SCHEDULE "D"

Winfield Town Centre

- CONCEPT PLAN -

URBAN SYSTEMS
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Kelowna, B.C.
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1.1 Catalyst for the Plan

Since 1992, recent development proposals along Highway 97 have raised a variety of land use, transportation and growth issues in Winfield. In response to these proposals and community interest, the Advisory Planning Commission of Electoral Area "A", of the Regional District of Central Okanagan, recommended that a conceptual plan be prepared. Within boundaries established by the Commission, the plan was to address issues of land use, urban design, road system design and servicing towards the development of a town centre for the Winfield area.

The Regional Board, based on the recommendations of the Commission, declared a temporary moratorium on the processing of rezoning applications in the plan area, until a concept plan could be prepared that would guide the development of land within the plan area. The Regional Board, in February 1993, commissioned the preparation of a concept plan for the designated plan area. The plan was conceived as the means by which a common vision could be established for the development of this Town Centre and a community focal point.

1.2 Purpose of the Plan

The Winfield Town Centre Plan provides goals and objectives for guiding the development of a core area in Winfield. The policy statements of this report work together to set out a land use management strategy for the growth and development of this Town Centre. It also provides design guidelines for each of the major land use and infrastructure components of the Town Centre to achieve orderly, convenient, economic and attractive development. The plan aims to meet the requirements, needs and aspirations of Winfield residents for the foreseeable future. The Plan delineates objectives, policies and guidelines by which the Board may evaluate and direct development proposals to ensure manageable growth towards a desired goal.

It is recommended that the Plan be reviewed and updated periodically to ensure that the document continues to reflect the long term planning and design objectives of the community.

1.3 The Vision

The objective of the Winfield Town Centre Plan is the establishment of a downtown core for the community for Winfield. This is significant because it is a recognition of both a need for such a focal point in the community and the ability of the community to support the activities that such a centre is composed of. The ability to plan and design a town centre where none presently exists provides a unique opportunity for residents of the area, as well as planning and regulatory agencies, to develop a downtown core that provides a strong heart for the community, that responds to the needs of the community and that respects the existing attributes and conditions of the site. There are a number of key phrases which describe the vision for the Winfield Town Centre.

Downtown Image

Winfield Town Centre will become the "heart" of the community - the place that is identified by residents and visitors as the centre of the community. There is the opportunity to define an urban image for the community that responds to the natural features, commercial needs and adjacent uses of the plan area and that is unique to Winfield. The image of the downtown will be evocative of traditional main streets in similar sized communities and will respond to the specific circumstances of the plan area.

Efficiency

The plan area is somewhat constrained by such surrounding land uses as Highway 97, Indian Reserve No. 7, Agricultural Reserve Land and Vernon Creek. As such, the Town Centre will be developed with an arrangement and compactness of form and level of density that makes the most efficient use of the land and respects the most desirable features of the plan area.

Connections

The Town Centre must fit into the existing context of the area and be able to influence the future of the plan area, adjacent lands and even greater Winfield. The conscientious design of new roads, the connections of them to existing and future roads, particularly the highway, are keys to ensuring a good fit within the community. Similarly, the Town Centre will incorporate pedestrian and open space connections that provide effective access to and within the plan area.

People Place

To develop as a people place is to instill a sense of vitality and activity in the Town Centre area. A people place is pedestrian orientated and provides interesting street level linkages and open spaces. It also has a diversity of uses and encourages a democratic design of urban form that includes all members of the community.

Green Space

The plan area is blessed with the presence of Vernon Creek and a variety of open spaces, including the Recreation Centre, Swalwell Park, school grounds and golf course. Winfield Town Centre is envisioned as developing in concert with the existing green spaces and natural features of the plan area. The development of urban green spaces within the Town Centre area will provide urban amenities that are linked to existing green spaces.

Complimentary Uses

The compatibility of uses within and adjacent to this community core is essential to ensuring the success of Winfield Town Centre. The location of a highway commercial node adjacent to Highway 97 and away from the civic core of the community is one example. Another is the location of residential uses within easy access of the Recreation Centre or the use of a linear greenway along Vernon Creek to knit the Town Centre together.

1.4 Structure of the Plan

The Winfield Town Centre Plan is presented in four sections, including this one, as follows:

Section 2 - Background to the Plan

This section of the report sets the stage for the preparation of the Winfield Town Centre Plan. It introduces the plan area and provides a summary of the issues identified in the course of inventory and analysis of the plan area and through discussions with technical agencies, the Advisory Planning Commission and the public. The planning process followed for this project is outlined and the parameters that guided the planning and design of the Winfield Town Centre are described.

Section 3 - Objectives and Policies

This section of the Plan establishes the broad goals and objectives toward which the Town Centre area will be encouraged to develop. This section also defines more specific objectives and policies for development of the specific land uses that are designated for the plan area. Policies are also established concerning the future development of the transportation system, parks and open space system and the provision of utilities. These objectives and policies, in conjunction with the plans, for the basis for possible revisions to the Official Community Plan, land use by laws and review and guidance of development plans within the plan area.

Section 4 - Urban Design Guidelines

For the plan area in general and for each specific land use designated on the Plan, design guidelines provide written and graphic descriptions of how the form and character of new development in the Town Centre is to occur. Sufficient room is built into the guidelines to enable site planners and architects of development property to make best use of the site.

2.1 Introduction

Location and Context

Winfield is located in the Okanagan Valley, along Highway 97, between Ellison (Duck) Lake and Wood Lake. Winfield can be generally described as a mixed agricultural area and a sparsely-settled bedroom community of Kelowna.

The plan area is located midway between Ellison and Wood lakes, along Highway 97, where the west slopes of the valley meet the valley bottom. It is bounded to the west by the Highway 97 commercial/service corridor and to the east by Bottom Wood Lake Road. The study area is bounded to the north by Lodge Road and to the south by Beaver Lake Road, and includes a triangular area south of Beaver Lake Road. The precise boundaries of the plan area may be found on any of the plans contained in this report.

Existing Land Use

The land uses of the study area are diverse, and include residential, commercial, institutional, industrial, park and agricultural uses. In order to better describe the existing land uses and the character of the plan area, it may be broken down into two sub-areas, with Vernon Creek as the dividing line:

Hillside

This sub-area runs north-south, between Highway 97 and Vernon Creek. The majority of the land area is occupied by orchards. In addition to the shopping centre just south of Berry Road, there are individual commercial uses located periodically along the highway. Residential uses are found along the north end, along Bottom Wood Lake Road, at the south end along Beaver Lake Road, and intermittently along the highway.

Valley Bottom

This sub-area is made up of the valley bottom land, located primarily east of Vernon Creek. The land uses here include orchards, light industry, park and recreation facilities, a secondary school and some residential properties.

A plan of the study area, showing existing land uses, is provided in Figure 1.

Land Ownership

The majority of land within the plan area is privately held. The lot sizes vary considerably, depending on location and type of use, ranging from 500 m^2 up to 5 hectares.

The Regional District owns two large tracts of land, a park and a recreation centre, along Bottom Wood Lake Road, as well as a small parcel in the Grant Road area. The Regional District has applied for a parcel of Crown owned land, located between the shopping centre and Vernon Creek. School District 23 owns a considerable area of land in the northeast sector of the plan area, on which George Elliot Secondary School is located. The public and semi-public owned land within the Plan Area is indicated with shading on Figure 2.

Road Network

Highway 97, the west boundary of the plan area, is the main north-south transportation route through the southern interior of the province. The highway has recently been upgraded to a two-way, four lane arterial with centre median lane and sidewalks on both sides. There are two signalized intersections along the highway, at Berry Road and Beaver Lake Road, that provide access to the plan area.

Local collector roads (Beaver Lake Road and Bottom Wood Lake Road) define the boundaries of the remainder of the plan area. Bottom Wood Lake Road is the only existing north-south linkage through the plan area. The road is used by a mixture of local agricultural, residential, school and retail traffic.

Beaver Lake Road is the primary east-west linkage across the valley bottom in this area of Winfield. It is also the truck route for access between Highway 97 and the growing industrial lands of Winfield and north Kelowna.

Berry Road, though relatively short, provides the principle access from the highway to the shopping centre/high school/community hall area of the plan area.

The existing road network is illustrated in Figure 2.

Infrastructure Services

The key infrastructure services that are important to the planning and development of the Town Centre are water, sanitary sewer and storm sewer.

Water

The supply and distribution of water in the study area is managed by the Winfield Okanagan Centre Irrigation District (WOCID). Water is delivered to the plan area from a large pressurized main that runs west along Beaver Lake Road. Distribution of water within the plan area is provided by a 300 mm main along Highway 97 and a 250 mm main along Bottom Wood Lake Road. Some land uses within the plan area rely on wells for potable water.

Sanitary Sewer

The plan area is not serviced by a sanitary sewer collection system at this time. Typically, sewage generated within the plan area is disposed of by the use of on-site septic tank and disposal field systems. Land uses with non-domestic or higher levels of sewer production treat may treat their sewage in on-site treatment plants before discharging it to adjacent, specialized disposal fields. The Regional District is presently carrying out preliminary engineering studies for a proposed regional sanitary sewer collection and disposal system. Such a system would connect to the City of Kelowna's system, recently extended to Okanagan University College.

Storm Sewer

Storm drainage in the plan area is presently managed by open ditches and natural drainage channels and limited underground services. The limited development of storm drainage management in the plan area may be attributed to the predominantly rural level of development. Run-off generated within the study area is discharged into Vernon Creek, primarily at Beaver Lake Road and Bottom Wood Lake Road.

The existing infrastructure services of the plan area are illustrated in Figure 3.

Agricultural Land Reserve

Historically, Winfield developed as a mixed agricultural area. The plan area retains many of these roots, largely as orchard lands. A considerable portion of the plan area is designated as being within the Agricultural Land Reserve (ALR). Land identified as being within the ALR cannot be developed for non-agricultural uses without exemption or exclusion of the land from the ALR by the Agricultural Land Commission. ALR designated land is illustrated with hatching in Figure 2.

Vernon Creek

The plan area is bisected by Vernon Creek, which flows from Ellison Lake to Wood Lake, meandering along the toe of the western slopes of the valley. The mixed stands of trees and understorey vegetation along the creek channel provide habitat for a variety of local animal and bird life. The creek is recognized by the Fish and Wildlife Branch of the Ministry of Environment as an important spawning ground for Kokanee and a year-round habitat for resident Rainbow Trout. The rainfall and meltwater patterns of the region, combined with the shallow gradient of the creek, may make the lands adjacent to Vernon Creek, particularly those on the flats, subject to periodic inundation.

Topography and Soils

For purposes of discussion and analysis, the topography and soils of the plan area may be divided into three zones, as shown in Figure 4.

Hillside

The Hillside zone runs north-south, along the west side of the plan area, generally above Vernon Creek, and defines the west side of the Okanagan Valley in Winfield. The slope of this hillside is gradual, and varies from 5 to 15 per cent. The soils of this zone are dominated by fine to moderately fine-textured parent materials of glaciolacustrine origins. The soils are moderately well-drained, slowly pervious, have a high shrink-swell potential and have poor workability when wet.

Valley Bottom

The Valley Bottom zone generally spreads out east, from the toe of the Hillside zone. It is relatively smooth and slopes gently, from 0 to 5 per cent, towards the creek. The texture of the surface soils range from fine to coarse. The soils are moderately well-drained, moderately to slowly pervious, have a variable bearing strength and exhibit poor workability when wet.

Creek

The Creek zone bisects the study area on a north-south axis, along the route of Vernon Creek. The slope of the creek banks vary considerably, from 15 to 50 per cent, with the west bank typically being steeper. This zones traverses many soil types.

2.2 *Planning Process*

The design of and adherence to a successful planning process was essential to the preparation of a sound Town Centre Plan. To this end, the planning process emphasized the following three key elements:

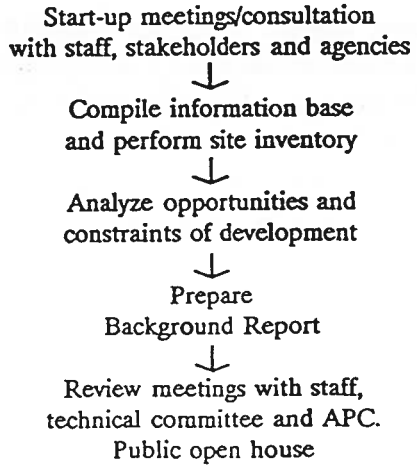
- Compilation of a sound and accurate base of information to work from.
- Approaching the planning and design of the plan area from a multi-disciplinary perspective to address all the key issues and ensure the development of a cohesive and efficient Town Centre.
- Establishing and maintaining a cooperative working relationship with the Regional District, the Advisory Planning Commission, the Park Committees, the technical committee of inter-agency specialists and the general public. Work together in order to develop a Town Centre based on a broad based consensus.

Preparation of the Winfield Town Centre Plan followed an intensive two-phase process:

Phase 1

The first phase involved collecting background information from a wide variety of authoritative sources and meeting or contacting the various individuals, groups and agencies that have a stake in the plan area. The opportunities and constraints of the plan area for development of a downtown core were identified and analyzed. In general, Phase 1 of the process set the stage for the most important part of the project, the planning and design of the Town Centre.

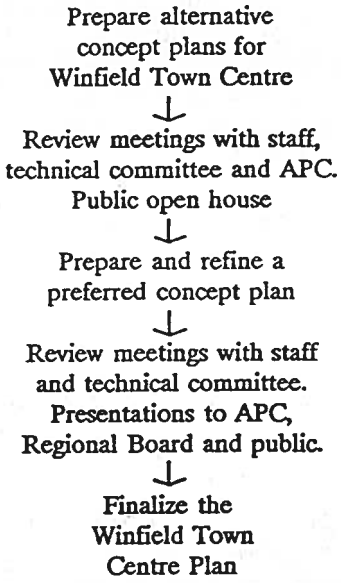
An illustrated summary of the planning process for Phase 1 looks like this:



Phase 2

The second phase of the project was devoted to the planning and design work that was necessary for the development of a concept plan and design guidelines for the plan area. The concept plan was developed in stages, from broad-brush concepts to alternative proposals of development to a refined final plan for Winfield Town Centre.

An illustrated summary of the planning process for Phase 2 looks like this:



A Consultative Approach

The Winfield Town Centre Plan was prepared under the direction of Regional District Planning Department staff. The planning process required consultation with a variety of public groups, regional committees and agency representatives. This consultative approach was essential for the consultants to obtain a thorough knowledge of the plan area, understand the issues important to the community and obtain the reaction of such groups to the plan as it evolved.

Landowners and residents

Three public open houses were held in Winfield during the course of the project. Each of the meetings was conducted as two separate sessions during the same day. The first session was attended by people who owned land within the plan area, and included both residents and developers. Every landowner received an invitation to the meeting in the mail. The second session was advertised in the local newspaper and open to residents of the study area and of the greater Winfield area. In general, the session attended by owners of land within the study area was better attended and generated the greatest amount of interest and discussion.

The first open house was held upon completion of the Background Report. Landowners and residents were introduced to the intent and scope of the project, key issues of the plan area were discussed and the consultants solicited public input on a range of community and planning issues.

A second meeting was held to review alternate concept plans for the plan area. An indication of the preferred features and key design issues of the plan area was obtained.

The draft final version of the Winfield Town Centre was presented to the public at the final meeting.

A questionnaire/comment sheet was provided to the attenders at each of the open house meetings. Returned sheets were collated and summarized and used as a basis for reviewing and revising the various stages of the plan.

Area "A" Advisory Planning Commission

The first meeting with the APC was held during the start-up stage of the project. The consultants outlined the process and schedule for the project and solicited the input of the commission on issues related to Winfield in general and the plan area in particular.

A second meeting was held with the APC at the end of Phase 1, to present the results of the Background Report.

A third meeting, mid-way through the conceptual design phase of the project, was held. At this time the consultants presented the alternative land use options generated early in Phase 2, discussed the comments of the public and landowners to these, and presented a refined proposal for the plan area that distilled the alternative plans and comments of various groups into a single, cohesive whole.

Parks Advisory Committees

One meeting was held with the Park Committee for the entire Regional District and two held with the Park Committee for Area "A". Of particular interest to the committees was the future use of the Vernon Creek corridor and the effect of the Town Centre Plan on the regional park and school sportfield facilities proposed on either side of Bottom Wood Lake Road.

Technical Committee

A committee of representatives from a variety of agencies having some form of jurisdiction or interest in the plan area was struck by the Regional District. Agencies represented on this committee included:

- Planning Department, Regional District
- Engineering Department, Regional District
- Parks Department, Regional District
- Agricultural Land Commission
- Ministry of Transportation & Highways
- Ministry of Environment
- Ministry of Health
- School District No. 23
- Winfield Okanagan Centre Irrigation District

The Technical Committee was struck to provide policy and regulatory advice and review services on those aspects of the Town Centre Plan related to each representative's particular area of interest. The consultants met with the Technical Committee once, during completion of the Background Report, and once, mid-way through the conceptual design stage of the project.

Schedule

The time frame for completion of the plan was approximately 3 months. This intensive schedule was necessary in order to minimize the duration of the moratorium that was placed on re-zoning applications.

2.3 *Planning and Design Parameters*

In order to plan a Town Centre where one has not existed before, it is necessary to identify those issues or parameters that:

- are important to achieving the objectives of a Town Centre, or
- will affect or be affected by the planning, design and development of such an area.

This section provides an overview of the planning and design parameters that were identified and addressed in the preparation of the Winfield Town Centre Plan.

Market for Commercial Uses

Downtown core areas tend to be dominated by a mixture of commercial uses, including retail, service and office. The development of a core area from scratch is driven largely by market forces. The successful planning of a Town Centre is dependant in part on a knowledge of these market forces on an understanding of the existing and future demand for the amount and type of commercial uses within the plan area.

- *Prepare an overview of the future market potential for the plan area. Determine the land area and commercial uses that are likely to be required.*
- *Provide sufficient land area and lot sizes to realistically accommodate the proposed land uses and the services needs of the core area.*
- *Identify nodes of specific types of commercial activity within the core area and, where appropriate, encourage development of mixed uses that will help support the core area and give it a downtown character.*

The commercial market overview prepared in the Background Report projected a population of approximately 20,000 people within the primary market of the plan area. Based on this and an expected mix of commercial tenants, the land area requirements for centrally located commercial uses in Winfield is estimated as follows:

· Local Commercial	2.0 to 4.0 Hectares
· Highway Commercial	1.2 to 2.4 Hectares
· Office	0.8 to 2.0 Hectares
Total	4.0 to 8.4 Hectares

Residential Uses

Town centres that have a significant residential component are typically more vibrant and have a stronger community image than town centres lacking residential uses. The appropriate location, size and density of residential land uses can be an efficient use of land. The development of residential uses in combination with others, such as commercial or office, can help make development projects more economically feasible and can encourage a more rapid development of a town centre.

- *Provide residential land uses that help support the activities of the Town Centre and that provide a close base of support for nearby park, recreation and school uses.*
- *Integrate residential uses into the downtown core area to encourage diversity and stimulate development of the core area.*

Civic/Institutional Uses

Important to the identification and use of a downtown core as the heart or focal point of a community is the provision of well-designed civic/institutional uses. Typical uses include community halls, village squares or commons, sculptures (e.g.: fountain, clock, cenotaph) police/fire stations, libraries, museums, theatres, schools, churches and the like.

- *Provide land use designations for the Winfield Town Centre that are centrally located, easily accessible and of sufficient size to function as a heart or focal point for the community.*

Highways and Roads

The Ministry of Transportation and Highways (MTH) would like to ensure that Highway 97 continues to function primarily as a Provincial highway, providing a relatively high speed route through the Okanagan Valley.

- *Maintain the effectiveness of Highway 97 as a Controlled Access Highway.*
- *Provide a parallel road to the highway that serves as a frontage and access road for commercial uses.*
- *Provide efficient and safe access to this parallel road from both ends, at Beaver Lake Road and at Berry Road.*

The Official Community Plan (OCP) for Winfield shows MTH road network plans for the entire Winfield area. The future road network linkages that occur within or through the plan area include the realignment and extension of Berry Road eastward across the valley.

- *Preserve a right-of-way corridor for the future easterly extension of Berry Road as shown on the Major Street Network Plan.*
- *Re-align Berry Road and design intersections with Grant Road and Bottom Wood Lake Road to improve existing circulation and accommodate future linkage to the commercial core.*

The OCP also shows Bottom Wood Lake Road re-routed to join up with Meadow Road, creating a continuous north-south arterial for local traffic through the valley, between the plan area and Wood Lake.

- *Make provision for future re-alignment of Bottom Wood Lake Road and its connection to Meadow Road.*

Roads and the utilities that are located within their rights-of-way are a critical component of any urban area and are expensive to construct or re-locate.

- *Be as practical as possible and utilize existing rights-of-way and developed roads as a starting point for the future road network of the Town Centre.*

Agricultural Land Reserve

Much of the plan area is within the ALR. For the Winfield Town Centre to be developed to the level of use shown on the plan it will be necessary to have land within the plan area excluded or exempted from the ALR. The decision to remove land from the ALR is made by the Agricultural Land Commission upon review of applications to do the same. The decision is based on a number of factors, several of which can be addressed during the planning stage of Winfield Town Centre.

- *Delineate a definitive boundary between proposed urban development and existing agricultural lands that will stand indefinitely and will help protect ALR land from piecemeal erosion by future urban or non-agricultural development.*
- *Provide buffers between ALR land and adjacent incompatible uses as appropriate.*
- *Ensure that proposed land uses and densities within the plan area will accommodate a measurable degree of future growth and will do so in an intensive and efficient manner.*
- *Accommodate community and institutional uses within the plan area that might otherwise look to more affordable agricultural land for their development.*

Infrastructure Services

Water

Based on a cursory knowledge of the existing water supply system and no additional increase in water demand outside of the plan area, it appears as though the existing supply and distribution system will be able to serve the domestic needs of the plan area.

- *Utilize the existing 300 mm diameter main along Highway 97 to provide water to the plan area west of Vernon Creek.*
- *Utilize the existing 250 mm diameter main along Bottom Wood Lake Road to provide water to the plan area on the flats.*
- *Recognize that it will be necessary to perform a detailed determination of domestic and fire water needs for the plan area before extensive development takes place.*

Sanitary Sewer

It is reported that Vernon Creek and the soils of the plan area are unlikely to be able to support increased ground discharge of sanitary sewage effluent that would result if the plan area is developed to the extent and intensity proposed. As mentioned, the Regional District is currently undertaking a preliminary engineering study for provision of a sanitary sewage collection and disposal system for the Winfield area.

- *Recognize that the optimum build out of Winfield Town Centre is dependant on the provision of a sewer system to the area.*
- *The sewer system, if constructed, would likely require that sewage generated within the plan area be piped to a sewer main along Bottom Wood Lake Road.*
- *Make the concept plan adaptable, so that if a sewer system is not constructed, the plan area may continue to be developed, although to a considerably lesser degree.*

Storm Sewer

It is understood that urban development of the plan area will result in storm water run-off into Vernon Creek that will result in peak flushes of large volumes of water into the creek, causing increased fluctuation of the creek water level and an increased potential for flooding.

- *Recognize that storm water run-off from the plan area will have to be collected, detained and released into the creek gradually in order to minimize impact on the creek.*

The quality of storm water run-off from urban areas of the plan area may not be suitable for discharge into Vernon Creek.

- *Recognize that some form of storm water treatment may be necessary to improve the quality of urban run-off water before it may be discharged into the creek.*

Vernon Creek

Vernon Creek is considered an important habitat resource for Kokanee and Rainbow Trout. The topography and terrestrial vegetation of the creek channel also provide habitat value for animals and birds, and a visual backdrop and natural amenity for the future Town Centre.

- *Retain the natural character and physical integrity of Vernon Creek and associated vegetation and topography as much as feasible.*
- *Propose land uses and urban forms adjacent to the creek that will benefit from being so located and will not deleteriously impact the qualities of the creek.*

The Vernon Creek corridor has been identified by the Parks Department as a future linear park route in the Regional District's linear park plans.

- *Within the plan area, use the Vernon Creek corridor as part of a regional linear park network.*
- *Emphasize the importance of using the creek corridor as the spine of a pedestrian circulation network for the Town Centre.*

As mentioned, Vernon Creek may be prone to flooding. Very preliminary analysis of the creek hydrology and topography of the area indicated that much of the valley bottom of the plan area may be subject to occasional inundation.

- *A detailed hydrological study of the creek and its flood plain should be performed in order to determine the risk of flooding and the degree and extent of protection that may be required for the valley bottom of the plan area to be developed.*
- *For the purposes of preparing the concept plan, assume that flooding of adjacent lowlands, if it were to occur, would be controlled on site by the use of naturalized berms or control structures.*

Phasing/Staging of Development

It is realistic to expect that the development of Winfield Town Centre will occur over a number of years.

- *Layout the roads and land uses of the commercial core so that it encourages development to occur in logical stages or blocks, rather than one shop at a time. The commercial core should be able to function relatively effectively at all stages of its evolution and until the core area is fully developed.*
- *Concentrate initial stages of development at existing nodes of activity or potential activity.*

This section of the Winfield Town Centre Plan outlines the goals, objectives and policies pertaining to the general form and character of the plan area and the land uses therein.

3.1 Broad Goals for the Town Centre

The vision of the Winfield Town Centre Plan is the establishment of a downtown core that provides a strong "heart" for the community, that responds to the needs of the community and that respects the existing attributes and conditions of the site.

This section of the report describes the broad goals for Winfield Town Centre that will set the direction for developing the form and character of the plan area.

Sense of Place

Sense of place is the identity of a place; the extent to which a place is recognized or remembered as being distinctively different from other places - having qualities and a character unique to itself.

Goal

Create a sense of place for the Town Centre that gives residents a strong sense of community identity and that is remembered by visitors as a special place.

Design

The identity and distinctiveness of the Town Centre is provided in large part by the design of the buildings and open spaces that make up the Town Centre.

Goal

Implement common urban design guidelines within the plan area and its precincts that contribute to the character of the Town Centre and complement adjoining uses.

Support for the Downtown

Downtowns are very functional places. They are composed of a wide variety of uses and activities that fulfil important social and market roles within the community. Downtowns do not develop in isolation, but need a broad base of support in order to grow and serve the community.

Goal

Provide employment, commercial, visitor and residential opportunities for the future downtown core area; to create a magnet for related development that gradually fills in and strengthens the downtown core area.

Land Uses

The function and diversity of a downtown is determined by its land uses.

Goal

Provide a mix of land uses that complement each other, that contribute to the image of a Town Centre and that help fulfil the objectives for supporting a downtown.

Density

Downtown core areas are characterized by relatively high densities. These high densities make for efficient use of the land base and optimization of development costs.

Goal

Provide for a density of development that encourages a downtown which serves as a community focal point, limits the need for encroachment by residential uses onto agricultural land to the east community concentrates commercial development on the east side of Highway 97, within the downtown core area.

Pedestrians & Cyclists

A downtown core is alive and "town-like" when it supports the widest range of people and activities, providing access and circulation for pedestrians and cyclists in a manner that compliments the vehicular circulation network.

Goal

Provide a safe and efficient pedestrian and bicycle circulation system that is fully integrated with the land uses and the range of public open spaces of the plan area and is separated from the vehicular circulation system.

Public Open Space

The development of Winfield Town Centre in a modestly developed area provides the opportunity to establish a significant public open space system that will retain the character of the creek, knit the different precincts of the Town Centre together and develop a variety open spaces amenities.

Goal

Retain Vernon Creek for its natural qualities and develop it as the spine of a future public open space system; make open space linkages throughout the plan area; provide public gathering spaces in the downtown area to accommodate public events, festivals and activities.

Transportation

The design of the road system for the future Town Centre are key considerations in the success of Winfield Town Centre.

Goal

Develop a downtown core that relies on internal streets for access to land uses rather than Highway 97, that can be phased over time and that will support municipal utilities.

Parking

The ability to park cars is crucial to ensuring that a variety of other objectives for the downtown area are realized.

Goal

Accommodate the parking needs of the land uses within the plan area to the greatest extent possible in a manner that makes efficient use of the land, respects pedestrian access and safety and ensures the good function of the vehicular circulation system.

Infrastructure

The development of the land uses within Winfield Town Centre will require the concomitant development of infrastructure services to support those land uses.

Goal

Provide and improve utility services in the plan area, including water, storm sewer and sanitary sewer, to the level necessary to support the future development of the area.

3.2 *Broad Objectives for the Plan Area*

The broad objectives and policies for the plan area are outlined according to the individual land use precincts or specific infrastructure services described herein and shown on the plans.

Downtown Core

A future downtown area is a very important component of the greater Winfield community; it defines Winfield as a community distinct from others in the region and provides a sense of identity for the community. A balanced mix of complementary land uses within the downtown precinct will hasten development of the downtown core and will provide the flexibility to help make development of individual properties more economically feasible.

Objective

To develop the Downtown Core as the commercial, office and cultural focal point of the community and to allow for residential uses within the core. To encourage the development and establishment of a downtown core that is traditional in character and unique to Winfield.

Highway Commercial

The Winfield area of Highway 97 has the highest volume of traffic between Kelowna (Highway 33 turn-off) and Vernon, presenting an excellent market opportunity for the right uses. It is anticipated that highway-related commercial uses will lead development in the Town Centre area. This can help establish Winfield as a commercial core and set a precedent for continued development in the Town Centre.

Objective

To provide a node on the edge of the downtown precinct with easy access to and from the highway where highway-related commercial activities may develop, and to do so in a manner that discourages strip development along the highway.

Civic/Institutional

Civic and institutional uses are important features of any community. They are essential to creating a downtown that serves the social, cultural, educational, government and identity needs of the community. They help to define the collective "heart" of the community. Civic and institutional uses provide an opportunity to develop uses, built forms and open spaces that cater to the needs of the communities citizens in a manner that cannot be provided under other land use designations.

Objective

To provide nodes and precincts of public and semi-public land activities that serve the social and cultural needs of the community and contribute to the overall urban form.

Residential

The Winfield area is composed of predominantly single family residential housing. Higher density residential development is typically associated with downtown areas and is appropriate for the plan area given the limited extent of the plan area and an economic need to optimize land use, density and the costs of development. There appears to be a need within the community for forms of housing other than single family residential.

Objective

To provide for future residential growth in various areas of the plan area and at a density that will provide local support for the commercial precincts of the Town Centre as well as the park, school and recreation centre uses of the plan area.

Parks and Recreation

The presence of park land in association with a downtown core, residential areas and schools provides excellent opportunities for urban design, increased land values and pedestrian/bicycle networks and makes a significant contribution to the overall appearance or image of the community.

Objective

To provide a variety of parks and recreation opportunities that meet the needs of residents of the Town Centre and the Regional District and that help to make the Town Centre a unique place.

Vernon Creek

Natural features such as Vernon Creek, with its unique qualities and proximity to the downtown core, provide an opportunity that has been lost to most communities - a piece of nature in the middle of downtown.

Objective

To retain the integrity of Vernon Creek and develop the Town Centre in a manner that compliments both the urban and natural features of the Town Centre.

Industrial

Agriculture based industrial uses have a traditional place in the fabric of Winfield. With urbanization, as non-agricultural uses are developed in the area of industrial uses, the potential for conflict between the uses tends to occur. It is desirable to ensure that the re-development of an area from industrial uses to others uses occurs in a manner that seeks to reduce the potential for conflict and manages the transition without undue impact on each of the uses.

Objective

To manage the long term transition of the southeast corner of the plan area from industrial uses to residential uses.

Transportation

The success of a downtown is measured largely by the ability of its transportation system to provide safe and efficient access and circulation that meets the needs of each precinct of the downtown and the area around it. Vehicle, pedestrian and bicycle transportation systems act as the framework upon which towns grow. These networks become entrenched indefinitely as development proceeds. The initial location and alignment of roads is particularly important as it is difficult and expensive to make adjustments after an area has been developed.

Objective

To establish a transportation system that will support future development and the safe and efficient circulation of automobiles, pedestrian and bicycles in keeping with the Major Street Network Plan.

Utilities

Centralized underground utility systems such as water, sanitary sewer and storm sewer are generally required of intensively developed areas such as proposed for the plan area. They make more efficient use of the capacity of the site to supply or dispose of such services than less developed utility systems. The costs of developing intensive utility systems are made more economical by land uses that are more intensively developed.

Objective

To develop a complete utility infrastructure over time that services the entire plan area with water, sanitary sewer and storm sewer and that will accommodate a moderately high density of urban development.

3.3 *Specific Land Use Objectives and Policies*

This section of the Winfield Town Centre Plan describes the objectives and policies pertaining to the general form and character of the specific land uses that make up the plan area.

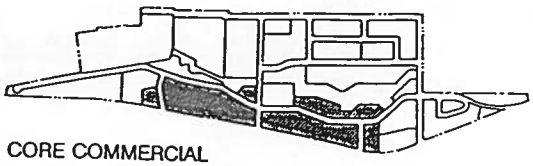
3.3.1 *Land Use Designations*

The future use and development of land within the Winfield Town Centre shall be consistent with the pattern of land use depicted on the Land Use Plan. The land use designations are as follows:

DESIGNATION	LAND USE
Core Commercial (CC)	Mixed commercial, office and residential uses in a downtown, main street setting
Highway Commercial (HC)	Commercial uses serving motorists and tourists
Civic/Institutional (CI)	Public and semi-public institutional uses such as town halls, schools, churches, libraries and plazas
Multiple Family Residential (MF)	Row houses, townhouses and apartments
Parks and Recreation (P)	Public open space, passive and active parks, recreation facilities
Vernon Creek (V)	Linear open space corridor along either side of Vernon creek
Industrial (I)	Agriculture-based industrial uses (e.g., packing house, storage facility)

It is recognized by the Board that some of the existing land uses in the plan area may not conform to the designations shown on the Land Use Plan. The intent of the Board is not to change the use of this land in the immediate future, but to illustrate the desired pattern and type of land use in the future Town Centre area as redevelopment takes place.

3.3.2 Core Commercial (CC)


CORE COMMERCIAL

The Core Commercial land uses designated on the Land Use Plan, Figure 5, are concentrated in the downtown area, bounded to the west and east by Highway 97 and Vernon Creek respectively, and extending from Hill Road to Berry Road. The Core Commercial area is centrally located within the greater Winfield area, is associated with existing commercial uses, provides effective access to and from the highway via an internal road system and is close to significant amenities such as Vernon Creek, the recreation centre, parks and schools. The Core Commercial area is aligned along a single main street that parallels the highway and the creek.

Objectives

The specific objectives of the Board relating to the Core Commercial areas designated on the Land Use Plan are as follows:

1. **To develop a mix of commercial, office and residential uses within the core area that meet the needs of the community, support each other and provide a diversity of urban experiences.**

2. **To provide commercial uses that are typical of traditional downtowns by orienting building frontages along a central main street. To avoid the development of strip malls or isolated neighbourhood/service commercial centres.**

3. **To utilize development densities that make efficient use of the land base.**

4. **To develop a commercial core that is pedestrian friendly.**

Policies

The policies of the Board respecting Core Commercial land uses and development are as follows:

1. **Encourage development of the Core Commercial area, shown on the Land Use Plan, as the future town centre of Winfield.**

2. **Development of retail, office, multiple family residential, cultural and institutional uses will be directed to the Core Commercial area.**

3. **Highway commercial uses will not be permitted within those areas designated as Core Commercial.**

4. Allow a range of downtown uses, including retail shops and stores, hotels, pubs, restaurants, theatres, personal service establishments, business and professional offices, financial institutions, commercial and public assembly, entertainment and athletic facilities and residential dwelling units, in the area designated as Core Commercial on the Land Use Plan.

5. Allow residential uses within mixed Core Commercial developments, where multiple-family residential uses are located above commercial uses, reserving street level frontage for commercial use.

6. Require buildings to have a minimal setback from the main downtown street right-of-way and no setback from adjacent buildings or properties, except to accommodate lanes, driveways, pedestrian corridors and urban parks. To work with the Ministry of Transportation and Highways to waive their 4.5 metre setback for downtown streets.

7. Require that buildings be orientated so that they front on the downtown main street, Pollard Road, Berry Road and/or Hill Road. For properties zoned commercial in the existing OCP, the building frontage may face an alternative street or the highway on a temporary basis, provided a phased proposal is provided that ensures the building will eventually have its frontage on the main street.

8. Require that off-street parking areas be located at the rear of the principal buildings. Where possible, ensure that the parking lots between adjacent Core Commercial properties are continuous, providing vehicular and pedestrian access between the adjacent properties.

9. Require that building facade and secondary pedestrian access at the rear of the building be designed in a manner consistent with the design guidelines.

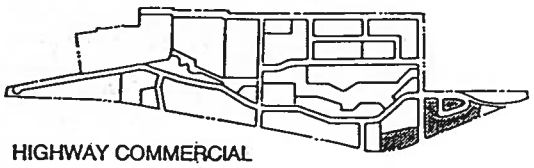
10. Require that park space dedicated or acquired in the Core Commercial area be developed to contribute to the pedestrian character and urban appearance of the downtown area, which may include squares, plazas, courtyards and pedestrian routes.

11. Require that convenient, safe and aesthetic pedestrian and bicycle connections be made from the highway, local streets and land use areas to adjacent amenities, such as parks, schools, civic areas and the creek.

12. Minimize traffic flow and circulation impacts on Highway 97 by restricting driveway access to the highway and directing traffic to controlled street intersections instead.

3.3.3 Highway Commercial (HC)

The Highway Commercial land uses designated in the Land Use Plan, Figure 5, are located in a node at the south end of the plan area, in the Beaver Lake Road area, between the highway and the creek. The location of the Highway Commercial along Highway 97 at a significant intersection within Winfield offers good visibility to a large volume of traffic at a central location. Effective access to the Highway Commercial areas is provided.



Objectives

The specific objectives of the Board relating to the Highway Commercial areas designated on the Land Use Plan are as follows:

1. **To develop a node where highway commercial uses have good visibility from the highway and do not conflict with the function or downtown appearance of the Commercial Core area of the plan area.**

2. **To provide access to and from the highway commercial area that is practical and discourages strip development along the highway by controlling land use adjacent to the highway and access to/from the highway.**

Policies

The policies of the Board respecting Highway Commercial land uses and development are as follows:

1. **Direct development of highway-related commercial uses to the Highway Commercial area, shown on the Land Use Plan.**

2. **Allow a range of highway-related uses, including visitor accommodations, motorist services and eating establishments in the area designated as Highway Commercial on the Land Use Plan.**

3. **Acquire and develop the park areas at the south end of the Highway Commercial area as an entrance-way to Winfield Town Centre.**

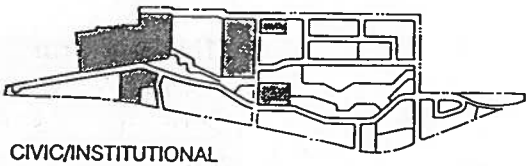
4. **Minimize traffic flow and circulation impacts on Highway 97 and downtown streets under Section 57 of the Highway Act and by restricting driveway access to the highway and directing traffic to local streets and controlled street intersections instead.**

5. **Require off-street parking as per established Regional District standards and where possible, to ensure vehicular and pedestrian access between the parking areas of adjacent and compatible Highway Commercial uses.**

6. **Provide landscape screening where Highway Commercial lots abut residential, park or core commercial uses.**

3.3.4 Civic/Institutional (C/I)

In addition to the existing institutional uses of the plan area, proposed Civic/Institutional land uses are located at five key sites:


CIVIC/INSTITUTIONAL

- mid-way along the main downtown street, in the centre of the Downtown Core and the plan area;
- along Bottom Wood Lake Road, adjacent to the Recreation Centre;
- in the vicinity of the existing community hall;
- at the existing secondary school and proposed elementary school.

Objectives

The specific objectives of the Board relating to Civic and Institutional areas designated on the Land Use plan are as follows:

1. **To ensure land is designated and located to accommodate future needs for Civic and Institutional land uses.**

2. **To ensure that Civic and Institutional land uses are developed in relation to one another and the remainder of the plan area.**

Policies

The policies of the Board respecting Civic/Institutional land uses and development are as follows:

1. **Encourage establishment of civic and institutional land uses that will serve the needs of the community, provide opportunities for public use, provide a sense of order or focus to the plan area and compliment adjacent land uses.**

2. **Direct development of civic and institutional uses to the Civic/Institutional areas, shown on the Land Use Plan, Figure 5.**

3. **Allow public, educational, administrative, institutional, religious and cultural facilities in the areas designated on the Land Use Plan as Civic/Institutional.**

4. **Require off-street parking as per established Ministry of Transportation and Highways and Regional District standards.**

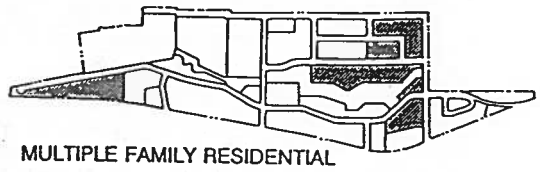
5. **Make pedestrian and bicycle connections to adjacent uses, to other civic, institutional and park uses and to existing natural features where appropriate.**

6. **Provide opportunity for establishment of Civic nodes or focal points, including town hall, government facilities, library, museum, gallery and outdoor plazas and gathering spaces.**

7. **Provide opportunity for development of Institutional land uses, including community halls, churches, day cares, fire halls and police detachments.**

3.3.5 *Multiple Family Residential (MF)*

There are two multiple-family residential precincts designated within the plan area. The first is located in the southeast portion of the plan area, north of Beaver Lake Road and west of Bottom Wood Lake Road.


MULTIPLE FAMILY RESIDENTIAL

The second area is located in the north of the plan area, between the highway and Bottom Wood Lake Road. These residential areas provide support for the downtown core and bring more vitality to the Town Centre.

Objectives

The objectives of the Board relating to the Multiple Family Residential areas designated on the Land Use Plan are as follows:

1. **To provide areas of residential development within the plan area that will provide economic and community support for the plan area.**

2. **To provide a density of residential development that makes efficient use of the land, optimizes the costs of developing new roads and utilities and reduces the need for residential areas to further encroach on agricultural land.**

3. **To develop new residential areas to be generally compatible with existing site conditions, surrounding land uses and adjacent natural features.**

Policies

The policies of the Board respecting Multiple Family Residential land uses and development are as follows:

1. **Direct future residential development in the plan area to those areas designated as Multi-Family Residential on the Land Use Plan.**

2. **Encourage a mixture of multiple family residential developments to provide alternatives to single family housing and meet the needs of a range of residents. Examples of multiple family uses appropriate to the plan area include duplexes, triplexes, fourplexes, townhouses, row houses, apartments and condominiums.**

3. **Higher densities of residential development shall be permitted in areas designated as Multiple Family on the Land Use Plan and fully serviced with water, sanitary sewer, storm drainage and roads.**

4. **Lower densities of residential development shall be permitted in areas designated as Multiple Family on the Land Use Plan and not fully serviced with water, sanitary sewer, storm drainage and roads.**

5. **Encourage multiple-family residential development in conjunction with mixed commercial uses in the Core Commercial area designated on the Land Use Plan.**

6. **Develop residential areas in a staged manner, to respect the existing residential, industrial and service commercial uses located in these areas.**

7. **Require off-street parking as per established Ministry of Transportation and Highways and Regional District standards.**

8. **Require screening of off-street parking areas between street and parking area.**

9. **Require driveway access for new residential developments off local streets shown on the Road Plan, rather than off Bottom Wood Lake Road or Beaver Lake Road.**

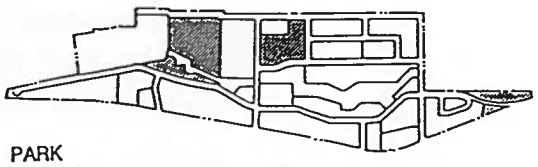
10. **Make linear connections for pedestrians and cyclists from the residential development areas to the downtown core and to adjacent amenities such as parks, schools and the creek.**

11. **Screen multiple family residential developments from the visual and noise impacts of Highway 97, Bottom Wood Lake Road and Beaver Lake Road through the use of setbacks and landscape buffers.**

12. **Ensure that residential developments are adequately protected from the potential of high water levels or inundation by Vernon Creek.**

3.3.6 Parks and Recreation (P)

The plan area currently contains two parks, the Recreation Centre and Swalwell Park, and the Parks Department has plans to acquire additional parcels of land in the plan area. The Town Centre Plan designates these areas and an entry area at the south end of the site for Park and Recreation.



Though designated as a separate item, the Vernon Creek corridor designated on the Land Use Plan is intended to be managed as a park, albeit a special one.

Objectives

The specific objectives of the Board relating to Parks and Recreation areas designated on the Land Use Plan are as follows:

1. **To acquire and develop parks to provide a variety of range of recreation opportunities, serve the Town Centre as a whole and reflect the function and character of the different precincts of the Town Centre.**

Policies

The policies of the Board respecting Park and Recreation land uses and development are as follows:

1. **Ensure parks in the Town Centre are designed and maintained to a high standard, in keeping with the status of the plan area as the future downtown for Winfield.**

2. **Guide the development of a variety of park types, sizes and activity levels to meet community needs and reflect the form and function of the plan area:**

   - parks, sportfields and intensive facilities for active recreation uses in association with the recreation centre and school grounds,
   - a relatively large, high quality, passive urban park in association with north end of the downtown core area and Vernon Creek,
   - urban squares, plazas and courtyards in the downtown core area,

- neighbourhood parks in new residential subdivisions that serve the needs of the residents, and
- pedestrian/bicycle paths between parks and adjoining land uses.

3. **Acquire new parks in association with new residential, commercial, institutional, and industrial development in the plan area by:**

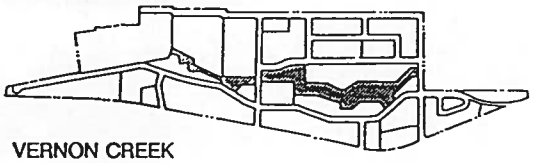
   - purchase,
   - gifting from land owners/developers
   - requiring dedication of 5 per cent of the parcel area under development for park use, or
   - requiring payment in lieu of dedication where the 5 per cent dedication is impractical or inappropriate and to use these funds to acquire and develop additional parkland within or connected to the plan area.

4. **Continue the practice of developing and maintaining shared-use park, sportfield and recreation facilities with non-Regional District parties, such as community interest groups and the School District.**

5. **Require off-street parking as per established Ministry of Transportation and Highways and Regional District standards, and to do so in a manner that respects the activities and character of the park and adjacent land uses.**

3.3.7 Vernon Creek Corridor (V)

Vernon Creek bisects the plan area on a north-south axis, approximately mid-way between Highway 97 and Bottom Wood Lake Road. Vernon Creek and its associated landscape is the most prominent existing feature, built or otherwise, of the plan area. Vernon Creek is identified on the Regional District linear parks plans as a future linear park.


VERNON CREEK

It provides habitat for wildlife and birds, and particularly for fish. The topography and vegetation of the creek channel, together with its proximity to all of the land uses within the plan area, providing an excellent opportunity for contributing to a unique identity and form of the Town Centre.

Objectives

The specific objectives of the Board relating to Vernon Creek Corridor are as follows:

1. **To establish and manage a corridor that retains the natural character of the creek and minimizes impacts on its habitat value.**

2. **To link the various land uses of the study area together using a system of pedestrian trails and natural open spaces, where the creek corridor is the spine of such a system.**

3. **To use the topography and existing vegetation of the creek corridor as a visual backdrop for the Town Centre and as an amenity for adjacent land uses.**

Policies

The policies of the Board respecting Vernon Creek are as follows:

1. **Acquire the Vernon Creek Corridor as shown on the Land Use Plan, through the length of the of the plan area, and over time, to extend this corridor beyond the boundaries of the plan area.**

2. **Designate, develop and manage this corridor as a linear park and protected natural feature.**

3. **Protect the integrity of the creek by controlling alteration of the topography and vegetation between the banks of the creek, whether by land development or development of park and recreation opportunities.**

4. **Require that development and construction adjacent to the creek be conducted in accordance with the Land Development Guidelines - for the Protection of Aquatic Habitat (Department of Fisheries and Oceans, Ministry of Environment, Lands and Parks; May 1992).**

5. **Further explore the potential and implications of the hydrology, groundwater and flood plain characteristics associated with Vernon Creek, towards determination of site specific planning and design guidelines for affected developments.**

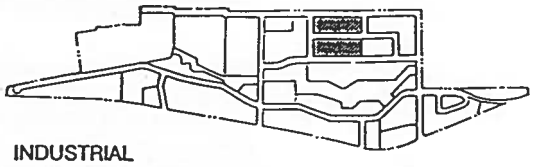
6. **Liaise with Ministry of Environment to protect water quality and habitat for fish, wildlife and birds.**

7. **Plan and develop a network of pedestrian trails and bicycle routes that provide circulation along and across the creek corridor and ready access to the variety of land uses adjacent to the creek corridor.**

8. **Develop parcels adjacent to the creek corridor in a manner that complements both the creek and the adjacent use and provides opportunities for pedestrian access and circulation.**

3.3.8 Industrial (I)

It is anticipated that the existing fruit packing house south of the Recreation Centre will remain for the foreseeable future and indefinitely. This land use is important to the agriculture industry of the valley and to the community in general.



Objectives

The specific objectives of the Board relating to Industrial land uses are as follows:

1. **To develop industrial uses outside the Town Centre area, with the exception of the packing house property, which shall remain until its use is discontinued.**

2. **To direct long term development of Industrial land within the plan area to Multiple Family Residential.**

Policies

The policies of the Board respecting Industrial land uses are as follows:

1. **Encourage the development of new Industrial land uses outside the plan area.**

2. **Maintain the agriculture based industrial uses in the areas designated as Industrial on the Land Use Plan, until such time as they are redeveloped to non-agriculture based uses.**

3. **Ensure that expansion or re-development of the existing Industrial uses within the area designated on the Land Use Plan respect the adjacent land uses and character of the area.**

4. **Require access to and from Industrial land uses along Bottom Wood Lake Road.**

5. **Require screening with landscape buffer of perimeter of Industrial land bordering residential, park and recreation uses.**

3.3.9 Transportation

The extent and low density of Winfield, together with its proximity to Highway 97, means that the future Town Centre will be reliant on the ability of the road network to provide safe and effective access to and through the plan area. The first and perhaps most common experience that many people will have of the Town Centre will be associated with its streets. The ability of the road system within the plan area to serve the land uses and respect the site conditions is important.

Objectives

The specific objectives of the Board relating to transportation issues shown on the Road Layout Plan, Figure 6, are as follows:

1. **To develop a road network that will support future development of Winfield Town Centre, provide for safe and efficient traffic circulation within and through the plan area and be incorporated into Ministry of Transportation and Highways road network plans for the area.**

2. **To develop a multi-faceted transportation system, that includes pedestrian and bicycle networks which compliment vehicular networks and optimize public access and use of the Town Centre.**

Policies

The policies of the Board respecting transportation issues and development are as follows:

1. **Guide development of a downtown main street that parallels Highway 97 and provides vehicular access to the highway uses and future commercial core of Winfield, as shown on the Road Layout Plan.**

2. **Provide for development of linkages between the downtown main street and other roads within the plan area and Highway 97, as shown on the Road Layout Plan.**

3. **Require development a streetscape along the downtown main street that respects and enhances the desired character of the downtown.**

4. **Utilize existing road rights-of-way and developed roads where practical in the development of a road network for the plan area.**

5. **Recognize that the Road Layout Plan as shown does not conform to the Ministry Road Network Plan, as described in the Official Community Plan. The differences between these plans are noted primarily as follows:**

   - alignment and extension of Berry Road, and
   - signalized intersection of Pollard Road with Highway 97.

   Rather, the Road Layout Plan reflects the preferences of the community for future road development. It is hoped that these differences will be reviewed within the context of an updated grid road plan for the area in the future.

6. **Request that the Ministry of Transportation and Highways undertake an updated overall transportation plan for the Winfield area within the next year. That the updated plan reflect the following:**

   - local concerns.
   - the Winfield Town Centre Plan, and
   - Ministry objectives (e.g.: maintaining Highway 97 as a continuous through route, minimizing driveways and intersections on the highway, intersection spacing, a cross valley connection and the needs of regional and local traffic).

7. **Provide an alternative to Beaver Lake Road as the industrial traffic route between Highway 97 and the industrial lands southeast of the study area. This alternative route would preferably be located south of Beaver Lake Road, possibly providing access from Jim Bailey Road to Commonwealth Road to the highway.**

8. **Provide for upgrading of Beaver Lake Road as follows:**

   - to provide a safe and efficient intersection with Highway 97,
   - to provide a safe and efficient intersection with the Main Street and off-ramp,
   - to improve the vertical alignment between Vernon Creek and Highway 97, and
   - to provide adequate width of the right-of-way to accommodate the necessary lane requirements.

9. **Widen or preserve right-of-way widths for all network roads as follows and as shown on the Road Network Plan:**

   - Beaver Lake Road: 20 metres
   - Bottom Wood Lake Road: 20 metres
   - Hill Road: 20 metres
   - Berry Road: 20 metres
   - Pollard Road: 20 metres
   - Core Commercial streets: 20 metres
   - Highway Commercial off-ramp: 10 metres
   - Highway Commercial collector: 20 metres
   - Highway commercial service road: 16 metres
   - Residential streets: 20 metres
   - Industrial streets: 20 metres

10. **Require streets to be developed to an urban standard, including asphalt surface, curb and gutter, sidewalks, street trees and lighting, as described in Section 4.**

3.3.10 Utilities

Centralized underground utility systems such as water, sanitary sewer and storm sewer are generally required of intensively developed areas such as proposed for the plan area. They make more efficient use of the capacity of the site to supply or dispose of such services than less developed utility systems. The costs of developing intensive utility systems are made more economical by land uses that are more intensively developed.

Objectives

The specific objectives of the Board relating to the infrastructure services shown on the Utilities plans are as follows:

1. **To provide a full level of municipal services within the plan area.**

Policies

The policies of the Board respecting utility issues and development are as follows:

1. **Expand and extend the existing WOCID water system to service the land uses of the plan area with water, as generally shown in Figure 7.**

2. **Undertake preparation of a detailed water servicing plan to ensure that domestic and emergency water requirements for the plan area are met and the water system is designed to WOCID standards.**

3. **Undertake preparation of a detailed storm water management plan to ensure that Vernon Creek is adequately managed and that an effective collection and disposal system is developed for the Town Centre and surrounding area.**

4. **Expand and extend the proposed trunk sewer extension so the plan area is serviced by sanitary sewer as generally shown in Figure 8. Should the extension of the proposed trunk sewer be delayed or cancelled, permit the land use densities and policies described in this plan provided the requirements and conditions of the Ministries of Environment and Health are met.**

5. **Collect storm water from the plan area and control the quantity and quality of this water before it is discharged into Vernon Creek.**

6. **Require that development and construction of land within the plan area be conducted in accordance with the Urban Runoff Quality Control Guidelines for Development for British Columbia (B.C. Environment; June 1992).**

4.1 Introduction

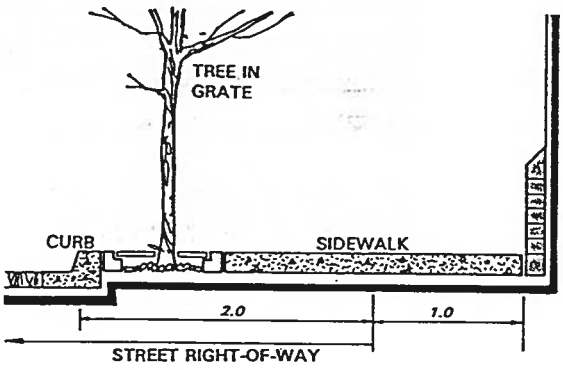
Urban design guidelines are design and implementation requirements for the development of built forms and open spaces. Applied over prescribed areas in an urban or downtown setting, they are used as tools to direct the form and function of the component parts of the community towards a desired end.

This section of the report provides broad Urban Design Guidelines for the development of the land uses and roads within the Winfield Town Centre plan area.

4.2 *Core Commercial (CC)*

Sidewalks

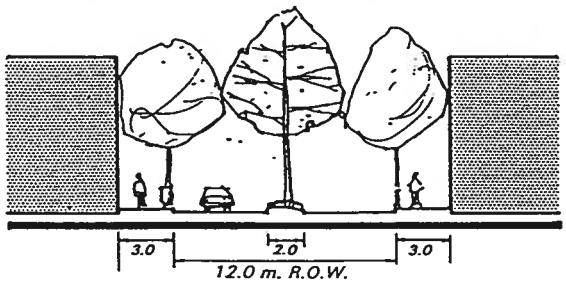
Sidewalks, 3.0 metres wide, shall be provided on each side of the right-of-way (2.0 m. within right-of-way and 1.0 m. on adjacent private setback). The sidewalks shall provide an urban standard of streetscape development, including regular planting of street trees, feature plantings, pedestrian-scale street lighting and street furniture. The surfaces of sidewalks and associated plazas, arcades and crosswalks shall be a mixture of coloured concrete pavers and cast-in-place concrete banding.



Driveways

Driveways are the access points for parking and service areas located at the rear of buildings. They may provide access for parking lots of adjacent properties. Driveways shall be provided at regular intervals along Main Street, providing access between adjacent buildings to the parking lots at the rear of properties. Where possible, driveways on both side of the street shall be opposite each other.

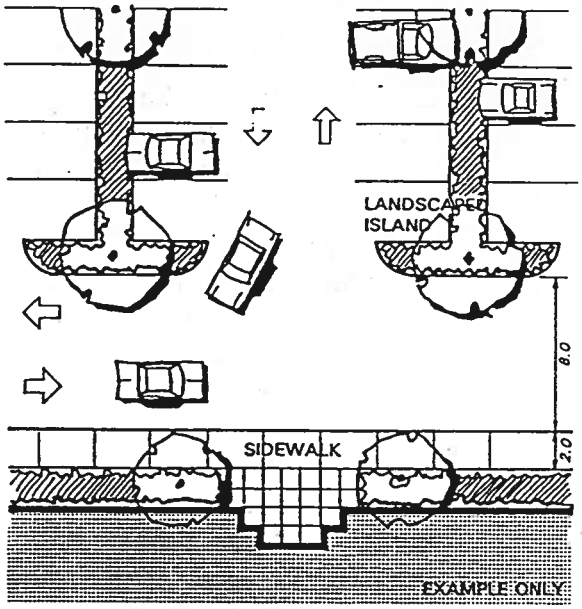
Driveway rights-of-way shall be 12 metres wide and shall accommodate bi-directional traffic and a centre landscape median with street tree planting. Two to three metre wide sidewalks provided outside the setback on each side of the driveway shall provide access between parking lots and Main Street. Sidewalks shall be separated from the road surface by a curb and bollards, railings, a low wall or low hedging. Each lane of the driveway shall provide passage for vehicles and bicycles.



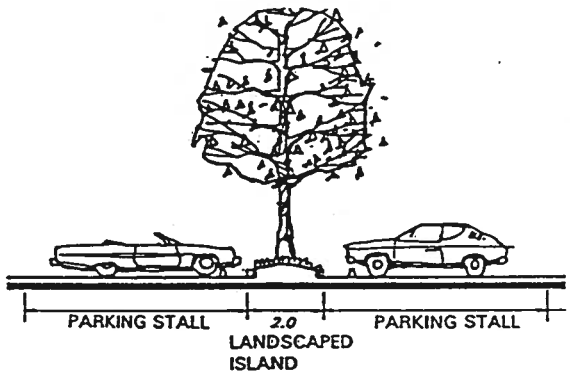
Parking Lots

All parking lots, with the exception of underground parking or parking structures, are located at the rear of buildings. Parking lots shall not be accessed from the highway, but rather from downtown streets via driveways. Wherever practical, vehicular access between the parking lots of adjacent Core Commercial uses shall be provided.

Parking lots for properties on the west side of Main Street shall be separated from buildings by a two-way service road, 8.0 metres wide, that provides access to parking lots and service access to buildings. A 2.0 metre wide sidewalk shall be provided between the building and the service road. Landscaping shall be provided between the sidewalk and the building where appropriate to reduce the visual impact of the building facade and provide a pedestrian amenity. The service road shall provide continuous vehicular and pedestrian access along the backs of buildings, even where they are on separate properties.



Parking lots shall be provided with a curbed 2.0 metre wide island between adjacent rows of parking, landscaped with trees and shrubs. One shade tree shall be provided in landscaped islands for every 8 parking spaces. A 2.0 metre wide landscape buffer of trees and shrubs shall be provided where the parking lot adjoins the highway right-of-way or the Vernon Creek Corridor.



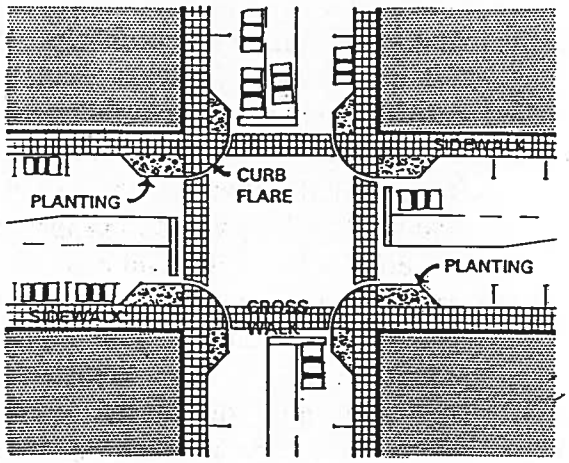
In order to minimize the visual impact from the highway and direct night time use of the parking lots closer to the buildings, the location and timing of parking lot lighting shall be flexible, respond to actual use patterns and encourage more lighting closer to building edges than the highway edge.

Pedestrian-ways

Pedestrian-ways through or between buildings shall be provided where the distance between pedestrian-accessible driveways and/or street intersections exceeds 100 metres. During retail/office hours pedestrian-ways shall be publicly accessible.

Crosswalks

Pedestrian crosswalks shall be provided across Main Street at Beaver Lake Road, Hill Road, Pollard Road, Berry Road and at key driveway intersections with Main Street. Crosswalks shall meet the standards of the Ministry of Transportation and Highways. Sidewalks shall be widened at crosswalk areas with curb flares to define key intersections and driveways and to reduce the distance required to cross the street. Curb flares shall be landscaped and shall contain bollards, railings or low walls to define the pedestrian area and reflect the streetscape character.



Density

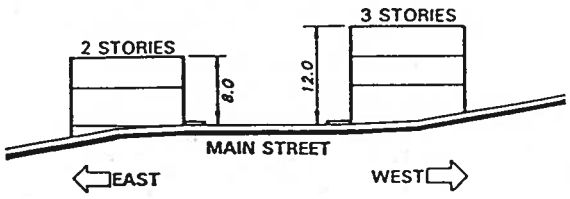
The minimum floor area ratio shall be 0.40 and the maximum floor area ratio (FAR) shall be 1.20. Depending on their uses it is anticipated that higher FAR buildings may require some form of underground parking structure in order to meet their parking requirement.

Orientation

Buildings shall be orientated so that their front facade, retail/office frontage and primary entrances face Main Street. Secondary entrances may be permitted where the facade faces Hill Road, Pollard Road or Berry Road. Service access and entrances from the parking lot shall be provided at the rear of the building, facing the parking lot area.

Building Height

The maximum height of Core Commercial buildings on the west side of Main Street shall be 12 metres above the Main Street grade (approximately 3 stories). The maximum height of buildings on the east side of Main Street shall be 8 metres (approximately 2 stories) above the grade of Main Street.



Pitched roofs may be permitted to exceed the maximum building height envelopes by 4.0 metres at their peak.

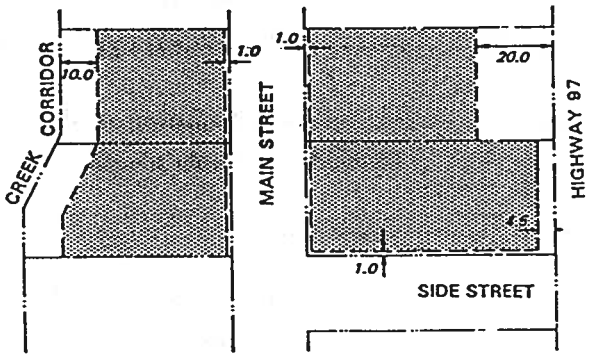
Rooftop structures shall be no taller than 4.0 metres.

Ground floor stories facing Main Street shall be no less than 4.0 metres in height from finished floor to finished ceiling.

Setbacks

Setbacks of the principal building from property lines, driveways and pedestrian-ways shall be as follows:

- Front yard setback is 1.0 metre from Main Street,
- Side yard setback is 0.0 metres from adjacent buildings, 1.0 metres from side streets and 3.0 metres from driveways.
- 20 metres from the Highway 97 right-of-way, unless the property is on a side street, in which case the setback shall be 4.5 metres.
- 10 metres from the Vernon Creek Corridor.

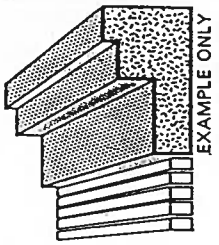


Note that in order to achieve the desired urban form for the Town Centre, the proposed front and side yard setbacks specified above are less than the 4.5 metre setback required by the Ministry of Transportation and Highways. Approval for this variance will be required from the Ministry.

Vertical Definition

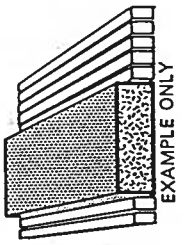
Horizontal belt courses, sculptural projections or cornices, shall be located immediately below roof line of flat-roofed buildings.

- min. depth = 20 cm.
- max. depth = 50 cm.

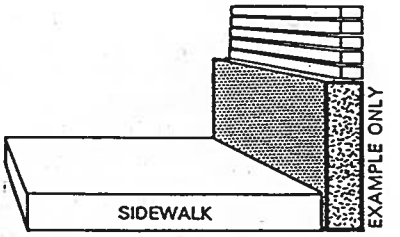


Horizontal belt courses or sculptural projections shall be located immediately below the ceiling of the ground storey to provide a pedestrian-scale frontage.

- min. depth = 10 cm.
- max. depth = 30 cm.



Continuous ground level base courses shall be provided along all street and pedestrian frontages to a height of no less than 0.40 metres and no more than 1.20 metres above adjacent sidewalk or ground.



For windows, doors, entrance arcades and other openings in the facade, the height shall be equal to or greater than the width.

Roof Line

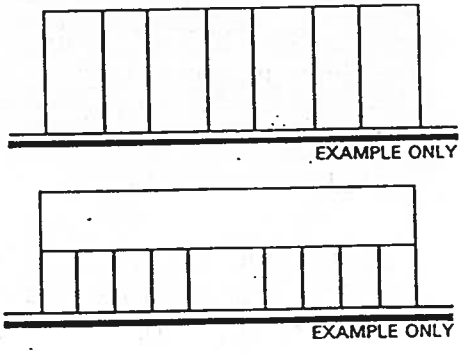
Roofs may be flat or pitched. Pitched roofs shall have a maximum slope of 1 in 1.5 and a minimum slope of 1 in 3.0.

The roof, including cornices or sculptural projections, shall project beyond the finished facade of exposed walls to a minimum of 0.2 metres and a maximum of 1.0 metre.

Horizontal Definition

The total continuous length of building frontages along Main Street shall be no more than 100 metres. At regular intervals, driveways shall be located to define longitudinal dimensions, break-up the appearance of a continuous building wall and provide parking lot access.

Regular vertical elements, such as piers, columns, or spaces between buildings and/or ground floor uses shall be incorporated into the street frontage facade in order to provide a pedestrian scale of interest. These vertical elements shall be spaced no closer than 6.0 metres on centre and no further than 12.0 metres on centre.



Building Materials

The primary exterior finish materials on the facades of each building shall be limited to no more than two of the following:

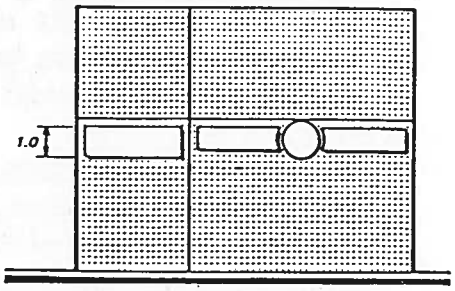
- brick
- natural or cut stone
- cast stone
- stucco
- cast concrete with architectural finish/colour

Secondary finish materials such as steel, brick, architectural woodwork, glass and tile may be used for trim, features and highlights.

Window openings shall be clear or lightly tinted glass and shall be recessed a minimum of 5.0 cm from the exterior wall surface.

Signage

A single business sign shall be permitted on each ground level store/office that faces Main Street, Berry Road, Hill Road or Pollard Road. This signage shall be located immediately below the ceiling line of the ground storey and shall be no taller than 1.0 metre tall. Back-lighting of signage shall not be permitted.



One business sign shall be permitted on the rear facade of buildings on the west side of Main Street for each business in the building and shall be located on the exterior wall of the first or second storey. Roof top signage shall not be permitted. Back-lighting of rear-frontage signage shall be permitted.

Pole-mounted signs shall not be permitted.

Landscaping

The site landscaping shall be urban in nature. Trees shall be planted in raised or grade-level planters, hard edged planting beds and through tree grates within sidewalks and plazas. Shrubs, groundcovers and flowers shall be planted in planters and hard edged planting beds.

Plant material shall be selected for its urban image, controlled growth habit and clean appearance. Plant material shall be laid-out in rows, grids, geometric patterns and formal groupings as befitting their urban context and specific site conditions.

4.3 *Highway Commercial (HC)*

Access and Orientation

Direct access to and from Highway 97 for Highway Commercial uses is not encouraged. For the Highway Commercial area south of Beaver Lake Road, all access to the site and buildings shall be from the local streets shown on the Road Layout Plan for the Highway Commercial area. For the Highway Commercial area north of Beaver Lake Road, primary access to the site and buildings shall be from Beaver Lake Road.

The front of buildings shall be orientated towards the local streets shown on the Road Layout Plan, Figure 6.

Building Height

The maximum height of principal buildings shall be 8.0 metres (approximately 2 stories). Roof top structures shall be no taller than 2.0 metres.

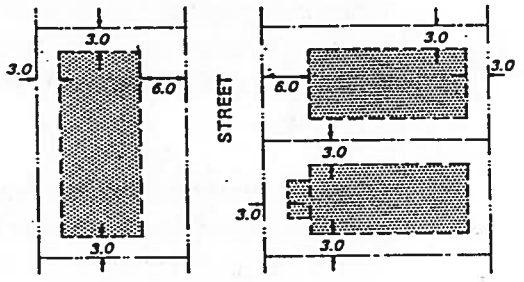
Density

The maximum floor area ratio shall be 0.50.

Setbacks

Setbacks of the principal building from property lines shall be as follows:

- Front yard = 6.0 m. min., 3.0 m. min. for entrance canopies
- Side yard = 3.0 m. min.
- Rear yard = 3.0 m. min.



Note that the proposed front and side yard setbacks specified above are less than the 4.5 metre setback required by the Ministry of Transportation and Highways. Approval for this variance will be required from the Ministry.

Screening

Retaining walls and/or solid fences shall be provided along the property line between Highway Commercial uses and residential uses and Highway 97. A landscape buffer strip of trees and shrubs, 2.0 metres width minimum, shall also be provided.

Building Materials

The primary exterior finish materials on all building facades, site structures, ground level signage and retaining walls shall be limited to no more than two of the following:

- brick
- coloured and split-face or otherwise-textured masonry block
- stucco
- cast concrete with architectural finish

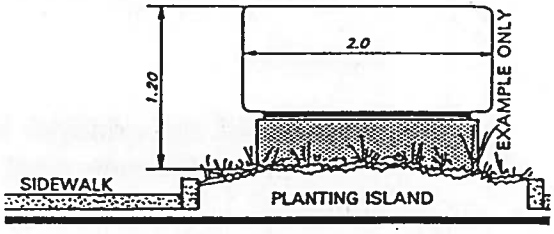
Parking Lots

Wherever practical, vehicular access between the parking lots of adjacent Highway Commercial uses shall be provided.

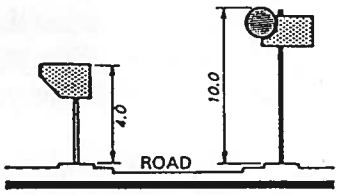
A 2.0 metre wide landscape buffer strip shall be provided along rear and side property lines. Where adjacent uses are vehicle accessible, the buffer may be reduced to 1.0 metre. A 3.0 metre wide landscaped boulevard shall be provided along the front property line, between the sidewalk and parking lot or building, except where there are driveways and access points.

Signage

One ground level business and directional sign may be located in the landscape strip along the front property line, It shall be no taller than 1.2 metres and no wider 2.0 metres.



One pole-mounted business sign shall be permitted in the landscape strip of each property.It shall be mounted on a single pole or pylon no higher than 10 metres above the ground and no lower than 4 metres above the ground.



Business signage shall be permitted on the facade of buildings. Signage shall not be permitted on the roof of buildings.

Signs may only advertise the business(es) actually located on the property. No more than 2 signs per lot shall be permitted, excluding signs on building facades.

4.4 *Civic/Institutional*

Civic/Institutional uses are identified on a site by site basis on the Land Use Plan, as follows:

1 Civic Core
2 Secondary School
3 Elementary School
4 Other (near existing community hall)
5 Other (near Recreation Centre)

General urban design guidelines for each of the individual Civic/Institutional land uses are provided below:

4.4.1 Civic Core

The urban design guidelines for the Civic Core land use (identified on the Land Use Plan as "CI_1") shall be as per those described in Section 4.2, Core Commercial, unless described otherwise in the following guidelines.

Uses

Potential building uses for the areas designated as Civic Core may include one, or preferably more than one, of the following:

- town hall, art gallery, museum, library, government offices, fire hall, police station and cultural facilities.

Landmark Building(s)

The design and function of the principal and any secondary buildings shall meet the following design criteria in principal:

- to have a physical and aesthetic presence that defines the Civic Core as the heart or focal point of both the downtown and the community,
- to contain and define the open space of the civic plaza,
- to provide an anchor or focal point for views east along east-west axis of Jensen Road,
- to respond to the slope of the site and the curve of Jensen Road and the creek, and
- to have an exterior appearance uniquely different from other buildings in the Core Commercial area.

Civic Plaza

A civic plaza shall be provided at the junction of Main Street and Pollard Road, between the building(s) and the streets.

The civic plaza shall represent the heart or focal point of the community, and as such, shall be designed and constructed to the highest quality.

Civic Art

Civic art shall be selected and located in association with the plaza and building in a manner that further defines the civic function of the area and provides cultural and aesthetic value to the downtown core.

Civic art may be broadly interpreted, and may include:

- sculptures, fountains and water features, gardens, clocks, cenotaphs, statues and other.

Density

The minimum floor area ratio shall be 0.50 and the maximum floor area ratio shall be 1.40.

Building Height

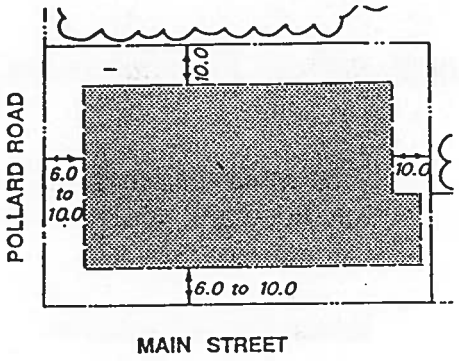
The maximum height of the principal building shall be 16 metres (approximately 4 stories). Secondary buildings shall not exceed 8 metres (approximately 2 stories). Kiosks or pavilions within the plaza area, if any, shall be one storey.

Orientation

Buildings shall be orientated so that their front facades face the Main Street, or Main Street and Pollard Road.

Setback

The setback from Main Street and Pollard Road shall be no less than 6.0 metres and no more than 10.0 metres. The setback from the Vernon Creek corridor shall be 10 metres.



Parking

The majority of parking for Civic Core uses shall be provided underground, within the structure of the principal building. Ground level parking, if provided, shall meet the requirements set forth for parking lots, as set forth under 4.2, Core Commercial.

4.4.2 Schools (Secondary and Elementary)

The urban design guidelines under this section apply to those school uses identified on the Land Use Plan as "CI_2" (existing Secondary School) and "CI_3" (proposed Elementary School).

Access and Orientation

Vehicular access to the secondary school shall be off Bottom Wood Lake Road, north of Berry Road. The secondary school buildings shall be orientated so that they front facade and primary entrances face Bottom Wood Lake Road.

Vehicular access to the proposed elementary school shall be off Pollard Road. The buildings of the proposed elementary school shall be orientated to face Pollard Road.

Density

The maximum floor area ratio shall be 1.0.

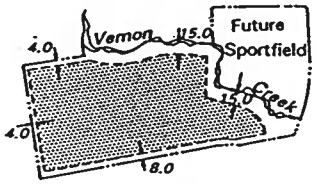
Coverage

The maximum coverage of the site by buildings shall be 50 per cent.

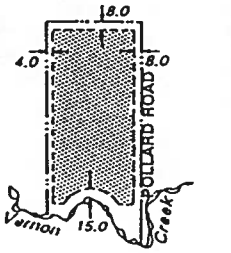
Setbacks

Setbacks of school buildings from property lines shall be as follows:

- Front yard = 8.0 m. min.
- Side yard = 4.0 m. min., 8.0 m. min. if abutting a side street
- Rear yard = 4.0 m. min.
- Vernon Creek high water mark = 15.0 m. min.



CI_2 SECONDARY SCHOOL



CI_3 ELEMENTARY SCHOOL

Fencing

Perimeter chain-link fencing shall be provided. Pedestrian access points shall be provided to satisfy pedestrian circulation and safety requirements. Vehicular access points shall be provided as necessary.

Building Height

The maximum height of classroom and administrative buildings shall be 8.0 metres (approximately 2 stories). Pitched roofs and roof structures may be permitted to exceed this maximum height envelope by 4.0 metres. Gymnasiums and theatres shall have a maximum height of 12 metres.

Building Materials

The primary exterior finish materials on all facades shall be limited to no more than two of the following:

- brick
- coloured and split-face or otherwise-textured masonry block
- stucco
- cast concrete with architectural finish

Window openings shall be clear glass.

Landscaping

The character of the site landscaping shall vary as follows:

- The landscaping associated with buildings and hard surfaced open spaces controlled growth habit, clean appearance and hardiness to foot traffic. Plant material shall be laid out in formal massings appropriate to the qualities of the uses and specific site conditions.

- Closer to Vernon Creek, the landscaping shall reflect the passive uses of the area and the naturalistic character of the creek landscape.

Landscaped planting islands shall be developed in the recreation centre parking lot. One shade tree shall be provided within these islands for every 8 parking spaces.

4.4.3 Other Civic/Institutional Uses

The urban design guidelines under this section apply to those civic and institutional uses identified on the Land Use Plan as "CI_4" and "CI_5".

Uses

Potential building uses for the Civic/Institutional areas designated on the Land Use Plan as Other may include one or more of the following:

- church, library, museum, art gallery, denominational hall, club or lodge, day care/kindergarten, athletic or recreation facility, care home, performing arts centre or community hall.

Public Amenities

Civic and Institutional uses shall provide public amenities at entrances or on downtown streets. These amenities may include plazas, gardens, civic art, street furniture and others.

Access and Orientation

Vehicular access for the "CI_4" site located north of Berry Road shall be off Bottom Wood Lake Road. The building shall be orientated such that the front facade and primary entrances face Bottom Wood Lake Road, and/or Berry Road if a corner lot.

Vehicular access for the "CI_5" site located northeast of the Recreation Centre shall be off Pollard Road or from the Recreation Centre property. The building shall be orientated such that the front facade and primary entrances face Pollard Road or the Recreation Centre.

Density

The maximum floor area ratio shall be 1.0.

Coverage

The maximum coverage of the site by buildings shall be 50 per cent.

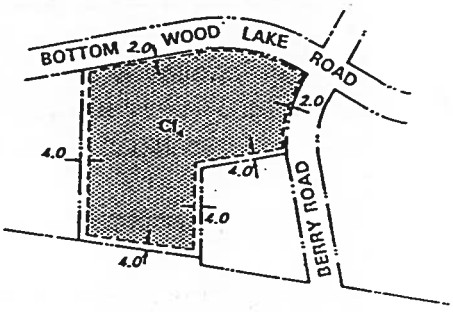
Building Height

The maximum height of the principal building shall be 12.0 metres (approximately 3 stories).

Setbacks

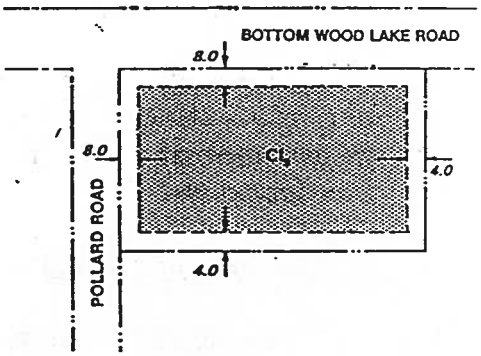
Setbacks of buildings of Other uses located in the Civic/Institutional area north of Berry Road (CI_4) shall be as follows:

- Front yard = 2.0 m. min.
- Side yard = 4.0 m. min., 2.0 m. min. if abutting a side street,
- Rear yard = 6.0 m. min.



Setbacks of buildings of Other uses located in the Civic/Institutional area northeast of the Recreation Centre (CI_5) shall be as follows:

- Front yard = 8.0 m. min.
- Side yard = 8.0 m. min. on Bottom Wood Lake Road, 4.0 m. min. if abutting the Recreation Centre
- Rear yard = 4.0 m. min.



Building Materials

The primary exterior finish materials on all facades shall be limited to no more than two of the following:

- brick
- coloured and split-face or otherwise-textured masonry block
- stucco
- cast concrete with architectural finish

Window openings shall be clear or lightly-tinted glass.

4.5 *Multiple Family Residential (MF)*

Access and Orientation

For the residential area north of Berry Road the frontage shall be along Bottom Wood Lake Road. No frontage shall be permitted on Highway 97.

For the residential areas south of Pollard Road the frontage shall be on the local residential roads indicated on Figure 6, excluding Bottom Wood Lake Road and Beaver Lake Road, or on the Main Street.

Vehicle and pedestrian access to site and buildings shall be from the frontage streets.

Housing Density and Type

The type or form of housing for multiple family areas designated on the Land Use Plan will depend in part on the ability to supply water from a centralized source and to discharge sanitary sewer to a centralized collection and disposal system.

Lower densities shall be required where Regional District determines that the ability to supply water or dispose of sewer on-site is sufficiently low. Higher densities shall be permitted where water is supplied from a centralized source and where the sewer is collected and discharged to an off-site sewer system.

Low Density Multi-Family

A maximum density of 40 dwelling units per hectare shall be allowed. The housing types permitted may include duplexes, triplexes and fourplexes.

Medium Density Multi-Family

A maximum density of 80 dwelling units per hectare shall be allowed. The housing types permitted may include townhouses and garden apartments.

Coverage

The maximum coverage of principal and secondary buildings shall be 50 per cent.

Building Height

Low Density Multi-Family

The maximum height of principal buildings shall be 8 metres (approximately 2 stories).

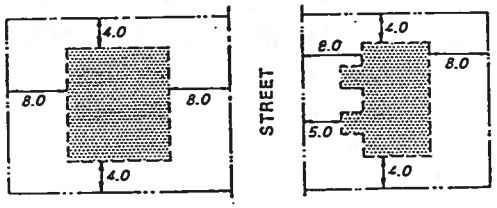
Medium Density Multi-Family

The maximum height of principal buildings within areas shall be 12 metres (approximately 3 stories).

Setbacks

Setbacks of the principal building from property lines shall be as follows:

- Front yard = 8.0 m. min., 5.0 m. min. for entrance canopies
- Side yard = 4.0 m. min., 6.0 m. min. from side streets
- Rear yard = 8.0 m. min.



Building Materials

The primary exterior finish materials on all facades shall be limited to no more than two of the following:

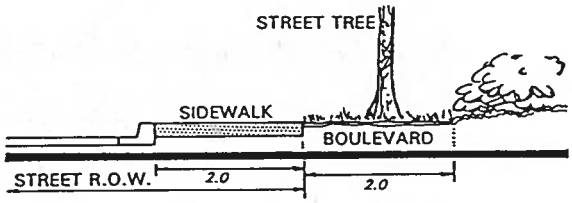
- brick
- aluminum or vinyl siding
- wooden clapboard or shingles
- stucco
- cast concrete with architectural finish

Landscaping

In general, the site landscaping of developments shall be residential in character. Trees, shrubs, groundcovers and flowers shall be selected and located to perform a variety of residential functions, including:

- entrance definition,
- streetscape definition,
- facade enhancement,
- screening/buffering,
- shade,
- residential character.

Street trees shall be planted in a row, at a regular spacing, offset 1.0 metres from street frontage sidewalks. A grass boulevard, minimum 2.0 metre width, shall be provided behind street frontage sidewalks. Sidewalks shall be concrete.



Residential developments adjacent to Industrial land uses shall be buffered by wood fencing and landscaping as appropriate to help mitigate the visual and noise impacts the industrial uses may have on residential activities.

The residential edges adjacent to Beaver Lake Road, Bottom Wood Lake Road and Highway 97 shall be buffered with wood fencing and landscaping.

4.6 *Industrial (I)*

Site Planning

Storage, loading, parking and exterior use areas shall be oriented to the front of the lot, between buildings and Bottom Wood Lake Road. Processing, storage and loading areas shall not be located in side yards or rear yards.

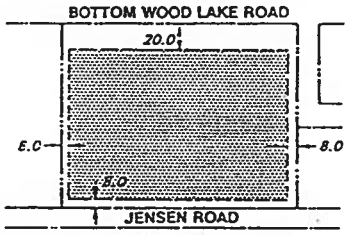
Access

Primary vehicle access to site and buildings shall be from Bottom Wood Lake Road. Emergency access/egress may be provided on the side street.

Setback

Setbacks of buildings and structures from property lines shall be as follows:

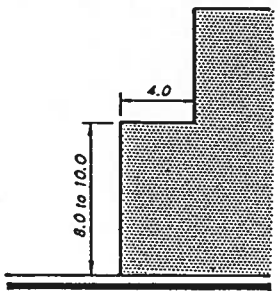
- Front yard = 20 m. min.
- Side yard = 8.0 m. min.
- Rear yard = 8.0 m. min.



Building Height and Profile

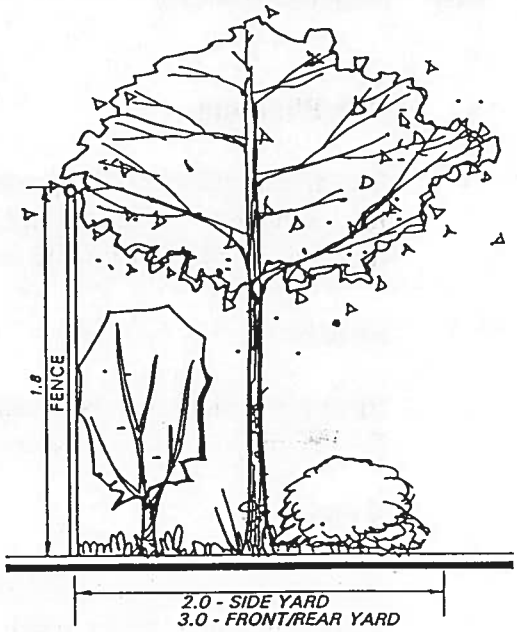
The maximum height of buildings and structures shall be 14 metres.

Buildings over 8.0 metres in height (approximately 2 storeys), shall have a stepped profile along side and rear facades to reduce the apparent mass of the building. Between 8.0 and 10 metres above grade, the facade of the building shall step back a minimum of 4.0 metres.



Screening

A 1.8 metre chain link security fence shall be installed along the property line, excluding driveway access. A minimum 2.0 metre wide landscape buffer strip shall be developed on the inside of the security fence along the side yard. Along the front yard and rear yards, a 3.0 metre wide buffer strip shall be developed along the outside of the security fence. Trees and shrubs within the buffer strip shall be selected and located to mitigate potential visual, auditory and olfactory impacts on adjacent land uses.



Lighting

All site lighting shall be selected and located to shine away from adjacent uses. There shall be no illumination of building facades, with the exception of the front facade.

4.7 *Park (P)*

A number of specific existing and future park uses are identified on a site by site basis on the Land Use Plan, as follows:

1 Recreation Centre
2 Swalwell Park
3 Town Park
4 Entrance Park

General park uses to be developed in Winfield Town Centre that are not shown on the Land Use Plan are as follows:

5 Downtown Parks
6 Neighbourhood Parks

The design guidelines for park uses are generally less specific than those for other land uses. The guidelines for Park land uses are provided here:

4.7.1 Recreation Centre

The design guidelines under this section apply to those park uses identified on the Land Use Plan as "P_1". Unless noted otherwise here, the guidelines that apply to Other Civic/Institutional uses shall apply to the Recreation Centre.

Access

The primary access point for vehicles shall be relocated to Pollard Road, north of the Recreation Centre property, as shown on the Road Layout Plan. In the future, secondary access may be provided off Jensen Road or the local residential road that borders the south edge of the Recreation Centre property.

Uses

The Recreation Centre area designated on the Land Use Plan shall be reserved for the development of intensive indoor recreation uses, intensive outdoor recreation uses that have a relatively small land area requirement and associated parking to support the uses.

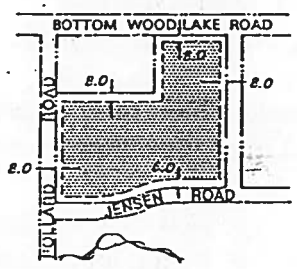
Site Planning

Future building, parking and hard surface shall be oriented to the east half of the lot as much as possible, reserving the west half of the lot for outdoor recreation uses and open space.

Setback

Setbacks of buildings within the Recreation Centre land use (P_1) shall be as follows:

- East Yard = 8.0 m. min.
- North/South Yard = 8.0 m. min.
- West Yard = 6.0 m. min.



Site Coverage

The maximum coverage of the site by buildings, parking and roads shall be 60 per cent.

Landscaping

Vegetative screening shall be provided along Bottom Wood Lake Road and between Industrial land uses to the south. The frontages of Pollard Road and Jensen Road shall provide relatively clear sight lines to site buildings from the road, with the exception of street trees and low shrub plantings.

Landscaped planting islands shall be developed in the recreation centre parking lot. One shade tree shall be provided within these islands for every 8 parking spaces.

4.7.2 Swalwell Park

The design guidelines under this section apply to those park uses identified on the Land Use Plan as "P_2".

Uses

Swalwell Park shall be reserved for the development of active and passive outdoor recreation activities and associated parking. Site structures and buildings shall be limited to those needed to support the uses described.

Access

Vehicular access to the site shall be provided from Main Street or Bottom Wood Lake Road. Pedestrian access to the site shall be provided on all sides, particularly where the park is adjacent to the schools and Vernon Creek.

Landscaping

The frontages of Bottom Wood Lake Road, Pollard Road and Jensen Road shall provide relatively clear sight lines to site buildings and play areas from the road, with the exception of street trees and low shrub plantings.

Landscaped planting islands shall be developed in the recreation centre parking lot. One shade tree shall be provided within these islands for every 8 parking spaces.

4.7.3 Town Park

The design guidelines under this section apply to those park uses identified on the Land Use Plan as "P_3".

Intent

The Town Park shall be the premier urban park of Winfield Town Centre.

Park Design

The park shall be designed as a green focal point and open space for the downtown core and shall be orientated linearly, along Vernon Creek. It shall provide public gathering spaces, walkways, lighting, outdoor furniture, pavilions, sculpture and passive use areas.

Through the Town Park, the Vernon Creek corridor trail on the west side of the creek shall be a formal creekside promenade that links Main Street and the downtown with the creek and provides people the opportunity to get close to the creek.

The park planning and landscape design shall reflect both the urban character of downtown and the natural amenities of Vernon Creek.

4.7.4 Entrance Park

The design guidelines under this section apply to those park uses identified on the Land Use Plan as "P_4".

Landscaping

The majority of the landscaping of this park land flanking the highway exit ramp shall be naturalistic, reflecting the existing vegetation associated with Vernon Creek.

A 4.0 m. wide grass boulevard, planted with street trees, shall be provided on each side of the off-ramp.

Uses

The Entrance Park on the west side of the exit ramp shall be developed as a modest rest/information stop for visitors. Parking, washroom and picnic facilities shall be provided. Views of Vernon Creek shall be developed.

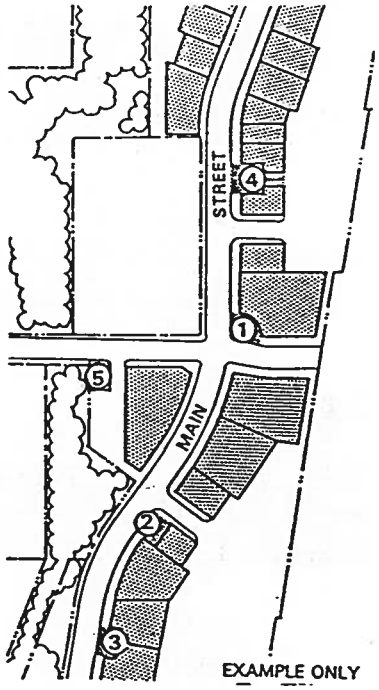
4.7.5 Downtown Parks

These are urban parks developed in the downtown core as part of private land development projects and District initiatives on public lands. The land required for these parks shall be obtained as part of the 5 per cent park dedication during subdivision.

Location

Downtown parks shall be located with their primary frontage on Main Street and as described under one of the following:

1 At corners where side streets intersect Main Street,
2 At corners where driveways intersect Main Street,
3 Within a continuous building frontage and between contiguous businesses or building uses,
4 Between adjacent, unattached buildings, or
5 Adjacent to the Town Park, Vernon Creek Corridor or other downtown parks.



Park Types

There are 3 Downtown Park types that are acceptable. A description of each and a summary of its urban design requirements are provided here.

Type 1

This type of park includes pocket parks, small public courtyards and small public seating/viewing niches and other small public urban spaces of similar character. The Type 1 Downtown Park shall be developed to the following criteria:

- area = 6 to 20 m^2.
- width = 3.0 to 5.0 m.; depth = 2.0 to 4.0 m.; ratio of width to depth = 1.5 to 2.0.
- no access from park into buildings.
- window frontage permitted on sides of park only.

Type 2

This type of park is essentially an additional setback of the front of the building and a widening of the public sidewalk. The space may be generally programmed and designed for public seating, urban gardens, an open space foreground to significant building facades and temporary business related sidewalk uses (e.g., outdoor dining area, sidewalk sales).

- area = 12 to 96 m^2.
- width = 6.0 to 24 m.; depth = 2.0 to 4.0 m.; ratio of width to depth = 3.0 to 4.0.
- access into building from park permitted.
- window frontage required on rear frontage of park. Window frontage permitted on sides of park.
- transition between sidewalk and park to be defined by change in surface grade, landscaping, railing, water feature, street furniture or a colonnade or other architectural device, and shall not inhibit public access.

Type 3

This type of park is essentially a public square or plaza. It may be programmed and design for public gatherings and presentations, community events, weekly outdoor markets and as an open space foreground to significant building facades.

- area = 48 to 288 m^2.
- width = 6.0 to 24 m.; depth = 8.0 to 12 m.; ratio of width to depth = 1.0 to 3.0.
- this type of park shall be located on Main Street at the corner of a side street or driveway.
- building access required on rear side of park. Building access permitted at sides of park.
- window frontage required on all sides of park.
- the park shall have a significant water feature, sculptural element or work of public art as part of its design.
- the park shall incorporate the pedestrian-scale downtown street light poles and fixtures as appropriate to the site.

4.7.6 Neighbourhood Parks

The design guidelines under this section apply to those parks developed as part of the development of multiple-family residential land uses.

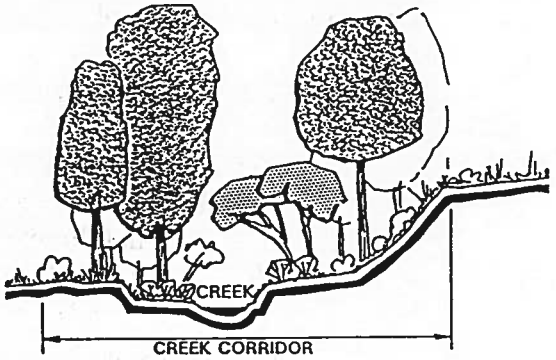
The guidelines for development of these parks are general:

- the size of the park shall be no less than 4 per cent of the gross land area and shall be no smaller than 50 m^2.
- the park shall be clearly visible from an adjacent residential street, park or Vernon Creek Corridor.
- the park shall be centrally located within the residential development and readily accessible by residents.
- the park shall provide amenities (e.g., water features, playgrounds, paths, furniture and small recreation facilities) as appropriate to the character of the development and the needs of the residents).
- pedestrian access shall be provided to sidewalks of adjacent residential streets and to the Vernon Creek Corridor or other park if the property borders on such land uses.
- the park shall not be located adjacent to industrial land uses, Bottom Wood Lake Road, Beaver Lake Road or Highway 97 without significant landscape buffering, the area requirement of which shall not be included in the 5 per cent park dedication.

4.8 *Vernon Creek Corridor (V)*

Boundaries

The boundaries of the corridor shall be established approximately as shown on the Land Use Plan, Figure 5, and as required to protect the creek and its corridor from development impacts and as required to realize opportunities for trail development.



Protection

The creek, and the topography and vegetation within its corridor, shall be protected from any form of alteration, including clearing, dumping, re-grading, uphill run-off, material storage or construction, save the development of road crossings, trails and parks that overlap or fall within the corridor.

Trail Development

Trails shall be provided within the Vernon Creek corridor in a manner that facilitates pedestrian and bicycle transportation along both sides of the corridor and between different uses and sites within the plan area. Trails shall also permit users to experience the overall character and various natural features of the corridor.

A main trail shall be located on each side of the creek, near the outside edge of the corridor. Spur trails located to provide pedestrian access between key land uses and the main trail. Trail surfaces shall be 2.0 to 3.0 metre wide asphalt, to a maximum slope of 10 per cent. Pedestrian and bicycle use of the trails shall be designated and, if necessary, separated. Lighting shall be provided along the trail commensurate with the type and level of use.

Design and development of the trail network shall be conducted in a manner that minimizes impacts on the creek corridor by construction activities or use by pedestrians and cyclists. In general, the quantity and density of trails and the number of creek crossings shall be minimal, and shall respond to traffic patterns and the natural features of the creek corridor.

4.9 *Road Network*

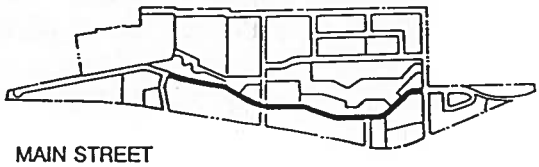
The roads described in this section are shown in the Road Layout Plan, Figure 6.

General

All proposed and re-developed roads within the plan area shall be to an urban standard, including asphalt surface, curb and gutter, street lighting, sidewalks and landscaping. Note that this standard of road is different from the minimum standard required by the Ministry of Transportation and Highways.

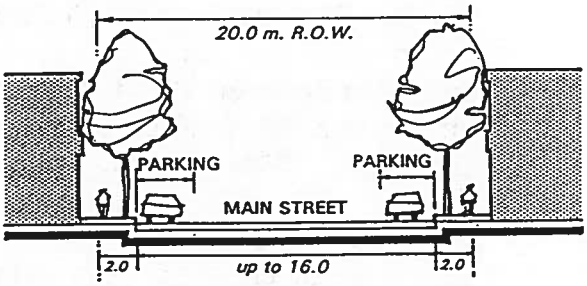
Main Street

"Main Street" is the north-south street proposed for the new downtown. It runs parallel to Highway 97 and Vernon Creek, from Berry Road to Beaver Lake Road.



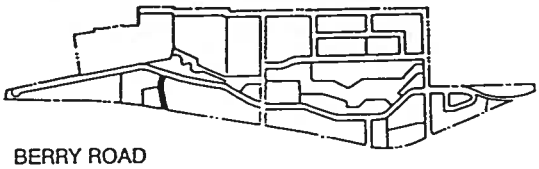
MAIN STREET

The 20 metre right-of-way width of Main Street shall provide one lane of vehicle traffic in each direction and parallel parking on both sides of the street. Left turning lanes shall be provided at street and driveway intersections. Curb and gutter and a 2.0 metre wide sidewalk allowance shall be provided on each side of the street.



Berry Road

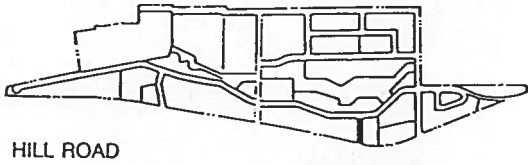
Berry Road shall be re-aligned between Highway 97 and the Main Street and shall be developed to the same standard as the Main Street.



BERRY ROAD

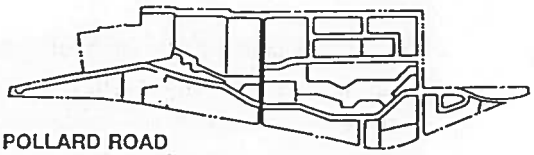
Hill Road

The Hill Road right-of-way shall be developed to the same standard as Main Street (above).



Pollard Road

The Pollard Road right-of-way shall be developed between Highway 97 and Bottom Wood Lake Road.

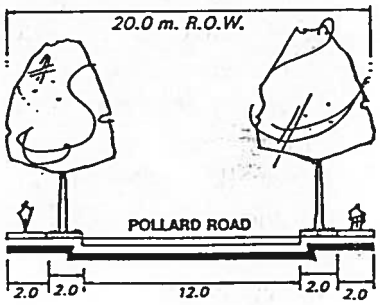


West Section

Between Highway 97 and Vernon Creek, the Pollard Road right-of-way shall be developed to the same standard as the Main Street right-of-way.

East Section

Between Vernon Creek and Bottom Wood Lake Road, Pollard Road shall be developed as a transition between the downtown streets and the rural edge of the plan area. The pavement width shall be 12.0 metres, accommodating one lane of traffic and a shoulder/bicycle lane each way. A 2.0 metre wide treed boulevard on each side shall separate the road from a 2.0 metre wide concrete sidewalk. Curb and gutter shall be provided.

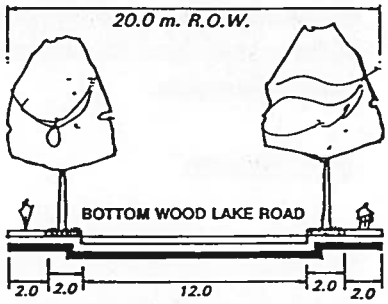


Bottom Wood Lake Road

The Bottom Wood Lake Road right-of-way shall be re-aligned and widened to 20.0 metres, as shown on the Road Layout Plan.

North Section

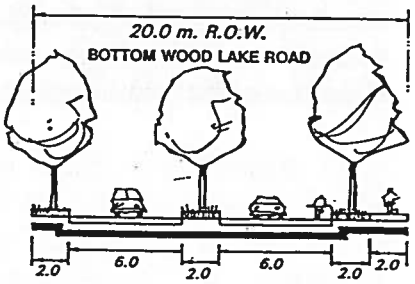
Between Berry Road and Lodge Road, Bottom Wood Lake Road shall have a 12.0 m pavement width, accommodating one lane of traffic and a shoulder/bicycle lane each way. A 2.0 metre wide treed boulevard on each side shall separate the road from a 2.0 metre wide concrete sidewalk. Curb and gutter shall be provided on both sides of the road.



Where civic and institutional uses have frontage on the west side of Bottom Wood Lake Road, the right-of-way shall be developed to the Main Street standard, to make the transition from a multiple family residential area to downtown.

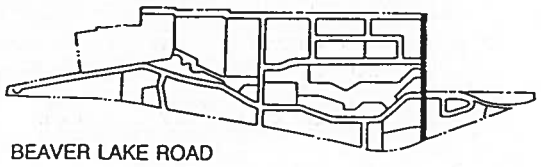
South Section

Between Konshun Road and Beaver Lake Road, Bottom Wood Lake Road shall be developed as a divided local arterial, with a central landscaped boulevard. Each road shall be 6.0 metres wide, shall be curbed and guttered and shall accommodate one lane of traffic and a shoulder/bicycle lane. Both sides of the road shall have a row of street trees in a grass boulevard. The west side of the road shall have a 2.0 metre wide sidewalk. A 2.0 metre wide central median will separate the lanes, provide left hand turn lanes and more boulevard tree plantings.



Beaver Lake Road

The Beaver Lake Road right-of-way shall be widened to 20.0 metres, approximately as shown on the Road Layout Plan, and developed with curb and gutter.

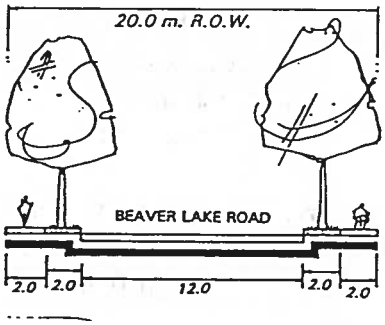


West Section

Between Highway 97 and Vernon Creek, the right-of-way shall be developed to an urban standard to accommodate two lanes of traffic, left and right turning lanes and sidewalks.

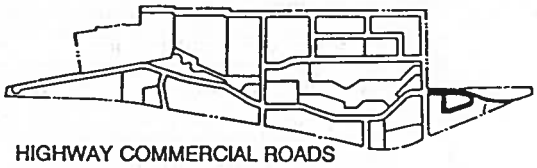
East Section

Between Vernon Creek and Bottom Wood Lake Road, Beaver Lake Road shall have a pavement width shall be 12.0 metres, accommodating one lane of traffic and a shoulder/bicycle lane each way. A 2.0 metre wide treed boulevard on each side shall separate the road from a 2.0 metre wide sidewalk.

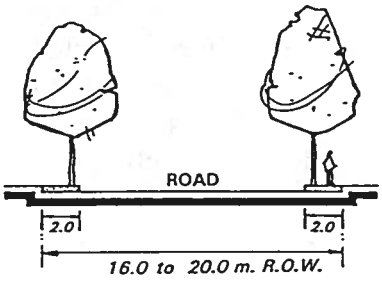


Highway Commercial Roads

The local street rights-of-way for the Highway Commercial area south of Beaver Lake Road are 16 metres or 20 metres wide, as shown on the Road Layout Plan.



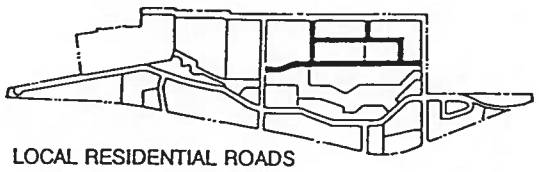
Each right-of-way shall provide one lane of vehicle traffic in each direction. Turning lanes shall be provided at intersections as necessary. A 2.0 metre wide concrete sidewalk, street trees in grates and curb and gutter, shall be provided on each side of the road.



The highway off-ramp shown on the Road Layout Plan shall have a 10.0 metre right-of-way, and shall accommodate one lane of exiting northbound traffic and a 1.5 metre sidewalk on the east side of the road.

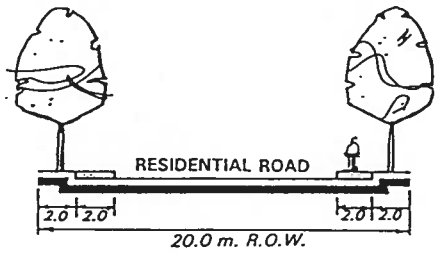
Local Residential Roads

Local roads for the Multiple Family Residential area in the southeast corner of the plan area shall be provided as shown on the Road Layout Plan.



LOCAL RESIDENTIAL ROADS

The 16.0 metre wide road right-of-way shall provide one-lane of vehicle traffic in each direction on a 12.0 metre wide paved surface. On-street parking shall be provided, except on Jensen Road. Boulevard street trees, a 2.0 metre wide concrete sidewalks and curb and gutter shall be provided on each side of the road.



As the plan area lies outside the boundaries of an established municipality, implementation of the Winfield Town Centre Plan will require the coordination of various agencies. Agencies which will have vital roles in the implementation of the plan include:

- The Central Okanagan Regional District which has responsibility for management of development and the provision of various services.
- The Ministry of Transportation and Highways who has responsibility for highways, roads and subdivision approval.
- WOCID which has responsibility for the provision and distribution of water.
- The Ministry of Health which has responsibility for sewage disposal.
- Various other Provincial Ministries such as Environment, Lands and Parks.
- Various local authorities such as the Advisory Planning Commission.

Implementation steps will require a range of activities. These include:

- Further definition of servicing requirements such as storm drainage, sanitary sewer, water and the road system.
- Formulation of a financing strategy to pay for the required upgrading of services.
- Updating of the Winfield Official Community Plan to reflect the Winfield Town Centre Plan.
- Revision to the zoning bylaw and the subdivision servicing bylaw to reflect the policies and provisions of the Town Centre Plan.

A more detailed discussion of implementation activities is described below.

1. Further Definition of Servicing Requirements

The implementation of the Town Centre Plan will require additional analysis and planning for the provision of services.

- Preparation of a transportation plan is required for Winfield to reconcile the community's perspectives on road system development with that of the Ministry of Transportation and Highways.

  In the course of preparing the Town Centre Plan, it became evident that the Grid Road Plan of the Ministry of Transportation and Highways for Winfield was not consistent with the community's wishes. Additional transportation planning work will be required to reconcile those differences as well as refine the road system set out in the Town Centre Plan.

In view of the pending developments in the southern part of the Town Centre Plan area (ie. around Hill Road), it is recommended that some functional planning occur to identify in more detail the horizontal and vertical alignment of the proposed downtown street as well as the preferred cross section. This will enable private developments to be designed in keeping with the proposed alignment of the road. As the proposed private developments wish to proceed immediately, there is some urgency in completing the functional planning for the road.

- Preparation of a detailed stormwater management plan for the plan area. The plan should address the following:

  - identification of major and minor drainage routes;
  - assessment of the impact of future development in areas upstream of the proposed development;
  - assessment of the impact of proposed development in downstream areas;
  - determination of the need for stormwater detention;
  - determination of stormwater treatment requirements.

It is preferable to develop this plan at the same time that the functional planning for the downtown road is undertaken.

- Further refinement of the plan for supplying and distributing water within the plan area, including fire flow. The plan would define in more detail the sizing and location of distribution mains.

- Refinement of the plan for the development of the sanitary sewer collection system within the plan area once the pre-design report for the extension of the City of Kelowna's system to Winfield is complete.

2. Revision of the Winfield OCP

The land use, servicing and transportation policies of the Winfield Town Centre Plan are significantly different than those of the Winfield OCP as they relate to the plan area of the Town Centre Plan. Revision of the OCP to reflect the Town Centre Plan will be required including the designation of the plan area as a development permit area which will be required to implement the design guidelines of the plan.

3. Revision of Zoning and Subdivision Servicing Bylaw

In the short term, the existing zoning bylaw could be used to implement the policies of the OCP provided that instruments such as development permits and restrictive covenants are used to supplement the provisions of the existing zoning bylaw. To effectively implement the Winfield Town Centre Plan, revisions to CORD's zoning bylaw will be required.

The most critical issue from the perspective of zoning is the nature of the present commercial zones which would make it difficult for the commercial policies of the Town Centre Plan to be implemented. Revisions would also be required to the other zones. As the CORD wishes to undertake a major review of the OCP in 1994, it is recommended that the major review of the zoning bylaw occur after the OCP has been revised. This would allow other changes necessitated by the revised OCP to be made to the zoning bylaw.

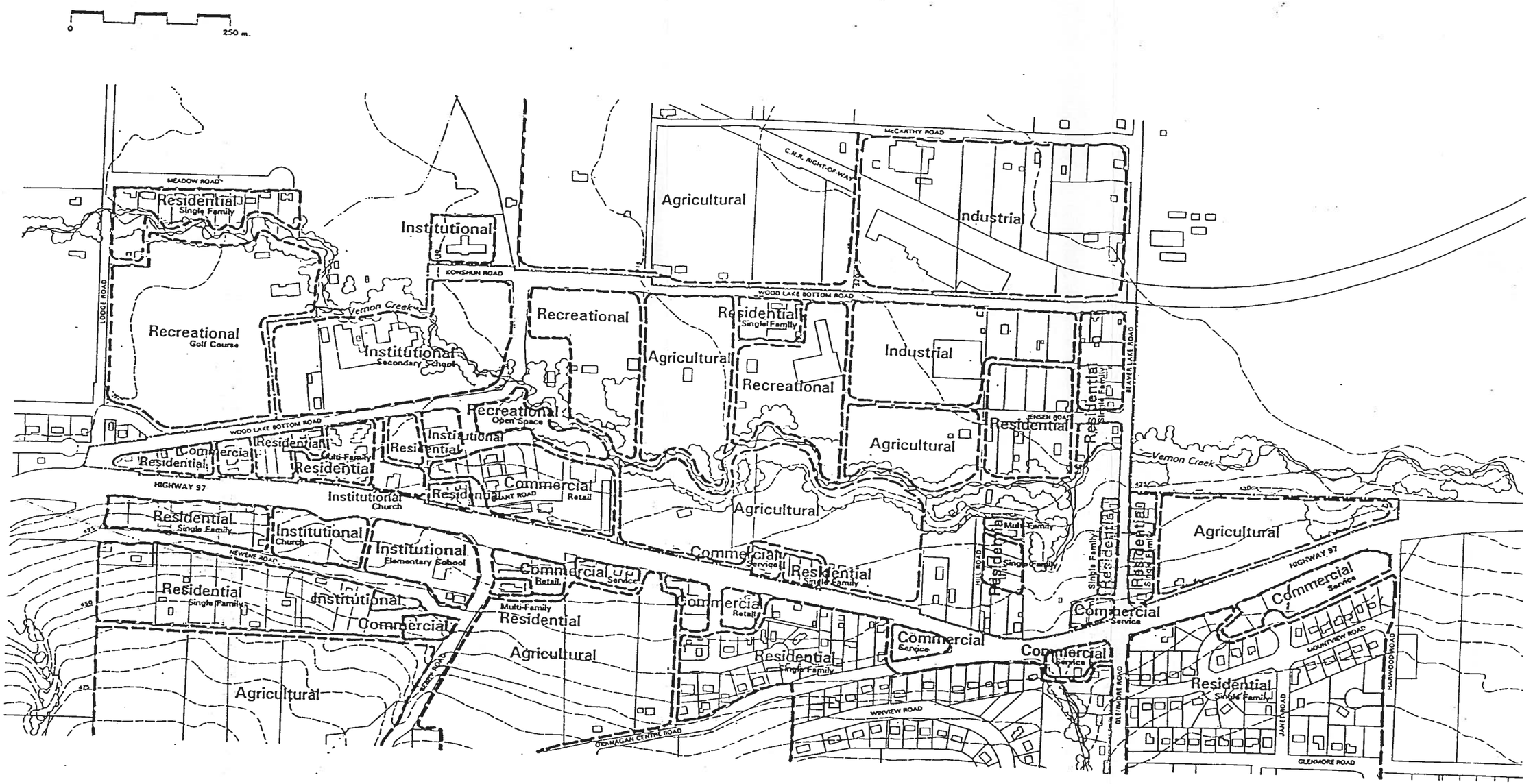
The subdivision servicing bylaw would also require review to ensure that servicing requirements and standards established in the Town Centre Plan can be implemented.

An issue of particular concern is the road standards which currently must reflect the Ministry of Transportation and Highways requirements. As the Ministry's standards have been developed to reflect rural areas, many of the standards would not be relevant to the Winfield Town Centre area. Discussions with MOTH will be required to allow for the implementation of urban standards for storm drainage and roads.

4. Financing of Services

The cost of providing the required services to the plan area will have to be recovered from the owners and developers within the plan area. As the Regional District doe snot have availability to it, the range of cost recovery mechanisms available to municipalities (eg. Development Cost Charges), a well conceived strategy for cost recovery will be required. Cost recovery mechanisms which should be considered include:

- construction of roads and other services by the developers (eg. downtown street);
- payment of WOCID capital charges and upgrading of the water system by developers;
- establishment of specified area taxes for recovery of services which provide a general benefit to the plan area as a whole.



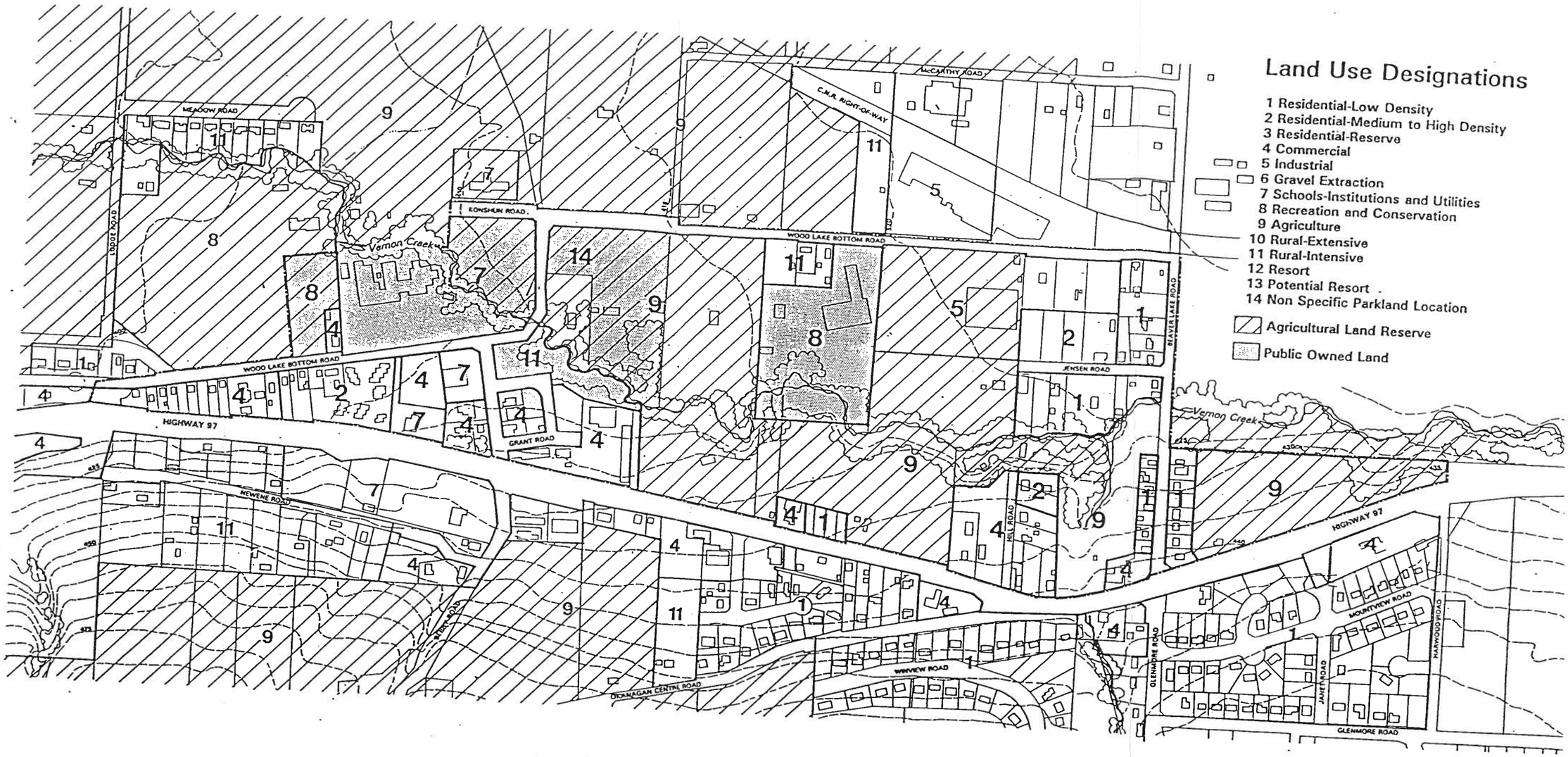
Winfield Town Centre

CENTRAL OKANAGAN REGIONAL DISTRICT

EXISTING LAND USE

1

0 250 m.



Land Use Designations

1 Residential-Low Density
2 Residential-Medium to High Density
3 Residential-Reserve
4 Commercial
5 Industrial
6 Gravel Extraction
7 Schools-Institutions and Utilities
8 Recreation and Conservation
9 Agriculture
10 Rural-Extensive
11 Rural-Intensive
12 Resort
13 Potential Resort
14 Non Specific Parkland Location

Agricultural Land Reserve

Public Owned Land

Winfield Town Centre

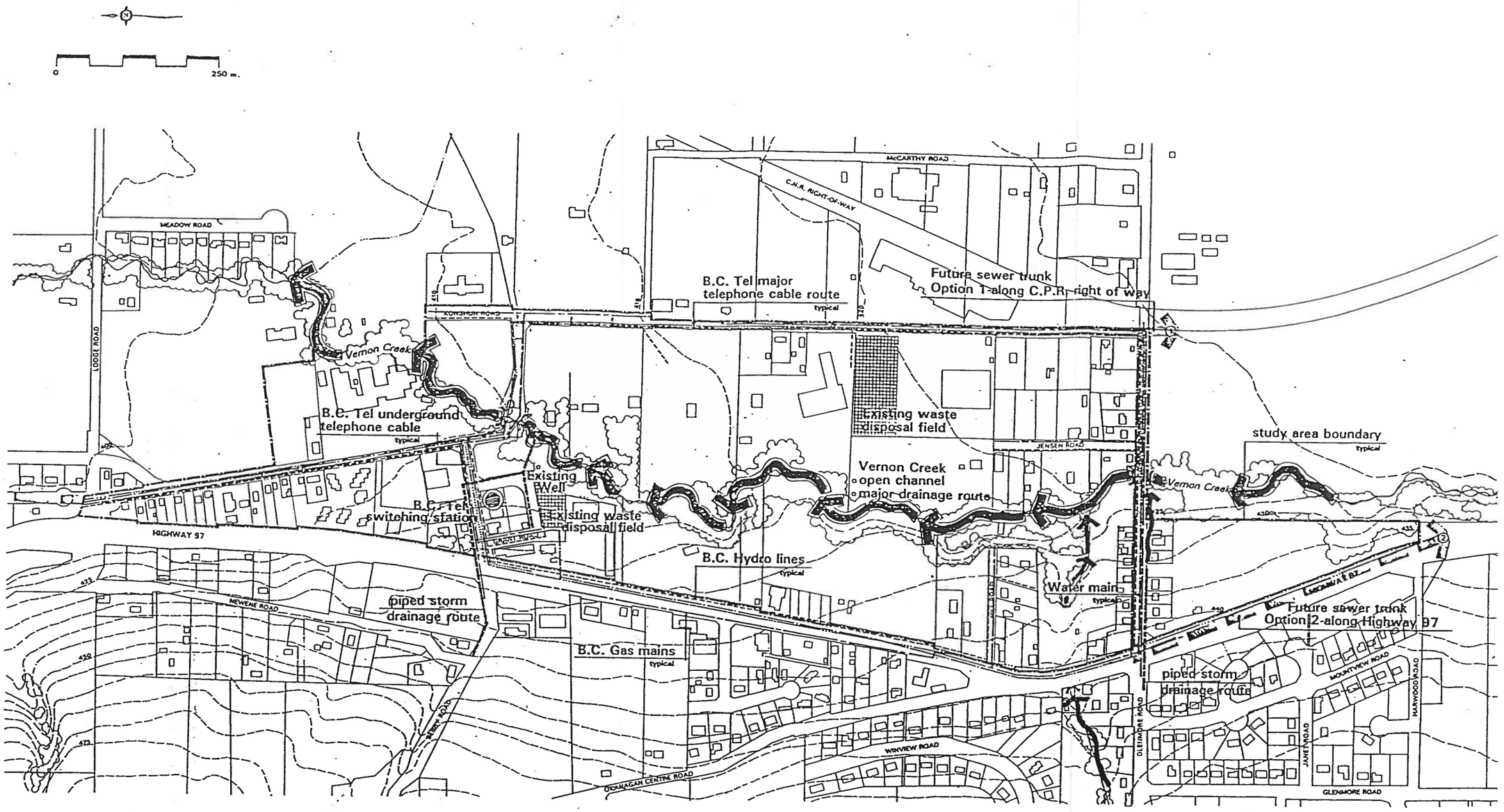
CENTRAL OKANAGAN REGIONAL DISTRICT

DESIGNATED LAND USE

EXISTING

URBANSYSTEMS

2



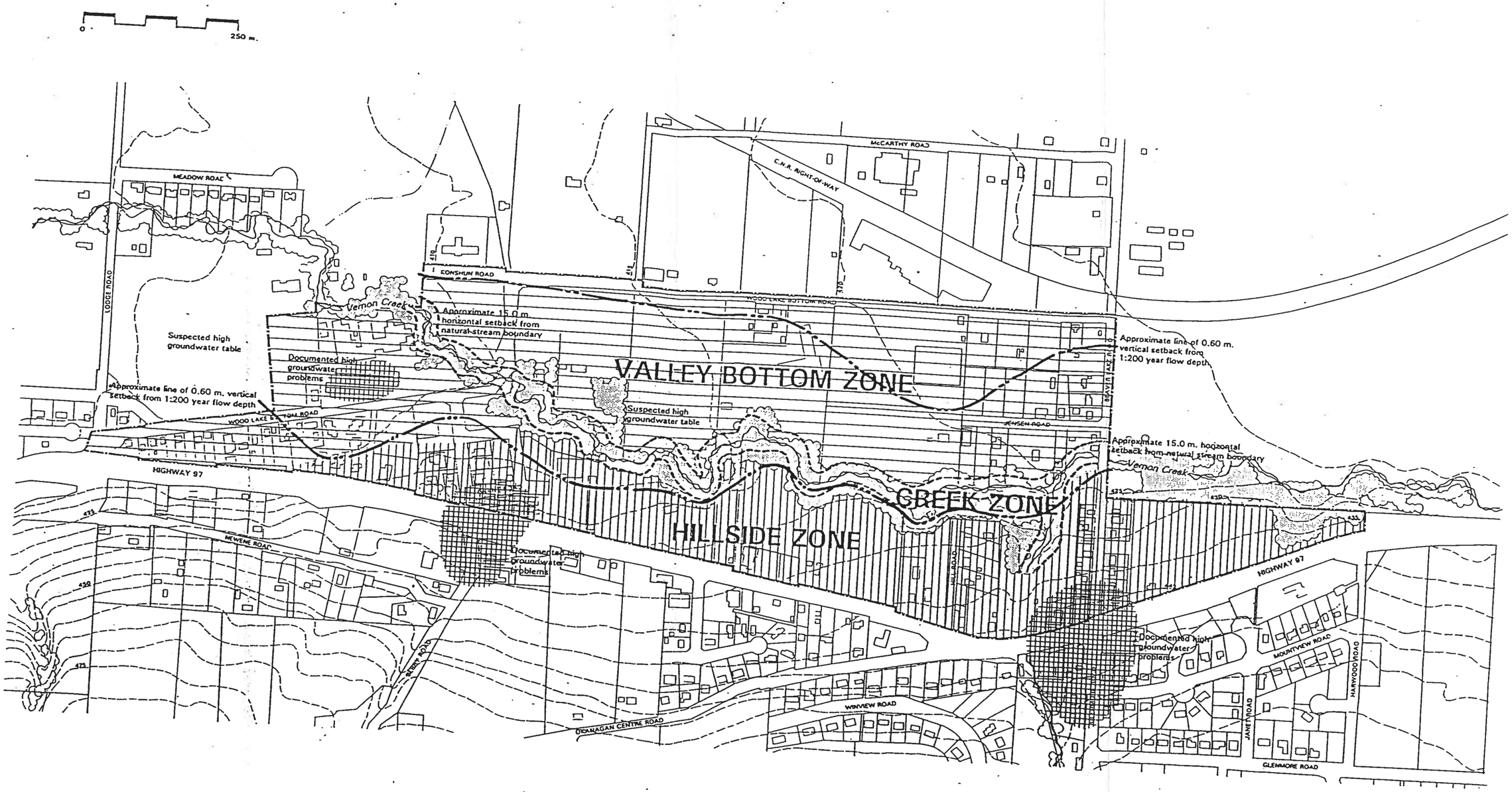
Winfield Town Centre

CENTRAL OKANAGAN REGIONAL DISTRICT

UTILITIES

EXISTING

URBANSYSTEMS



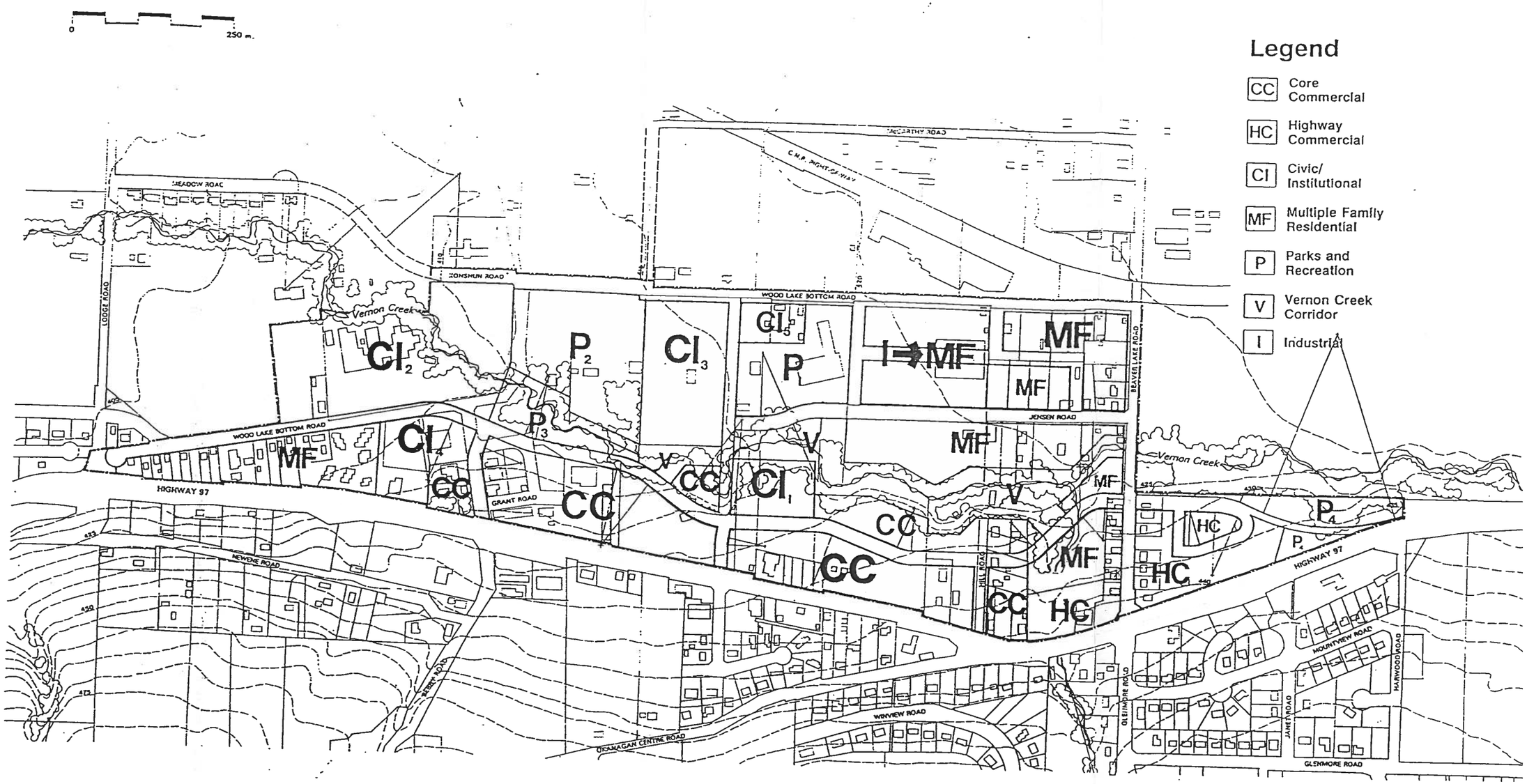
SITE CONDITIONS

EXISTING

Winfield Town Centre

CENTRAL OKANAGAN REGIONAL DISTRICT

4

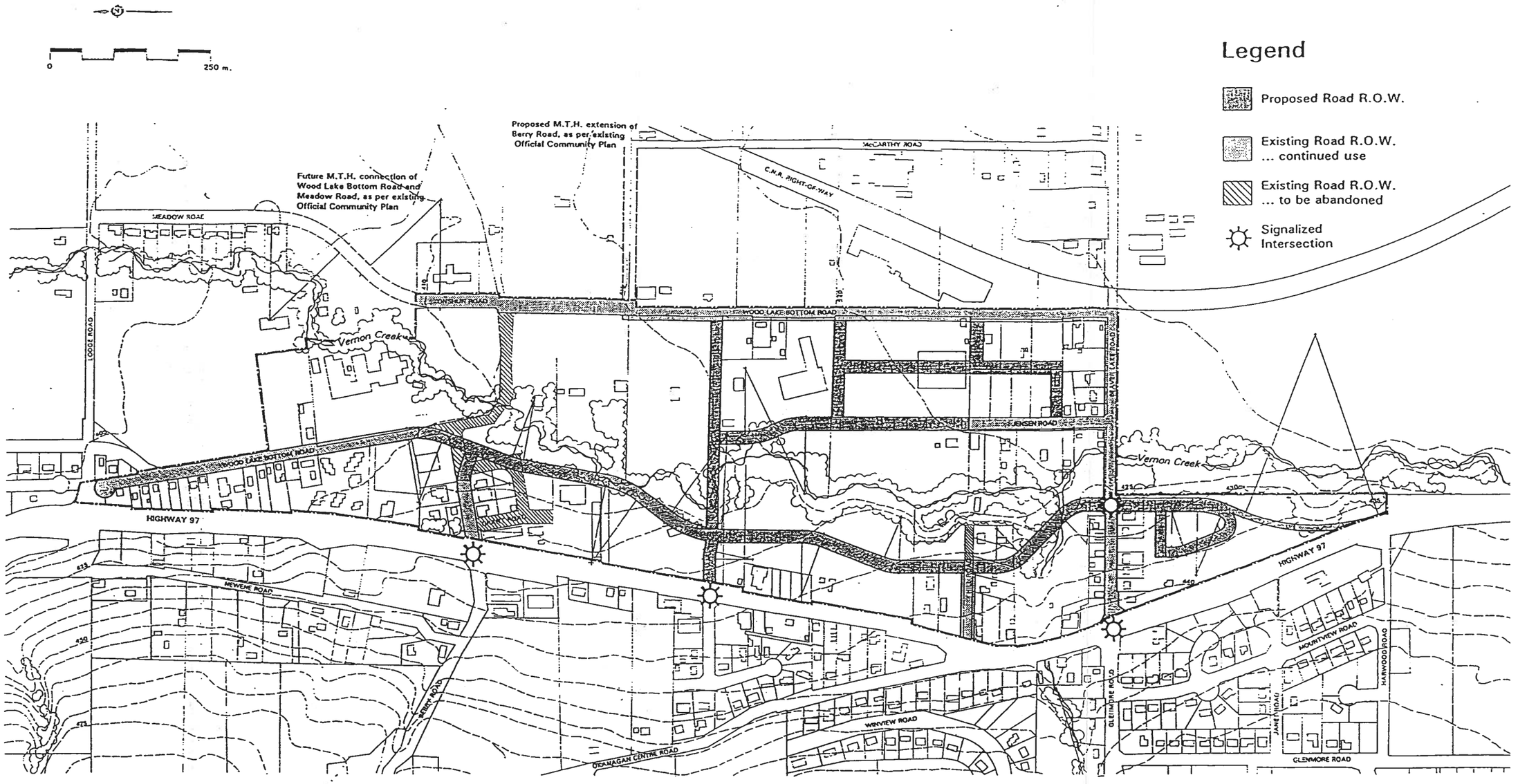


LAND USE
PROPOSED

Winfield Town Centre

CENTRAL OKANAGAN REGIONAL DISTRICT

URBANSYSTEMS
1117909.1



ROAD LAYOUT

PROPOSED

Winfield Town Centre

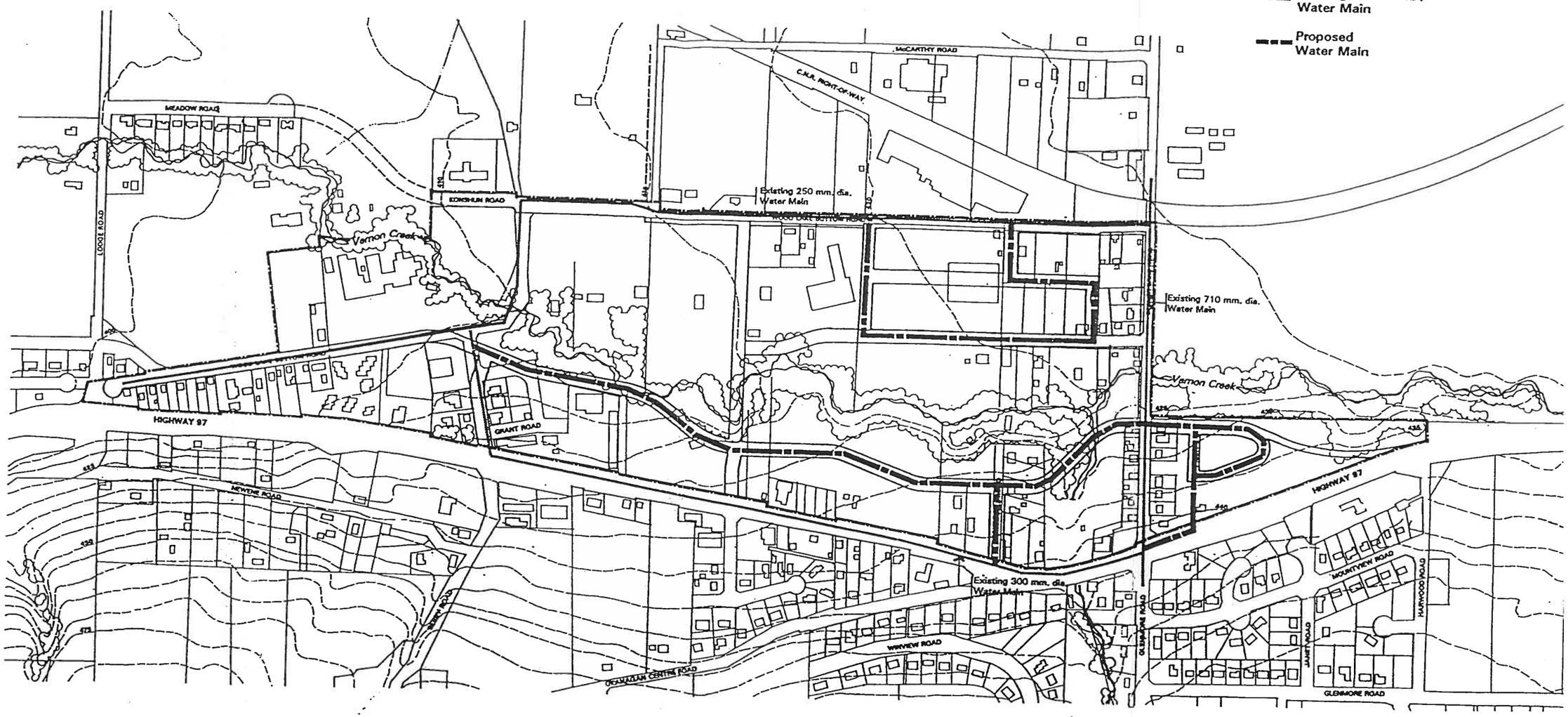
CENTRAL OKANAGAN REGIONAL DISTRICT

URBANSYS

1117909

SEP 2 2 1993

6



WATER

PROPOSED

Winfield Town Centre

CENTRAL OKANAGAN REGIONAL DISTRICT

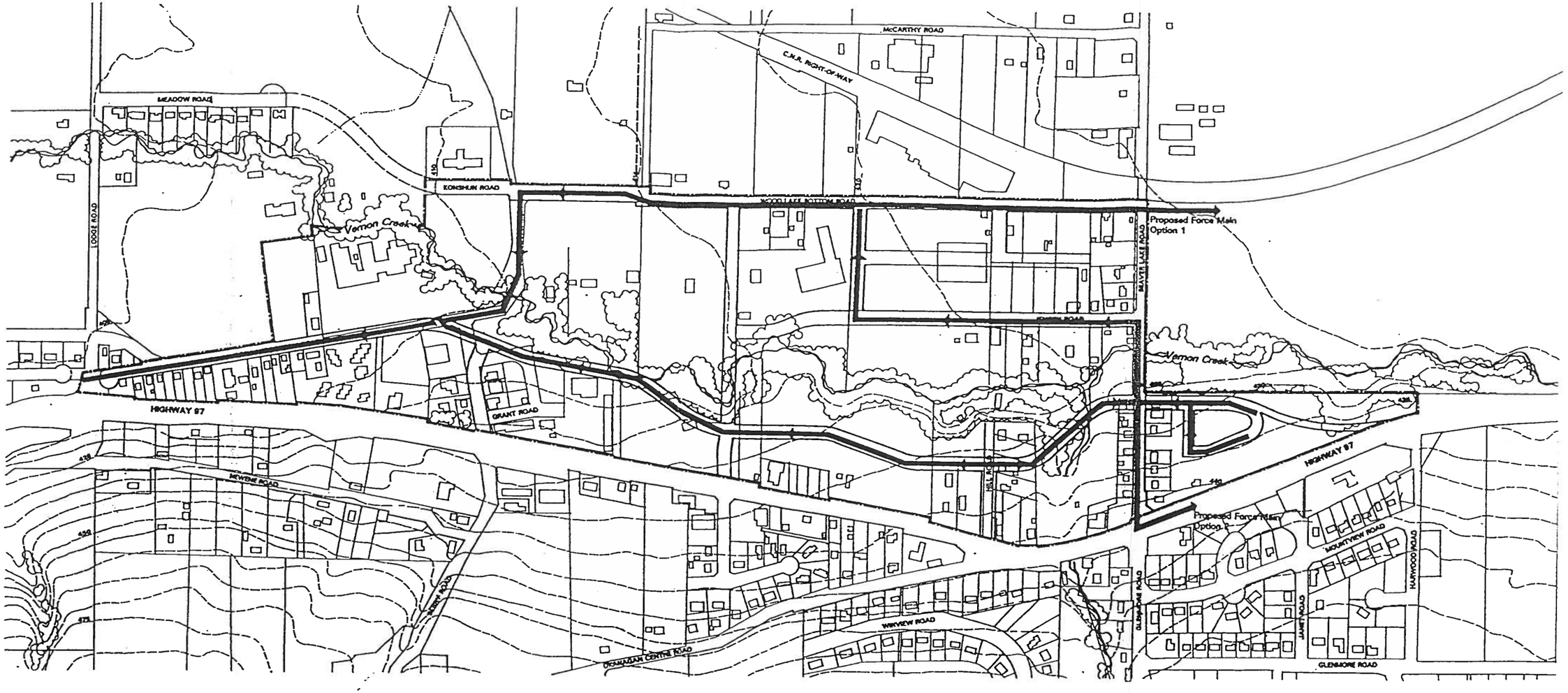
URBANSYSTEMS
1117809.1

7

0 250 m.

Legend

Proposed Sanitary Sewer



Winfield Town Centre

CENTRAL OKANAGAN REGIONAL DISTRICT

URBANSYSTEMS

SANITARY SEWER

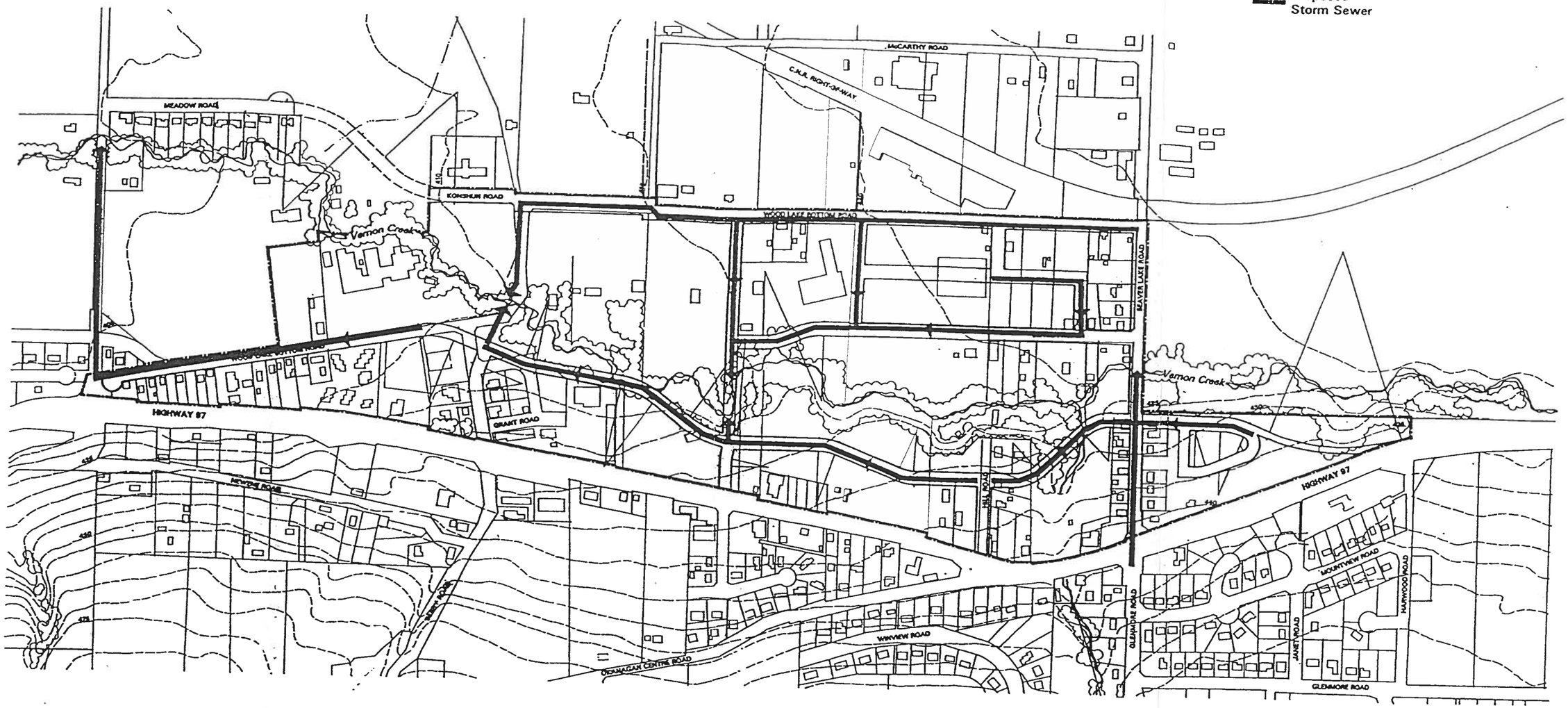
PROPOSED

8

0 250 m.

Legend

Proposed Storm Sewer



Winfield Town Centre

CENTRAL OKANAGAN REGIONAL DISTRICT

STORM SEWER

PROPOSED

URBANSYSTEMS

9