

**DISTRICT OF LAKE COUNTRY
BYLAW 444**

**A BYLAW TO AMEND THE TEXT OF DISTRICT OF LAKE COUNTRY
OFFICIAL COMMUNITY PLAN BYLAW 391, 2001**

WHEREAS Council deems it necessary to amend the District of Lake Country Official Community Plan Bylaw 391, 2001;

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

1. The Oyama Sector Plan attached hereto and forming part of this bylaw is hereby designated as Schedule "B" to the District of Lake Country Official Community Bylaw 391, 2001
2. This Bylaw may be cited as the "District of Lake Country Official Community Plan Amendment Bylaw 444, 2003".

READ A FIRST TIME this 7th day of January, 2003.

AMENDED this 23rd day of March, 2004.

READ A SECOND TIME AS AMENDED this 23rd day of March, 2004

ADVERTISED on the 14th day of April, 2004, and the 21st day of April, 2004, and a Public Hearing held pursuant to the provisions of Section 890 of the Local Government Act on the 29th day of April, 2004.

READ A THIRD TIME this 18th day of May, 2004.

ADOPTED this 01st day of June, 2004.

Mayor

Linda Shykorav

Clerk, Deputy

I hereby certify the foregoing to be a true and correct copy of the Bylaw cited as "District of Lake Country Official Community Plan Amendment Bylaw 444, 2003" as adopted by the Municipal Council on 01st day of June, 2004.

June 1, 2004
Dated at Lake Country, B. C.

Linda Shykora
Clerk, Deputy

OYAMA SECTOR PLAN

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Chapter 1: Implementation

1.1 Overall Community Development (Map 1)

The intent of the Oyama Sector Plan is to set out the principles for development in the community. Developers, residents, Council and District staff will be able to use the plan to evaluate development proposals that come forward. Aside from describing a picture of the community's future the plan also identifies actions that residents, and politicians should undertake to further the development of the community.

The following section outlines policies respecting the development of the community. These are guidelines that the development community can use to formulate their development schemes and also provides a scorecard against which to measure proposals submitted to the District of Lake Country for approval. Also included in this section is a series of actions or activities that should be undertaken by various parties to further the development of the community.

1.2 Development Policies (Map 2, Map 3)

The general pattern of land development should be as shown on the "Future Land Use (Isthmus)" map. It is not the intention of this map to show particular subdivision layouts rather it is intended to show the general location of land uses in the community. Land development applications will be evaluated in their compliance with the intent of the plan. The District of Lake Country will prepare Development Permit design guidelines for Multi-family Residential, Community Commercial and Highway Tourist Commercial land uses.

Agricultural (Map 4)

- 1) The District supports the retention of agricultural lands.
- 2) The District supports further development of the agricultural industry through value added processing and agri-tourism.

Urban Residential

- 1) The District supports residential infill on vacant land northeast of the pumphouse, legally described as Lots 29 and 30 Plan 428, and Lot 7 Plan KAP66361.
- 2) The District does not support the development of "small lot" residential properties in the Oyama isthmus area.
- 3) All Urban Residential development shall be developed with full urban services.



- 4) The District supports the construction of multi-family residential buildings in both new and redevelopment sites.
- 5) Multi-family residential buildings shall be a maximum of 2 stories in height.
- 6) Multi-family residential shall have a maximum density of 18 units per hectare of gross lot area.

Rural Residential

- 1) The District supports Rural Residential development of the non-ALR lands.
- 2) The minimum lot size for rural residential subdivisions shall be 0.5 ha where a community sewer system is utilized. In all other instances the minimum lot size shall be 1.0 ha.
- 3) Services shall be provided as prescribed in the District's Subdivision and Development Servicing bylaw.

Community Commercial

- 1) General retail commercial uses will be permitted in the isthmus area. These uses are primarily intended to serve the needs of the local community. These will typically be retail stores, professional offices and personal services.
- 2) The District, local businesses and business organizations, should study the potential to redevelop the isthmus area for commercial use. The Property could be used to highlight locally produced agricultural products.

Highway and Tourist Commercial

- 1) The District supports the development of Highway Commercial and Tourist Commercial uses of the Non-ALR lands adjacent to Highway 97.
- 2) The major focus of development will be the Highway 97, Oyama Road intersection.

Industrial **Map 5**

- 1) Industrial development of the Lands in the vicinity of Sawmill Road shall be permitted as shown on the "Future Land Use" map.
- 2) The primary use will be light industrial and service commercial.
- 3) The District will examine the servicing requirements for industrial development. Particularly the need for curbs, gutters and sidewalks.



Institutional

- 1) Institutional uses are permitted throughout the sector plan area.
- 2) The District supports the concept of "aging in place."
- 3) Rezoning for seniors' housing in the form of multi-family development will be supported by the District.
- 4) Sites will be developed in accordance with the servicing standard for the particular zone.

Recreational **Map 6**

- 1) When sites are rezoned to a higher density of use, or when sites are subdivided, trails shall be provided generally in accordance to the trail network plan.
- 2) The principles of total access should be incorporated in the design and development of all parks and trails.
- 3) Trails in urban areas (the Isthmus) shall be constructed within a 3 metre Right of Way and shall be hard surfaced.
- 4) Trails in rural areas shall be constructed within a 5 metre Right of Way and shall be finished with a durable surface.
- 5) The District will investigate the options for development of a municipal boat launch at the north end of Wood Lake.
- 6) Recreation areas should be located to ensure agricultural lands are not impacted.

Economic Development

- 1) To expand business opportunities in the Oyama area, local business operators and the District may establish a Business Improvement Area pursuant to the Local Government Act.

Transportation

- 1) Place priority for new sidewalk construction along Oyama Road within the Isthmus.
- 2) Ensure that as development occurs that new sidewalks are connected to existing trail systems, schools, parks and community facilities.
- 3) Place priority on pedestrian-friendly design, particularly along Oyama Road through the isthmus by incorporating pedestrian amenities and traffic calming and slowing techniques.



- 4) At the time of roadway construction, examine the feasibility of cycling lanes on collector roads.
- 5) Pursue the provision of cycling paths through open spaces and natural areas where space is available and environmental impacts can be minimized.
- 6) Encourage increased infill development in the isthmus area of Oyama.
- 7) Encourage increased densities along and in close proximity to Oyama Road through the isthmus area.
- 8) Endeavor to extend Transit service to the Oyama area with facilities such as bus bays and shelters and park and ride facilities.
- 9) When Lots 29 and 30 Plan 428, and Lot 7 Plan KAP66361 are developed, Trask Road will be closed as an access for motor vehicles to Kaloya Park. A new road will be provided through Lots 7, 29, and 30.

Water **Map 7**

- 1) Development of Lots 29 and 30 Plan 428, and Lot 7 Plan KAP66361 will require increasing the capacity of existing water lines. This will likely result in looping of the existing water lines.
- 2) Development that requires water service must adhere to the District of Lake Country's Subdivision and Development Servicing Bylaw #139.

Sewer

- 1) New development that requires connection to a community sewer system may utilize the option of a satellite treatment plant. The system will be sized to accommodate the property within the development site. Extension of the system to serve other properties is permitted.



1.3 Official Community Plan Policies

The Council of the District of Lake Country shall adopt the Oyama Sector Plan as a Schedule to the OCP, to be referred to when reviewing applications for development, contemplating modifications to existing infrastructure and when devising longer term planning strategies within and around the Sector Plan area.

As this document is intended only as a guide for future land use in the area, no further modifications to the Sector Plan are necessary. Instead, the District of Lake Country should strive to work closely with the development community and residents to formulate more specific area pre-plans that are based on the policies and recommendations contained in the Sector Plan.

1.4 Pre-Planning

Although it was beyond the scope of this study to devise preliminary lot layouts and local road configurations, the importance of these very specific land use issues should not be overlooked.

It is recommended that Council and staff require local pre-plans to be submitted by all developers so that individual development applications can be evaluated in terms of their integration with existing and proposed surrounding land uses. This will enable the District to ensure that a functional network of local roads, sidewalks, bike paths and walking trails is developed, and that an integrated and cost effective system of urban services is provided to local residents.

A specific distribution of land uses within the study area has not been presented. This is due in part to the fact that residential development practices are shifting away from the more traditional approach that segregates land uses into pockets of similar density and design. Changes in living and working patterns are precipitating changes in market demands, which in turn are fostering more innovation and creativity in the increasingly competitive development industry.



1.5 The Zoning Bylaw

Since incorporation, the District of Lake Country has been regulating land use through Regional District of Central Okanagan Zoning By-Law #176.

Although this bylaw may continue to have application for Lake Country in the short term, it is imperative that the District develop a zoning bylaw of its own in the near future which better addresses development conditions specific to the municipality.

In relation to the study area, it is likely that a single family zoning designation could apply to the majority of new development. However, it is also likely that some new developments will contain a mixture of detached and low-density attached dwelling units, necessitating the creation of a new zoning district which permits and contains regulations pertaining to both. New development adjacent to agricultural land should be designed to minimize interface issues.

Direct Control zoning designations can be employed to accommodate proposals with less traditional and more varied land uses, however, they should be used only in those circumstances where an existing zoning designation, or combination of existing designations can not effectively be applied.

1.6 Servicing Standards

The District will examine its servicing standards bylaw to ensure that adequate levels of servicing are being provided, and that the services are reflective of the rural area.



Chapter 2: The Future

2.1 Visions and Goals

Upon commencing the Oyama Sector Plan process, the residents have, through various means articulated their future vision for Oyama and the goals they share as a community. The visions and goals for the plan area are summarized as:

1. Future development is to be consistent with existing land uses. Specifically, to keep the form and character already established in the residential and commercial areas.
2. Oyama will retain the small town atmosphere through the redevelopment of retail commercial located on the north and south sides of Oyama Road on the isthmus. This will provide the needed convenience shopping of residents.
3. Recognizing the positive aspects of tourism, tourist commercial should be concentrated adjacent to Highway 97.
4. The Oyama Sector Plan will provide for the continuance of single family dwelling units with pockets of multi-family throughout the core area. This will provide a range of housing choices necessitated by changing life style needs and desires.
5. The desire to remain a residential community for employment centers such as Kelowna, Vernon and the developing town centre of Winfield will likely continue. The limited commercial and industrial areas will continue to provide some employment but will not be major economic generators.
6. Residents recognize the opportunities for recreational enhancement and support development of trails and walking paths throughout the community. Both Kalamalka and Wood Lakes are natural amenities and are to be enjoyed by residents and visitors alike.
7. The potential for waterfront development is acknowledged as a generator of tourism and potential boost for the local economy.
8. There is a keen desire from many of the residents to retain the existing institutional uses that historically contributed to the social and cultural personality of Oyama. Redevelopment should attempt to incorporate these structures where possible.



9. Preservation and protection of the environment is extremely important to Oyama residents. Therefore, development will be required to demonstrate the means by which minimal impacts on the environment will be achieved.
10. Agriculture has long contributed to the economic, cultural and social fabric of Oyama. The land within the Agricultural Land Reserve is recognized as a valuable resource and should be protected as such through the policies contained within this Plan.

2.2 Official Community Plan Development Principles

Development in the Oyama area is guided by the goals and policies set out in the District's Official Community Plan. The District's *Development Principles* are outlined below:

To provide:

1. A comprehensively planned community including a network of open space, parks, agricultural lands and environmentally sensitive areas.
2. A strong rural character recognizing Oyama as a community core.
3. A vibrant community core.
4. A mix of housing types.
5. An appropriately serviced community.
6. An integrated transportation network.
7. A managed growth pattern.



2.3 OCP Objectives and Future Land Use

Residential

It is expected that the real estate market will continue to cater to single family development. Higher density multi-family housing should be accommodated in the community. This type of development will be designed to complement the existing single family residences and be sensitive to the lifestyle of those currently living in the community. This segment of the real estate market will be driven by market conditions and developer response.

The District's role will be the review and approval of rezoning applications and the establishment of development guidelines to ensure the multi-family development complements the existing development and that appropriate servicing is provided.

Rural Residential

1. To provide opportunities for residential living in a rural environment.
2. To establish a minimum parcel size that meets the need of on-site sewage disposal.
3. To maintain the rural amenities that attract people to the area.

Oyama consists primarily of larger rural lots including those within the Agricultural Land Reserve. It is the goal of this Plan to continue providing residential rural lots to maintain the rural atmosphere of Oyama. This will be achieved by maintaining a minimum parcel size of 1.0 hectares (2.5 acres) to meet the needs of on site sewage disposal in predominantly rural areas.

Urban Residential

1. To ensure that an adequate supply of developable land is available for the marketplace.
2. To maintain the individual character of Oyama.
3. To ensure an appropriate level of servicing in residential developments.
4. To locate urban residential in close proximity to existing or easily extended infrastructure.
5. To ensure that multi-family developments have a high level of architectural design and provide adequate green space and amenities into the overall design.



Most of the urban sized lots are contained within the Isthmus. Infill opportunities will provide for approximately 100 additional lots. Currently there are no multi-family developments within Oyama. This Plan will address the possibility of higher densities in appropriate locations. This Plan also recognizes the potential for mixed densities on both the Canada Lands property (Plan A582, Lot 1, DL 7) and Woodsdale Ranch. The single and multi-family dwellings will require community water and sewer systems. Parks and trail systems are to be integrated throughout the community providing green space, recreational opportunities and links through neighborhoods.

a) Single Family Residential

Based on an average lot size of 1000 m² there is potential for the development of 40 – 50 lots (depending on losses for roads and topography) between Trask and Greenhow Roads. This land is available for development subject only to rezoning by the district. A further 70 – 80 lots could be developed east of Greenhow Road however this would be contingent upon removal of these lands from the Land Reserve. It is doubtful that this would occur in the short term and would very likely only occur after other non-land reserve properties are exhausted.

b). Multi-Family Residential

To ensure that multi-family development is in keeping with the current single - family residential development it is recommended that specific multi-family residential development permit guidelines be established for the Oyama area. The intent of the guidelines would be to refine the existing guidelines as set out in the District's Official Community Plan.

To be in keeping with the single family housing, multi-family development should be limited to two-storey structures. These can be either stacked residential units i.e. apartment block style or attached units i.e. townhouse or row house style. Recognizing the lower density nature of the community, property line setbacks and amenity areas should be established that ensure that developments do not appear to be "shoehorned" onto properties. Density is to be limited to 18 units per hectare. Setbacks are to be a minimum of 2.0 metres for side yard and front yards, and a minimum of 8.0 metres for the rear yard.

All multi-family residential development must provide for adequate green space and amenities that are in addition to minimum setbacks.



Commercial

1. To create a commercial center that is pedestrian friendly.
2. To expand commercial development to include agricultural recreational tourism.
3. To provide opportunities for home based businesses in both the rural and urban areas of Oyama.
4. To provide for a blend of commercial/residential uses.
5. To take full advantage of the high volume of traffic passing through the community on a daily and seasonal basis.

The Oyama Sector Plan supports commercial development along the Isthmus and adjacent to Highway 97. The core commercial will provide typical retail and personal care establishments aimed at residents and tourists alike. The core is to be developed in a manner that will easily accommodate pedestrian traffic.

It is anticipated that the majority of commercial development in the community will be to provide for convenience or neighbourhood commercial needs.

There is however, opportunity for expanded commercial development that can service both the local residents as well as the traveling public. The majority of this type of development would take place at the intersection of Highway 97 and Oyama Road.

Uses that would be appropriate for the Highway intersection location include hotels and motels, restaurants, and gasoline stations.

Commercial development can extend into the community along Oyama Road. This would primarily be retail and service commercial catering mainly to non-residents as the local market area is too small to support extensive commercial development.

This can be beneficial in a community that can capture businesses that would not normally locate in smaller centers, but can if there are sufficient numbers of people from outside the immediate market area such as commuters or tourist or if they can draw from beyond their traditional market area.

The changing economy and technological availability has provided opportunities for many to work from their homes. This Plan supports this concept recognizing the overall benefits home occupation offers the community.



Industrial

1. To expand the industrial tax base.
2. To accommodate light and limited amounts of heavy industrial development.
3. To minimize conflict between industrial and non-industrial land uses.
4. To have an inventory of land available for industrial development.
5. To support the development of "cottage industries".
6. To ensure that aggregate resources within the district are utilized to their full potential.

The industrial sector has long been established in the northeast section of Oyama. Industrial uses are primarily forest related and gravel extraction and processing. The District of Lake Country has a valuable aggregate resource that can adequately supply market needs. The District of Lake Country recognizes the benefits of an industrial tax base and therefore, as indicated on the Future Land Use Map, several hectares of land has been designated industrial.

Limited heavy industrial uses will be permitted, provided they do not create excessive smoke, noise, dust, odor or water contamination.

Institutional

1. To continue to provide protective services, policing, fire, and ambulance services to the residents of Lake Country.
2. To support selected institutional uses in residential neighborhoods.
3. To ensure institutional uses are located in areas that provide good access and are conveniently located for residents.

Institutional uses include schools, churches, protective services such as policing, fire, ambulatory services, etc. The District of Lake Country recognizes the importance of institutions to a community, both public and private. The Oyama Sector Plan will continue to provide for these uses.

It is acknowledged at some point in time, senior or special needs housing will be required in the community. It is anticipated either public or private interests will come forward with a proposal of one or both.

Practical planning principles recommend that institutional uses should be located throughout the community. Those uses more publicly oriented should be safely located in convenient areas with good access.



Agriculture

1. Preserve land suitable for agricultural use.
2. Maintain the integrity and protection of agricultural land from further fragmentation.
3. Encourage the diversification of the agricultural sector.
4. Require buffering between agricultural uses and other land uses to minimize negative impacts.

The District of Lake Country strongly supports the Land Reserve Commission in the preservation of land for agricultural uses. This will be achieved by preventing further fragmentation (except for home-site severances) of agricultural land. Further, as a means of supplementing farm income, The Official Community Plan contains policies consistent with the Land Reserve Commission that promotes agri-tourism opportunities such as, retailing, wineries, on-site production sales and bed and breakfasts. Development proposals with agri-tourism components will be encouraged and supported. Diversification in this manner will assist those in the farming sector, protect and preserve farmland and perhaps generate additional revenue for the Oyama community.

Environment **Map 8** **Map 9**

1. Protect Environmentally Significant Areas from the impacts of development.
2. Protect development from hazardous conditions.
3. Minimize loss of life and property.
4. Maintain the scenic character of the area.
5. Preserve or enhance fish and wildlife habitat.
6. Maintain or improve upon our quality of water and air.

The Natural Features Inventory identifies those sites with significant environmental value that will require continuing preservation and protection. Development Permit guidelines have been established and form part of the Official Community Plan. Development proposals will be evaluated and processed with those guidelines in mind.

Featured on the **Environmental Sensitive Areas**, **Map 9**, development proposed in close proximity to these features should be sensitive in nature and include these features in their natural setting wherever possible.

The Official Community Plan, through the Development Permit Guidelines contains statements that clearly define separation distances from features, and how development should be carried out.



Parks and Recreation **Map 6**

1. To make Wood and Kalamalka Lakes as accessible as possible for all of the residents of the community.
2. To acquire where possible, the control and ownership of additional foreshore property and existing waterfront road rights-of-way for public use.
3. To develop an extensive linear park/multi-purpose trail system in accordance with recommendations in the Parks and Master Plan 2000.
4. To protect environmentally sensitive areas and wildlife movement corridors.
5. To acquire significant parkland through the development process.
6. To identify trails located in moderate to high risk fire areas.
7. To mitigate the impact of trail development and use on farm operations by avoiding farmland where possible, or by using existing developed rights of way.

Interest on capitalizing on the foreshore and surrounding areas for recreational purposes has long been a goal of Oyama residents. An integrated trail system that links neighbourhoods to parks and to the core is a desirable amenity. **Parks, Conservation Areas & Major Trails, Map 6** shows proposed trails that can be achieved in both the short and long term. The concerted efforts of WALC (Walk Around Lake Country) and PARC (Parks and Recreation Commission) have identified the trail priorities. These include:

- Oyama Road from the school area to Highway 97.
- Waterfront from the Community Hall to the Beach Road corridor
- Pedestrian trail (Urban)
 - West boundary – Trask Road
 - South boundary – Oyama Road
 - East boundary - Lloyd Road, wetland
 - North boundary Kaloya Park and Harris property, wetland
- Pedestrian trail (Rural)
 - Old Mission Road- Ponderosa Road-Oceola Road
 - Beach Road-Ribbleworth Road-Winfield



Acquisition Priorities:

- Acquire all lands along side the CNR Right of Way from the canal (98.7 mile) continuing southward to approximately (100.2 mile) for:
 - Trails
 - Linear park and lake access
 - Boat launch location
 - Isthmus parking
 - Limited Commercial
- Harris Property
- Other lands for urban circular path
- Old Mission Road for trail or park development

Map 6 indicates the major trails, as further development occurs, smaller trails or paths through neighborhoods will be required.

Rural Resource

1. To preserve the biodiversity and ecological capability of these undeveloped lands
2. To protect significant views and vistas
3. To minimize servicing costs by focusing development in areas that have existing infrastructure

Within the Oyama community there are hundreds of acres of undeveloped lands. It is the goal of this Plan to make every effort to preserve the biodiversity and ecological characteristics of these sites as well as to protect significant landscape features including those of cultural value. With the unlikelihood of servicing being provided in the near future these lands should remain in large parcels as holding properties. The **Future Land Use Map (OCP) Map 5** identifies those properties.

Economic Development

1. To expand the non-residential tax base.
2. To accommodate new and expanded businesses in a timely manner.
3. To encourage the diversification of businesses in Oyama.
4. To encourage the intensification and diversification of the agricultural sector.



The District of Lake Country recognizes the important role a local economy plays and will endeavor to expand the non-residential tax base. This will be achieved by encouraging new businesses to locate in Oyama and encouraging the expansion of existing businesses. Further, agri-tourism opportunities such as retail sales, bed and breakfasts, on-site productions etc. will be promoted and supported by the District of Lake Country. The District of Lake Country acknowledges the increasing interest in the establishment of home-based businesses. To accommodate this trend, home based business regulations are currently under review.

Community and Cultural Services

1. To ensure community programs, social services and facilities are available to the residents within the community.
2. To ensure that our education facilities and programs adequately serve the residents of the community.
3. To recognize, and encourage the excellent work carried out by volunteer groups that aid the residents within the community.
4. To acknowledge the importance of our history through recognition of heritage sites and buildings.
5. To recognize the arts and cultural initiatives within the District of Lake Country.

The Oyama community has an established history of providing community and cultural programs to its residents. Long-standing institutions provide activities both to the youth and adults alike. These activities are provided primarily by volunteers from within the community, the District of Lake Country supports these efforts via public commendations and where possible, through funding.

Oyama is home to several cultural heritage sites throughout the community. The District of Lake Country should consider establishing a Heritage Registry that recognizes and celebrates the diverse cultural history of Oyama.

Most notably are the First Nations, whose heritage can be traced back 8,000 years. When evaluating development proposals in Oyama and other locations, the District of Lake Country should be mindful of potential negative impacts on cultural sites, fisheries, water quality, wildlife habitats, archeological sites and to mention a few.



2.4 Development Permit Areas

The Official Community Plan identifies a number of Development Permit Areas that fall within the Sector Plan study boundaries. Development within each of these areas is subject to the policies contained within the OCP and Council approval. The intent of the individual designations is to preserve and enhance the environmental and aesthetic qualities of the area, to protect development from hazardous conditions, and to facilitate the development of attractive residential, commercial and industrial areas.

2.5 Future Infrastructure

Transportation (Map 10)

1. Provide an efficient transportation network within, and through the District.
2. Accommodate all forms of transportation, including bicycles and pedestrian.
3. Reduce transportation demand.
4. Coordinate road and utility (sewer and water) expansion.
5. Encourage the Province to relocate Highway 97 from its current alignment adjacent to Wood Lake to an alignment further west.
6. Minimize conflict between transportation and agricultural activities.
7. Maintain adequate levels of service on all Major Network roads.
8. Ensure that access to property is via public roadway.
9. Maintain Highway 97's role as a transportation link for areas outside of the District of Lake Country.

Transportation Demand Management

The District of Lake Country will utilize the principles of Transportation Demand Management (TDM) in order to promote and create sustainable development.

Transportation Demand Management involves several principles or practices:

1. Support the development of urban villages containing mixed use and compact form.
2. Increase the priority of transit use.
3. Encourage cycling & walking.
4. Encourage car pooling.



Water and Sewer

1. Have an adequate level of servicing for all forms of development, (over servicing imposes unnecessary costs, under servicing limits development potential, and increases risk and liability) while ensuring an adequate level of servicing for existing development or users.
2. Extend services in a cost effective manner.
3. Upgrade existing services to meet current standards.

Water **Map 11** **Map 12** **Map 13**

1. Expansion of existing water systems will only be permitted where the system is capable of supplying water as set out in the District's Subdivision and Development Servicing Bylaw, or where a variance has been issued.
2. New development in the Trask Road – Greenhow Road area will require looping of the existing water system to increase water flows in this area.
3. Servicing should be in compliance with the District of Lake Country Water Policy.

Sewer

1. Except in the case of infill single-family residential development on existing parcels all new development on lots less than 1.0 hectares shall be served by a community sewer system.
2. Council may grant variances to the sewer servicing requirements where it can be demonstrated that on-site septic disposal can function.
3. Satellite sewage treatment systems should be in compliance with the District of Lake Country sewer design standards policy.



Chapter 3: Background

3.1 Plan Area

The boundaries for the Sector Plan are depicted on the **Oyama Sector Plan Area** attached as **Map 1**. It is acknowledged that much of the land base within the plan area has limited development potential within the time frame of the Plan. Existing homes on larger residential lots are unlikely to undergo redevelopment for some time. Further, significant slopes and large pockets of land within the Agricultural Land Reserve diminish the availability of land for development.

3.2 Purpose

In addition to the Official Community Plan acknowledging the need for a sector plan in Oyama, current development applications have necessitated it as well. The Oyama Sector Plan, provides a guide for future development within Oyama. More site specific than the Official Community Plan, this plan identifies the areas for various land uses. When it is known what the densities will be and to some extent the form development will take, it makes it possible for comprehensive planning in regards to future infrastructure needs.

The Sector Plan provides a degree of certainty of the direction future development will take. Residents and stakeholders rely on plans such as these when making decisions on where to live and/or invest.

3.3 Processes and Participation

The District of Lake Country Official Community Plan adopted in 1996 indicated a sector plan for Oyama should be prepared. Between 1996 and 2001 the District held several public meetings and open houses and prepared two separate surveys soliciting resident input. In October of 2001, an Open House was hosted which included local politicians and staff. The intent of the Open House was to invite residents to express their views on future development in Oyama. A newsletter had been sent prior to the Open House that described various land uses and outlined three growth scenarios. A survey had been mailed out and was available at the Open House. The three growth scenarios included: Marginal Growth, Moderate Growth and Extensive Growth. Of the three scenarios presented, the Moderate Growth scenario appeared to be the first choice. Eighty surveys were completed, of those fifty-three or 66% chose moderate growth for Oyama.



Based on this outcome, a preliminary study was carried out to determine the populations and densities needed to support the installation of a community sewer system in Oyama. Examples of various housing forms were presented at a second Open House held in February 2002. At that time, the residents indicated that the densities presented were higher than anticipated.

Since that meeting, sewer policy is being formulated to address sewer-servicing options.

3.4 History

Prior to caucasian settlement in Oyama, aboriginals inhabited this area. Several locations within Oyama indicate the existence of Native settlements dating back 7,000 to 8,000 years. On the peninsula, (Camp Hatikvah) artifacts and human skeletons and skulls have been found. On Rattlesnake Point (now known as Crystal Waters) and the area north of the school other relics have been found, providing additional evidence of early Native settlements.

As early as 1867, (Canada's Confederation), Tom Wood and Cornelius O'Keefe drove cattle from Washington, USA to the north end of Okanagan Lake. In 1871, Tom Wood homesteaded at the south end of Wood Lake (named after him) and raised cattle on the east benches above Wood Lake.

In 1893 the first white settlers began arriving with the planting of orchards commencing in the early 1900s. Oyama Lake, located in the mountains to the east, provided irrigation to the fruit growers. Ranching also expanded and thrived during this time.

Mrs. Irvine, Dr. Irvine's mother, who came to Canada by sailing ship and died in 1916 at the age of 92, gave Oyama its name. Oyama was named after Field Marshall Iwao Oyama who fought in the Japanese Russian War from 1900 to 1905. Oyama was also the name given to the first post office in the area which was established on the Irvine property on Irvine Road between 1906 and 1908.

The Wood Lake Fruit Lands Company was formed in 1907 and fruit growing became the predominating industry. The vast rangeland owned by Mr. Wood was subdividing rapidly into manageable parcels for the purpose of fruit growing. Extensive advertising for land availability saw the arrival of many new settlers. Individuals such as the Bovie Brothers, Albert Greer, Samuel Young, Tom Williams, Reverend Despard, the Dobsons, Trasks, C. Allison, A. Towgood, the Newtions, Bowshers, Whipples, Griffiths, Hicks, Lowe, Hayward, Townsend, Getthy, McHardy, Dewars, Nelsons, Wynne, Phillips, Sadler and Campbell Brown, and many others



arrived between the years of 1907 and 1913. After World War 1 another influx of settlers arrived. Many descendants of these first settlers reside in Oyama today.

There was an atmosphere of community then, as exists today, with the settlers looking out for one another. As with most rural areas in early times, it was necessary to be self-sufficient. Lacking the luxuries and conveniences we enjoy today, pioneers endured severe hardships.

Responsible for their own livelihoods, they baked their own goods, bottled and preserved fruit, raised chickens etc. Vernon, a two to three hour drive, was the nearest destination for shopping. With local stores opening in 1908 through 1910, the need for trips to Vernon decreased.

As the population grew, the desire and need for public institutions became evident. Prior to church construction, services were held in the open air, in the Agricultural Hall, in private homes or in the old school house built in 1911. In 1920 and 1936 respectively, the Anglican and Catholic churches were built.

A room in the Lloyd home, which was located approximately opposite the entrance to Beach Road on the north side of Oyama Road, was used as the first schoolroom. The first school was built in 1911. A new school was built in 1916 in the approximate location of the present school grounds. This two- room elementary school opened in 1917 for grades one through eight. High school students traveled to Vernon. In 1921 an extra room was built to accommodate high school students. This was the only high school between Vernon and Rutland. In 1924 Winfield students were given permission to go to school in Oyama. The Oyama High School closed in 1945 and students were required to go to Rutland. In 1946 grade seven and eight students were also transferred to Rutland. All high school students in the area continued to attend Rutland until George Elliot Secondary School was opened in October, 1959.

A library was established in 1915 and in 1924 an exchange book program was implemented with neighboring districts. A Rural Health Unit was organized in 1939 that provided limited medical treatment to the residents. Electricity arrived in 1935, electric lighting was now in many of the homes, institutions and to the few operating businesses.

By 1906, fruit growing and packing was the major industry in Oyama. The Vernon Fruit Union was packing three thousand boxes per day and the season's packing was two hundred and ten thousand boxes of apples and ten to twenty thousand boxes of soft fruits. Due to the success of fruit growing, other industries such as dairying, the raising of cattle and poultry diminished greatly.



With the construction of the Canadian National Railway line through Oyama, coupled with significant road improvements, the transporting of goods over land became a more cost effective means of transportation than that of the steamboat. By the late 1940's, road improvements and increasing ownership of vehicles paved the way for tourist opportunities. Vacation resorts including Blue Water Lodge, Amory Resort, Kalwood Inn and Longacres Ranch Hotel were impressive properties and thrived for many years as tourist destinations.

The Kalamalka Agricultural Association was established in February 1914 under the leadership of Price Ellison. In August 1937 a general meeting changed the name of the Association to the Oyama Community Club. The first chairman was Vern Ellison and the secretary was Jim Gibb.

Many organizations established in the early 1900's contributed greatly to the economic, social and cultural growth of Oyama. These organizations include the Board of Trade, the Farmers Institute, the Kalamalka Womens's Institute, the Kalamalka Agricultural Association, the Memorial Hall, the Canadian Legion and youth groups such as the Boy Scouts and Girl Guides. The Oyama Community Club, still very active in community events, continues to host programs and activities that provide both cultural and recreational services to the broad community.

Many of these organizations and others are still operating today. Several of the old stores, inns and other businesses have been gone a long time. In their place, new businesses have opened but many believe a shortage exists.

Fruit growing remains the major industry. There are however other industries such as sand and gravel operations, forestry and wood production, and ranching.



3.5 Existing Land Use

Oyama is located in a beautiful, picturesque setting. The isthmus, 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 lots situated on the isthmus are mostly urban sized with the larger rural acreages located on the west side of Highway 97, and along the east side of Wood Lake. Over ninety percent of the land within Oyama is within the Agricultural Land Reserve, with varying parcel sizes. There are scattered pockets of industrial lands on the isthmus and in northeast portion of Oyama.

The Official Community Plan designates the core area as Commercial/Multi-Family, it identifies Industrial in areas consistent with current zoning and the existing land use. Highway/Tourist Commercial designations are located in select areas adjacent to Highway 97. Map 3 identifies the existing zoning.

Residential

The residential component consists primarily of larger rural lots outside the core area. The isthmus area, however, has developed with typically urban sized lots. To date, there are no multi-family developments.

The community of Oyama has evolved into a bedroom community with the majority of employment and services being provided in the larger urban centres of Vernon and Kelowna, and to a lesser degree in the Winfield area.

The predominant land use in the built up area (isthmus) is single family residential, while the surrounding area is primarily agricultural.

Single Family Residential

The existing single family development in the isthmus area is relatively low density with the lot sizes ranging from 720 m² to 1850 m² with an average size of 1000 m². This is typical of residential development throughout the District and is reflective of two factors; a preference for larger "rural" type parcels and the use of on-site septic effluent disposal.



Now that sewage collection and treatment is available in the District (Winfield area) development on smaller lots is possible as there is no longer a need for on-site disposal areas. In spite of the ability to develop on smaller lots, the preference remains for larger (1000 m²) type lots. It is expected that this will change over time as new forms of residential development are put on the market in the community, and people have a chance to see the alternatives to the large lot development that has been typical of the area.

Multi-Family Residential

There is nominal demand for multi-family development in this area. Notwithstanding the current demand it is anticipated that future residential development proposals will include a multi-family component as developers try to cater to all segments of the market.

Commercial

The limited commercial consists of novelty type shops, a store fixture outlet, and a convenience store to name a few. These are located within the isthmus area. Adjacent to Highway 97, there are uses somewhat associated with tourists and local residents. For example: lodging, restaurant and specialty shops.

Although Oyama was a major commercial centre in earlier years its role today has diminished to providing convenience items for the local residents and some agricultural produce to the surrounding area and the tourist market.

Commercial activity can be attributed to one major factor and that is Highway 97. Today's ease of movement has made it possible for Oyama residents to do the majority of their shopping in the nearby commercial centres of Winfield, Vernon and Kelowna.

Presently there is an agricultural operation at the north-west corner which has expanded with agri-tourism businesses including retail of agricultural products, a restaurant, and some non-agricultural retail.

Industrial

The northeastern section of Oyama is where the industrial uses are situated. Well established, the uses consist of mainly forest related products and gravel extraction.



Institutional

The core area consists of typical institutional uses a public school, a community hall, a library, a Royal Canadian Legion and a post office outlet. There are care facilities located on the isthmus nestled in among residential dwellings. Considered both institutional and recreational, Camp Hatikvah provides both a cultural and recreational component.

Agricultural

Approximately ninety per cent of the plan area is within the Agricultural Land Reserve. This land is not limited to specific areas, but can be found throughout the entire Oyama community. Enhanced agricultural activities exist throughout the community, these include agri-tourism, direct farm marketing and value added processing.

Environmental

Typical to most communities, the completed surveys and those residents present at the Open Houses indicated the importance of environmental protection. Within Oyama there are numerous areas that are considered Environmentally Sensitive Areas (ESA's). Miles of foreshore, creeks, hillsides, swamps and marshes will require special attention as development occurs. These ESA's, in addition to providing habitat for numerous wildlife, fish, fowl and plant life, contribute to the natural beauty and character of the area.

The Official Community Plan has identified the District wide objective of preserving and protecting these areas of environmental significance and contains policies to meet that end. Recognizing this intrinsic value, development, where possible should aspire to incorporate these natural attributes into the overall design.

Recreational

Recreational facilities such as the community hall are located in the core area. A major Regional Park, Kaloya and Pioneer Parks, and the softball fields provide residents and tourists alike a beautiful setting on Lake Kalamaka for recreational pursuits both active and passive. The shores of Wood Lake, south of the CNR tracks, although not publicly dedicated or named, provides an additional beach area. There is a boat launch site on the northeast side of Wood Lake that many residents use throughout the season and also public launches along the west side of Wood Lake along Highway 97.



3.6 Existing Infrastructure

3.6.1 Transportation

Introduction

The District of Lake Country, Official Community Plan has established broad policies and guidelines with regards to transportation. These policies and guidelines address all forms of transportation including roadway networks and hierarchy, transit, cycling and pedestrian activities, rail, marine and aeronautical.

Although all forms of transport are considered, the focus of the transportation system has been the road network.

Within the District of Lake Country, there are approximately 180 km of maintained roadways. Highway 97 is not included in this total. Within the Oyama Sector Plan area there are currently 55 km of local roads.

The major collector road at the present time is Oyama Road. Oyama Road provides service to and from agricultural, industrial, residential, and tourist/commercial and resource and recreational lands.

Highway 97 is classified as a Controlled Access Highway fulfilling international, provincial and regional functions, providing for the movement of goods and commuters between and through numerous population centers.

Due to the high levels of tourist activity, all of the roads in this area experience significantly higher traffic volumes during the summer months.

History

As with all communities, transportation and the availability of links within and outside the community are essential to a community's sustainability.

The earliest transportation links to Oyama were trails used by fur traders to travel between the Columbia River and the Fraser River.



As settlement began trails developed into wagon roads and Okanagan, Kalamalka and Wood Lakes became major transportation routes within and through the region. The development of rail links in combination with steamboat service helped to further enhance travel and movement of goods.

In 1909 the Oyama canal was constructed allowing goods and materials to travel the length of Kalamalka and Wood Lakes by water.

Around 1913 a road was completed along the west shores of Wood Lake and was put to use as the main route to Vernon. In 1925 the rail line was completed linking Oyama to Lumby Junction at the north end of Kalamalka Lake.

During this period, roads were also being constructed linking the communities of Okanagan Centre, Winfield, Ellison and Oyama.

Over the next 50-60 years, with the availability of irrigation waters, the area grew into a thriving agricultural and resource community.

As a result of intense agricultural use, a series of local roadways were developed to service local transportation needs. Automobile and truck traffic increased, as did the demands for improvements to the local road network.

Over this period, under the jurisdiction of the provincial government many of these roads were hard surfaced with oil-based pavements.

Since May 02, 1995 these roads, with the exception of Highway 97 have become the responsibility of the District of Lake Country.

The Road Network

Oyama Road is the main collector road for Oyama. All commuters and goods use this road to access or exit the community from the east to Highway 97.

Irvine Road, Old Mission Road and Cornwall Road serve this same purpose, but to a lesser scale for lands to the west of Highway 97.

Sawmill Road services industrial lands to the north and east of Oyama Road. This industrial traffic relies upon Oyama Road through the isthmus to access Highway 97.

Oyama Lake Road serves as a resource and recreation road accessing lands outside the eastern boundaries of the District of Lake Country. All other roads are considered to be local roads.



Pedestrians

There are presently few sidewalks in the Oyama Sector Plan area.

New residential developments will be required to provide sidewalks and accommodate pedestrians between neighborhoods by providing walkway or trail links.

All collector roads will safely accommodate pedestrians.

There are presently informal trails and walkways that should be enhanced as development occurs.

Cycling Systems :

There is presently no specific accommodation for cyclists within the Oyama Sector Plan area.

The existing road network is composed of two-lane rural roadways. While there is no designated bike lane on any of these roads, these roads are used by cyclists both recreational and competitive as they provide a pleasant scenic route combined with challenging and varied terrain.

Transit:

The Kelowna Regional Transit System is a joint operation between the City of Kelowna and BC Transit. It provides service to the City of Kelowna, the Central Okanagan Regional District and the District of Lake Country. The District of Lake Country participates in transit through a cost sharing agreement with these parties.

The Oyama Sector Plan area is currently not directly serviced by Transit. Users from this area must travel to the Woodsdale area to access direct Transit service.

3.6.2 Water

Introduction

Based on the requirements of the District's Subdivision and Development Servicing Bylaw, development within the community has to be provided with a potable source of water, and in some cases have available a water system capable of providing sufficient water for fire fighting purposes.



Historically the community and surrounding area developed for the agricultural industry, primarily orchards. Water systems were constructed to deliver irrigation water to this prime agricultural land. The effect of this was to turn the Okanagan area into the major fruit producing area for the province.

Over time the water systems have evolved to supply not only the agricultural industry but also significant residential populations. The impact of this shift has been to change the demands on our water systems. In addition to having to supply vast quantities of water for irrigation purposes these systems have to ensure a safe potable supply for domestic use.

Within Oyama water is provided in a variety of ways. There are two systems operated by the District (Oyama Water System and the Wood Lake Water System), two private water utilities (Kal Pine System and the Gatzke Road System) and numerous private water sources including surface water such as Kalamalka and Wood Lakes, the various creeks intakes and groundwater sources.

Future development in the area will be contingent upon two factors. These are 1) a safe and sufficient supply and 2) an adequate distribution system.

The District was successful in obtaining approval for additional licensing from its primary water sources and now has sufficient raw water supplies for domestic, agricultural and industrial use. This assumes that growth follows the pattern set out in the District's Official Community Plan.

Capital plans have been established for the two municipal systems that serve Oyama. These plans address system improvements, water quality issues and components required to serve future users. Ongoing system upgrades to the system are scheduled and funded through the normal operations of the water utility. System expansion for new users will occur through a combination of Development Cost Charge projects and developer construction.

The existing distribution system is adequate for the current users. Small improvements, such as line looping are scheduled as part of the routine operation of the water utilities.

With respect to the private water systems (Kal Pine and Gatzke Road), the utility operators are responsible for ensuring that the systems meet the water quality guidelines established by the Province and the Interior Health Authority. These systems are also required to comply with the District's servicing standards when these systems are expanded or allow additional users.



The private water utilities were asked by the District to start preparing capital plans for system improvements if they had intentions of expanding their service areas or adding new users.

3.6.3 Sewer

Typical of the District's rural origins Oyama has developed without a community sewer collection and treatment system. Sewage disposal has been on-site septic disposal that has historically been approved by the local health authority. Some larger developments such as the Tween Lakes Campground and Camp Hatikvah have been developed using on-site collection and treatment systems. If flows exceed 5000 gals/day these disposal systems need approval by the Ministry of Water Land and Air Protection.

In the District's wastewater management plan it was identified that future development in the Oyama area would require some form of collection and tertiary treatment system. At the time of the plan's writing it was not established how this would be developed. Options exist as to whether or not a satellite treatment plant would be constructed in the Oyama area to serve the needs of the community or if a trunk line would be constructed which would send untreated sewage to the District's central wastewater treatment plant in Winfield.

A sewer option report for the Oyama area was prepared for the District in 2001. Four options were looked at all of which were designed on the basis that the entire built up area of the community would be within the sewer service collection area. The four options then looked at the cost of either treating and disposing effluent in the Oyama area (a single Oyama based treatment plant), or constructing a trunk line to allow the treatment and disposal to be handled at the existing Winfield plant. On the basis of capital and operation costs it was determined a trunk-line to the Winfield plant was the least costly option in the long term. However, density would need to approach 1,000 new units to make that option affordable.

A recently prepared Satellite Wastewater Treatment Plant and Enhanced Septic System Policy for the entire District allows for, on an interim basis, satellite treatment plants to allow new development in the area. Each satellite treatment plant would be sized to accommodate the development within each particular subdivision area. Where possible, adjoining properties will be planned and developed on a joint basis to allow economies of scale and reduced maintenance costs. However, this will not be a condition of approval.

Over the long term (more than twenty years) it is expected that the satellite treatment plants will be abandoned and the collection systems tied into either a large Oyama based sewage treatment system or a trunk line to the Winfield plant.



The quality of treatment to be achieved with the satellite treatment plants is outlined in the District's Satellite Wastewater and Enhanced Septic System Policy document. This standard will apply to both new development and redevelopment or replacement of existing collection and treatment systems i.e. Tween Lakes Campground and Camp Hatikvah.

Although these systems can be designed and constructed to serve individual developments, the District would encourage adjoining property owners to develop the systems jointly to achieve economies of scale and operational savings.

The District may partner with developers in the establishment of satellite treatment systems where the system is designed to serve residents outside the developers project area.



3.7 Population Projections

The District's Official Community Plan anticipates an annual growth rate of approximately 3% over the next 5 years. This means an annual population increase of 300 people, which translates into about 120 new dwelling units per year. Although this is a district-wide figure it is expected that the majority of the growth will occur in the Winfield area's Lakeside Properties and Pollard's Pond subdivisions. Growth in the Oyama area will principally be infill of the vacant parcels in the Greenhow – Trask Road area. Some redevelopment of existing parcels may take place as older homes are replaced.

Although the District expects and encourages a mix of single and multi-family type developments, it is recognized that the Oyama area is a predominately single family community and will remain so in the future. This does not preclude the opportunity to undertake multi family residential development in the community however in approving such developments Council will take into consideration the need to integrate this type of development with the existing single family homes.

District of Lake Country Population Projections

Year	Population
2001	9844
2006	11412
2011	13230
2016	15337
2020	17262



3.8 Opportunities and Constraints

Previously, the visions and goals outlined the expressed desires of the community in respect to future development. In order to achieve these goals and for the vision to become a reality, consideration of the existing natural features, the infrastructure, the built environment and the prescribed land use (ALR) are essential.

The majority of the land within the study area is within the confines of the Agricultural Land Reserve and therefore will remain as a rural agricultural land use.

Oyama also contains large areas of land that has slopes greater than 30%. The District considers this land difficult to develop and will only allow its use when its safety has been certified by a geotechnical engineer.

In addition to the limitations posed by the extent of land within the ALR and the steep slopes, the area has numerous sites of environmental significance that must be either avoided or incorporated into any development schemes.

The recreational, commercial and institutional uses, located in the core area were established early on in Oyama's history, and have somewhat determined the direction future land use will take on the isthmus. Established early on as a town center it is anticipated that future development will include complementary land uses that maintain that theme.

Wood Lake to the south and Kalamalka Lake to the north provide the community with an abundance of recreational opportunities in addition to those already in place. Highway 97 provides easy access both for residents, tourists and efficient transport of goods. The Canadian National Railway although not as active as in the past, provides additional transport opportunities should the need arise.

Recognizing the expense to upgrade the existing infrastructure including local roads, sewer and water, planning for future development will be challenging.



Appendix 1: Woodsdale Ranch Golf Course and Residential Development Map 14

The District has received an application for the development of an 18-hole golf course and residential development to be located at the south end of Oyama and partially in Winfield.

The proposal consists of the golf course, 340 single family residential units with a minimum lot size of 1250 m², 210 country residential units with a minimum lot size of 1.0 ha, and 150 multiple family residential units with a density of 12 units per ha.

The Land Reserve Commission has recently approved, with conditions, the non farm use of lands within the Agricultural Land Reserve.

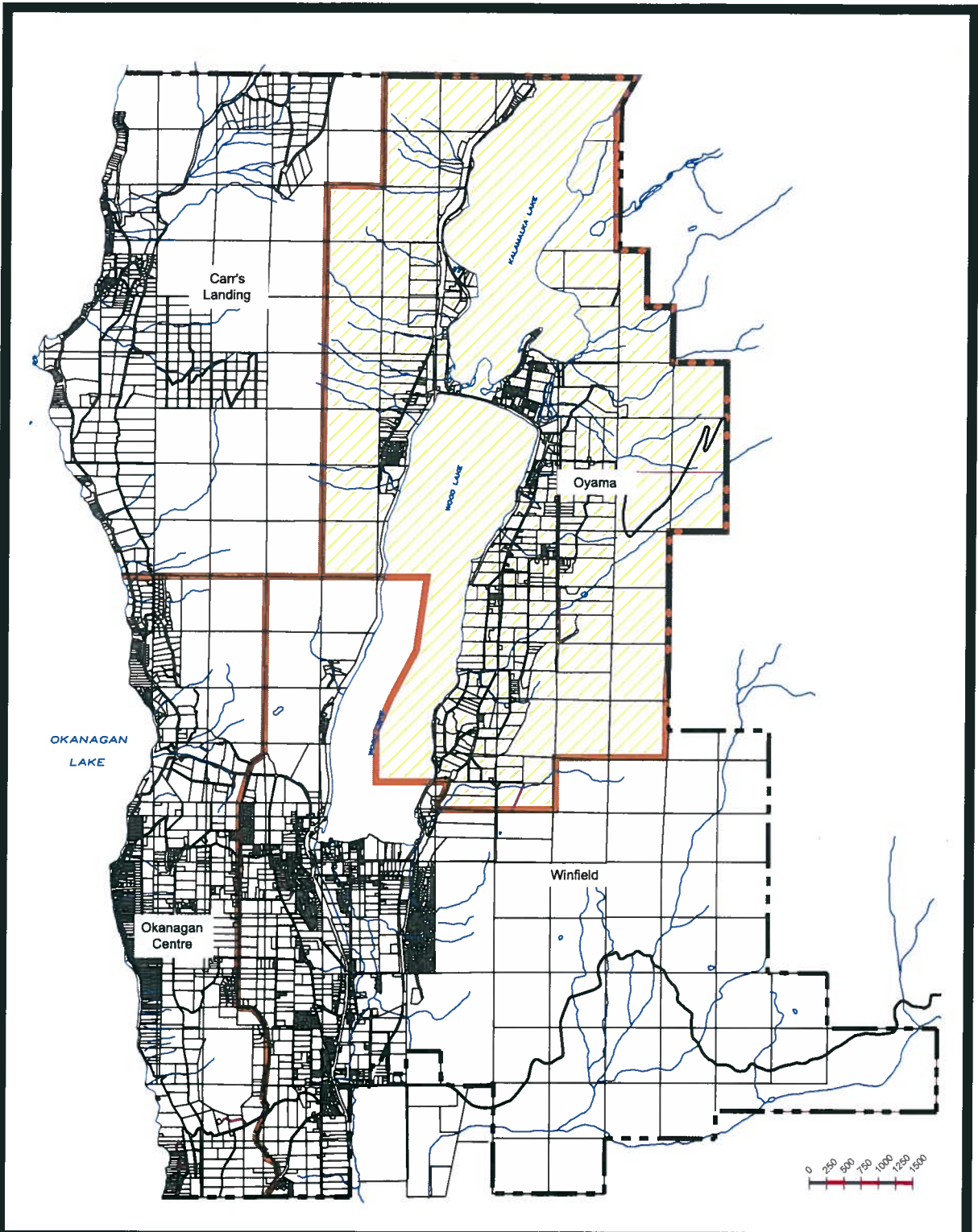
Currently the Official Community Plan designates this area as a combination of Agricultural land and Rural Resource. The area is outside of the planned growth area of the District.

Approval of the development will require an amendment to the District's OCP.

If the development proceeds, the developer will need to deal with off-site issues such as the traffic impacts on Oyama Road, Woodsdale Road and Talbot Road, storm water drainage improvements to accommodate a 1:100 year event, and system capacity for the existing sewer and water systems.

No park plans have been formulated for this area. The developer should consider the development of smaller parks taking advantage of the view available from the higher elevations. Trails and walkways should be designed into the development that would allow pedestrians to walk north into the Oyama area, and also east into Woodsdale.







District of
Lake Country

Oyama
Sector Plan

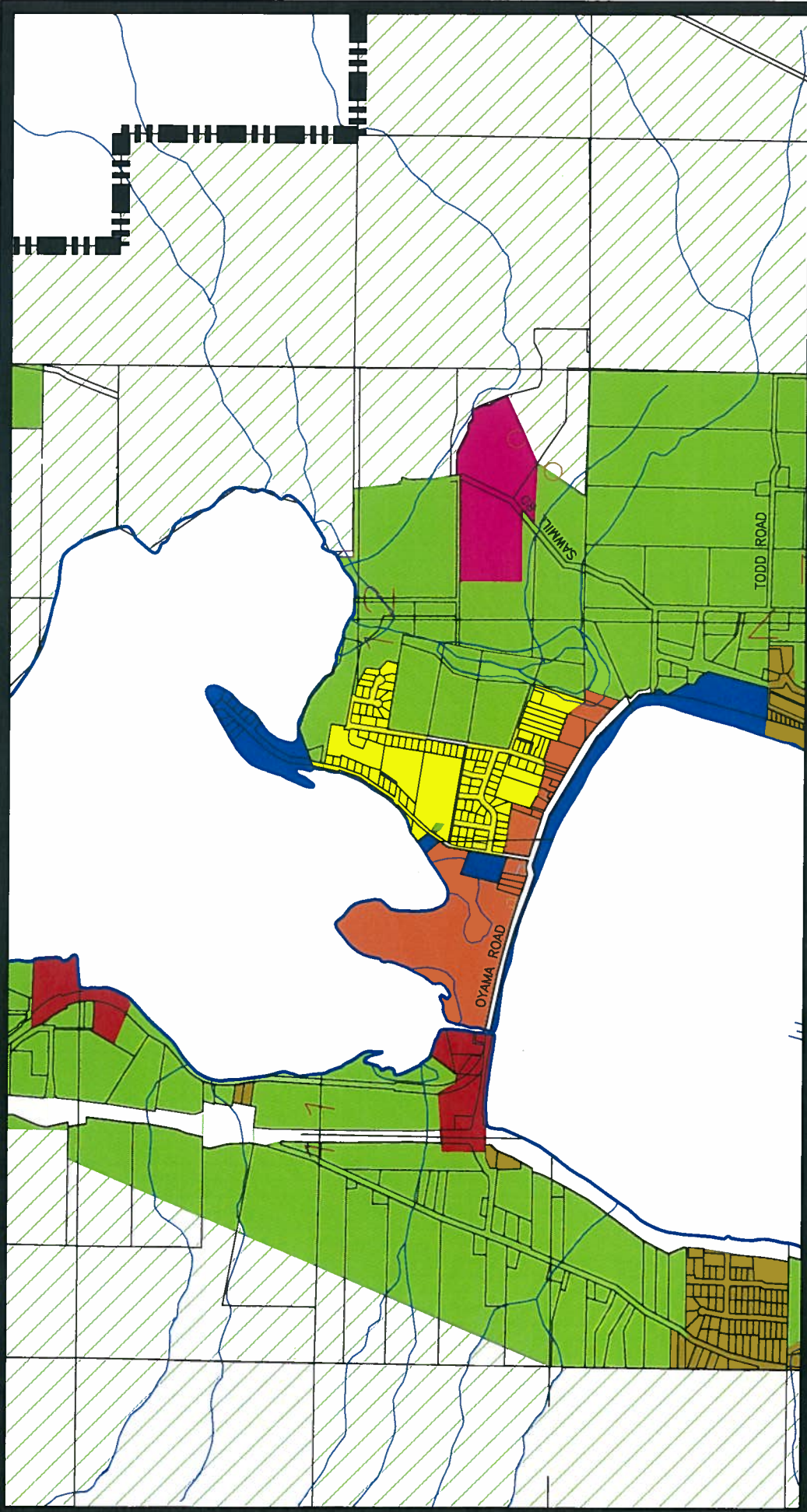
Oyama Sector Plan Area.

The lands shown included in the hatched area on this map show the extent of the Oyama Sector Plan area. This area comprises the Oyama ward.

Oyama Sector Plan Area 

Neighbourhood Constituency Boundaries 

Map 1.0



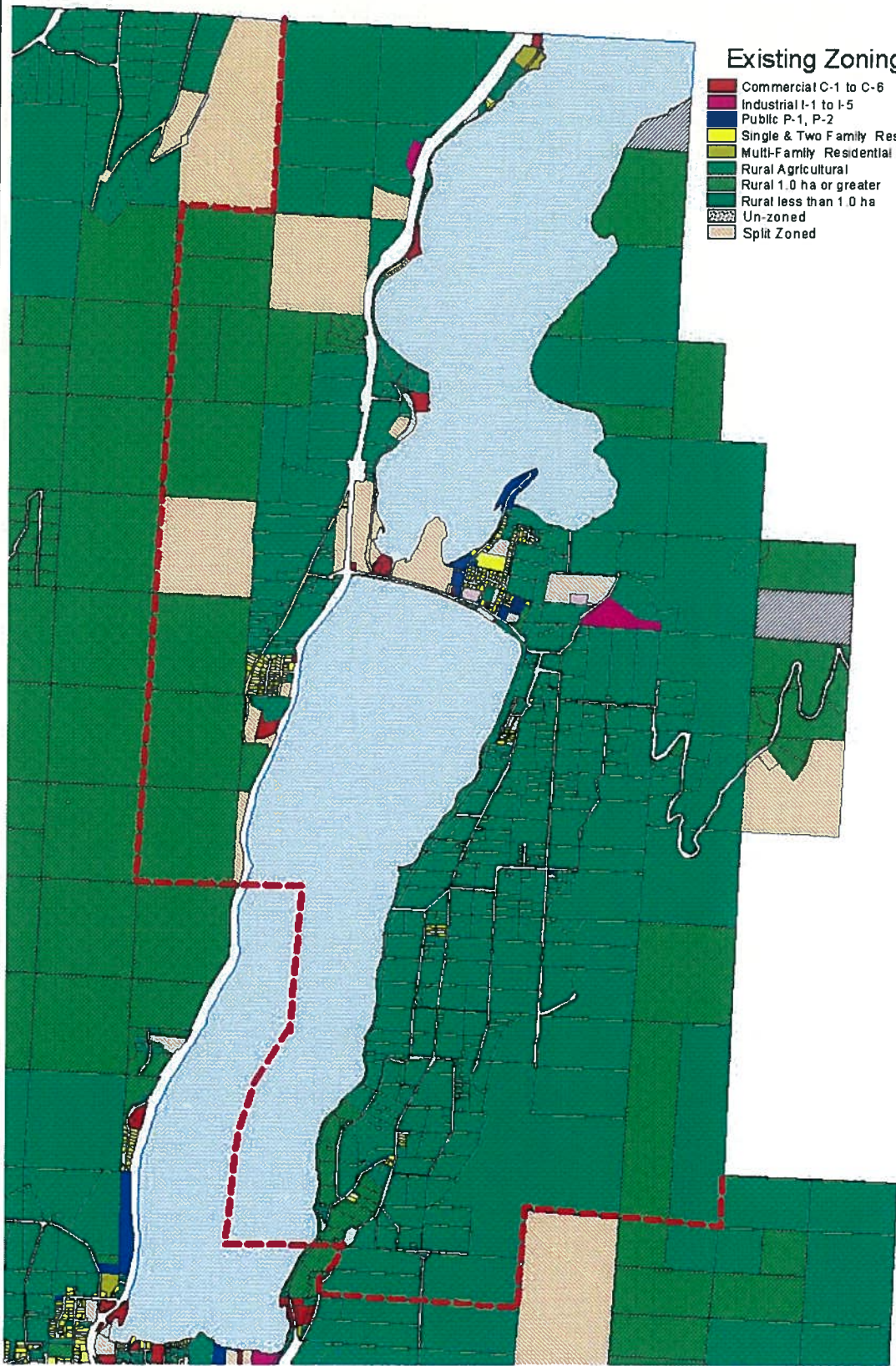
Map 2.0

- Industrial
- Agricultural/Rural
- Rural Resource
- Park and Conservation
- Residential - Urban
- Residential - Rural
- Community Commercial
- Highway / Tourist Commercial

Future land Use - Isthmus

District of
Lake Country

 Oyama
Sector Plan



Existing Zoning

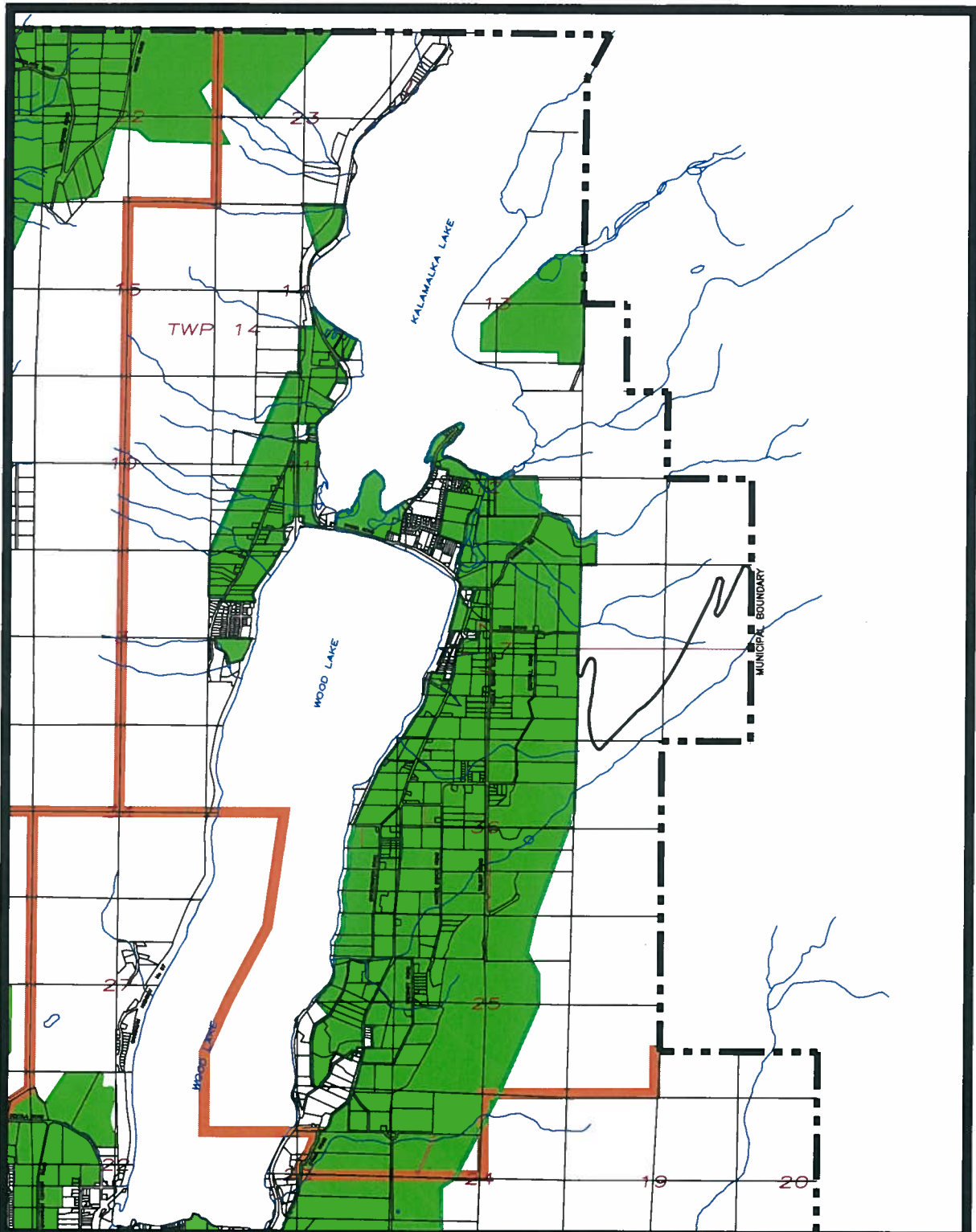
- Commercial C-1 to C-6
- Industrial I-1 to I-5
- Public P-1, P-2
- Single & Two Family Residential
- Multi-Family Residential
- Rural Agricultural
- Rural 1.0 ha or greater
- Rural less than 1.0 ha
- Un-zoned
- Split Zoned



Simplified Existing Zoning

This is a simplified version of the District's zoning bylaw. Zones are compiled to reduce the number of actual zones shown. To see all of the zones please refer to the District's zoning map.





District of
Lake Country



Oyama
Sector Plan

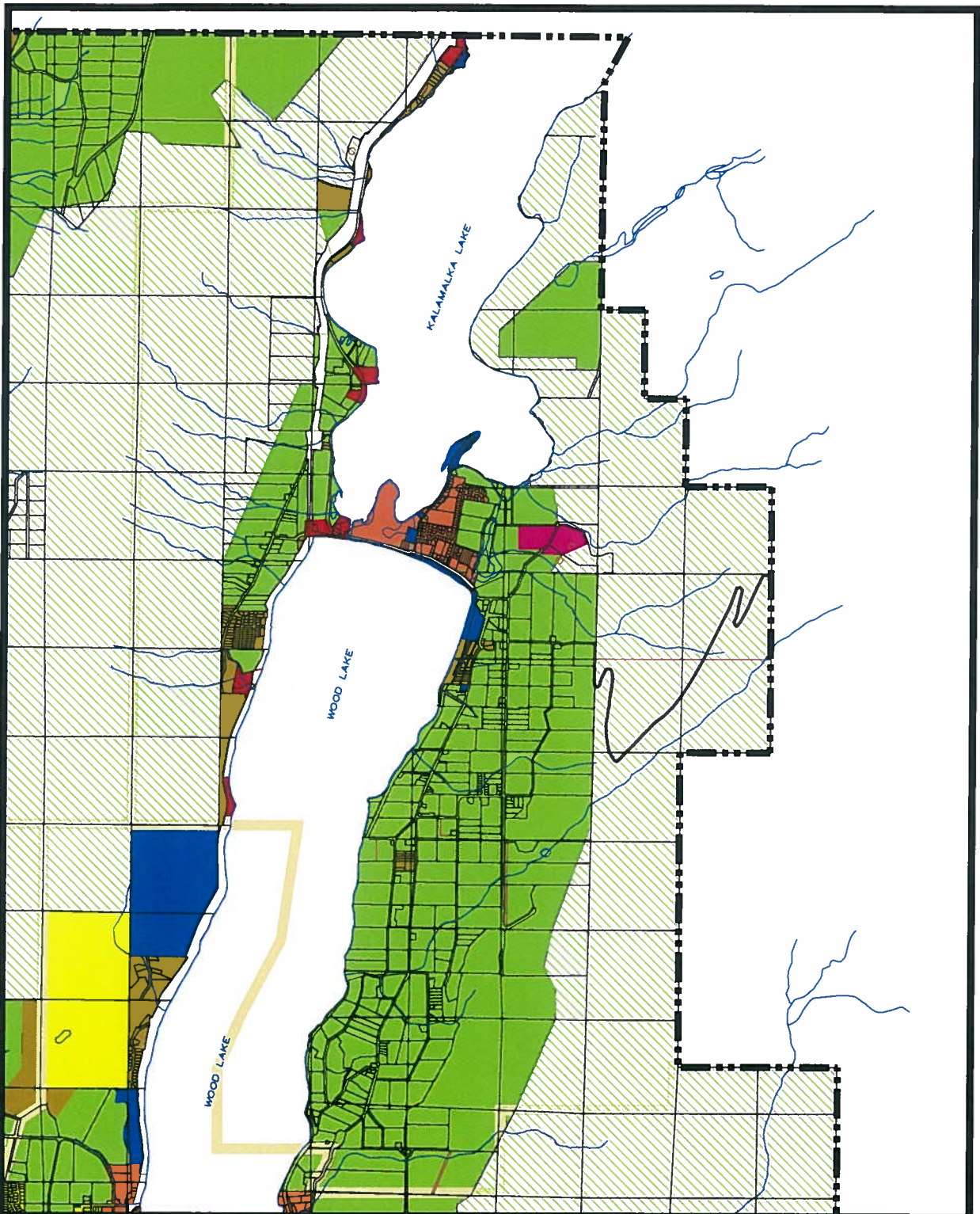
Land Reserve (Agricultural)

The lands shown shaded on this map are the approximate location of lands within the Agricultural Land Reserve. This is intended to show the general location of these lands for broad land use planning issues. Please refer to the official Land Reserve Commission maps for the exact location and extent of reserve lands.

Agricultural Land Reserve Lands



Map 4.0








District of
Lake Country



Oyama
Sector Plan

Future Land Use As Established By The Official Community Plan

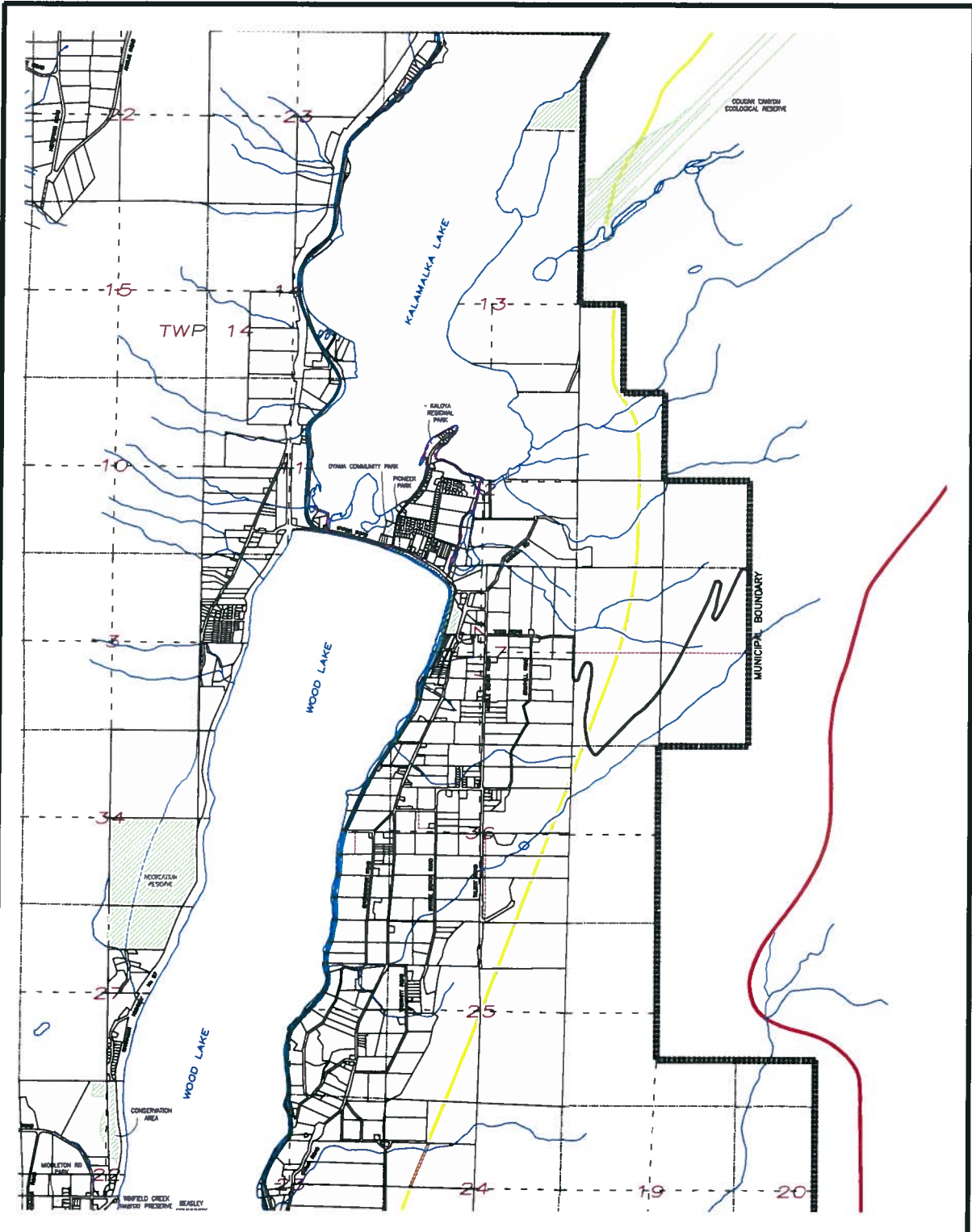
The land uses shown on this plan are long term future land uses as set out in the District's Official Community Plan. It is not the intention of the Sector Plan to alter these intended uses, but rather to refine the uses where they are currently described in more general terms. This applies specifically to the isthmus area where the land use is currently described as Commercial / Multi - Family.

Residential - Urban		Industrial *	
Residential - Rural		Agricultural/Rural	
Commercial / Multi - Family		Rural Resource	
Highway / Tourist Commercial *		Park and Conservation	

* See Isthmus Map 2



Map 5.0



District of Lake Country



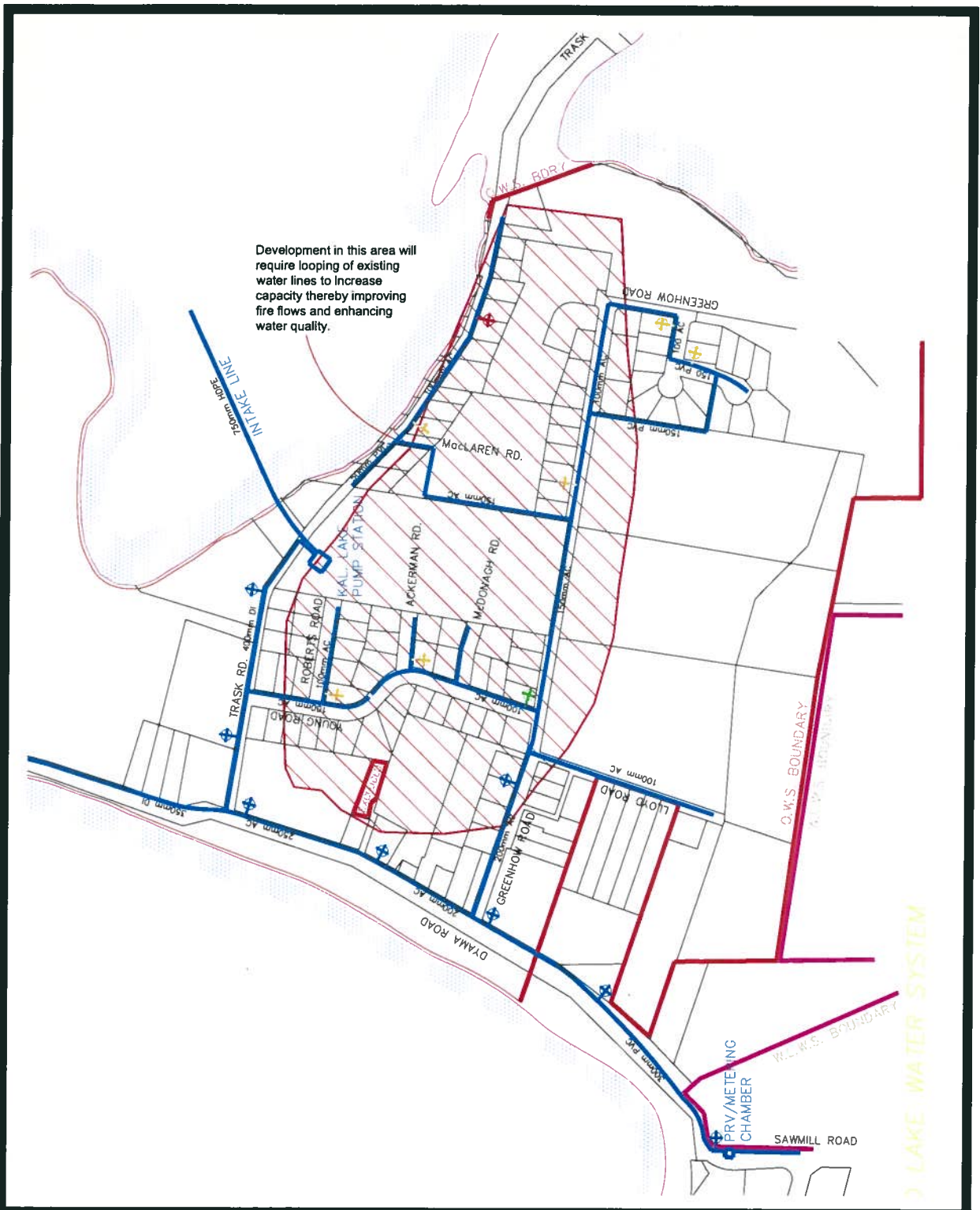
Oyama Sector Plan

Parks, Conservation Areas and Major Trails

- Parkland / Conservation Areas
- Conceptual Regional Trail
- Okanagan High Rim Trail
- West Kootenay Power Line
- Isthmus Loop Trail
- East Side Rail Trail
- Skyline Trail



Map 6.0



District of
Lake Country







Oyama
Sector Plan

Greenhow / Trask Road areas.
Looping Water System

LEGEND

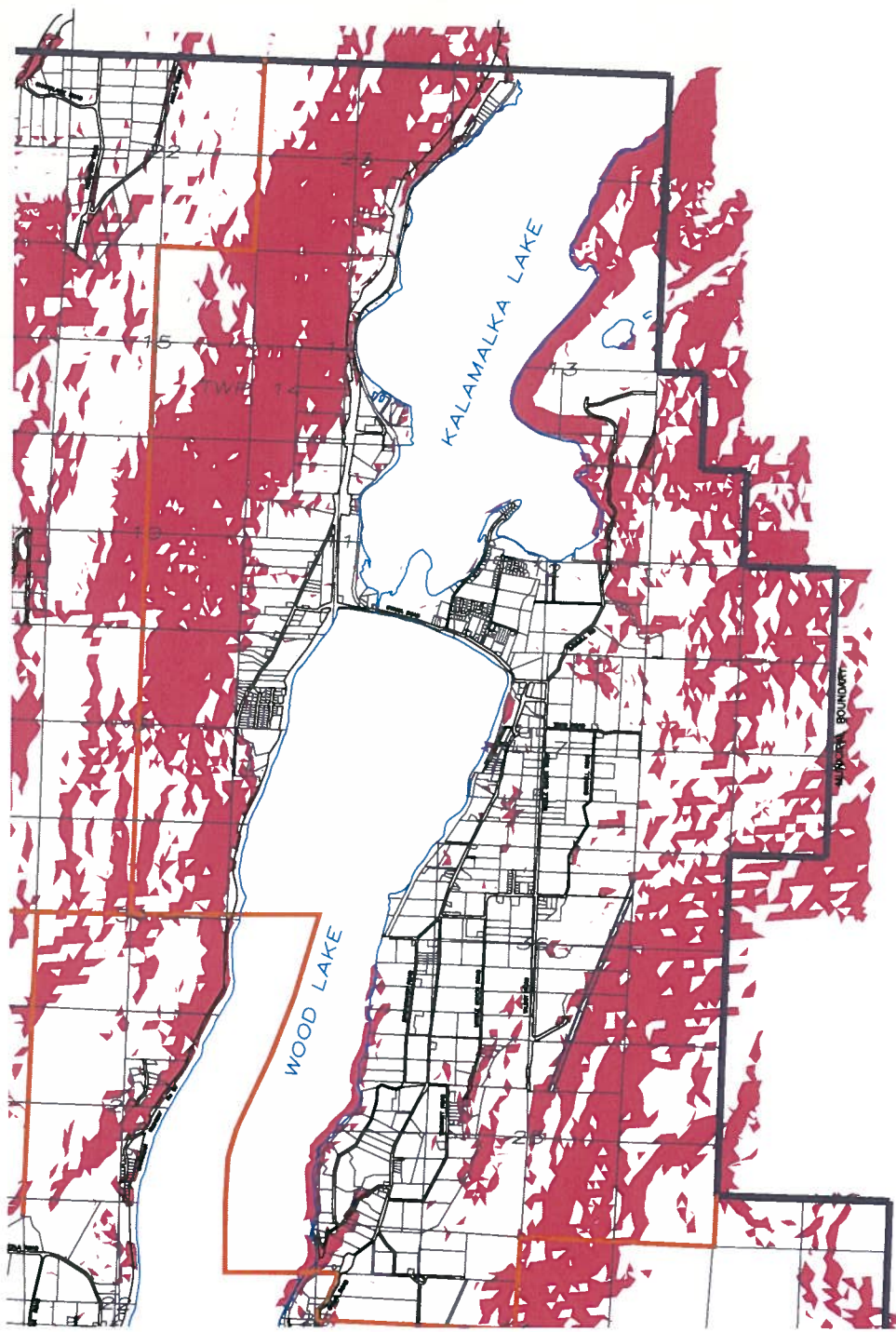
	WATERMAINS
	W.L.W.S. BOUNDARY
	O.W.S. BOUNDARY

COLOUR CODE HYDRANT WATER CAPACITY

	95 Lps (1,500 USgpm) OR GREATER
	63 - 95 Lps (1,000 - 1,500 USgpm)
	31 - 63 Lps (500 - 1,000 USgpm)
	31 Lps (500 USgpm) OR LESS



Map 7.0



District of
Lake Country

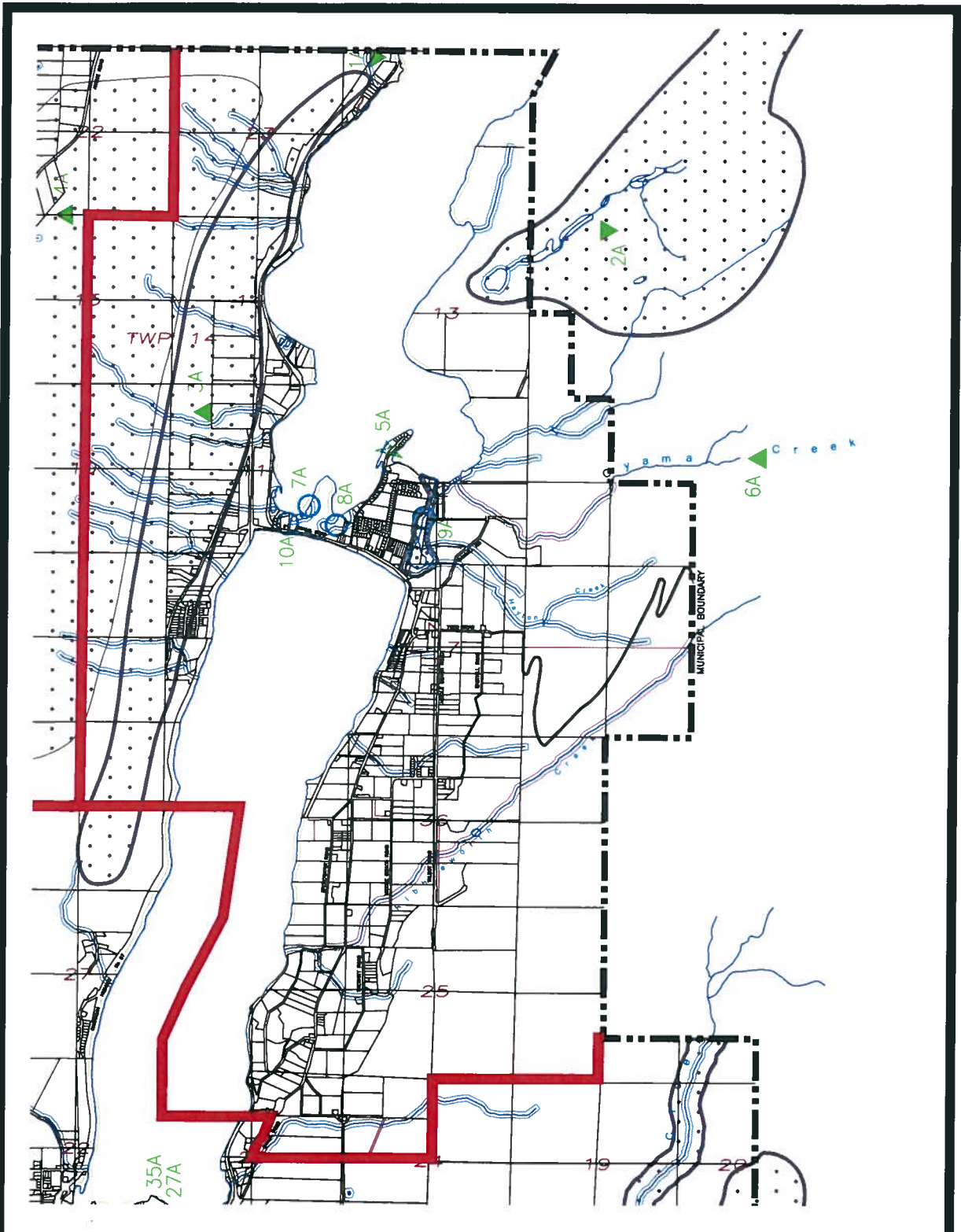


Oyama
Sector Plan

Slope Analysis
Lands having slopes
of 30% or greater



Map 8.0



District of Lake Country



Oyama Sector Plan

Environmental Sensitive Areas

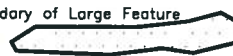
Boundary of Large Feature ESA sites
 1A - Campbell Brown Ecological Reserve.
 2A - Cougar Canyon pond and stream
 3A - Ellison Ridge
 4A - Ellison Ridge
 8A - Marsh (West of Trask Road);
 9A - Marsh (West of Sawmill Road);
 - Ribbleworth Creek;
 - Anderson Brook;

5A - Kaloya Regional Park
 6A - Cliff, Talus (W. of Oyama)
 7A - Marsh (East of Oyama Canal);
 10A - Oyama Canal;
 29A - Marsh (SE corner Wood Lake);

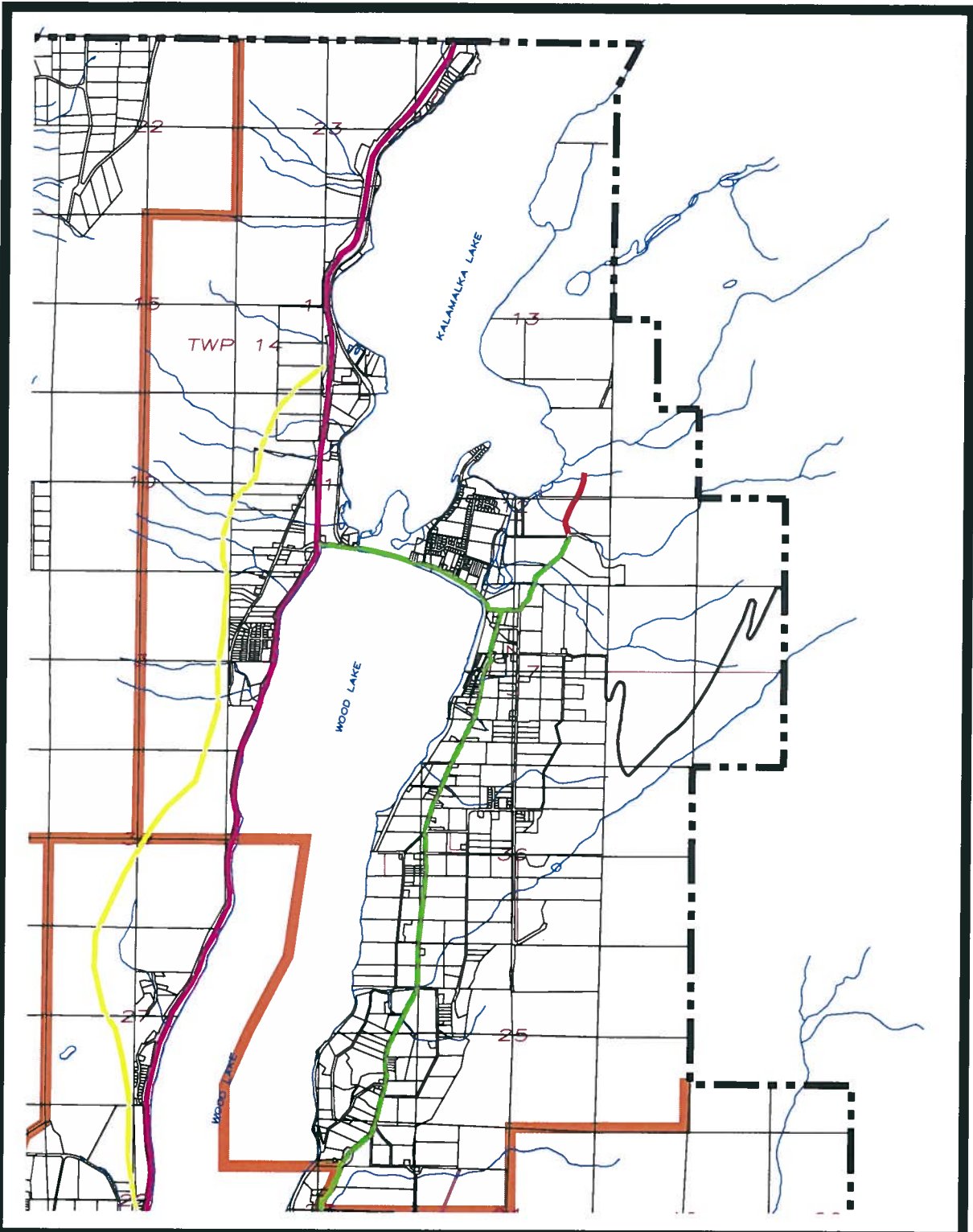
ESA Sites



Boundary of Large Feature



Map 9.0



District of
Lake Country

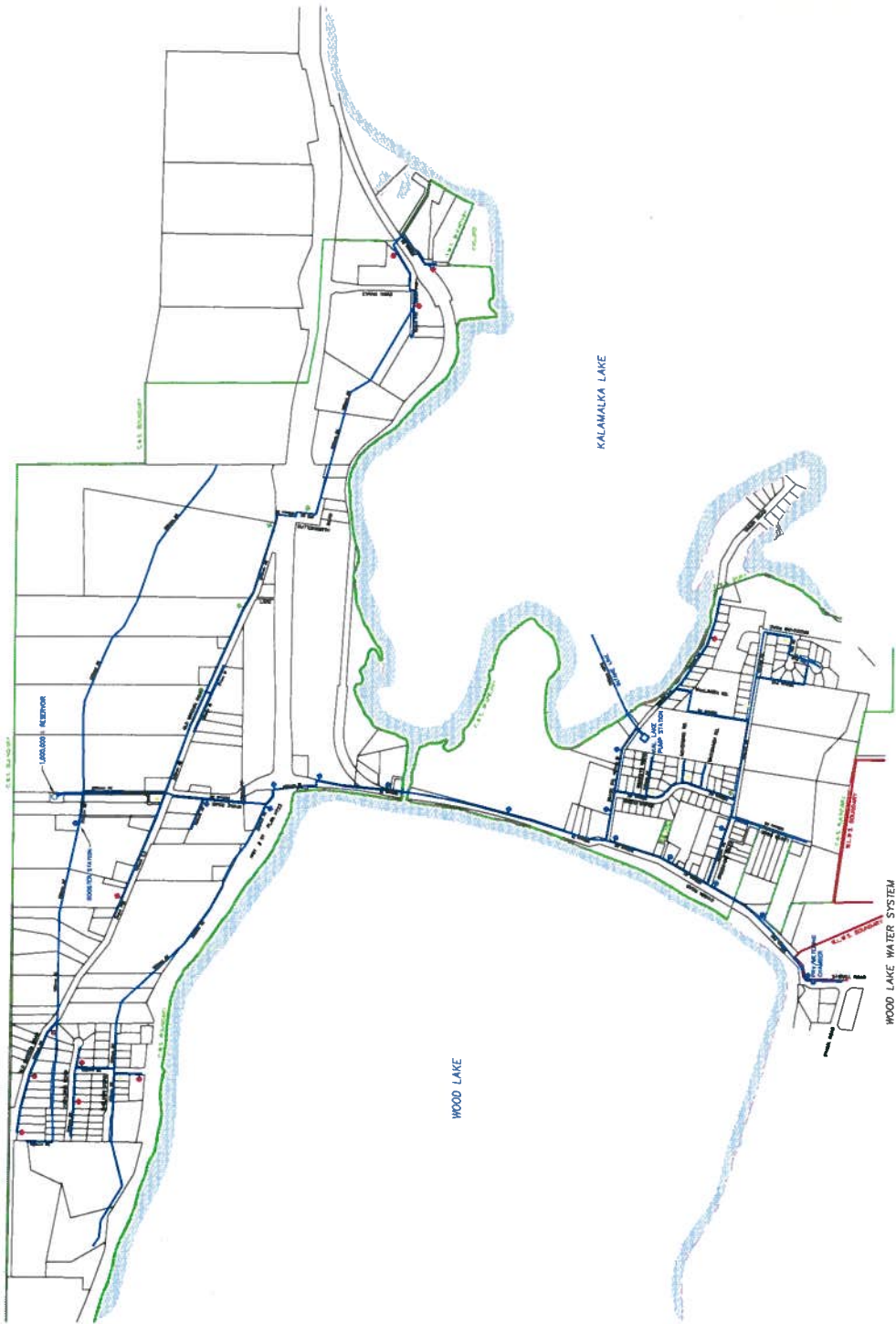
DISTRICT OF LAKE COUNTRY

Oyama
Sector Plan

Major Road Network Plan

- Existing Highway 97
- Future Highway 97
- Existing Major Road
- Future Major Road

Map 10.0



District of
Lake Country



Oyama
Sector Plan

Oyama Water System

The area shown on this plan is serviced by the municipally operated Oyama Water System.

LEGEND

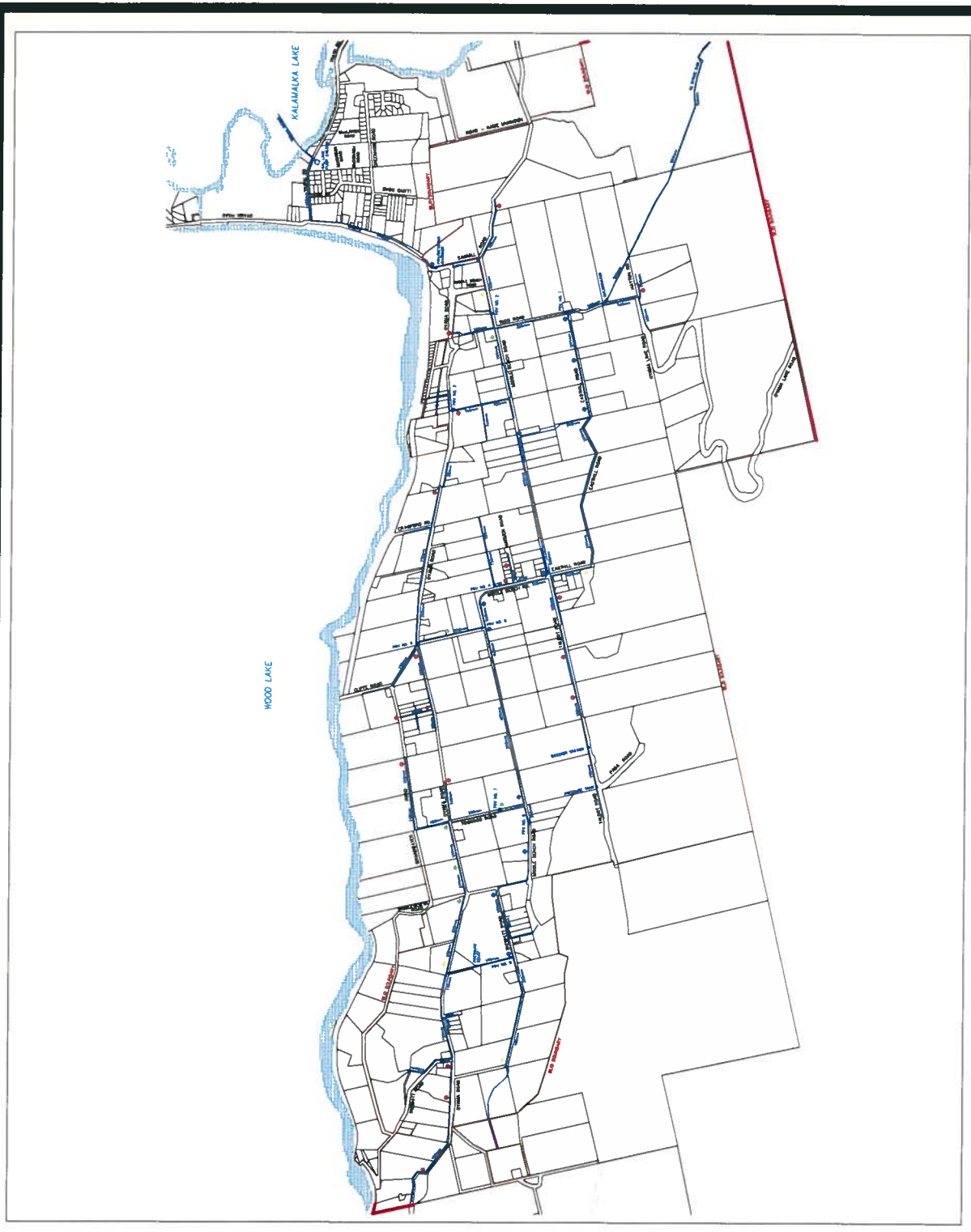
- WATER MAINS
- W.L.S. BOUNDARY
- Q.W.S. BOUNDARY

COLOUR CODE

- 95 Lps (1,500 USgpm) OR GREATER
- 63 - 95 Lps (1,000 - 1,500 USgpm)
- 31 - 63 Lps (500 - 1,000 USgpm)
- 31 Lps (500 USgpm) OR LESS



Map 11.0



District of
Lake Country



Oyama
Sector Plan

Wood Lake Water System

The area shown on this plan is serviced by the municipally owned Wood Lake Water System.

LEGEND

-  WATERMANS
-  WLD BOUNDARY

COLOUR CODE

- 
- 
- 

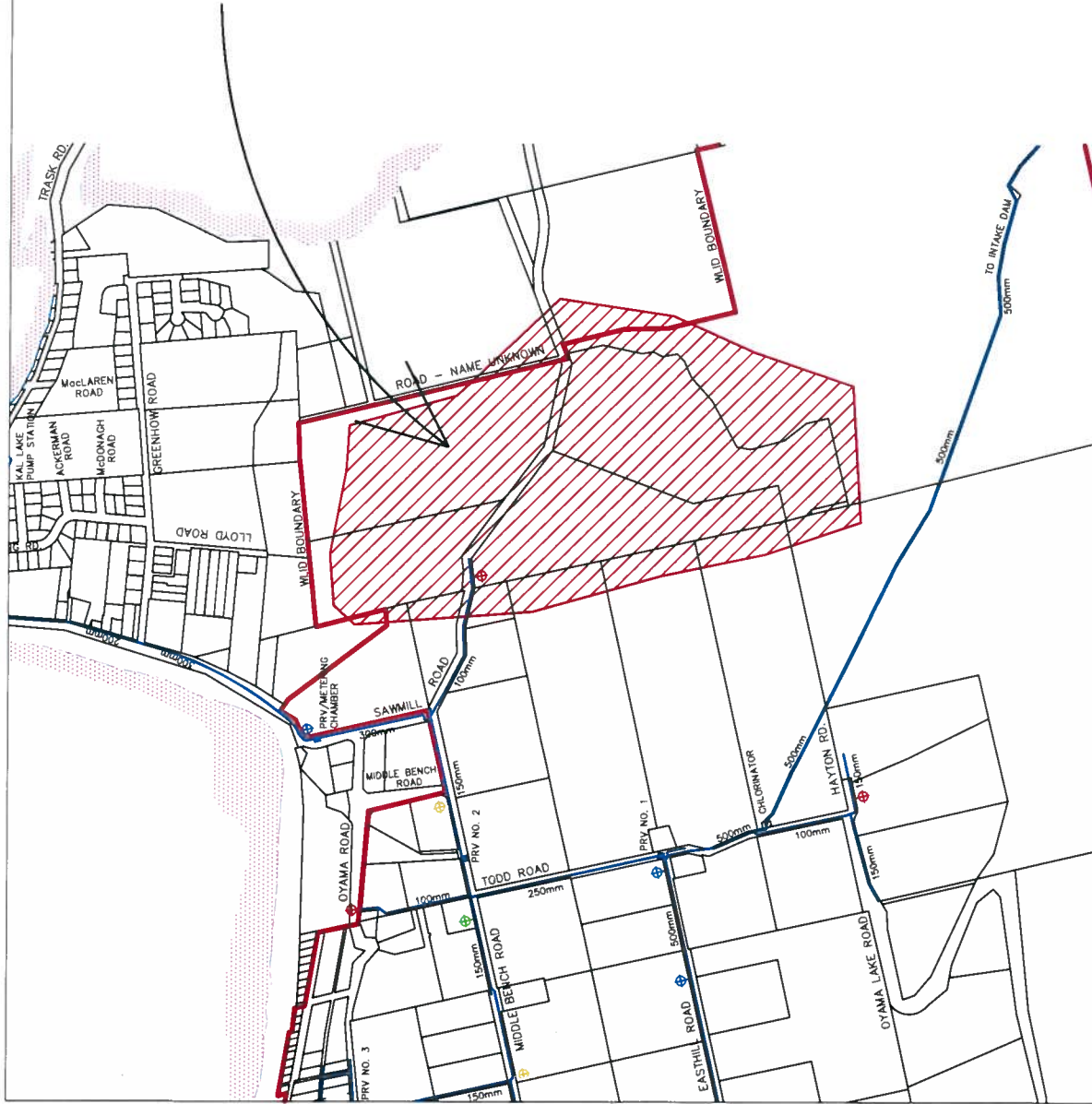
HYDRANT WATER CAPACITY

- 95 Lps (1,500 USgpm) OR GREATER
- 63 - 95 Lps (1,000 - 1,500 USgpm)
- 31 - 63 Lps (500 - 1,000 USgpm)
- 31 Lps (500 USgpm) OR LESS



Map 12.0

Development of the Industrial area will require replacement of the existing 100mm water line to provide capacity for industrial process demands and fire flows.



District of Lake Country



Oyama Sector Plan

Improvements needed in the Wood Lake Water System to provide sufficient water for industrial development.

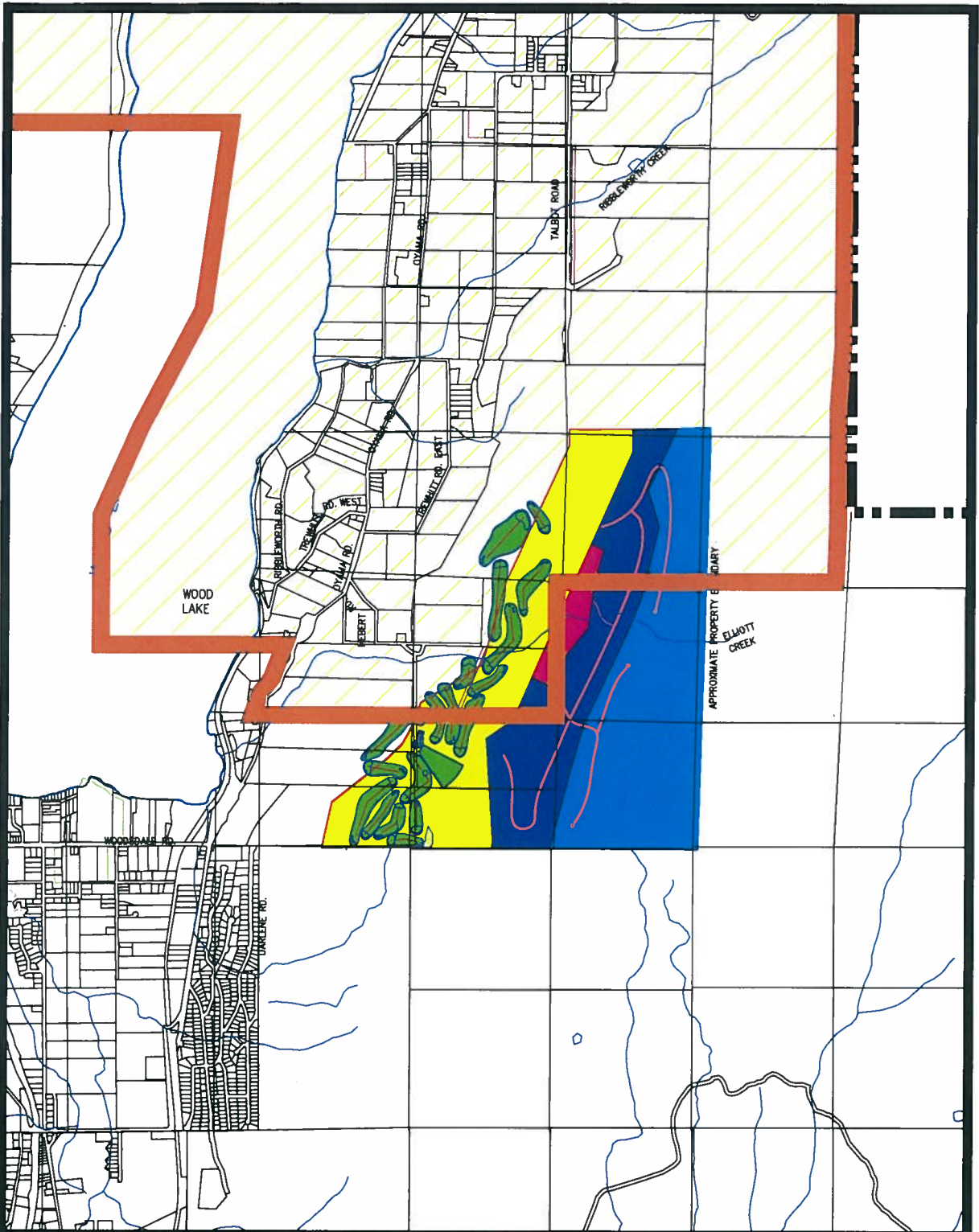
LEGEND

- WATER MAINS
- WLD BOUNDARY

COLOUR CODE	HYDRANT WATER CAPACITY
	95 Lps (1,500 USgpm) OR GREATER
	63 - 95 Lps (1,000 - 1,500 USgpm)
	31 - 63 Lps (500 - 1,000 USgpm)
	31 Lps (500 USgpm) OR LESS



Map 13.0



District of
Lake Country

Oyama
Sector Plan

**Proposed
Woodsdale Ranch
Golf Course
and
Residential Resort**

	Single Family
	Multiple Family
	Private Recreational
	Country Residential

This drawing is intended to show the approximate location and scale of the proposed Woodsdale Ranch Golf Course and Residential Resort

Map 14.0