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**CITY OF KELOWNA**

**MEMORANDUM**

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**Date:** June 30, 2005

**File No.:** (3360-20) **ASP04-0001/OCP03-0002/TA05-0007/Z03-0009**

**To:** City Manager

**From:** Planning & Corporate Services Department

**Subject:**

APPLICATION NO.	ASP04-0001 OCP03-0002 TA05-0007 Z03-0009	OWNER:	622664 BC LTD, Mr. R. A. JOHNSON, Ms. T.L.S. COURTORIELLE, Mr. B.C. SERWA, Mr. P.D. ANGLE, Mr. K.J. SERWA
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AT:	1890 McKINLEY ROAD, END OF SLATER ROAD & WEST OF SLATER ROAD, 4001 & 3650 FINCH ROAD, AND PART OF 2702 & 3650 GLENMORE ROAD N.	APPLICANT:	SITE 360 (BOB EVANS) 622664 BC LTD (GRANT GAUCHER)
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**PURPOSE:** TO AMEND THE OFFICIAL COMMUNITY PLAN TO ALLOW FOR ADOPTION OF THE "VINTAGE LANDING" AREA STRUCTURE PLAN, AND THE ASSOCIATED FUTURE LAND USE DESIGNATIONS,

TEXT AMENDMENT TO ADD THE CD 18 – VINTAGE LANDING COMPREHENSIVE RESORT DEVELOPMENT ZONE TO THE CITY OF KELOWNA ZONING BYLAW 8000,

TO REZONE THE SUBJECT PROPERTIES FROM THE EXISTING A1 – AGRICULTURE 1 ZONE TO THE:

- CD 18 – VINTAGE LANDING COMPREHENSIVE RESORT DEVELOPMENT ZONE
- P3 – PARKS AND OPEN SPACE ZONE
- W2 – INTENSIVE WATER USE ZONE

**EXISTING ZONE:** A1 – AGRICULTURE 1

**PROPOSED ZONE:** A1 – AGRICULTURE 1 (existing)  
CD18 – VINTAGE LANDING COMPREHENSIVE RESORT DEVELOPMENT ZONE  
P3 – PARKS AND OPEN SPACE  
W2 – INTENSIVE WATER USE ZONE

**REPORT PREPARED BY:** PAUL McVEY

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## 1.0 RECOMMENDATION

THAT Council endorse the “Vintage Landing” Area Structure Plan dated June 30, 2005, attached as Schedule “A” to the report of the Planning and Corporate Services Department dated June 30, 2005.

THAT OCP Bylaw Amendment No. OCP03-0002 to amend Map 19.1 of the *Kelowna 2020 - Official Community Plan* Bylaw No. 7600 by changing the Future Land Use designation of; Frac. NE ¼, Twp. 23, Sec. 29, O.D.Y.D.; SW ¼, Twp. 23, Sec. 33, O.D.Y.D, Exc. Plan 13462; NW ¼, Twp. 23, Sec. 28, O.D.Y.D; NW ¼, Twp. 23, Sec. 21, O.D.Y.D, Exc. Plans DD24364, and 18402; The W ½ of SE ¼, Twp. 23, Sec. 28, O.D.Y.D. Exc. Plan 20134; SW ¼, Twp 23, Sec 28, O.D.Y.D; Part of Lot A, Plan 5353, Sec. 21 & 28, ODYD, except Plans B7114, 17921, 18046, 19773, 22105, 23083 and 29083; Part of the SE ¼ of Sec 33, Twp 23, ODYD, except parcel A (DD W18607) and Plans H10783 & KAP66567, located on Glenmore Road, Finch Road, and Slater Road, Kelowna, B.C., from the Future Urban Reserve designation to the Future Urban Reserve, Rural / Agriculture, Commercial, and Private Recreation designations, as shown on Map “A” attached to the report of Planning & Corporate Services Department, dated June 30, 2005, be considered by Council;

THAT Zoning Bylaw Text Amendment No. TA05-0007 to amend City of Kelowna Zoning Bylaw No. 8000 by adding the CD 18 – Vintage Landing Comprehensive Development zone (attached as Schedule “B”) as outlined in the report of the Planning & Corporate Services Department dated June 30, 2005 be considered by Council;

THAT Rezoning Application No. Z03-0009 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of part of Frac. NE ¼, Twp. 23, Sec. 29, O.D.Y.D.; SW ¼, Twp. 23, Sec. 33, O.D.Y.D, Exc. Plan 13462; NW ¼, Twp. 23, Sec. 28, O.D.Y.D; NW ¼, Twp. 23, Sec. 21, O.D.Y.D, Exc. Plans DD24364, and 18402; The W ½ of SE ¼, Twp. 23, Sec. 28, O.D.Y.D. Exc. Plan 20134; SW ¼, Twp 23, Sec 28, O.D.Y.D; Part of Lot A, Plan 5353, Sec. 21 & 28, ODYD, except Plans B7114, 17921, 18046, 19773, 22105, 23083 and 29083; Part of the SE ¼ of S 33, Twp 23, ODYD, except parcel A (DD W18607) and Plans H10783 & KAP66567, located on Glenmore Road, Finch Road, and Slater Road, Kelowna, B.C., from the existing A1 – Agriculture 1 zone to the P3 – Parks and Open Space zone, W2 – Intensive Water Use zone, and the CD18 – Vintage Landing Comprehensive Resort Development zone as shown on Map “B” attached to the report of Planning & Corporate Services Department, dated June 30, 2005, be considered by Council;

THAT the OCP Bylaw Amendment No. OCP03-0002, Text Amendment No. TA05-0007, and the zone amending bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Official Community Plan and zone amending bylaw be considered subsequent to the requirements of the Works & Utilities Department, Parks Department, being completed to their satisfaction;

## 2.0 SUMMARY

The applicants wish to develop the subject properties with a Comprehensive Development project comprising a;

1. Commercial Resort Accommodation,
2. Resort & Wellness Village,

3. Golf Course,
4. Vineyard and Cottage Winery, and
5. Retreat and Leadership Centre.

The subject properties are located within an area identified as “Area Structure Plan No. 5 (McKinley)” in the Official Community Plan, which was adopted in June 2004. However, since that time, there has been some additional land (Part of the Lot A, Sec. 21 & 28, Twp. 23, O.D.Y.D., Plan 5353, Exc. Plans B7114, 17621, 18046, 19773, 22105, 23083, & 29083; and Part of the SE ¼ of Sec. 33, Twp. 23, O.D.Y.D., Exc. Pcl. A (DD W18607) and Plans H10783 & KAP66567) added to the development area, which was originally 288.5 Ha (713 acres). The new land area creates a development site of approximately 351.2 Ha (867 Ac). The new land area has been added to create a new access to the development located further north along Glenmore Road north of Slater Road, and to add more land area to the proposed golf course development to improve the layout. The addition of this land area will be dealt with the pending Official Community Plan amendment application OCP03-0002.

The applicants have finalized their Area Structure Plan application, and seek Council endorsement of the ASP document and Council consideration of the **Official Community Plan amendment (OCP03-0002)** application to change the future land use designation of portions of the subject development site to the “Commercial” and “Private Recreation” future land use designations as outlined in the ASP, as well as to add the revised properties to the ASP area and development site. The Vintage Landing Area Structure Plan is attached to this report as Schedule “A”.

Should Council support the Area Structure Plan and adopt the Official Community Plan amendment to apply the future land use designations to the City of Kelowna Official Community Plan, (as shown on Map “A” attached to this report) then Council would have to consider the following associated applications;

- **Text Amendment (TA05-0007)** application to adopt the CD18 – Vintage Landing Comprehensive Resort Development Zone into Zoning Bylaw 8000, attached to this report as Schedule “B”,
- **Rezoning (Z03-0009)** application to rezone portions of the subject development site to the CD18 – Vintage Landing Comprehensive Resort Development Zone, the P3 – Parks and Open Space zone, and the A1 – Agriculture 1 zone, as shown on Map “B” attached to this report.

all as outlined in the “Vintage Landing” area structure plan document and associated development layout.

## 2.1 Advisory Planning Commission

The above noted application (OCP03-0002) was reviewed by the Advisory Planning Commission at the meeting of August 26, 2003 and the following recommendation was passed:

THAT the Advisory Planning Commission supports OCP03-0002, 2010 McKinley Road (west of Slater Road), Lot A, Plan 18402, Sec. 21, Twp. 23, ODYD; NW ¼, Sec. 21, Twp. 23, ODYD, except Plan DD24364 18402 and SW ¼, Sec. 28, Twp. 23; Lot NW ¼, Sec. 28, Twp. 23, ODYD; and Lot FR NE ¼, Sec. 29, Twp. 23, ODYD, by 622664 BC Ltd (Grant Gaucher), To amend the Official Community Plan Future Land use designation from the Future Urban Reserve and

Rural/Agricultural to the Comprehensive Development Project to allow for a Wellness Village and associated resort hotel, subject to the applicant completing an Area Structure Plan.

Note;

Since the original application was reviewed by the APC, the applicant has amended the development site to add; Part of the Lot A, Sec. 21 & 28, Twp. 23, O.D.Y.D., Plan 5353, Exc. Plans B7114, 17621, 18046, 19773, 22105, 23083, & 29083; and Part of the SE ¼ of Sec. 33, Twp. 23, O.D.Y.D., Exc. Pcl. A (DD W18607) and Plans H10783 & KAP66567.

The Advisory Planning Commission reviewed the REVISED Official Community Plan amendment application to change the designation of the REVISED development area as outlined in the Draft 2 of the Area Structure Plan on May 31, 2005, and the following recommendation was passed:

THAT the Advisory Planning Commission supports Application #OCP03-0002, change the Future Land Use designation of the subject property, from the existing Future Urban Reserve to the proposed Commercial, Private Recreation, and Future Urban Reserve in order to permit the proposed comprehensive development project as outlined in the Vintage landing Area Structure Plan.

### 3.0 BACKGROUND

#### 3.1 The Proposal

The revised subject properties comprise a total area of approximately 351.2 Ha (867 Ac.). The property is undeveloped, except for several single family dwellings and farm outbuildings. The site has been used for agricultural uses (hay fields).

The entire area had been located within an area that is designated as “Future Urban Reserve” in the City of Kelowna Official Community Plan. The OCP amendment that changed the OCP designation of the development site to an “Area Structure Plan” area was originally considered by Council after a Public Hearing held on May 25, 2004. The Official Community Plan amending bylaw #9235 was adopted by City Council on June 28, 2004. This amendment changed the OCP designation of the subject properties to “Area Structure Plan Area No. 5”, which supported development of the area with a comprehensive development comprising the following uses;

1. Resort hotel and Conference Centre,
2. Wellness Village,
3. Golf Course,
4. Vineyard and Cottage Winery, and
5. Education and Retreat Centre.

The applicant has submitted an Area Structure Plan application (Vintage Landing Area Structure Plan) ASP04-0009, based on that OCP amendment. The Area Structure Plan has proceeded through the first, and second drafts, as well as the required public information meeting, and is now presented to Council for endorsement, (Schedule “A” attached to this report) together with the Official Community Plan amendment to change the future land use designation of portions of the subject development site to the “Commercial” and “Private Recreation” future land use designations, as well as to add the revised properties to the ASP area and development site, as shown on Map “A”, attached to this report.

Should Council endorse this Area Structure Plan and adopt the associated future land use designation into the Official Community Plan, then Council will have to consider the following associated applications;

- **Text Amendment (TA05-0007)** application to adopt the CD18 – Vintage Landing Comprehensive Resort Development Zone into Zoning Bylaw 8000, attached to this report as Schedule “B”,
- **Rezoning (Z03-0009)** application to rezone portions of the subject development site to the CD18 – Vintage Landing Comprehensive Resort Development Zone, the P3 – Parks and Open Space zone, and the A1 – Agriculture 1 zone as shown on Map “B” attached to this report.

as outlined in the “Vintage Landing” area structure plan document, and send the applications a future Public Hearing to seek public input. Should these applications receive a successful Public Hearing and Council support, it is anticipated that the applicant would then work with City staff in order to finalize the associated servicing agreements prior to final adoption of the associated amending bylaws by Council.

The applicants are proposing to create a unique destination resort with “nature” as the primary amenity. The comprehensive development plan (Figure #6 in the Area Structure Plan – Illustrative Masterplan) indicates the “wellness” component as the heart of the development, and the associated “accommodation”, and “activity” uses radiating from the “wellness” component. It is this desire for an isolated location that requires this location, away from the urban development of the City of Kelowna, but still in close proximity to major transportation hubs such as the Kelowna airport, and the major provincial highway network.

The development proposal is divided up into several key component areas that form the framework of the Comprehensive Development proposal.

#### 1. COMMERCIAL FUTURE LAND USE DESIGNATED AREA

##### a) Village Centre

The Village Centre area is located in the middle of the development property adjacent to the pond and on top of the central bench area. This location is the central introduction point to the development, and the access point to the parking and drop-off areas, as well as the main entry to the resort area of the site. This area provides space for day visitor parking, and a grouping of commercial building to provide space for a variety of health (wellness) uses, as well as retail and “resort / wellness” accommodation uses. There is also staff accommodation proposed in this area.

##### b) Retreat and Leadership Centre

This area is set apart from the main village centre in order that the area may be part of the “heart” of the development, while set apart to take advantage of the setting located across the amenity pond to provide a sense of separation from the village.

##### c) Cottage Winery

The Cottage Winery is located along the road which connects the Village Centre to the hillside resort accommodation areas located closer to the lake. The winery

facility provides another amenity for patrons of the “Wellness Centre” to occupy their recovery time, as well as an amenity for visitors to the resort development.

d) Hillside Resort Bungalow

The “Resort Bungalows” are nestled amongst the trees located on the slopes facing the lake arranged in clusters, and the road is designed to wind through the pine forest to access the bungalows. The density of building development is reduced from the “Village Centre” located at the top of the slope.

e) Hillside Resort Accommodation

There are a variety of “Hillside Resort Accommodation” buildings located on the lower benches overlooking the lake. These buildings will provide additional accommodation, as well as resort and amenity services, and management services for the bungalow units. The buildings are proposed to be located a minimum of 15m from the lake high water mark to allow for retention of the natural shoreline (riparian management area).

f) Marina Complex

The marina complex provides a connection to the lake, while providing for moorage of vessels.

g) Beach Club

The beach club facility is a common facility for all resort and wellness guests, and is located outside of the 15m setback riparian management area located along the lake front. The intent is to have one major amenity building, instead of a number of smaller ones that were previously proposed to be located throughout the development site. The beach club is anticipated to include such amenities as a pool, guest lounge, changing facilities, and activity rooms.

2. PRIVATE RECREATION FUTURE LAND USE AREA

Championship Golf Course

The proposed golf course is located on the uplands of the development site, on a plateau adjacent to Glenmore Road, between the south edge of the Village Centre and McKinley Reservoir. The course is envisioned as a championship 18 hole golf course, which will be managed and operated in an environmentally sensitive manner. Approval of the golf course will be contingent on the pending decision of the Agricultural Land Reserve Commission.

3. RURAL / AGRICULTURAL FUTURE LAND USE AREA

Vineyard

The proposed vineyard is to be located in the northwest corner of the development site, in an area that is to remain zoned A1 – Agriculture 1. The vineyard is to be operated in an “organic” manner which is anticipated to reduce the amount of pesticides used in production. It is intended that the entire development site is to be planted in a variety of grapes, some in productive vineyards, some in ornamental planting beds, to give the entire development property the look of a cohesive

vineyard setting. The proposed working winery is anticipated to be a 600 ton “first class” facility.

#### 4. FUTURE URBAN RESERVE FUTURE LAND USE AREA

##### Future Urban Reserve

The Future Urban Reserve areas of the ASP site have been planned to ensure compatibility with the surrounding resort and wellness village areas. The development areas established in the ASP have been designed to create the “Future Urban Reserve areas” as stand-alone parcels of future development sites, to respect the natural ecosystems of the development site, as well as the circulation networks of adjacent roadways and pedestrian pathways.

The main access to the development area is designed to enter the development site from Glenmore Road north of Slater Road, near the northern end of the development area. This access road runs southward along the bottom of a “draw” parallel to the ridge that separates the development site from Glenmore Road, and it is anticipated that this portion of the road will form a future grid road to serve the lands located to the north of the subject properties. From this grid road, there is a proposed loop access road located on the west side of the grid road that provides connection to the “village centre” area. The proposed Golf Club is accessed from the grid road, which will eventually connect to McKinley Road, adjacent to the existing McKinley reservoir. There is also a proposed connection to Glenmore Road via Slater Road near the north end of the proposed golf course.

There is a connecting road which runs north-west from the village centre that passes through the winery, and proceeds south-west to provide access to a number of clusters of hillside bungalow units and hotel accommodation facilities. This road functions as a public road to a central location of the site, which will be terminated with a cul-de-sac. There is a private road which is designed to provide vehicle access to the lakeside foreshore areas. As an alternative public access to the lake, the concept plans show an aerial tramway to provide transport for the public which seeks access to the foreshore.

The proposed development plan indicates a substantial network of hiking and biking trails incorporated into the development plan. This network of trails provides the alternate means to connect the various components of the site development without relying on automotive transportation. The road network that serves the hillside bungalow accommodation units is designed to provide a private trail network that is used by resort provided people mover units. However, the trail system is designed in order that the system will also provide emergency vehicle access to the resort bungalow units.

There are many other issues that will be addressed through the due process of future applications, should Council support this application. Each of the future applications for commercial building permits will trigger new Development Permit applications to deal with the associated form and character issues, as well as the potential natural environment / hazardous condition issues. Future subdivision applications will secure the required road right-of-ways, as well as required rights of ways for public access to the trail network and the foreshore, as well as provide for the necessary utility corridors.

Summary Table of Proposed Uses, and Development Areas:

LAND USE DESIGNATION	SITE AREA	% OF SITE	UNIT	SQ. FT.
<u>COMMERCIAL</u> Resort accommodation Wellness facilities + Resort commercial Staff accommodation	81.9 Ha (202.4 Ac)	23%	1000 units	65,000 M <sup>2</sup> 19,000 M <sup>2</sup>
<u>PRIVATE RECREATION</u> Golf Course	81.2 Ha (200.6Ac)	23%		
<u>AGRICULTURE</u> Vineyard	16 Ha (39.5 Ac)	5%		
<u>FUTURE URBAN LAND RESERVE</u>	172.2 Ha (425.5 Ac)	49%		
<b>TOTALS</b>	351.3 Ha (868.0 Ac)	100%	1000 units accommodation	84,000 M <sup>2</sup>

### 3.2 Site Context

The subject property is located in a rural area north of McKinley Landing that spans the area from the McKinley reservoir to the south, Finch Road to the north, Slater road to the east, and Okanagan Lake to the west. The site is generally sloping down from east to west, with intermittent valleys, draws, and plateaus, and a steeply sloped section down to Okanagan Lake. The area that is sloped down to the lake also has a small ravine that slopes to the lake. There is a gravel beach along the lake front that has a small dock existing. The site has been used primarily as range land for the grazing of cattle.

Adjacent zones and uses are, to the:

- North - A1 – Agriculture 1 / Finch Road
- East - A1 – Agriculture 1 / End of Slater Road
- South - A1 – Agriculture 1 / McKinley Road
- West - A1 – Agriculture 1 / Okanagan Lake

### 3.3 Existing Development Potential

The existing zone of A1 - Agricultural 1 allows for agriculture, animal clinics – major (in existence prior to July 1, 1998), aquaculture, greenhouses and plant nurseries, mobile homes, single detached housing, and utility services – minor impact as permitted principal uses. The zone also permits agricultural dwellings – additional, agri-tourism accommodation, animal clinics – major and minor, bed and breakfast homes, care centres major and minor, group homes- minor, home based businesses – minor, major, rural, kennels and stables, and wineries and cideries as permitted secondary uses.





The Official Community Plan also includes development guidelines as they apply to this development proposal.

#### Section 5.1 – **Growth Management Policies;**

#### **Considerations in Reviewing Development Applications**

Subsections;

##### **.5 Sustain the Environment.**

Encourage development and land use changes to take place in a manner that will not compromise the ability of future generations to meet their needs and to enjoy the quality of life that we experience today;

##### **.6 Protect Steep Sloped Areas.**

Discourage development on lands of 30% or greater slope except in cases where it can be demonstrated that development will be sensitively integrated with the natural environment and will present no hazards to persons or property, environmental threats or unreasonable servicing challenges;

#### Section 7 **Environment**

##### Section 7.11 **Development Permit Guidelines for the Protection of the Natural Environment, its Ecosystems and Biological Diversity**

#### **Guidelines for Development**

##### **Slopes**

- Development will be directed to appropriate areas with slopes averaging less than 30%. Where it can be demonstrated that the proposed development will be sensitively integrated with the natural environment and will present no hazards to persons or property, development *may* be permitted on land with a natural slope that averages greater than 30%. Natural vegetation should be retained on slopes in order to control potential erosion, land slip and rock falls. (See Kelowna Hillside Development Guidelines dated October 2001).

- The pattern of development in hillside areas should be responsive to the varied

topography, taking advantage of views and the surrounding natural landscape by

emphasizing cluster development. All new residential development should be located to minimize interference with neighbouring property owners' views. In hillside areas, lot size and shape may vary in relation to topography. (See Kelowna Hillside Development Guidelines dated October 2001).

- Limit building heights to the height of existing tree cover.
- Maintain visibility to vegetative backdrop from off-site.
- Step back buildings on each floor to reflect the slope of the site.
- Minimize impervious paving surfaces to reduce storm runoff.

**Section 7.12 Development Permit Guidelines for the Protection of Development from Hazardous Conditions**

**Erosion / Land Slip / Rock Falls**

- Development will be directed to appropriate areas with slopes averaging less than 30%. Where it can be demonstrated that the proposed development will be sensitively integrated with the natural environment and will present no hazards to persons or property, development *may* be permitted on land with a natural slope that averages greater than 30%. Natural vegetation should be retained on slopes in order to control potential erosion, land slip and rock falls. (See Kelowna Hillside Development Guidelines dated October 2001).
- The pattern of development in hillside areas should be responsive to the varied topography, taking advantage of views and the surrounding natural landscape by emphasizing cluster development. All new residential development should be located to minimize interference with neighbouring property owners' views. In hillside areas, lot size and shape may vary in relation to topography. (See Kelowna Hillside Development Guidelines dated October 2001).
- Require that those wishing to pursue projects on slopes in excess of 30% submit a report providing information on the anticipated on-site and off-site environmental and geo-technical impacts of the proposed development.
- Align driveways with the natural contours.
- Connect driveways to public roads at an angle between 70 and 90 degrees
- Minimize impervious paving surfaces to reduce storm runoff.
- Require construction to be setback a minimum of 10 metres from ridgelines.

**Note;**

The applicant's consultants have undertaken extensive investigation and mapping of the subject properties to identify the Environmentally Sensitive Areas. The Development Plan has incorporated this information to minimize the associated impacts of the proposed development and the associated utilities, and have incorporated this information into Section 4 of the Area Structure Plan.

**3.4.2 City of Kelowna Strategic Plan (2004)**

The City of Kelowna Strategic Plan 2004 describes a vision of what residents hope Kelowna will be like in the future and has identified as one of the themes that overall, residents aspire to live in a community that:

- Aims to co-exist with the physical environment and minimize negative impacts to air, land, and water resources, including Okanagan Lake and the surrounding natural and agricultural areas.
- works to develop and maintain a strong, diversified local economy that offers residents opportunities for high-paying jobs

**Goal 1** of the Strategic Plan is "To Maintain, Respect and Enhance Our Natural Environment. This section also includes the following statements;

**Goal 2** of the Strategic Plan is “To Foster a Strong, Stable and Expanding Economy. This section also includes the following statements;

1. Aid in the growth and progress of Kelowna as a desirable place to do business
2. Aid in the growth and progress of Kelowna as a desirable place to visit, shop, and tour
3. Increase the diversity of employment opportunities
4. Commit to continued sound fiscal management

**Goal 3** of the Strategic Plan is “To Foster the Social and Physical Well Being of Residents and Visitors”

#### 4.0 TECHNICAL COMMENTS

This application is for an Area Structure Plan. The specific servicing requirements for the proposed development will be addressed as part of the detailed design studies that would be associated with subsequent applications, should Council endorse this ASP.

##### 4.1 Parks Department Comments

Parks Staff have reviewed the applicant’s Area Structure Plan and we make the following comments:

##### **Waterfront Trail**

*Requirement:* A public route of access will be required to be provided by the Applicant along the waterfront of the Lake Okanagan shore zone for a multi-use recreation trail.

Existing City policy states “to pursue the establishment of a 10 metre route of access by way of a road right-of-way dedication, from the natural boundary, along the Lake Okanagan shore zone for the purposes of flood control, lake conservation, lake maintenance, and public access”. The proposed Master Plan is a commercial tourist development with the Applicant proposing the foreshore to be left in private ownership with a negotiated right-of-way in favour of public access. Under this scenario, the Applicant will be required to demonstrate how public access will be achieved and how to prevent possible private/public conflicts.

Beyond the right-of-way corridor, Parks will require setbacks to the private buildings to ensure proper buffering. In urban areas, the buffer width will depend upon the surrounding urban context and building density along the foreshore. In natural open space areas, a minimum 7.5 metre building setback will be required. We will comment further and approve the buffering at the detailed design stage.

The trail width and design shall be consistent with the City standard for multi-use trails outlined in the Off Road Bicycle Master Plan – minimum 4 metre width.

##### **Natural Area**

*Requirement:* An Environmental Impact Assessment (EIA) will be provided by the Applicant and include an inventory of significant natural features, a topographical study and wildlife study.

Upon review of the report, we will comment on the extent of natural area dedication and private no-disturb no-build covenant areas.

## **McKinley Mountain**

McKinley Mountain is recognized by City Staff as a significant natural feature which will likely be identified in the EIA. We will work with the Applicant to determine the vehicle by which protection should occur.

## **Publicly Accessible Beach**

**Requirement:** The beach area of the proposed developer will be designated for a publicly accessible swimming area.

At the subdivision stage, the Land Title Act gives the authority to the City to require a 20 metre access to the Lake every 200 metres. To establish a significant and accessible beach area, we encourage the Applicant to group the beach accesses together. If the Applicant prefers the area to remain in private ownership with a right-of-way in favour of public access, he will be required to demonstrate how public access will be achieved and how to prevent possible private/public conflicts.

## **Linear Trails**

**Requirement:** A linear trail network will be required, designated as a statutory right-of-way for public access minimum 10 metres wide on the following trails:

1. A continuous, Natural Open Space, north-south linear trail linking in the south to Stephens Coyote Ridge Regional Park and in the north, to a future link to Carr's Landing. In a manner similar to the Glenmore Highlands Development, we encourage the linear trail to encompass a wildlife corridor.
2. An east-west linear trail leading from the north-south linear trail to the waterfront;
3. A perimeter trail around the ephemeral pond (near the resort centre);
4. A perimeter trail around the golf course where public safety will not be compromised.

Secondary trails, local walkways and sidewalk connections will also be provided by the Applicant for pedestrian and bicycle circulation within the development and the future urban reserve.

We recognize in order to achieve the linear trails in the first phase of the development that the ultimate trail locations may change to accommodate future planning of the urban reserve.

### **Key Principals for Successful Linear Trails**

1. Trails work best if they are off-road facilities located in natural open space or linear park corridors that short cut through the neighbourhood and connect features and amenities. Within the McKinley Landing area, key connections/destinations include Stephens Coyote Ridge Regional Park, McKinley Mountain Open Space and the waterfront.
2. In order to provide a continuous trail experience, the road network may need to be altered to minimize the amount of road crossings. In an area where a pedestrian crossing is mandatory, consider traffic calming design of the road to enhance public safety.

3. To prevent future public/private conflicts, adequate buffering needs to be provided from the edge of the right-of-way to the face of the private buildings. In a natural open space setting, we recommend a minimum width of 7.5 metres for the buffer.
4. In areas of steep topography, the trail grade is best kept below 15% for short section of less than 30 m. In flat areas, the trail should be a 5% grade with short sections up to 8% grade.
5. Trail width and surface material will vary among the hierarchy of trails and the different user groups. The Parks Division will provide standards and specifications to the Developer for each class of trail at the detail design stage.

### **Urban Reserve**

**Requirement:** At the time of planning for the Urban Reserve Areas, there will be a requirement for active recreation parks.

## **5.0 PLANNING AND CORPORATE SERVICES DEPARTMENT COMMENTS**

The applicant received permission to proceed with the preparation of an Area Structure Plan on September 13, 2004. The applicant has proceeded with the creation of an Area Structure Plan document in order to address the range of concerns raised by staff at the time of the first Official Community Plan amendment which identified the subject property as a Area Structure Plan area. Since then, the applicant has produced the ASP document, and has presented the ASP to the public at an open house held at St. David's Church in the Glenmore Valley on May 3, 2005.

The development proposal for the McKinley Landing Area Structure Plan area has changed significantly from the original submission where the original proposal contemplated a 17 storey, "Chateau Lake Louise" style of hotel building located on the lake. This revised submission proposes the development of several smaller "boutique" style of hotels, nestled into the slopes, surrounded by clusters of "hillside bungalow accommodation units" which have been designed to minimize the impact on the sensitive forested slopes above the lake. The development plan has matured into a proposal that incorporates the existing natural features of the development site into the proposed building layout. The proposed development is a commercial development with no permanent year-round residents, other than for staff. The development is proposed to function as a commercial resort development with short-term stays. However, the applicant is proposing to provide some employee accommodation on site.

The applicant and their consultants have worked on addressing the concerns raised by staff regarding proposed development on the water and on slopes exceeding 30%, and have removed those schemes from the development proposal. As well, their environmental consultant has worked with City environmental staff to review the data provided, and have modified the development proposal to minimize potential impacts on environmentally sensitive areas. There does still exist the possibility of unavoidable impacts in those areas where the geometric design standards for roads may require a

road location where there may require additional crossings of a ravine. This may occur where a road layout that avoids additional crossings may have an unsafe alignment.

The applicant and their consultants have reviewed the traffic impact and utilities studies, and have demonstrated that there methods to serve the proposed development which seem to minimize the financial impact to the City by bearing the costs associated with servicing this site. At this time, the servicing agreements associated with the required construction and the subsequent phase of the provision of services have not been finalized. Should Council continue to support this application by endorsing the Area Structure Plan, and the applications receive a successful Public Hearing, the applicant will be required to finalize these agreements prior to Council adopting the associated amending bylaws.

As well, there is still the outstanding decision regarding the application before the Agricultural Land Commission (A04-0011) for partial inclusion, partial exclusion, and non-farm use to authorize the development of the proposed golf course. This issue will have to be finalized prior to final adoption of the associated amending bylaws, should Council endorse this Area Structure Plan.

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Andrew Bruce  
Manager of Development Services

Approved for inclusion ☐

R.L. (Ron) Mattiussi, ACP, MCIP  
Director of Community and Corporate Services

PMc/pmc  
Attach.

### Attachments

Subject Property Map

Figure 6 – Illustrative Master Plan

Schedule “A” OCP “Vintage Landing” Area Structure Plan document

Map “A” – Proposed Future Land Use Designations

Schedule “B” - CD 18 – Vintage Landing Comprehensive Development zone

Map “B” – Proposed Zone Amendment Map