of rooftop amenity space are permitted.
- 21.7.22 All building façades fronting two or more roads should be built to equal design standards.
- 21.7.23 Building footprints should be cut or rounded at corners to create additional public space.
- 21.7.24 Neighbourhood commercial should integrate with the surrounding neighbourhood character.
- 21.7.25 Exterior elements of buildings should be constructed using predominantly natural or natural appearing materials.
- 21.7.26 The primary exterior finish of the building should incorporate one or more of the following permitted materials and may not include any prohibited materials.

Permitted Materials	Prohibited Materials
Masonry	Metal and Vinyl Siding
Brick	Corrugated Metal
Stone – real or cultured	Plain Concrete Block
Wood	Plain or Unfinished Cement
Wooden Shingles or Shakes	Unfinished Plywood
Cement Fibreboard	
Stucco	

- 21.7.27 Additional materials may be used as architectural trim or features. These materials may include materials such as steel, architectural woodwork, glass, tiles and other similar materials. Prohibited materials may not be used as trim.
- 21.7.28 The District may consider varying or modifying design requirements if the applicant can demonstrate the modifications are essential to achieve a recognized green building standard.
- 21.7.29 Awning, canopy and fascia signs should be designed so as to complement the building and neighbourhood.
- 21.7.30 Considerations should be given to low, less obtrusive freestanding signs on low plinth style bases which use corporate logos to attract clientele.
- ~~21.7.31~~ All development in commercial areas should respect design principles, regardless of corporate policy, corporate logos or standard chain store design.
- 21.7.32 Agri-tourism accommodations will be sited on lots to minimize impacts with farm uses and ensure compatibility with the surrounding area.

Landscaping Guidelines

Objective

- ~~21.7.32~~ Landscaping should be incorporated into commercial development sites to enhance the aesthetic.
- 21.7.33 Landscaping should be used to enhance the property and provide a buffer between adjacent land uses.
- 21.7.34 Landscaping should be used to screen parking areas, mechanical equipment and garbage disposal areas.
- 21.7.35 Landscaping should be provided:
 - a. Along the property edges next to roadways.
 - b. Between buildings and parking areas.
 - c. Along on-site access roads and driveways.
 - d. Along the sides of buildings.
 - e. In open spaces not used for parking, access roads or walkways.



21.7.36 Existing trees or landscapes should be incorporated into the site whenever possible.

- 21.7.37 At least three quarters of the landscaping on the property, based on the percentage of the site covered by landscaping, should consist of drought tolerant species, local species or xeriscaped vegetation.

Bylaw Variance or Supplementation

- 21.7.38 As part of Commercial Development Permit, the District may consider varying or supplementing applicable bylaws as per the *Local Government Act*.

Required Documents and Reports

- 21.7.39 Applications for a Commercial Development Permit should include:
- a. **Site Plan** – A detailed, professionally-prepared Site Plan showing parking layouts, all existing and proposed development.
 - b. **Concept Plan** – A Concept Plan showing context photos, colour elevation drawings and list of materials to be used.
 - c. **Landscape Plan** – A detailed Landscape Plan showing existing vegetated areas that are to remain undisturbed and all proposed landscaping. A full planting list and estimate is required.

Required Estimates and Securities

Deleted by Bylaw 1225, 2024

21.8 Industrial DP Area Guidelines

Amended by Bylaw 1225, 2024

CATEGORY

Section 488(1)(f) of the Local Government Act allows for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

JUSTIFICATION

This Development Permit Area (DPA) ensures consistent, high-quality architectural standards. Further conditions and objectives justifying this DPA are identified below

APPLICABLE AREA

This DPA applies to all land within areas shown on Map 14, unless exempted.

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- a. Land alteration or site preparation activities do not involve any buildings or structures.
- b. The proposed development does not include any industrial use.
- c. External additions or alterations to existing buildings that meet all the following conditions:
 - i. Additions or alterations are valued less than \$200,000 for materials and labour combined;
 - ii. Changes are consistent with the general character of the development in terms of colour, material and form;
 - iii. Additions are less than 25% of the existing floor area to a maximum of 200 square metres; and
 - iv. Changes in the exterior design of a building on any one side involve an area less than 25%.

Site Guidelines

Objective

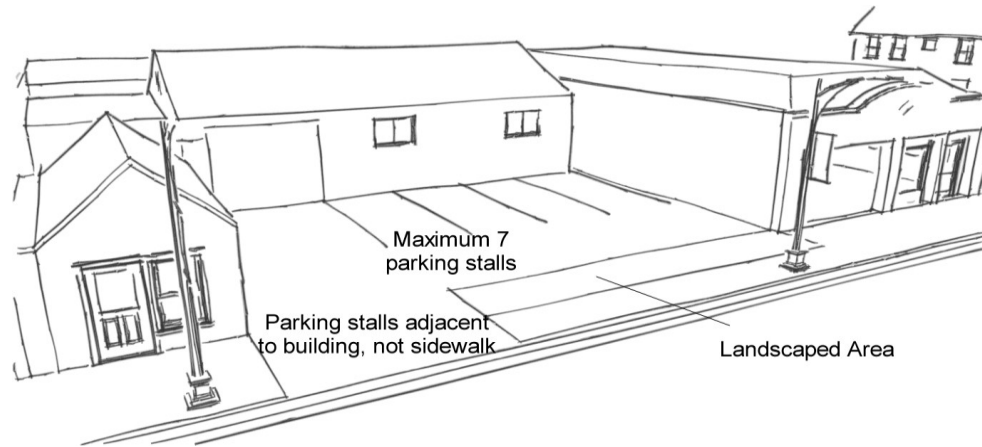
21.8.2 Industrial development should be sited on lands so as not to generate conflicts or adverse impacts on surrounding uses and to enhance compatibility within the neighbourhood.

21.8.3 Off-street parking is to be accommodated beside or behind buildings.

21.8.4 Surface Parking Exemption – parking areas comprised of seven or less stalls may be located in the area between the building(s) and the fronting or flanking street provided that:

- a. Stalls are single loaded and angled no greater than 45° to the access lane.
- b. Stalls are adjacent to the building, not the sidewalk.
- c. A one-way access lane accesses the stalls.

- d. A minimum of 1m wide landscaped median is provided between the access lane and the sidewalk.



- 21.8.5 Loading bays should be situated so as not to interfere with internal circulation. Loading bay access will not be allowed by backing over a public sidewalk or backing in from a public roadway.
- 21.8.6 Single, large-format buildings should locate to the front of the property with circulation, parking and loading behind the building, particularly on corner lots.
- 21.8.7 Sites containing large-format buildings with smaller satellite buildings should locate the large building closer to the rear of the property with the satellite buildings closer to the front of the property so as to create a central circulation, parking and loading courtyard.
- 21.8.8 External building lighting, lit signage, parking lot or security lighting should be designed to avoid glare onto abutting properties or public roadways. Lighting should consist of downcast or cut off luminaries with internal optics designed to avoid glare.
- 21.8.9 Waste containers, recycling areas and mechanical equipment within 15m of a roadway should be screened so as to be shielded from public view.
- 21.8.10 Grading plans should incorporate existing land forms into site development.
- 21.8.11 The use of impervious surfaces should be minimized.
- 21.8.12 Locate unsightly and noise- and dust-generating elements away from adjacent residences.
- 21.8.13 When operations create loud noises, noxious fumes or odours, dust or other particulates, they should be contained indoors or enclosed by noise attenuating fencing.
- 21.8.14 Accessible bicycle parking should be provided in accordance with zoning requirements.

Building and Structure Guidelines

Objective

- 21.8.15 Industrial buildings should be constructed to a high architectural standard.
- 21.8.16 Façade changes or other forms of structural articulation should occur at least twice along any wall fronting a road or road allowance. Façade changes may incorporate colour changes, changes in materials or material orientation.
- 21.8.17 The primary exterior finish of the building should incorporate one or more of the following permitted materials and may not include any prohibited materials.

Permitted Materials	Prohibited Materials
Masonry	Corrugated Metal
Brick	Plain Concrete Block
Stone – real or cultured	Plain or Unfinished Cement
Wood	Unfinished Plywood
Wooden Shingles or Shakes	
Cement Fibreboard	
Stucco	
Metal and Vinyl Siding	
Striated Concrete	

- 21.8.18 Additional materials may be used, such as architectural trim or features. These materials may include materials such as steel, architectural woodwork, glass, tiles and other similar materials. Prohibited materials may not be used as trim.
- 21.8.19 The District may consider varying or modifying design requirements if the applicant can demonstrate the modifications are essential to achieve a recognized green building standard.
- 21.8.20 Preference will be given to low, less obtrusive freestanding signs on low plinth style bases.

Landscaping Guidelines

Objective

- 21.8.21 Landscaping for industrial developments should act as an enhancement to the overall site aesthetic.

- 21.8.22 Landscaping should be used to enhance the property and provide a visual buffer to public roadways.
- 21.8.23 Landscaping between buildings and public roadways should consist of intermittent trees with drought tolerant understory plantings.
- 21.8.24 Sites with large outdoor storage yards should provide a minimum 5m wide landscaped strip between the storage area and fronting and flanking roads. This landscape strip should be bermed and consist of a row of trees planted to create a continuous canopy with drought tolerant understory plantings.
- 21.8.25 Existing trees or landscapes should be incorporated into the site whenever possible.

Bylaw Variance or Supplementation

- 21.8.26 As part of Industrial Development Permit, the District may consider varying or supplementing applicable bylaws as per the *Local Government Act*.

Required Documents and Reports

- 21.8.27 Applications for an Industrial Development Permit should include:
 - a. **Site Plan** – A detailed, professionally-prepared Site Plan showing parking layouts, all existing and proposed development.
 - b. **Concept Plan** – A Concept Plan showing context photos, colour elevation drawings and list of materials to be used.
 - c. **Landscape Plan** – A detailed Landscape Plan showing existing vegetated areas that are to remain undisturbed and all proposed landscaping. A full planting list and estimate is required.

Required Estimates and Securities

Deleted by Bylaw 1225, 2024

21.9 Natural Environment DP Area Guidelines

CATEGORY

Section 488(1)(a) of the Local Government Act allows for protection of the natural environment, its ecosystems and biological diversity.

JUSTIFICATION

A District sponsored study in 2006 with mapping updated in 2012, established a Sensitive Ecosystems Inventory which identified areas in the District that had significant environmental value that should be protected, including the preservation of corridors between the areas. Sensitive Habitat Inventory Mapping for the Vernon Creek riparian area was conducted in 2012 to identify fish habitat and associated sensitivities. The Regional Biodiversity Conservation Strategy in 2014 identified significant natural areas in the Okanagan and how they can be protected. A Foreshore Inventory Study and mapping was completed in 2016 to further refine and identify critically sensitive areas located along the Okanagan Lake shoreline. All of these mapping projects have been included within the Natural Environment DPA. This DPA also includes ecological corridors, foreshore areas of Okanagan, Wood and Kalamalka Lakes and riparian areas.

This DPA seeks to protect these environmental features because of their significance as habitat for fish and wildlife, their vital functions in natural water storage and flood protection and their role in reducing climate change impacts. The ecological connectivity corridor is a wildlife corridor that connects Okanagan Mountain Provincial Park to Kalamalka Lake Provincial Park. These parks provide habitat for many species, but the ecological corridor allows species to move between the parks to find food and mates to ensure genetic diversity and the survival of species. The broader Natural Environment DPA area also covers a number of smaller local ecological corridors identified in the Sensitive Ecosystems Inventory that, if conserved or restored, will contribute to maintaining ecosystem connectivity within the District of Lake Country. This DPA mitigates the effect of development on the natural environment to protect environmentally sensitive areas in the community and lesson the negative effects of development on sensitive environmental features.

The *Riparian Areas Protection Regulation* requires the District to protect riparian areas from the effects of development and the District also wishes to consider the *Species at Risk Act*, *Migratory Birds Convention Act*, *Water Sustainability Act* and *Wildlife Act* to protect the environment from the effects of development." All development within 30 metres of a watercourse must abide by the applicable Provincial and Federal legislation.

APPLICABLE AREA

This DPA applies to all land within areas shown on Map 15, unless exempted.

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- a. Land is no longer considered environmentally sensitive due to the loss of environmental features, functions and conditions as a result of a previously approved development.
- b. Land is or has been used for mining or forestry-related development with an approved permit or licence from the Ministry of Energy, Mines & Petroleum Resources or the Ministry of Forests, Lands, Natural Resource Operations and Rural Development.
- c. A restrictive covenant under section 219 of the Land Title Act is registered on title. The covenant shall:
 - i. Require the owner to accomplish the objectives of this DPA;

- ii. Require an Environmental Assessment or Baseline Management Report prepared by a Qualified Environmental Professional as an attachment to the covenant;
 - iii. Require adherence to the professional report ensuring protection of environmentally-significant natural areas and features identified in the report; and
 - iv. Require indemnity to the benefit of the District.
- d. The construction, alteration, or addition to a building or structure, or alteration of land, is occurring outside of the DPA confirmed by the District or by a Qualified Registered Professional and identified on a survey completed by a registered BC Land Surveyor.

Site Guidelines

Objective

- 21.9.2 Development within an environmentally-significant area should be considerate of the features located within or nearby the site.



- 21.9.3 Timing of development should consider and avoid times of the year when critical fish and wildlife activities occur; development activities should be scheduled during windows of time when critical fish and wildlife activities do not occur.
- 21.9.4 Environmentally-significant natural areas and features should be identified and avoided. Subdivision plans should preserve and protect environmental features.
- 21.9.5 Environmentally-sensitive areas should be identified and protected by environmental buffers to separate these areas from development footprints, including yards.
- 21.9.6 Limit development to those areas of the property where minimal impact on environmental features will occur.
- 21.9.7 Remaining natural areas and sensitive features should be temporarily fenced or otherwise protected from damage prior to commencing development activities.
- 21.9.8 Subdivision design should ensure natural corridors through subdivisions are preserved.
- 21.9.9 Indigenous vegetation within environmental buffers should be retained where possible and restored if damaged.

21.9.10 Access to environmental buffers should be restricted.

21.9.11 Permeable paving materials should be used to protect groundwater supply and minimize erosion from surface runoff.

Site Guidelines – Habitat Restoration

Objective

21.9.12 Any development that disturbs an environmentally-significant feature should appropriately restore such feature.

21.9.13 Development should avoid the loss of features or functions relating to environmentally-significant natural areas and features.

21.9.14 Site development should avoid impacts through appropriate project siting and design. Site development should mitigate by minimizing impacts and restoring damaged areas and features to their former state.

21.9.15 Applicants are responsible for proving all measures to avoid or mitigate impacts have been exhausted prior to proposing restoration measures. When restoration is proposed, the following factors should be considered:

- a. Time lag in achieving functioning habitat, feature or area.
- b. Risk associated with success of compensation measures.
- c. Whether replacement area is of the same type and value.

21.9.16 Like-for-like restoration is required over replacing lost features with a different type of feature. This entails the use of species that are suited to the site's soil, light and groundwater conditions, native to the area and create habitat value.

Buildings and Structure Guidelines

Objective

21.9.17 Buildings and structures should be constructed so as to minimize disturbance to the site and its features.

21.9.18 Buildings and structures are to be designed so as to minimize the developed footprint on the site during and after construction

21.9.19 Building and structure design should incorporate the existing terrain as much as possible in order to minimize impacts to the natural environment (e.g. rocky outcrops, native trees, shrubs and established grasslands are important habitat for snakes, skinks and bats).

Landscaping Guidelines

Objectives

- 21.9.20 Landscaping of new development will be compatible with the existing environmental features and species of the area.
- 21.9.21 Where appropriate, use thorny shrubs (e.g. hawthorn) or dense plantings of conifers to deter livestock from using riparian restoration areas.
- 21.9.22 Environmental buffers are to remain undeveloped; landscaping in these areas should only consist of restoration using indigenous vegetation.
- 21.9.23 Should environmental buffers be disturbed, revegetation should consist only of indigenous species and the following replacement ratios should be adhered to:
 - a. Shrub removal and replacement should be at a ratio of 1:2.
 - b. Tree removal and replacement should occur according to the following guidelines:

Removal	Replacement
0mm – 151mm dbh*	2 replacement trees or 4 shrubs for up to 50% of trees being replaced in this range)
152mm – 304mm dbh *	3 replacement trees (minimum height 1.5m)
305mm – 456mm dbh *	4 replacement trees (minimum height 1.5m)
457mm – 609mm dbh *	6 replacement trees (minimum height 1.5m)
610mm + dbh *	8 replacement trees (minimum height 1.5m)
20% of trees > 304mm dbh should be retained as wildlife snags at a minimum height of 3m	
* dbh = diameter at breast height	

- 21.9.24 Landscape schemes consisting of drought-resistant vegetation and indigenous vegetation are required throughout all areas of the property.
- 21.9.25 Invasive weeds should be eradicated within environmental buffers and should be controlled in all other areas of a property.
- 21.9.26 Formal trails and landscaping such as lawns and formal gardens are not permitted within the environmental buffer.
- 21.9.27 Retention of existing trees is encouraged. All retained trees should have their root systems and drip line protected.

- 21.9.28 Revegetation of exposed soils should occur after land alteration in order to prevent erosion and noxious weed infestation. This will involve the replacement of native bunchgrass and wildflowers.
- 21.9.29 Instream works consisting of bank and shore stabilization should use natural materials and should not channelize the watercourse or impact the movement of wildlife.

Riparian Area Guidelines

Objective

- 21.9.30 Development should not cause negative impacts to riparian areas and their species.
- 21.9.31 *Amended by Bylaw 1225, 2024* Existing streams shown on Map 15, as well as those not shown on Map 15 that are subject to the Riparian Areas Protection Regulation (RAPR), are included in the Natural Environment Development Permit Area. A Development Permit is required for any subdivision or development within a Riparian Assessment Area for any stream. [For reference, a stream includes any of the following that provides fish habitat:
a) a watercourse, whether it usually contains water or not; b) a pond, lake, river, creek, or brook; or c) a ditch, spring or wetland that is connected by surface flow to something referred to in paragraph a) or b).]
- 21.9.32 For areas identified as Riparian Areas on Map 15 a Natural Environment Development Permit is required for any subdivision or development. A Natural Environment Development Permit shall not be issued until the District has been provided with a copy of an assessment report, prepared by a Qualified Environmental Professional who has carried out an assessment, that:
- a. Certifies that the Qualified Environmental Professional is qualified to carry out the assessment.
 - b. Certifies that the assessment methods have been followed.
 - c. Provides the professional opinion of the Qualified Environmental Professional that:
 - i. if the development is implemented as proposed there will be no harmful alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the riparian assessment area; or
 - ii. if the width of the streamside protection and enhancement area identified in the report is protected from the development, and the measures identified in the report as necessary to protect the integrity of those areas from the effects of the development are

implemented by the developer, there will be no harmful alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the Riparian Assessment Area.

- 21.9.33 The District may include, as conditions of approval of a Development Permit application, the measures identified by a Qualified Environmental Professional in the environmental assessment report necessary to protect streamside protection and enhancement areas.
- 21.9.34 For development occurring within areas identified as Riparian Areas on Map 15, applicants should refer to any existing Sensitive Habitat Inventory Mapping and ensure development is sensitive to the features identified in this mapping.
- 21.9.35 For development occurring along Vernon Creek, applicants must refer to Sensitive Habitat Inventory Mapping completed for this riparian area and ensure development is sensitive to the features identified.
- 21.9.36 Applicants must determine, during the assessment process, if the parcel is within or adjacent to any other Ecological Connectivity Corridors aside from that indicated on Map 15. Areas that are within an identified Ecological Connectivity Corridor should be examined on a site-specific basis for any potential impacts to wildlife.

Ecological Connectivity Corridor Guidelines

Objective

- 21.9.37 Maintain existing ecosystems to ensure development will not impact the ability of wildlife to travel throughout the ecological corridor.



- 21.9.38 For areas identified as Ecological Connectivity Corridors on Map 15 and other unidentified local corridors such as connections between parks and wetlands, the following guidelines apply:

- 21.9.39 The area located within the Ecological Connectivity Corridor should remain as free as possible of buildings and structures, in order to ensure the free movement of wildlife.
- 21.9.40 If buildings or structures are absolutely unavoidable, they should be located as far as possible from the centre of the corridor as shown on the map while also considering and avoiding other priority sensitive areas on the parcel. Structures and plans that support and promote animal movement are preferred.
- 21.9.41 Screening vegetation near buildings and at-grade wildlife crossings (indicated by signs and speed control) or wildlife crossing structures will be required where new roads bisect the Ecological Connectivity Corridor.
- 21.9.42 The length of the Ecological Connectivity Corridor should remain connected, but in rare exceptions, the width of un-fragmented (contiguous) natural vegetation in the corridor area and buffer could be reduced to a bare-minimum width of 50m to 100m for a short distance (e.g. 100m maximum distance along the corridor in a 5km stretch).
- 21.9.43 Ensure riparian areas remain connected to the Ecological Connectivity Corridor and minimize any buildings and structures including fences that can act as obstructions or deterrents to the free movement of wildlife.
- 21.9.44 Any subdivision of parcels within the Ecological Connectivity Corridor should consider the movement of wildlife in the orientation of the parcels and the positioning of any future buildings and structures including fences, vineyard trellises and other structures that may impede the movement of wildlife.
- 21.9.45 Any area developed within the corridor should be offset by an equal contiguous area of similar or better habitat for local wildlife species to provide for wildlife movement, protected by restrictive covenant, adjacent to or near the corridor.
- 21.9.46 Any fencing installed on parcels within the Ecological Connectivity Corridor must not pose any hazards to wildlife or impede access to wildlife habitat areas. As part of any development, the owner should consider updating or eliminating existing fences that may be hazardous to wildlife (e.g. broken wires and rails).
- 21.9.47 Use wildlife-proof fencing (e.g. for ungulates or snakes) only in specific areas of concern. When using such fences over larger areas, work with local experts to ensure critical wildlife travel routes are not completely blocked. [Note: A good resource to consult is the Regional District of Okanagan-Similkameen's *Living with Wildlife in BC – Conflict Reduction Techniques #8*.]

Bylaw Variance or Supplementation

- 21.9.48 As part of a Natural Environment Development Permit, the District may consider varying or supplementing applicable bylaws as per the *Local Government Act*.
- 21.9.49 The Development Permit should state the measures that need to be undertaken as identified in a report prepared by a Qualified Environmental Professional.

Required Documents and Reports

- 21.9.50 As per section 491(4) and (5) of the LGA, applications for a Development Permit in this section may be required to provide reports, certified by a professional with experience relevant to the applicable matter, including, but not limited to a site plan, landscape plan, environmental assessment or environmental monitoring plan.

Required Estimates and Securities

Deleted by Bylaw 1225, 2024

21.10 Hillside DP Area Guidelines

Deleted by Bylaw 1225, 2024

21.11 Stability, Erosion and Drainage Hazard DP Area Guidelines

Amended by Bylaw 1225, 2024

CATEGORY

Section 488(1) (a) and (b) of the Local Government Act allows protection of the natural environment, its ecosystems and biological diversity and protection of development from hazardous conditions.

JUSTIFICATION

A District study in 2006 identified areas in the community where stability should be considered potentially hazardous to development. A Stability Hazard Development Permit process was recommended to ensure development in the identified areas is conducted safely. District mapping also identified all drainage corridors. Development within a drainage corridor can block the natural flow of water and increases the risk of flooding to both the community and development. The 2006 study and drainage corridor mapping identified the following areas:

- Areas where that landscaping could address stability concerns - Map 17 A
- Areas where soils are subject to high risk of erosion - Map 17 B
- All known drainage corridors including offsets of 60 m - Map 17 C

This Development Permit Area (DPA) mitigates impacts on development in areas with known stability concerns, sensitive soils and also identifies the impact drainage can have on development and the environment. Further conditions and objectives justifying this DPA are identified below.

APPLICABLE AREA

This DPA applies to all land within areas shown on Map 17, 17A, 17B and 17C, unless exempted.

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

- a. Additions to buildings increase the floor area by less than 25% of the existing floor area.
- b. The application is for a lot consolidation.
- c. All grades within 15 m of the proposed disturbed area do not exceed 20%
- d. Construction of a new building or structure where a Stability, Erosion and Drainage Hazard DP has been registered on title at the time of subdivision, and:
 - i. is within the building envelope identified on the approved subdivision plan; and
 - ii. does not require lot grading to be substantially altered.
- e. The construction, alteration, or addition to a building or structure, or alteration of land, occurs outside the DPA as determined by the District.

Added by bylaw 1226, 2024

- f. Land alteration, construction or alteration of buildings or structures where a restrictive covenant under section 219 of the Land Title Act is registered on title. The covenant shall:
 - i. Require a report from a qualified professional confirming safe development of the property for the intended use;
 - ii. Require the owner to accomplish the objectives of this DPA; and
 - iii. Require indemnity to the benefit of the District

General Guidelines - Stability, Erosion and Drainage

The following common guidelines apply to all areas located within any of the Stability, Erosion and Drainage Hazard Development Permit areas:

- 21.11.1 Contain site drainage on the subject property; however, also ensure that drainage originating from outside property can pass through the property without blocking drainage channels.
- 21.11.2 Require a storm sewer system on the street subject to geotechnical input.
- ~~21.11.3~~ Retain as much existing, natural vegetation as possible

Applicable Area – Stability

- 21.11.4 Subdivision and development within areas shown on Map 17 A should adhere to the objectives and guidelines provided for Stability Hazard development areas, as well as the Common Guidelines. If the subdivision and development is within an area denoted on Map 17 B and/or Map 17 C as well, development should also adhere to the respective guidelines for Erosion and Drainage.

Site Guidelines – Stability

Objective

- 21.11.5 Development in areas deemed as having slope stability issues will aim to mitigate potential impacts on the land and structures.
- 21.11.6 Natural features such as landforms, rock outcroppings, mature trees and vegetation, drainage courses, hilltops and ridgelines should be protected in the site layout.
- 21.11.7 Subsoil exposure should be minimized.
- 21.11.8 The use of fill should be minimized during site preparation.
- 21.11.9 Incorporate existing terrain as much as possible in order to minimize site alteration.

Landscaping Guidelines – Stability

Objective

- 21.11.10 Landscaping should occur in a manner that mitigates stability hazards on the site.
- 21.11.11 Landscaping should be designed to prevent future land slippage or other

stability risks by incorporating drought-resistant native plant species or xeriscaping.

- 21.11.12 Use of retaining walls is discouraged unless they are necessary to preserve undisturbed areas of the site, address unstable slopes or continue existing wall features.
- 21.11.13 Revegetation of exposed soils should occur after land alteration in order to prevent stability risk.

Stability Considerations

21.11.14 *Deleted and replaced by Bylaw 1225, 2024* As per section 491(4) and (5) of the LGA, applications for a Development Permit in areas identified in Map 17A may be required to provide reports, certified by a professional with experience relevant to the applicable matter, including, but not limited to a site plan, geotechnical hazard assessment report or landscape plan.

Erosion Considerations

- 21.11.15 Subdivision and development within areas shown on Map 17 B should adhere to the objectives and guidelines provided for Erosion Hazard development areas, as well as the General Guidelines. If the subdivision and development is within an area denoted on Map 17 A and/or Map 17 C as well, development should also adhere to the respective guidelines for Stability and Drainage.

Objective

- 21.11.16 Ensure development avoids erosion hazards and prevents future erosion issues.



- 21.11.17 Projects should be phased to ensure only areas actively being worked are uncovered.
- 21.11.18 Soil stockpiles should be located away from neighbouring properties and should be covered when not in use.
- 21.11.19 All cleared areas should be stabilized through reseeded, planting, mulching, sodding, or other ground covering.
- 21.11.20 Development should adhere to the Erosion and Sediment Control Best Management Practices.
- 21.11.21 Construction vehicle access should be limited to one route, as shown on the site plan.

Required Documents and Reports – Erosion

21.11.22 *deleted and replaced by Bylaw 1225, 2024* As per section 491(4) and (5) of the LGA, applications for a Development Permit in areas identified in Map 17B may be required to provide reports, certified by a professional with experience relevant to the applicable matter, including, but not limited to a site plan, landscape plan or development plan.

Applicable Area – Drainage Corridors

21.11.23 *deleted and replaced by Bylaw 1225, 2024*

Objective

- 21.11.24 Development should aim to avoid disruption to natural drainage flow and associated corridors.
- 21.11.25 Natural watercourses should be preserved and managed as open streams.

- 21.11.26 Unnatural obstructions and impediments to the flow of a watercourse, ditch or drainage course should be avoided. If obstructions or impediments are proposed, an engineered solution may be considered based on the results of geotechnical studies.
- 21.11.27 Require new development to incorporate rainwater best management practices to ensure post-development peak flows do not exceed pre-development peak flows as per the standards outlined in the Ministry of Environment's *Standards and Best Practices for Instream Works – General BMPS & Standard Project Considerations* and *Standards and Best Practices for Instream Works – Urban Stormwater Management* guides.
- 21.11.28 Direct runoff to suitable locations (e.g. swales).
- 21.11.29 Improve the quality of rainwater and runoff through the use of constructed wetlands and detention ponds.

Required Documents and Reports – Drainage Corridors

- 21.11.30 *deleted and replaced by Bylaw 1225, 2024* As per section 491(4) and (5) of the LGA, applications for a Development Permit in areas may be required to provide reports, certified by a professional with experience relevant to the applicable matter, including, but not limited to:
- (a) A geotechnical hazard assessment for development within 60 m offset identified on May 17C;
 - (b) An engineering assessment indicating the solution for maintaining the natural drainage flow where development is deemed, by the District, to interrupt the flow of water.

Bylaw Variance or Supplementation - Stability, Erosion and Drainage

- 21.11.33 As part of a Stability, Erosion and Drainage Hazard Development Permit, the District may consider varying or supplementing applicable bylaws as per the *Local Government Act*.

Required Estimates and Securities - Stability, Erosion and Drainage

Deleted by Bylaw 1225, 2024

21.12 Wildland Fire DP Area Guidelines

Amended by Bylaw 1225, 2024

CATEGORY

The purpose of the Wildland Fire Development Permit Area is to minimize the risk to life and property from possible wildfires.

JUSTIFICATION

This Development Permit Area (DPA) establishes guidelines to minimize the risk of wildfire to development, life and property while balancing tree retention with wildfire protection, particularly on large lots abutting natural areas. A 2001 District study identified areas in the community exposed to a high risk of wildland fire which can be hazardous to development. The study recommended the Wildland Fire Development Permit process to ensure development in these areas is conducted safely. The District will continue to review efficiency of guidelines along with additional studies as development in Lake Country has changed significantly since 2001. The District does not encourage tree removal although for areas where wildland fire risk is higher, tree management strategies should be considered. Firesmart practices may be subject to the Riparian Areas Protection legislation as Firesmart principles do not supersede the Riparian Areas Protection legislation. Further conditions and objectives justifying this DPA are identified below.

APPLICABLE AREA

This DPA applies to all land within areas shown on Map 18, unless exempted.

EXEMPTIONS

A Development Permit will not be required if the development consists of the following:

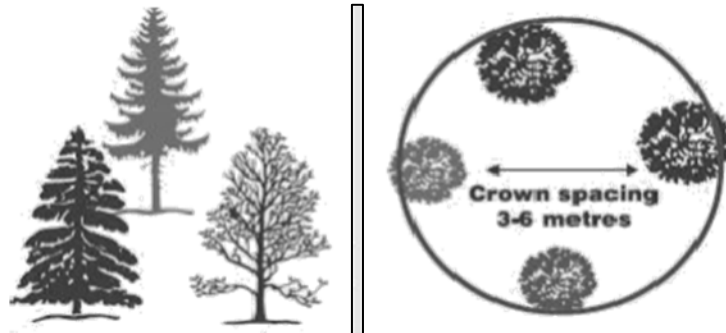
- a. The application is for a lot consolidation.
- b. The removal of trees or other plant materials is done in accordance with Wildland Fire DP Area Guidelines and BC FireSmart Guides.
- c. Construction that does not alter the footprint of the building or structure or interior alterations of buildings and structures.
Added by bylaw 1226, 2024
- d. Land alteration or construction of buildings and structures, as long as a restrictive covenant under section 219 of the Land Title Act is registered on title. The covenant shall:
 - i. Require the owner to confirm development, ongoing maintenance and use of the property will occur in accordance with BC Fire Smart Guidelines;
 - ii. Require indemnity to the benefit of the District.

Site Guidelines

Objective

- 21.12.2 Development within areas at risk of wildfire should be sited on lots accordingly away from thick vegetation and tree clusters to reduce potential for wildfire damage.

- 21.12.3 No vegetation which supports fire spread may be planted within 10m of any proposed structure in order to create a clear area around the building. Only small shrubbery or garden plants are permitted within 10m of any proposed structure.
- 21.12.4 Vegetation within 30m of all proposed structures should be pruned and thinned. Deadfall and other flammable materials should be removed.



Recommended Crown Spacing

- 21.12.5 Remaining trees within 30m of proposed structures should be spaced a minimum of 3m to 6m to prevent the fire from moving from crown to crown.
- 21.12.6 Lower branches should be trimmed up to a minimum 2.5m in height.
- 21.12.7 Vegetation should be cleared 3m back from power lines and propane tanks.
- 21.12.8 Where sensitive environmental features are identified, the importance of features should be weighed against the risk of wildfire prevention.

Building and Structure Guidelines

Objective

- 21.12.9 Buildings and structures situated on lots at risk of wildfire should be constructed using architectural techniques that act as preventative measures in protection against wildfire.
- 21.12.10 Buildings within the Wildland Fire Development Permit Area should be constructed with fire-resistant materials.
- 21.12.11 Fire-resistant roofing materials such as metal, clay tile, asphalt shingles and treated wood should be used on all buildings.



- 21.12.12 Roofs should have a steep pitch in order to prevent the collection of tree debris or other combustible materials.
- 21.12.13 Exterior wall materials should be constructed of fire-resistant materials, such as metal, brick, stucco, rock and concrete. Although less effective, heavy timbers or logs may also be used.
- 21.12.14 Any outbuilding used to store wood should not be constructed within 10m of a dwelling unit. If the outbuilding should be located within 10m for a dwelling unit, it should also be constructed utilizing fire-resistant materials for the roof and exterior walls.
- 21.12.15 Chimneys should have spark arrestors and be closed with 3mm non-combustible wire.
- 21.12.16 Eaves and attic vents should be screened using 3mm non-combustible wire to prevent entry of windblown embers.
- 21.12.17 Outside stairways, decks, porches or balconies should be constructed with, or sheathed in, fire-resistant materials.

Landscaping Guidelines

Objective

- 21.12.18 Landscaping on lots at risk of wildfire should occur in a manner that does not further contribute to the existing risk through the appropriate siting of vegetation and type of species planted.
- 21.12.19 Evergreen tree and shrub species should not be planted within 10m of a dwelling unit. These species are highly combustible and promote intense fire activity.
- 21.12.20 Tree, shrub, herb and grass species that are drought tolerant and not highly combustible should be used in site landscaping.

Bylaw Variance or Supplementation

21.12.21 As part of Wildfire Development Permit, the District will not consider varying or supplementing development bylaws.

Required Documents and Reports

21.12.22 Development Permit applications for a Wildland Fire Development Permit may include:

- a. **Fire Mitigation Report** – A Fire Mitigation Report prepared by a Registered Professional Forester.
- b. **Site Plan** – A detailed, professionally-prepared Site Plan showing all existing and proposed development, site grading and existing vegetated areas.
- c. **Landscape Plan** – A detailed Landscape Plan showing existing vegetated areas that are to remain undisturbed and any vegetation or trees that will be removed.

Required Estimates and Securities

Deleted by Bylaw 1225, 2024

21.13 Greenhouse Gas Reduction and Resource Conservation DP Area Guidelines

Deleted by bylaw 1225, 202

21.14 Agri-Tourism Accommodation DP Area Guidelines

Deleted by bylaw 1225, 2024

22 DEVELOPMENT APPROVAL INFORMATION

Development Approval Information (DAI) means information on the anticipated impact of a proposed activity or development on the community, including, without limiting this, information on matters such as: transportation patterns including traffic flow, local infrastructure, public facilities including schools and parks, community services and the natural environment of the affected area.

Pursuant to section 485(1)(b) of the Local Government Act, the District may also specify circumstances in which DAI may be required and the substance of the information that may be required.

Pursuant to Section 485.1 of the *Local Government Act*, all DPAs are designated as Development Approval Information (DAI) areas to guide and support new development that contributes to the goals and objectives of the Official Community Plan. The DAI required will be assessed on a case-by-case basis and pursuant to Section 487(1) *Local Government Act* may be required for a development permit, zoning amendment or temporary use permit.

The conditions and objectives that justify the designation of DAI Areas, include:

- Lake Country is a rapidly growing community and this growth will impact neighbourhoods, businesses, service provision and infrastructure. Information may be required to assess impacts on nearby and adjacent development, including shadowing, noise, visual impacts and scale, impacts on community services, such as parks, schools and protective services, socio-economic impacts, and impacts on the transportation and utility network and infrastructure.
- Lake Country's landscape includes hillsides, floodplains, wildfire interface areas and other unique landscapes. Information may be required to assess impacts on these landscapes and to protect people, property and infrastructure.
- Lake Country is home to many sensitive terrestrial and aquatic ecosystems, a valley-wide airshed, agricultural lands and water bodies, including Okanagan Lake. Information may be required to guide and inform protection of this land, water and air.



23 FINANCING AND IMPLEMENTATION

23.1 Existing Conditions

The District of Lake Country is in a strong financial position, based on revenue, operating and capital expenditures and debt level. The municipality receives revenue from different sources, including property and parcel taxes, fees and charges, grants and transfers, proceeds from borrowing and transfers from development cost charges and other reserves. This variety of revenue sources assists the municipality in meeting financial obligations, even if there is an unexpected reduction in revenue from a particular source.

Development cost charges are collected from land developers to offset the portion of the costs that are directly related to an increase in the demand for sewer, water, drainage, parks and roads as a result of the new development. Developers pay development cost charges instead of the existing taxpayers who are not creating the demand and are not necessarily benefiting from the new infrastructure. By using development cost charges, the municipality can apply a common set of rules and charges to all developments within the community.

Goals

- 23.1.1 Maintain a strong financial position to fully implement the Official Community Plan.
- 23.1.2 Measure and report progress towards achieving goals of the Official Community Plan.

Objective

- 23.1.3 Set development cost charges to fund the servicing of new developments.

POLICIES

- 23.1.4 The policies of Council are as follows:
 - a. Monitor infrastructure upgrade costs in relation to planned capital expansion program and development cost charge levels.
 - b. Adjust development cost charge levels as necessary to encourage a reasonable growth rate balanced by the necessary infrastructure.
 - c. Update the development cost charge bylaw if necessary to be consistent with this plan.
 - d. Continue the Latecomers Policy to allow developers to recoup the cost of installing required municipal services that are extended or in excess of what is required to service individual developments.

Objective

- 23.1.5 Diversify revenue sources and use an appropriate mix of financial tools.

POLICIES

- 23.1.6 The policies of Council are as follows:
- a. Pursue infrastructure grants from senior levels of government to lessen the impact on local property taxation and user fees.
 - b. Attempt to build up reserves to minimize the need to borrow for future capital projects.
 - c. Endeavour to provide sufficient operating funds to ensure existing infrastructure is properly maintained to maximize its lifespan.

Objective

- 23.1.7 Measure and report status of implementation of the Official Community Plan.

POLICIES

- 23.1.8 The policies of Council are as follows:
- a. Implement an annual reporting system to provide an update on implementation of the plan.
 - b. Develop a reporting system that includes the status of objectives and a completion report of key tangible components.
 - c. Make report available to the public.

23.2 Plan Implementation

The Official Community Plan presents broad statements regarding District values and strategic direction. These statements need to be connected to tangible actions, timelines and responsibilities. The implementation of all policies may be immediate, short term, long term or continuous. Outlining responsibility will increase accountability and provide direction, which will lead to a more successful implementation in meeting the plan's goals.

23.3 Additional Planning, Bylaws and Programs

Part of successful implementation is the need to outline additional plans, bylaws and programs that will support meeting the goals of this plan. The Official Community Plan is descriptive and works with many detailed policies and regulations, including area plans, the corporate strategic plan, Council-adopted policies, the development cost charge bylaw and economic development strategy. Once adopted all bylaws enacted and works undertaken must then be consistent with the Official Community Plan.

23.4 Relationship with Zoning Bylaw

Successful implementation of the Official Community Plan means integrating its content into current and future plans. The municipality has adopted a zoning bylaw. The land use designations included in this Official Community Plan correspond to more detailed zoning classifications, which are detailed below.

Official Community Plan Designation	Corresponding Zoning Classifications
Rural	RLP – Rural Large Parcel 1 RLPO – Rural Large Parcel Oyama Road P1 – Public Park and Open Space P5 – Conservation Area
Rural Residential *	RR1 – Rural Residential 1 RR2 – Rural Residential 2 RR3 – Rural Residential 3 P1 – Public Park and Open Space P5 – Conservation Area C2 – Neighbourhood Commercial
Agricultural	A1 – Agriculture 1 A1TA – Agriculture 1 (Agri-Tourism Accommodation) P1 – Public Park and Open Space P2 – Administration, Public Service and Assembly P5 – Conservation Area
Parkland-Conservation	P1 – Public Park and Open Space P5 – Conservation Area
Urban Residential *	RU1 – Single Family Housing RU6 – Two Dwelling Housing RU-M – Single Family Housing Mobile Home RM2 – Low Density Row Housing DC5 – Crystal Waters DC7 – Cadence at the Lakes DC8 – Lodge Pine Estates DC10 – Pixie Beach Resort DC11 – Live-Work DC12 – Turtle Bay Crossing Development Ltd. P1 – Public Park and Open Space

	<p>P5 – Conservation Area C2 – Neighbourhood Commercial RU2 – Small Lot Single Family Housing</p>
High Density Residential *	<p>RM2 – Low Density Row Housing RM4 – Low Density Multiple Housing RM5 – Medium Density Multiple Housing RM7 – Mobile Home Park DC2 – Emerald Beach Apartments P1 – Public Park and Open Space P2 – Administration, Public Service and Assembly P5 – Conservation Area C2 – Neighbourhood Commercial</p>
Mixed Use Commercial *	<p>C1 – Town Centre Commercial C1 – Town Centre Commercial (Liquor Primary) P1 – Public Park and Open Space P2 – Administration, Public Service and Assembly P5 – Conservation Area</p>
Highway Commercial *	<p>C11 – Highway Commercial P1 – Public Park and Open Space P2 – Administration, Public Service and Assembly P5 – Conservation Area</p>
Service Commercial *	<p>C10 – Service Commercial P1 – Public Park and Open Space P2 – Administration, Public Service and Assembly P5 – Conservation Area</p>
Tourist Commercial *	<p>C9 – Tourist Commercial P1 – Public Park and Open Space P2 – Administration, Public Service and Assembly P5 – Conservation Area DC1 – Emerald Beach Villas W2 – Intensive Water Use **</p>
Industrial *	<p>I1 – General Industrial I3 – Heavy Industrial I5 – Soil Processing P1 – Public Park and Open Space</p>

	<p>P2 – Administration, Public Service and Assembly P5 – Conservation Area</p>
Institutional *	<p>P1 – Public Park and Open Space P2 – Administration, Public Service and Assembly P4 – Utilities P5 – Conservation Area</p>

* Additional zones may be accommodated within these categories only if consistent with the intent of the Future Land Use Designation.

** The W2-Intensive Water Use zone is only allowable in the water adjacent to these Future Land Use Designations.

NOTE: The W1-Recreational Water Use zone is allowable adjacent to any Future Land Use Designation.

23.5 Direct Control Zones and Comprehensive Development Zones

Direct Control Zones are special zones developed for unique or one-of-a-kind land use situations. These zones are identified in the Zoning Bylaw and have distinctive characteristics and the need to be created specifically for their circumstances. Over time it is the intention of the District to transition to phase out the term ‘Direct Control Zone’ and replace it with the term ‘Comprehensive Development Zone’ which is more commonly used in BC to refer to specific zones that generally apply in only one case. The District will only consider Comprehensive Development Zones in exceptional circumstances for proposals that are unusual and have not been considered in the existing zoning structure.

23.6 Temporary Use Permits

Temporary Use Permits may be considered to allow specific land uses on properties throughout the District for a limited period of time. A Temporary Use Permit allows for a land use not permitted by the applicable Zoning Bylaw to occur on a specified property.

The District has historically used Temporary Use Permits to enable a local business to continue operating from a site while the owner attempts to find a suitable location. Such permits have also been used to accommodate long-standing businesses in residential areas which are not compliant with the Zoning Bylaw, but nonetheless have historical ties to the area.

POLICIES

23.6.1 The policies of Council are as follows:

- a. The District will consider the issuance of a Temporary Use Permit provided the proposed use:
 - i. is temporary or seasonal;
 - ii. not be noxious or undesirable because of smoke, noise, vibration, dirt, glare, odour, radiation, electrical interference or an offensive trade within the meaning of the *Health Act*, as amended from time to time;
 - iii. have no negative impact on adjacent lands;
 - iv. create no significant increase in the level or demand for services;
 - v. not permanently alter the site upon which it is located.
- b. The District may apply any conditions to the permit, including but not limited to the hours of operation, square footage, appearance, screening, site rehabilitation or clean up, or any other matters deemed appropriate by Council.
- c. Temporary Use Permits may be issued for a period of up to three years and may be renewed once for a second period of up to three years.
- d. Temporary Use Permits may be issued in all areas of the District.

23.7 Create Solid Financial Structure

The goals and projects outlined within the Official Community Plan have one-time and ongoing financial costs. In order to ensure implementation of the plan, a sustainable financial position is required. This solid financial structure requires prudent decision making, diversified revenue sources and opportunities for efficiencies through partnership and economies of scale.



23.8 Funding Official Community Plan Projects

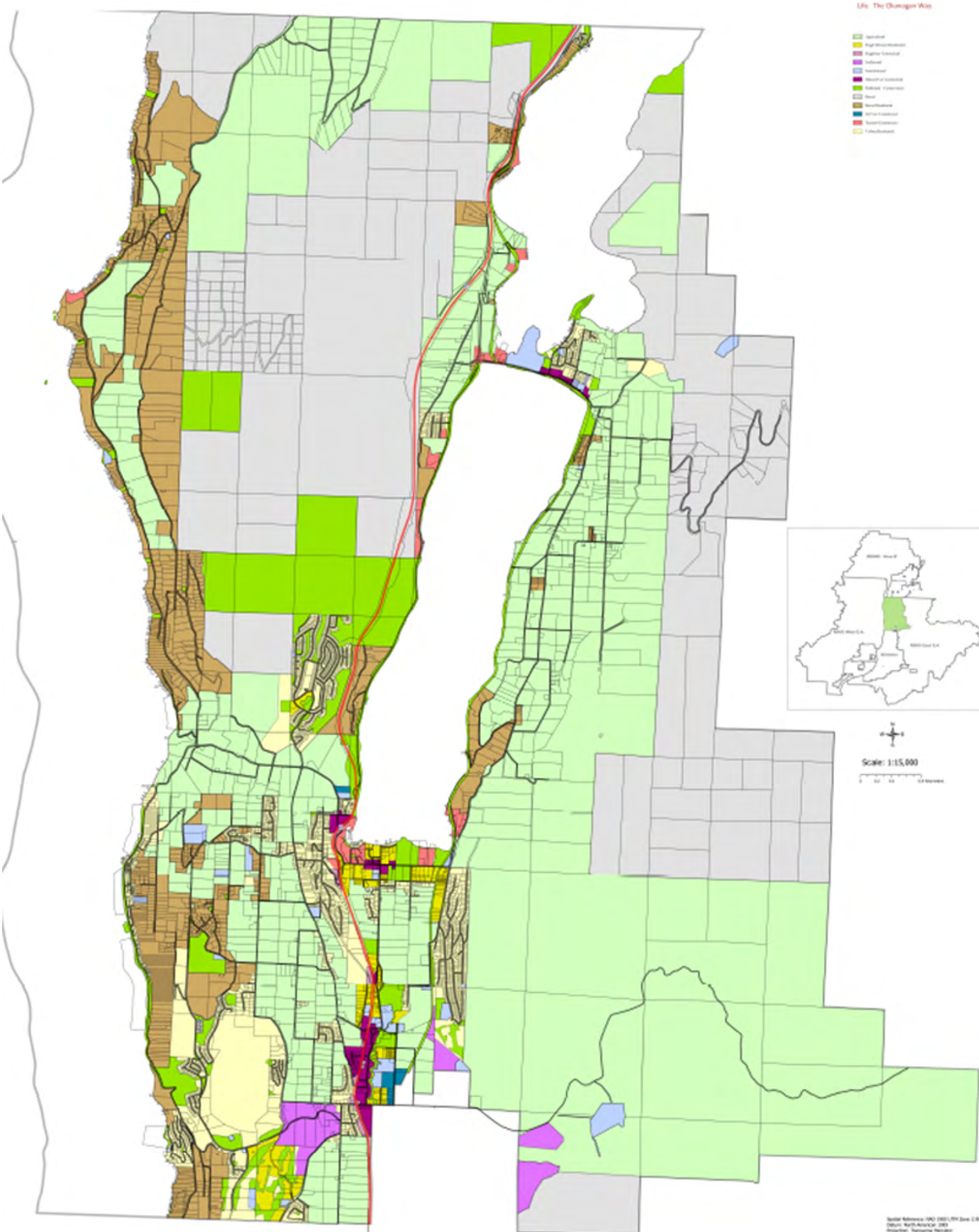
All of the initiatives in the Official Community Plan have monetary costs. These include capital projects in relation to transportation, accessibility and parks and recreation. As well, there are several studies that should be undertaken to implement the plan. The District will seek grants to defray the cost of these initiatives.

23.9 Measuring Success

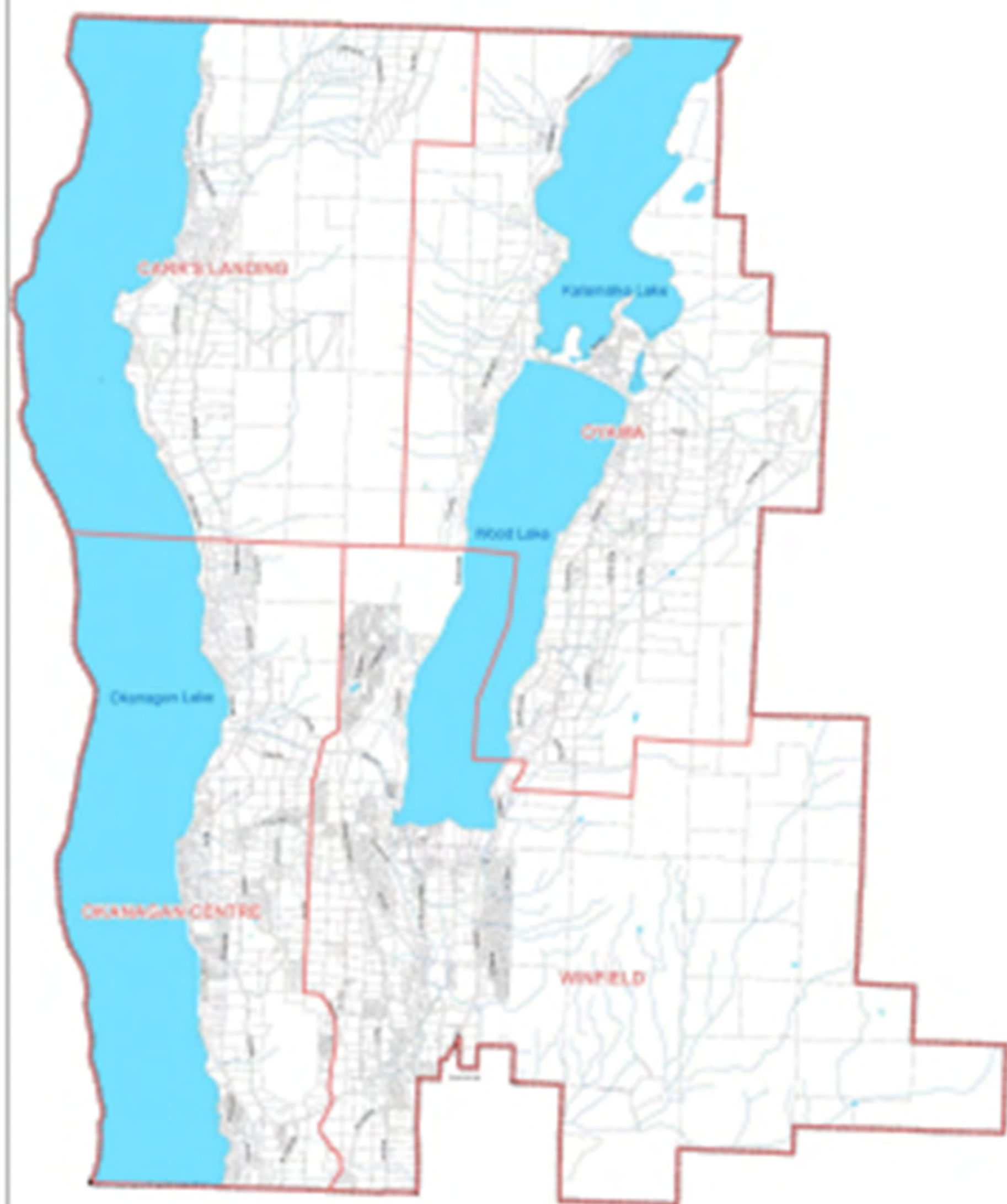
To ensure successful implementation of this Official Community Plan, it is necessary to monitor the status and success of meeting the objectives contained within this document. The status and evaluation process will track Lake Country's progress in achieving the many goals that are outlined in the plan, support all implementation efforts, ensure transparency and accountability to stakeholders.

The results should be communicated to Council, staff and the public to build on the success of the plan and learn from experiences. It is important this monitoring is both systematic and standardized to ensure clear communication.

1 Future Land Use Plan



2 Neighbourhood Constituencies



Legend

- Streams
- Lakes
- Neighbourhood Constituencies
- Municipal Boundary

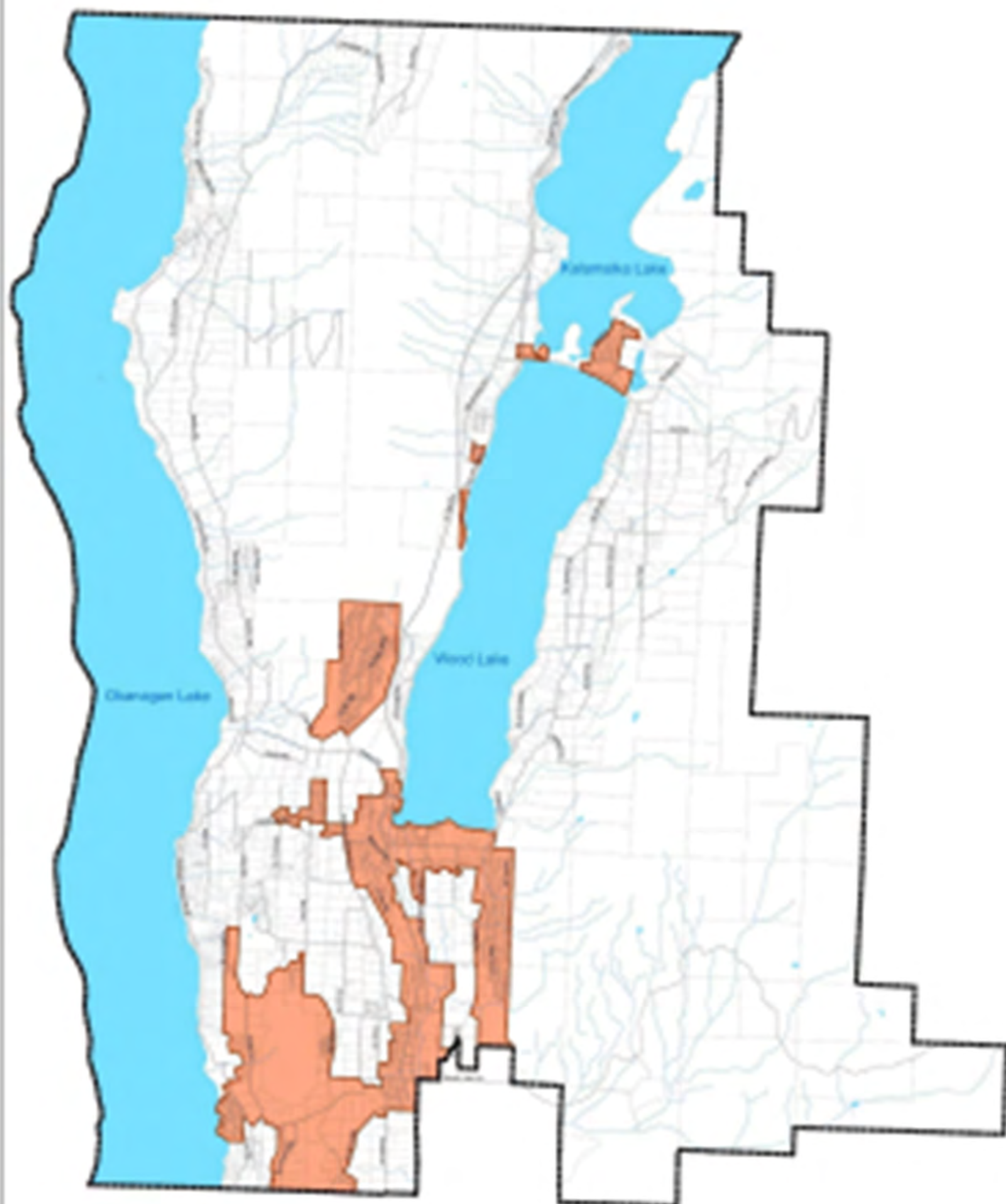
Scale: 1:50,000



Lake County Official Community Plan
Map 2 Neighbourhood Constituencies



3 Urban Containment Boundary



Legend

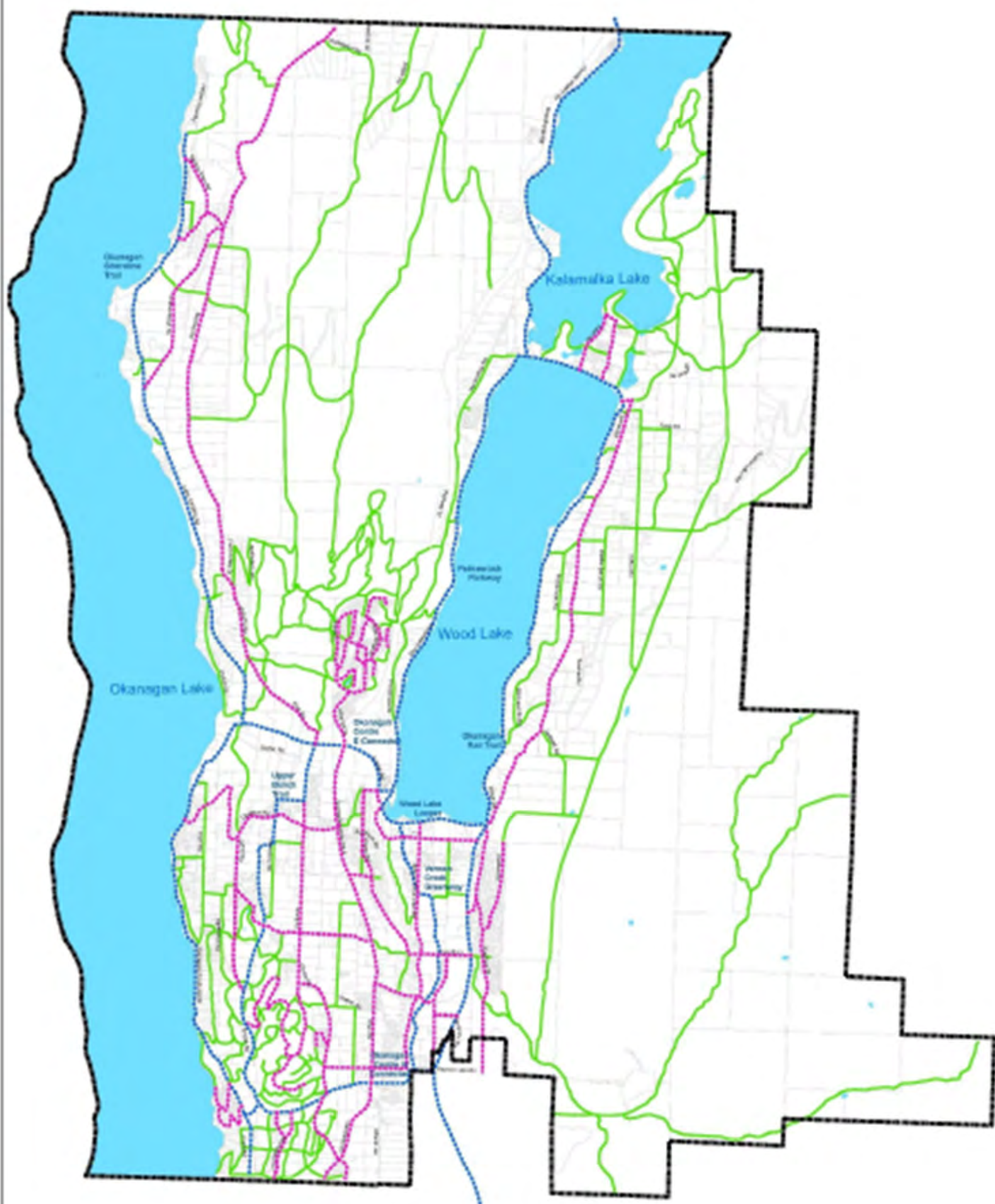
- Streams
- Lakes
- Urban Containment Boundary
- Municipal Boundary



Lake County Official Community Plan
Map 3 Urban Containment Boundary



4 Future Trails Network



Legend

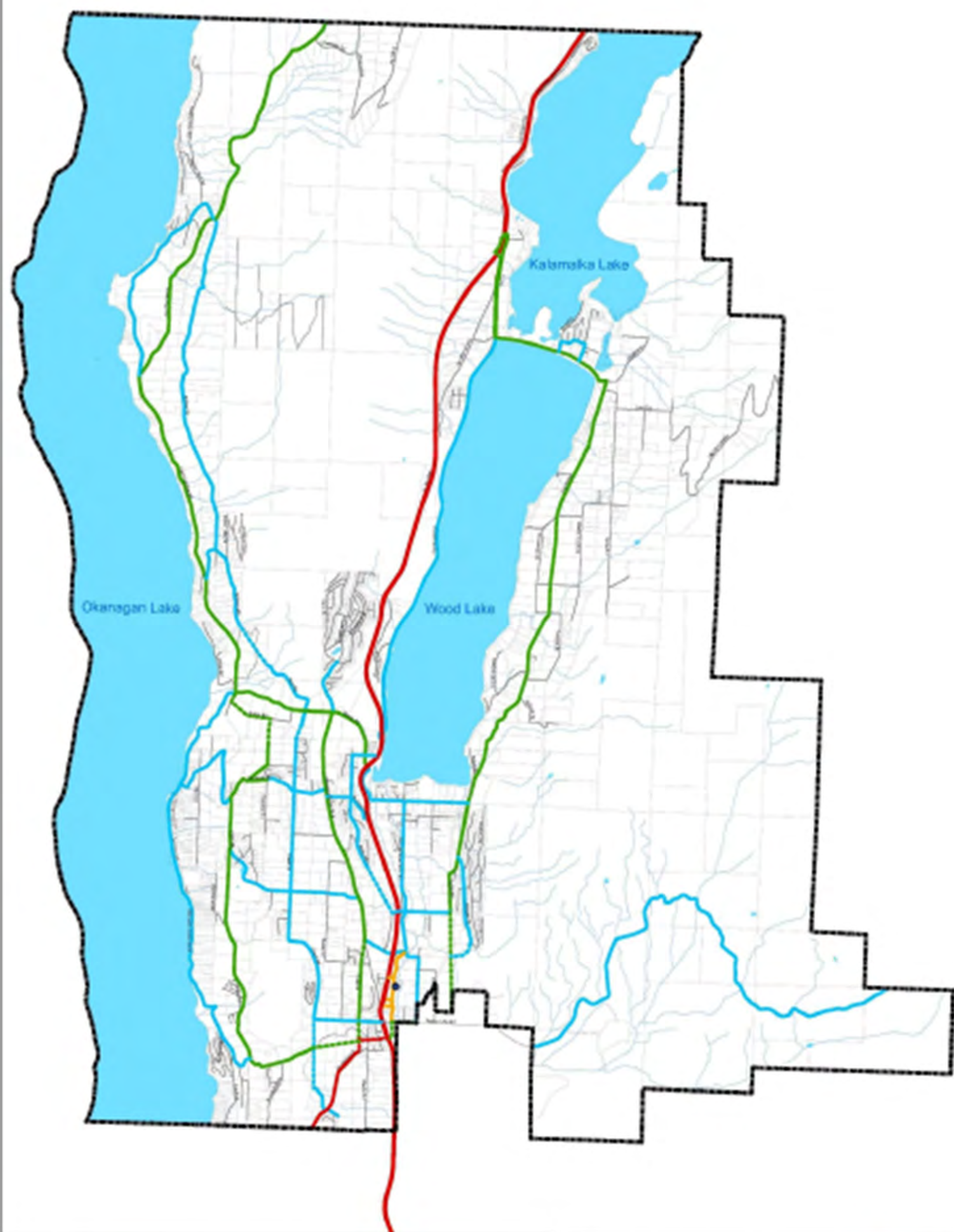
- Municipal Boundary
- Urban Trail Network
- Recreation Routes
- Connecting Route
- Lakes



Lake County Official Community Plan
Map 4 Future Trails Network



5 Road Network Plan



Legend

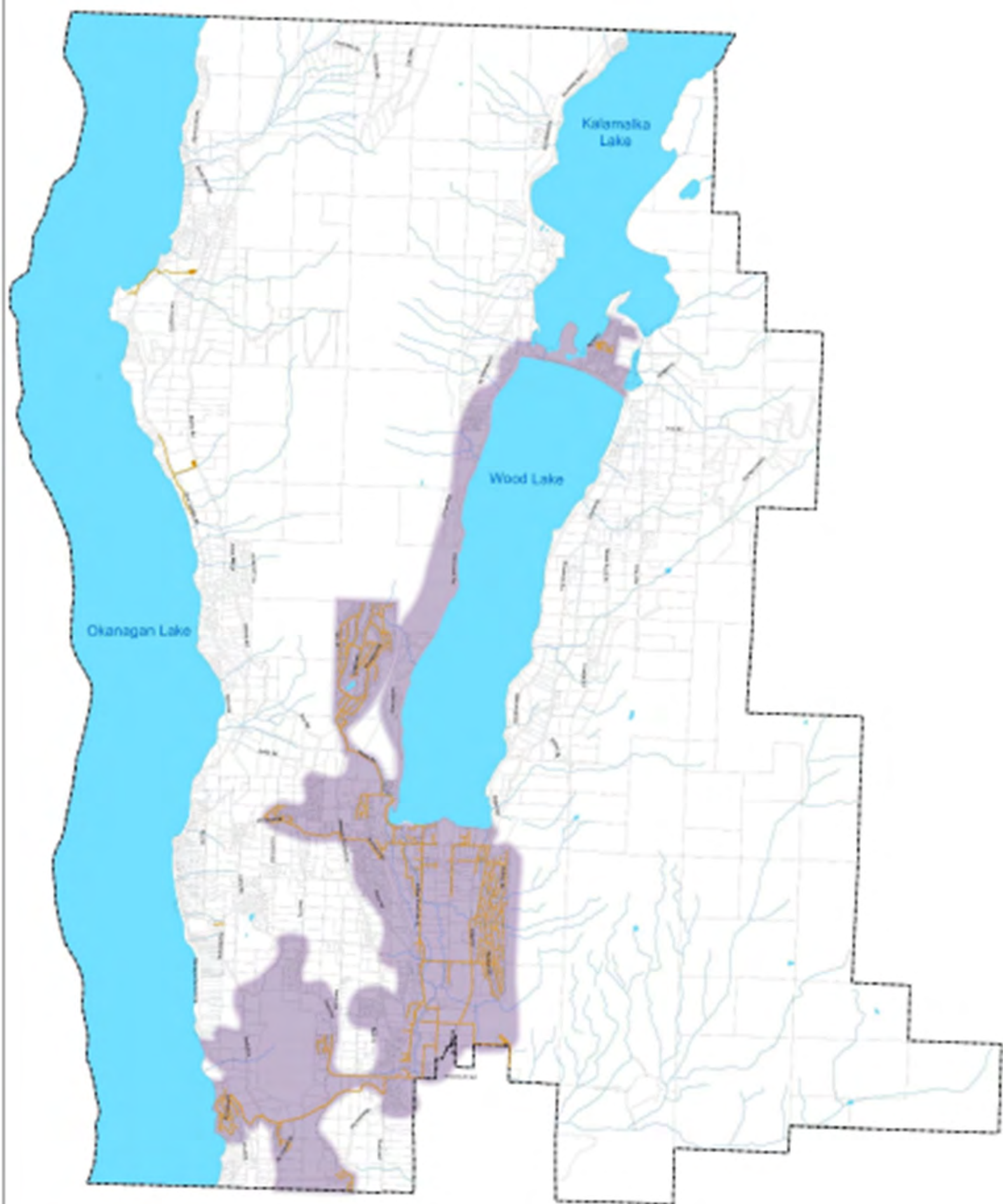
Municipal Boundary	New Public Road	Stream
New Transportation Center	Local	Lake
Functional Road Classification	Proposed Major	
Major Road	Proposed Major Collector	
Major Collector	Proposed Minor Collector	
Minor Collector		

Lake County Official Community Plan
Map 5' Road Network Plan



Consolidated: 2018/7/8

6 Sewer Service Infrastructure



- Legend
- Existing Sanitary Sewer Pipe
 - Conceptual Sewer Area Boundary
 - Streams
 - Lakes
 - Municipal Boundary

0 100 200 300 400 500

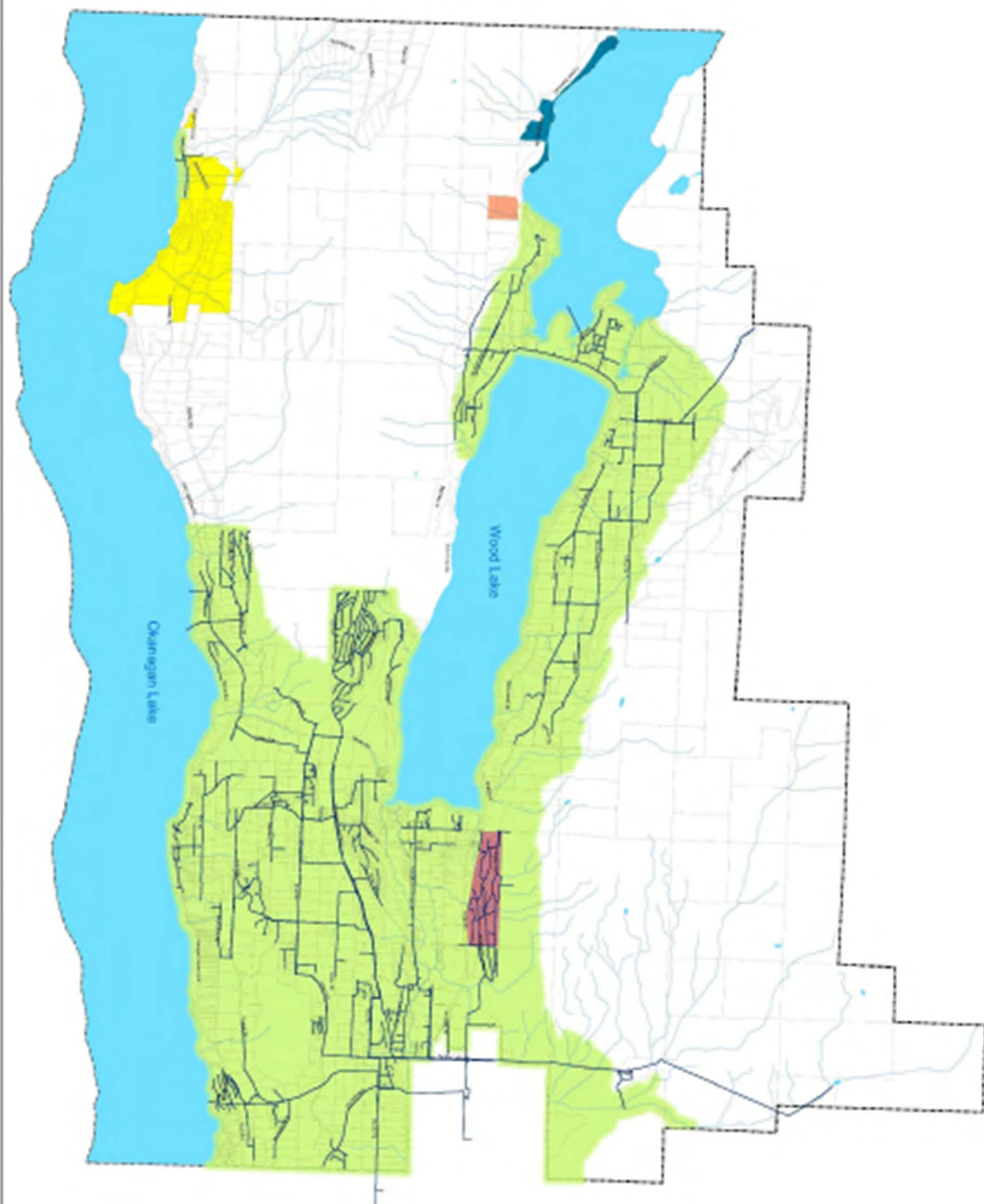


Lake County Official Community Plan
Map 10 Sewer Service Infrastructure



Consolidated to: 2018/17/8

7 Water Utilities



- LEGEND**
- Existing Sewer Pipe
 - Streams
 - Lakes
 - Municipal Boundaries
 - Eastern Lakes
 - Galena LRTD
 - Kalamazoo LRTD
 - IAW LRTD
 - Conceptual Lake County Water System

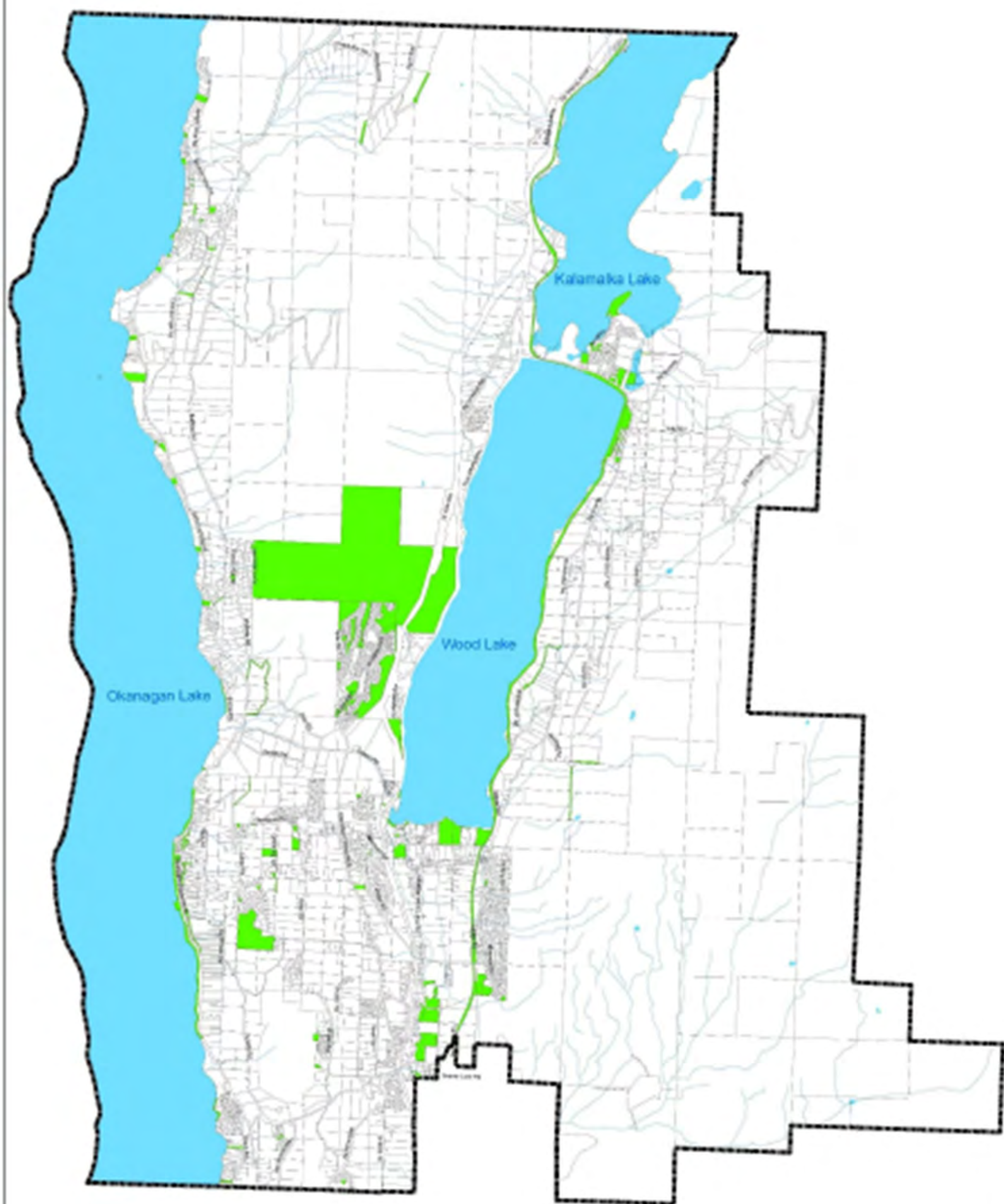


Lake County Official Community Plan
Map 'T' Water Utilities



Consolidated to: 2010/1/8

8 Parks and Conservation Areas



- Legend
- Streams
 - Lakes
 - Parks and Conservation Areas
 - Municipal Boundary

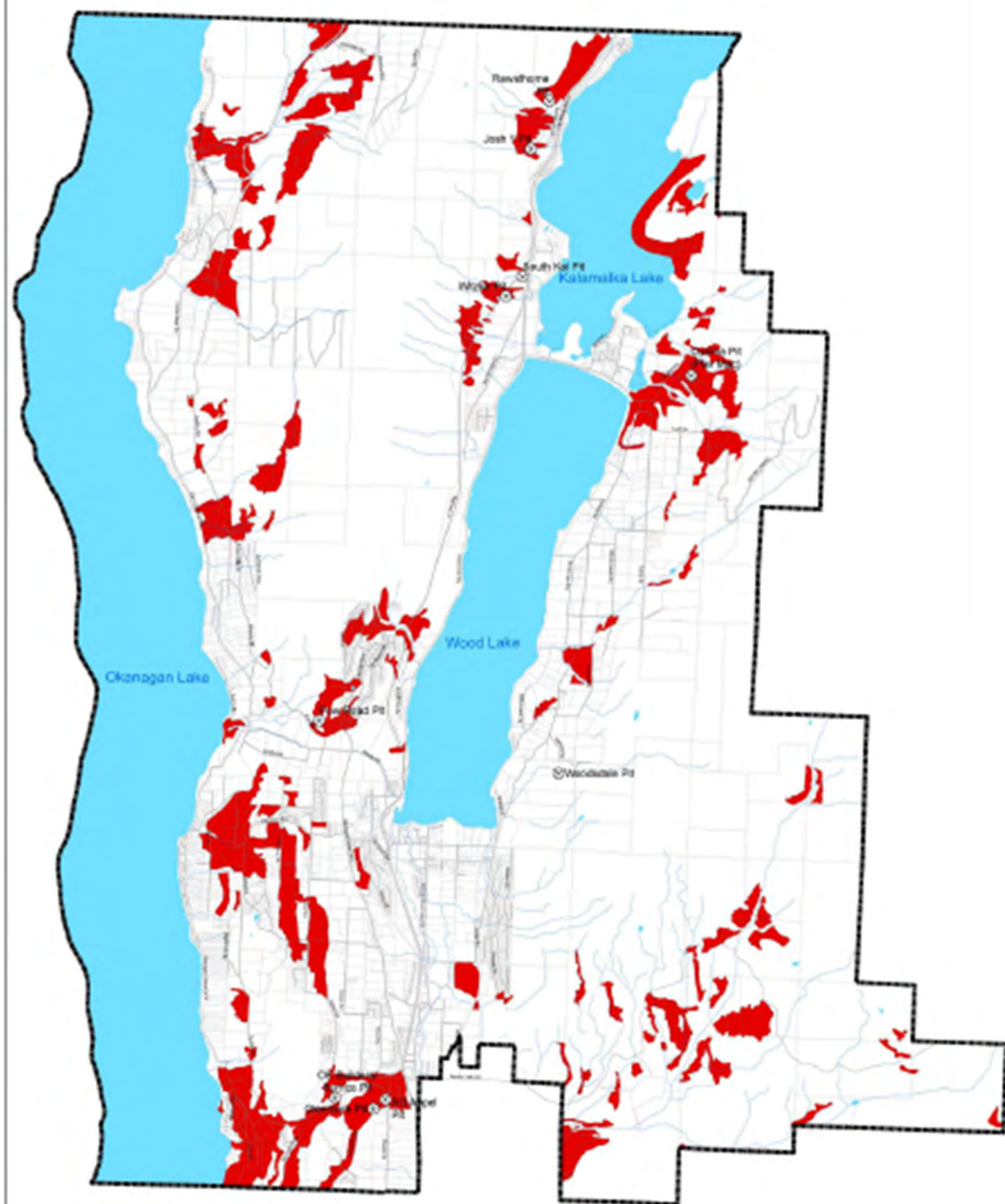


Lake Country Official Community Plan
Map of Parks and Conservation Areas



Consolidated to: 2016/17/18

9 Aggregate Extraction



Legend:

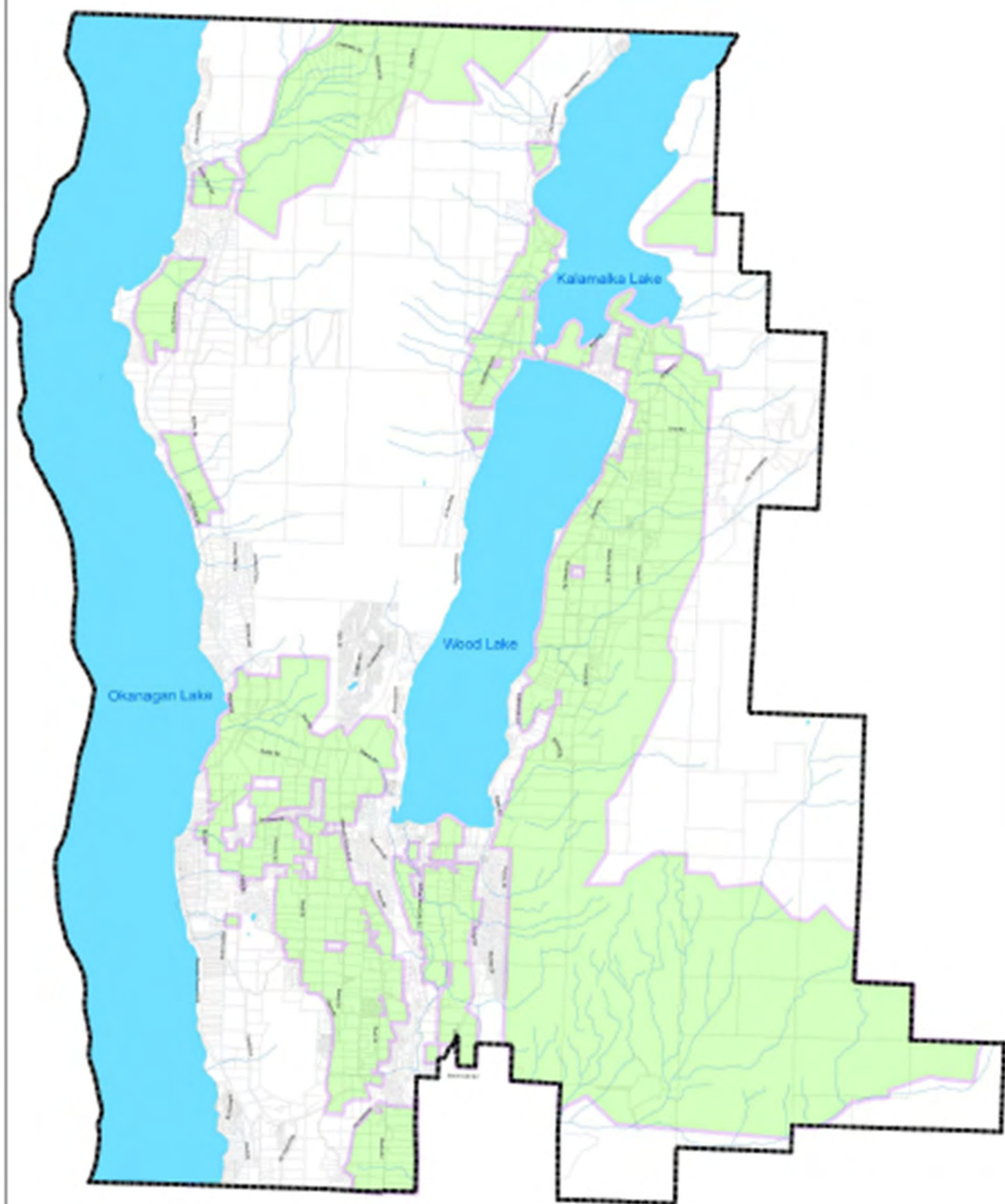
- Gravel Pit
- High Aggregate Extraction Potential
- Lakes
- Municipal Boundary
- Streams



Lake County Official Community Plan
Map 9 Aggregate Extraction



10 Agricultural Land Reserve/ Agricultural Development Permit Area



Legend

-  Streams
-  Lakes
-  Provincial Agricultural Land Reserve
-  Agricultural Development Permit Areas
-  Municipal Boundary

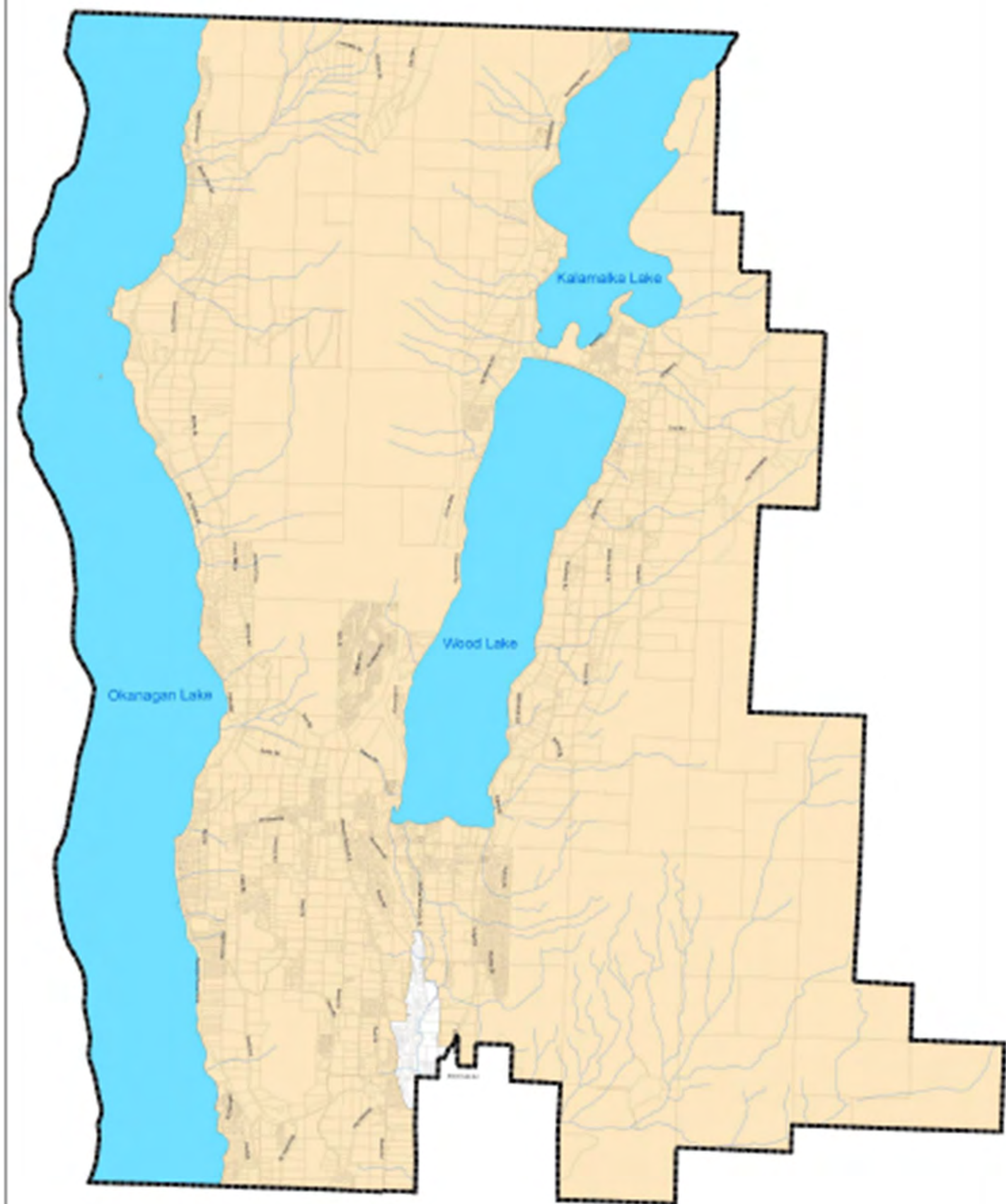


Lake County Official Community Plan
Map 10 Agricultural Land Reserve/
Agricultural Development Permit Area



Consolidated to: 2016/17/8

11 Multiple Unit Development Permit Area



Legend

-  Streams
-  Lakes
-  Multiple Unit Development Permit Area
-  Municipal Boundary

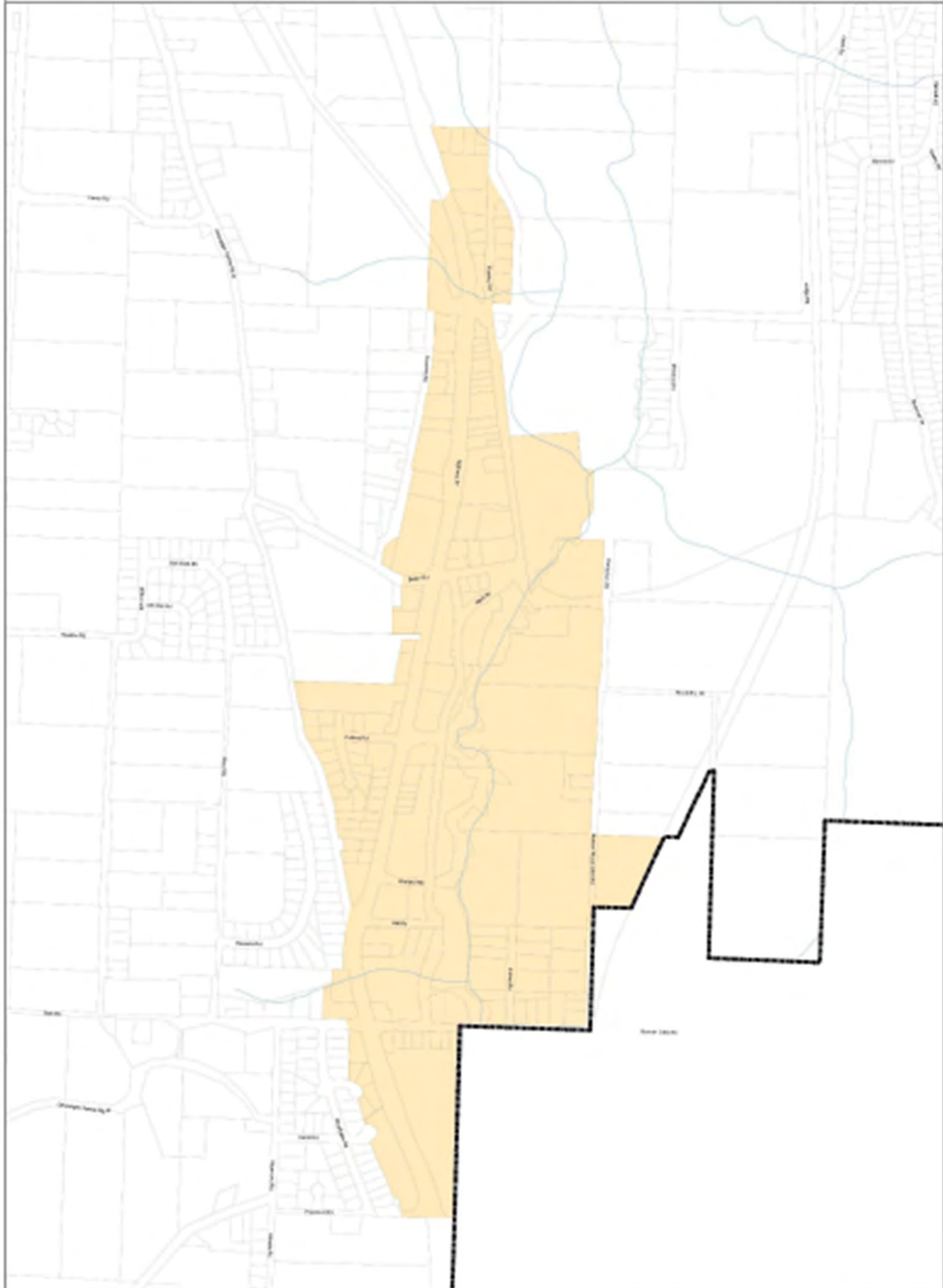


Lake Country Official Community Plan
Map "11" Multiple Unit Development
Permit Area



Consolidated to: 2018/7/8

12 Town Centre Commercial Development Permit Area



Legend

Streams

Lakes

Town Centre Commercial Development Permit Area

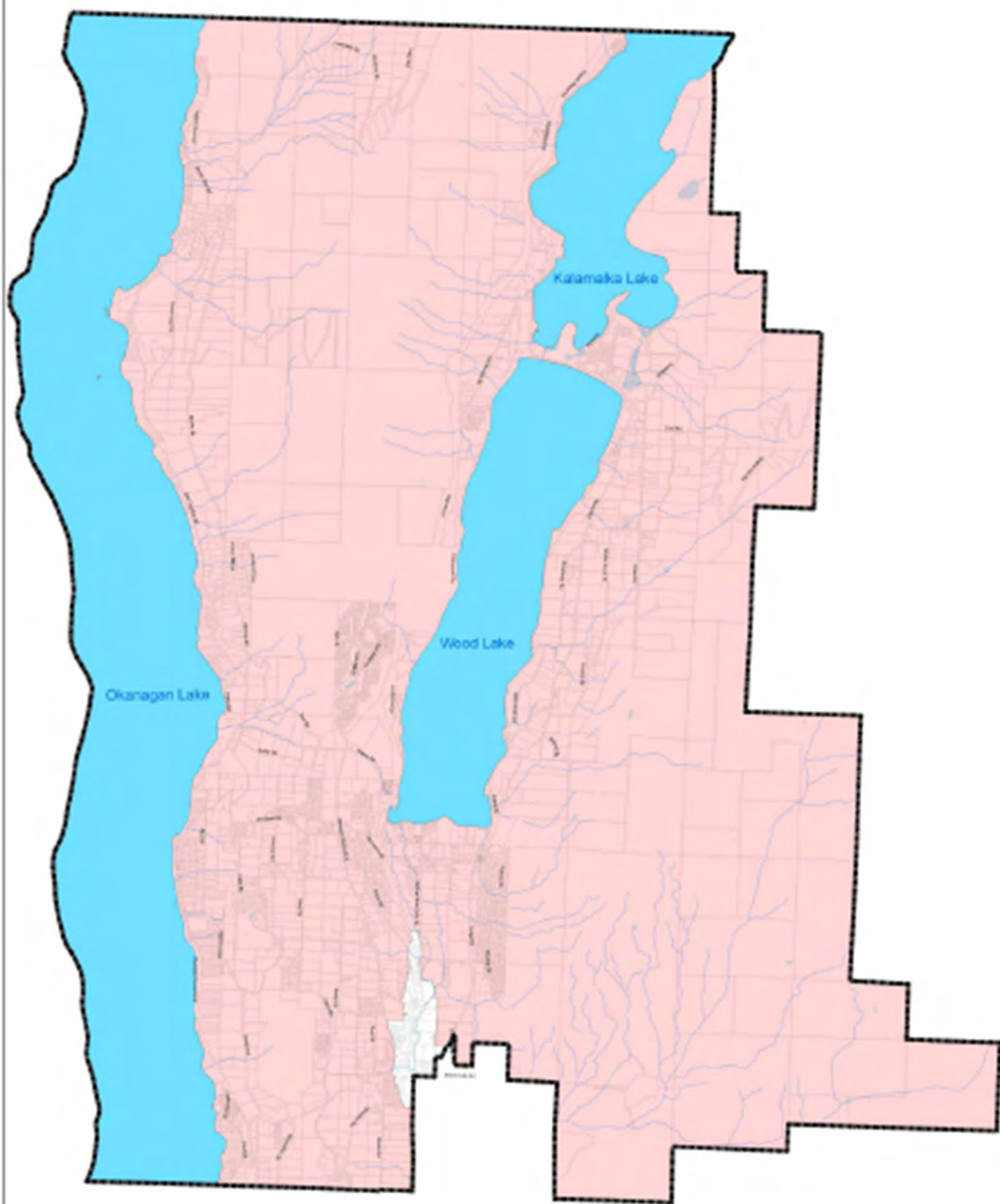
Municipal Boundary

Lake Country Official Community Plan
Map 12 Town Centre Commercial
Development Permit Area



Consolidated to: 2018/17/8

13 Commercial Development Permit Area



Legend

-  Streams
-  Lakes
-  Commercial Development Permit Area
-  Municipal Boundary

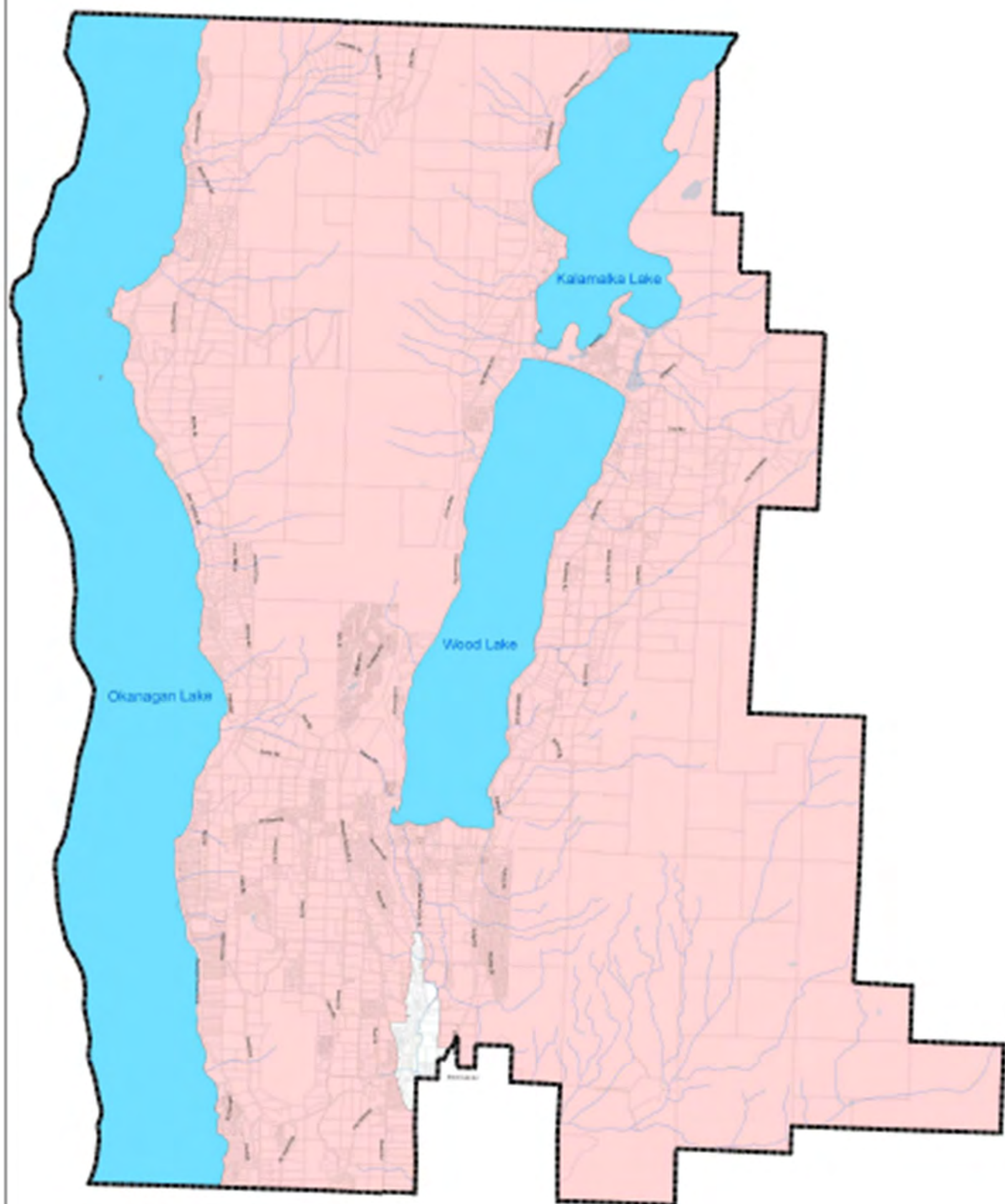


Lake Country Official Community Plan
Map 13 Commercial Development
Permit Area



Consolidated to: 2018/17/8

14 Industrial Development Permit Area



Legend

-  Streams
-  Lakes
-  Industrial Development Permit Area
-  Municipal Boundary

0 1000 2000 3000 4000

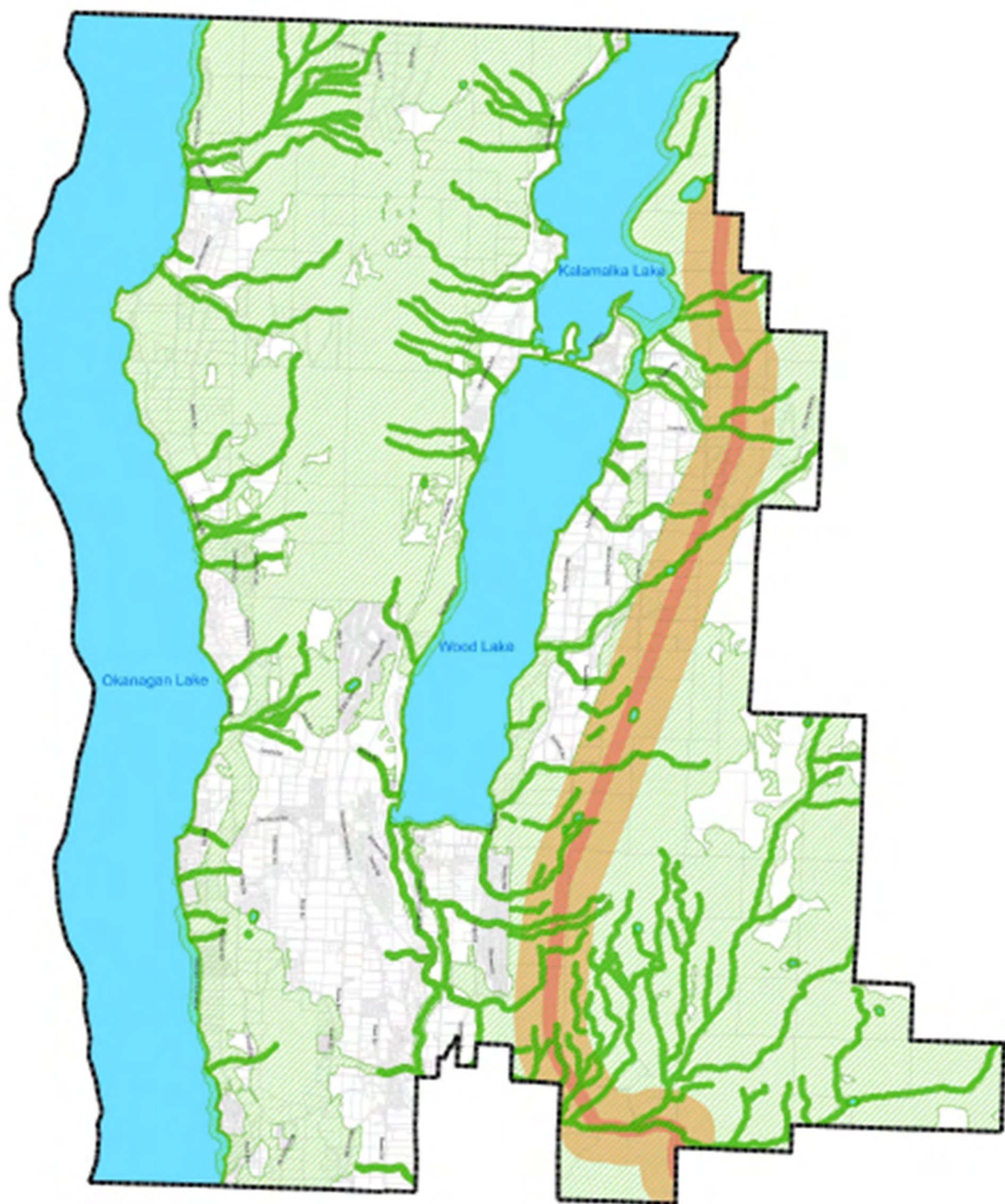


Lake Country Official Community Plan
Map 14 Industrial Development
Permit Area



Consolidated to: 2018.11.8

15 Natural Environment Development Permit Area



- Legend**
- Municipal Boundary
 - Natural Environment Development Permit Area
 - Lake
 - Stream Area
 - Road
 - Stream
 - Watershed Boundary (Water of Another)
 - Development Permit Area



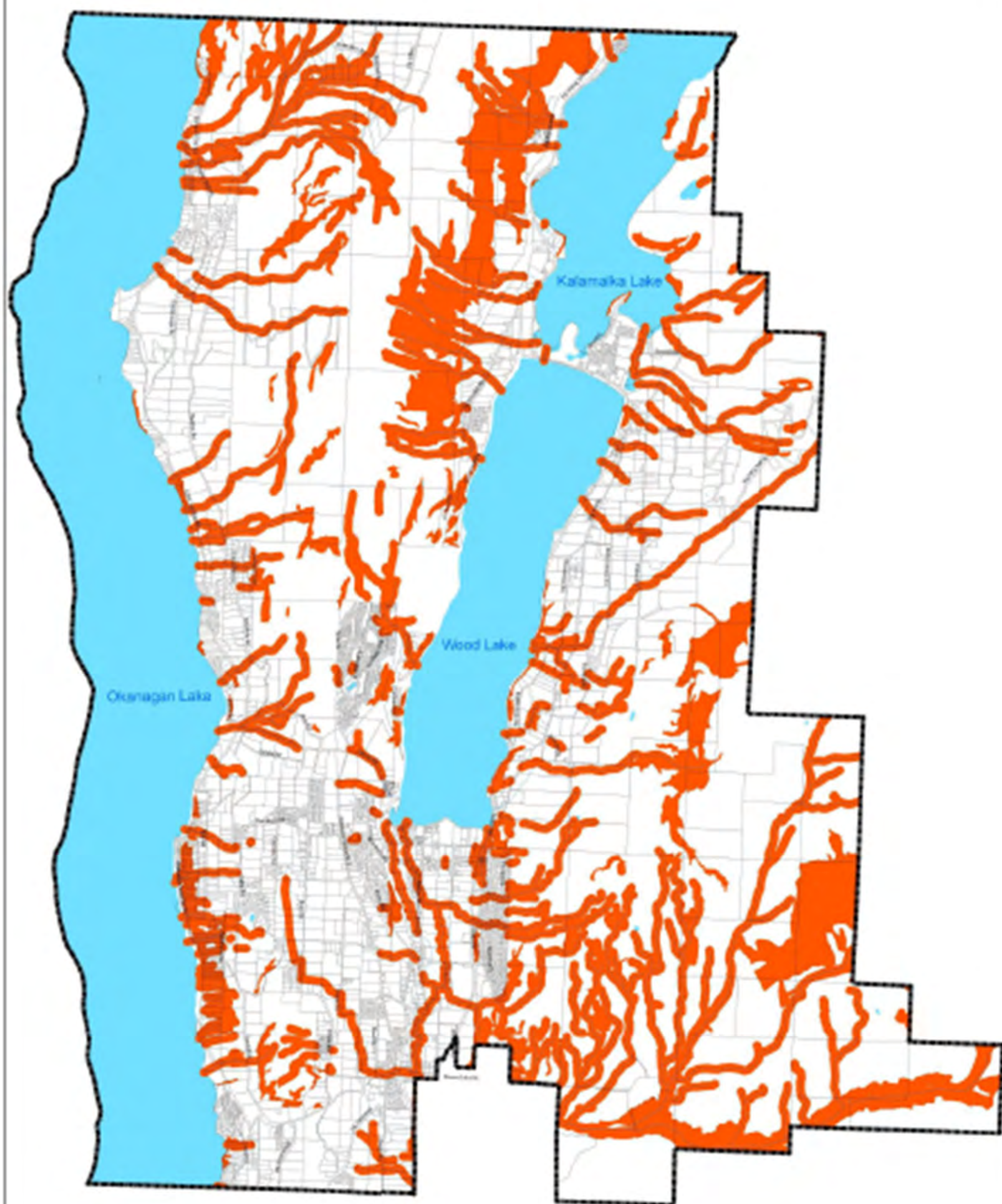
Lake Country Official Community Plan
Map 15 Natural Environment
Development Permit Area



Consolidated to: 2018.17.8

Map 16 deleted by Bylaw 1225, 2024

17 Stability, Erosion and Drainage Hazard Development Permit Area



Legend

-  Streams
-  Stability, Erosion and Drainage Hazard Development Permit Area
-  Lakes
-  Municipal Boundary

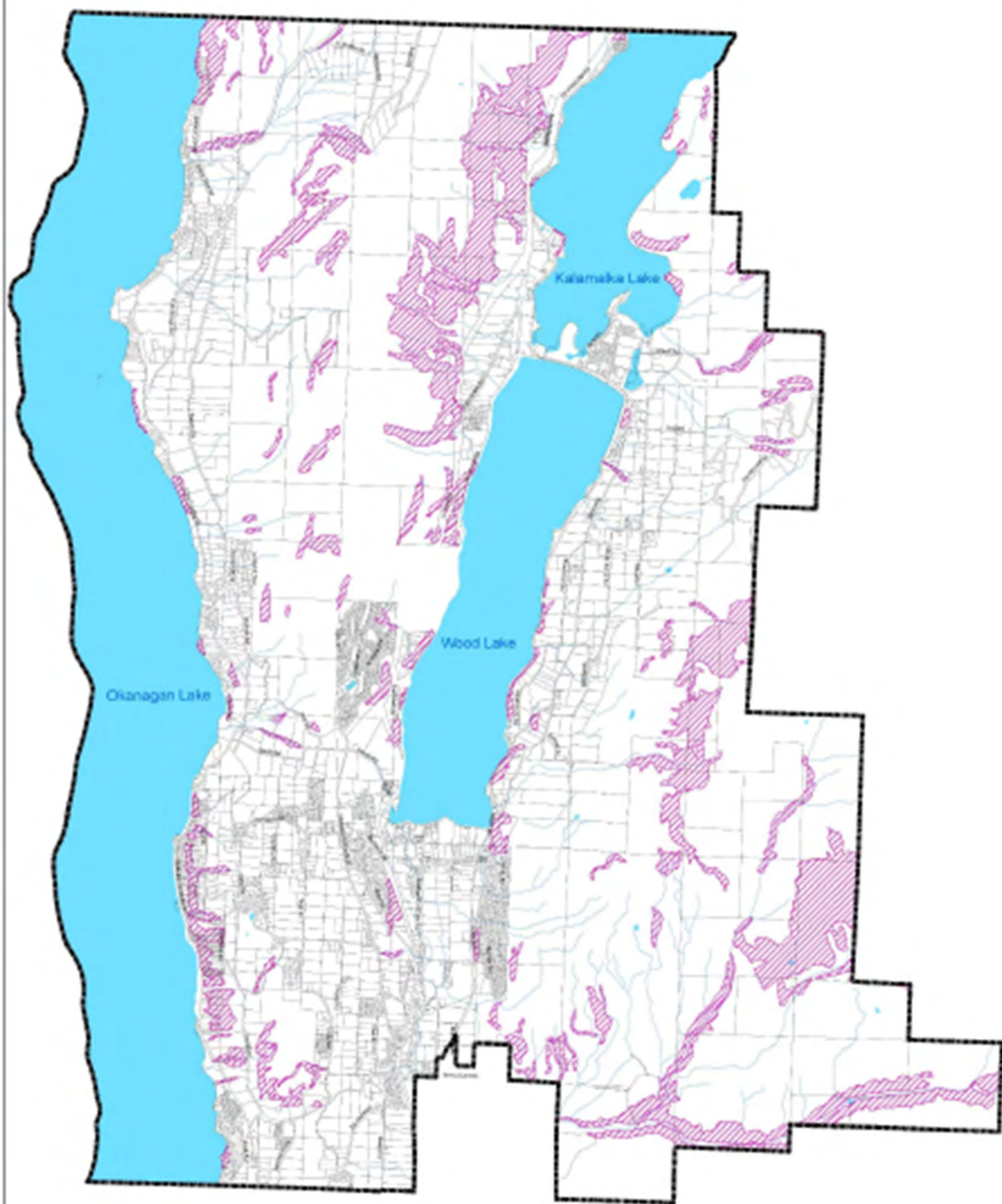


Lake Country Official Community Plan
Map 17 Stability, Erosion and Drainage
Hazard Development Permit Area



Consolidated to: 2018-17-8

17a Stability Hazard Area



Legend

-  Streams
-  Lakes
-  Stability Hazard Area
-  Municipal Boundary

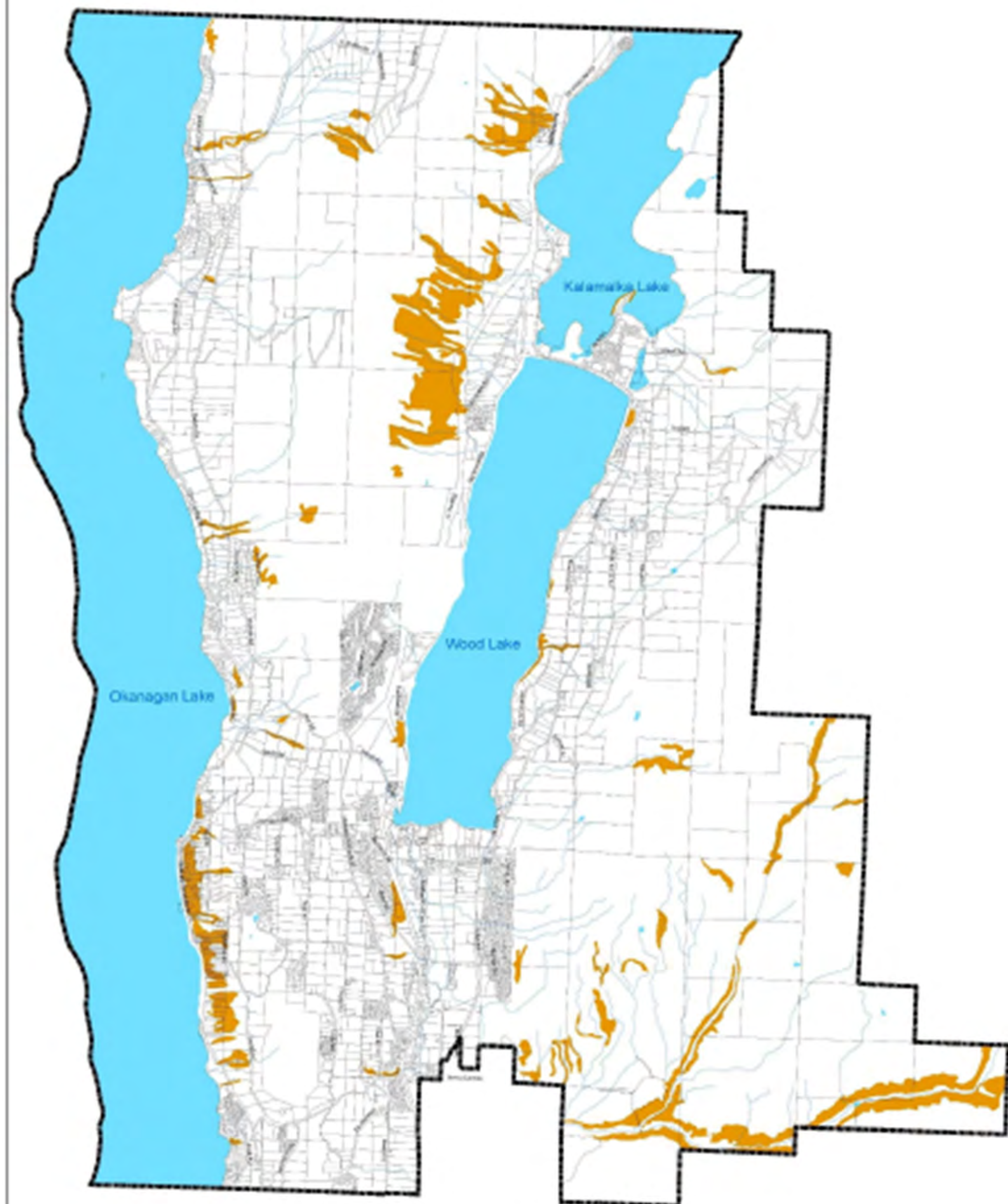


Lake Country Official Community Plan
Map '17a' Stability Hazard Area



Created/Updated: 2018/1/8

17b Erosion Hazard Area



Legend

-  Streams
-  Very High Erosion Potential
-  Lakes
-  Municipal Boundary

0 100 200 300 400

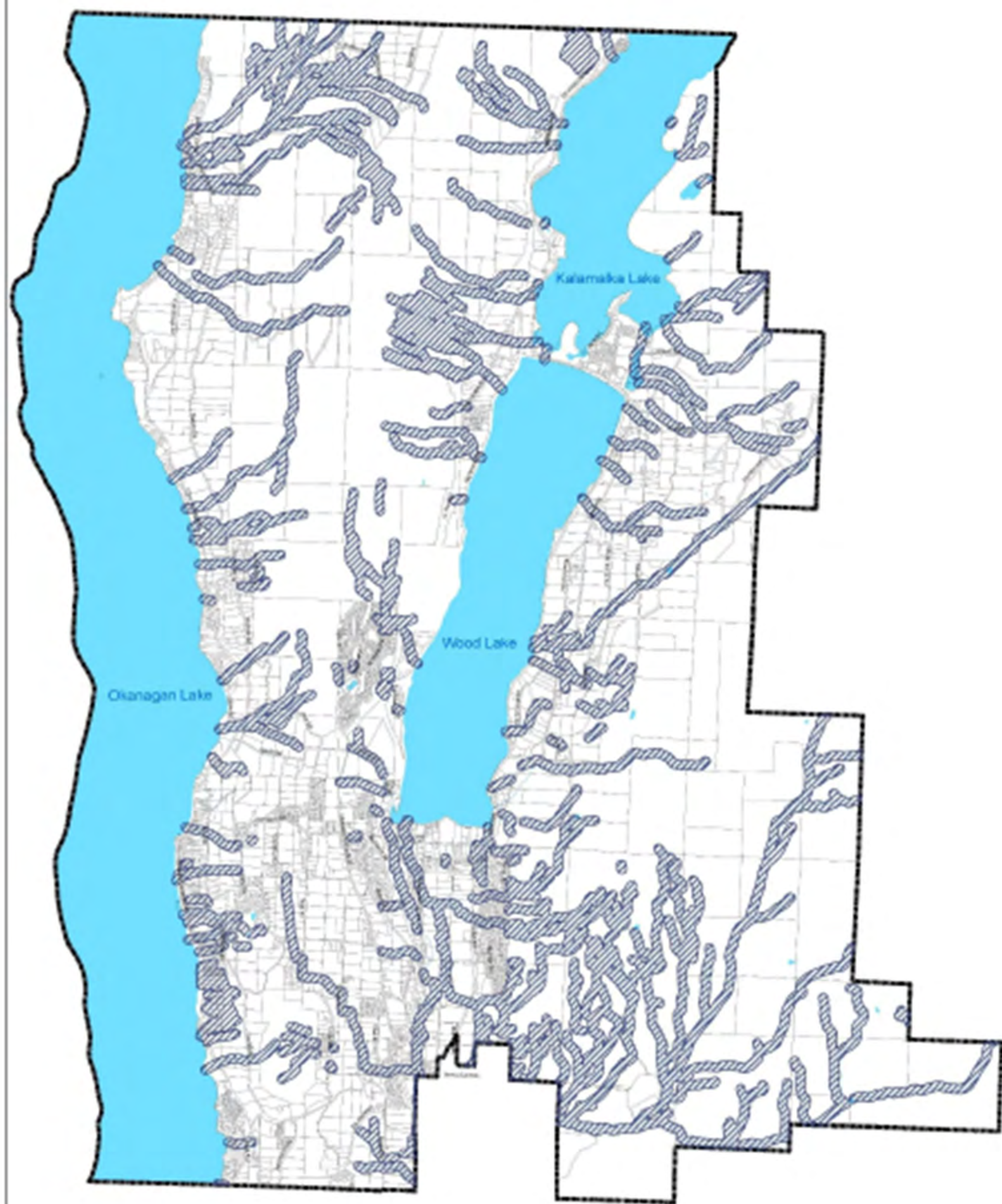


Lake Country Official Community Plan
Map 17b Erosion Hazard Area



Consolidated to: 2018/17/8

17c Drainage Corridors



Legend

-  Streams
-  Lakes
-  Drainage Corridor
-  Municipal Boundary

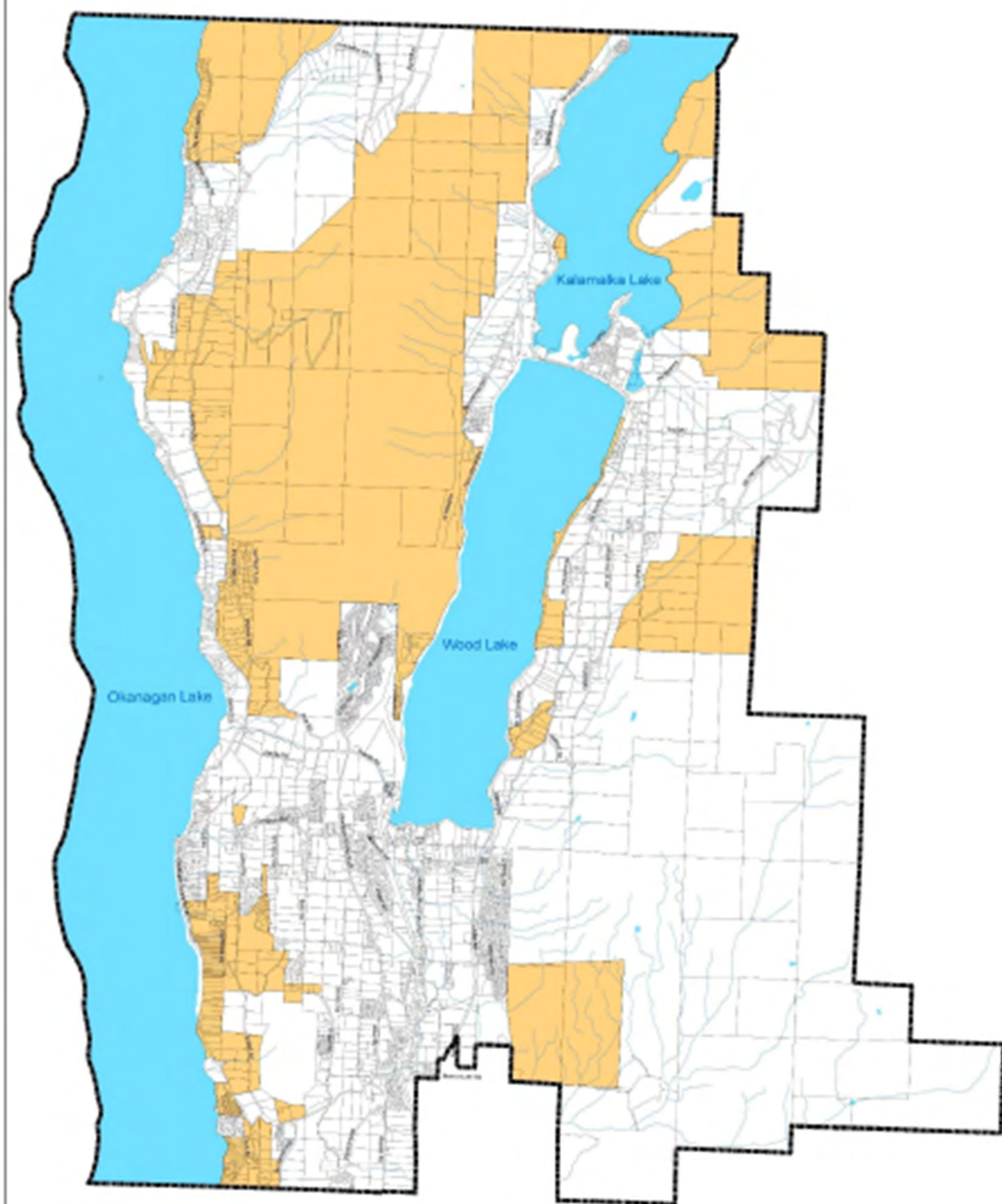


Lake Country Official Community Plan
Map 17c Drainage Corridors



Consolidated to: 2018.1.7.8

18 Wildland Fire Development Permit Area



Legend

- Streams
- Wildland Fire Development Permit Area
- Lakes
- Municipal Boundary



Lake Country Official Community Plan
Map 18 Wildland Fire Development
Permit Area



Consulted to: 2018/7/8

Map 19 deleted by bylaw 1225, 204

Map 20 deleted by Bylaw 1225, 2024