

District of West Kelowna

WATERFRONT PLAN



THE FUTURE OF WEST KELOWNA'S WATERFRONT



October 6th, 2011



ACKNOWLEDGEMENTS

The Waterfront Plan has been prepared for the District of West Kelowna by HB Lanarc, *a Member of the Golder Group of Companies* and Ecoscape Environmental Consultants Ltd. Graphic support was provided by Lori Brown of McIlhargey/Brown Associates Ltd.

The project was conducted with the assistance and guidance of Nancy Henderson, Director of Planning and Mark Roberts, Parks Planning Analyst, with assistance and input from staff from several DWK departments and divisions including:

- Planning
- Finance
- Engineering
- Regulatory Services
- Recreation

The support and commitment and especially the successful public consultations developed by District staff was fundamental to the successful completion of this project.

The District of West Kelowna Council was asked to provide input and direction at key points throughout the plan development, and contributed many meaningful insights about the community and its future.

A Community Consultation Committee for the Waterfront Plan was created to provide direct and meaningful input and feedback as the plan progressed. These people contributed hours of their time and energy to the plan, asking insightful questions and providing directive feedback. Their input was paramount to the development of the plan.

Project stakeholders were called upon at multiple points in this process to provide valuable insights, critiques and ideas about the future of West Kelowna's waterfront. These stakeholder consultations provided clear direction for the development of the Waterfront Plan.

To the many West Kelowna residents and visitors who gave their time and shared their ideas in the development of this plan through public open houses, emails and the public survey – thank you for providing us with your insights. We hope we have done them justice in this plan.

District of West Kelowna Council:

- Mayor Doug Findlater
- Councillor David Knowles
- Councillor Gold Milsom
- Councillor Rosalind Neis
- Councillor Duane Ophus
- Councillor Bryden Winsby
- Councillor Carol Zanon

Waterfront Plan Community Consultation Committee:

- Pip Akins
- Donna Campbell
- Dick Everson
- Darleen Garnier
- John Reddick
- Joan Wilson
- Bill Wlodarczyk



TABLE OF CONTENTS

ACKNOWLEDGEMENTS	i
TABLE OF CONTENTS	iii
EXECUTIVE SUMMARY	ix
DOCUMENT OUTLINE	xvii
1 INTRODUCTION	1
1.1 The Intent of This Plan	2
1.2 Using this Document	3
1.3 Planning Context	3
1.4 Waterfront Plan Area	4
2 SETTING THE FOUNDATION	7
2.1 Waterfront Historical Highlights	8
2.2 Waterfront Context	10
2.2.1 The Waterfront as a Whole	10
2.2.2 Waterfront Character Areas	11
2.3 What We Heard	14
2.3.1 Public & Stakeholder Input	14
2.3.2 Summary of Key Opportunities	16
2.3.3 Summary of Key Challenges	17
2.4 Waterfront Plan Components	18
3 A VISION FOR THE FUTURE	21
3.1 Waterfront Vision	22
3.2 Waterfront Principles	24
4 ENVIRONMENT	27
4.1 The Environment Today	28
4.1.1 Shoreline Evaluation	28
4.1.2 Current Aquatic Habitat Index Ratings	30
4.1.3 Watercourses	34

4.2	Recommended Directions	40
4.2.1	Shoreline Protection & Enhancement	42
4.2.2	Riparian Improvements	43
4.2.3	Watercourse Protection & Enhancement	43
4.3	Policies & Actions	45
5	LAND USE & DEVELOPMENT	49
5.1	Land Use & Development Today	50
5.2	Recommended Directions	55
5.2.1	Waterfront Village Development Directions	56
5.2.2	Waterfront Village Character	58
5.2.3	Waterfront Development outside Gellatly Village	58
5.3	Policies & Actions	59
6	RECREATION	63
6.1	Recreation Today	64
6.2	Recommended Directions	68
6.2.1	Park Expansion	68
6.2.2	Non-motorized Boat Launching	71
6.2.3	Motorized Boat Launching	74
6.2.4	Lake Access Development	77
6.2.5	West Kelowna Yacht Club (WKYC)	81
6.2.6	Day Moorage	83
6.2.7	Recreation Amenities	84
6.2.8	Improvements to Existing Parks	89
6.3	Policies & Actions	108
7	CONNECTIVITY & ACCESS	113
7.1	Access & Connectivity Today	114
7.1.1	Vehicle Access	114
7.1.2	Transit	116
7.1.3	Trails	117

7.2	Recommended Directions	119
7.2.1	Gellatly Recreation Corridor	119
7.2.2	Gellatly Road Vehicle Traffic	122
7.2.3	Public Foreshore Access	124
7.2.4	Public Trail Access	125
7.2.5	Connected Waterfront Trail	126
7.2.6	Waterfront Trail Standards	130
7.3	Policies & Actions	137

8 IMPLEMENTATION 141

8.1	Implementation Strategy	142
8.1.1	Plan Adoption	142
8.1.2	Implementation Guidance	143
8.1.3	Marketing/Education	144
8.1.4	District Bylaws & Regulations	145
8.1.5	Partnerships	146
8.1.6	Programming	147
8.1.7	Development	148
8.1.8	Capital Projects	149
8.1.9	Maintenance & Operations	159
8.1.10	Review & Maintenance of the Plan	159
8.2	Funding Strategies	160

APPENDICES

A: Glossary of Terms

B: Planning Context Summary

C: Project Process

D: Feedback Summary

E: Foreshore Inventory & Mapping – Methodology

F: Foreshore Inventory & Mapping – Summary of Results

G: Watercourse Evaluation – Methodology

H: Model for Quantifying Relative Habitat Value & Compensation

List of Maps

Map 1.1 - Overview of the Waterfront	4
Map 2.1 - Waterfront Character Areas	12
Map 4.1 - 2010 Foreshore Inventory & Mapping Segments	30
Map 4.2 - Waterfront Environmental Values	32
Map 4.3 - Preliminary Shoreline Water Quality Related to Watercourses	34
Map 4.4 - Proposed Environmental Improvement Initiatives	40
Map 5.1 - OCP Land Use Designations for the Waterfront Plan Area	50
Map 5.2 - Gellatly Bay Development Opportunities	56
Map 6.1 - Existing Parks & Lake Accesses in the Waterfront Plan Area	64
Map 6.2 - Suggested Non-Motorized Boat Launch Sites	73
Map 6.3 - Suggested Lake Access Development Priorities	78
Map 7.1 - Existing Transportation Network in the Waterfront Plan Area	114
Map 7.2 - Proposed Waterfront Trail Connections	126

List of Figures

Figure 6.1 - Conceptual Example of Naturalized Lake Access Typology	79
Figure 6.2 - Conceptual Example of Moderate Lake Access Typology	79
Figure 6.3 - Conceptual Example of Active Lake Access Typology	80
Figure 7.1 - Conceptual Section of Gellatly Recreation Corridor with Parallel Parking	121
Figure 7.2 - Conceptual Section of Gellatly Recreation Corridor with 90° Parking	121
Figure 7.3 - Conceptual Section of Urban Multi-Use Trail	131
Figure 7.4 - Conceptual Section of Rural Multi-Use Trail	132
Figure 7.5 - Conceptual Section of Pedestrian Trail	135
Figure 7.6 - Conceptual Section of Boardwalk	136

List of Tables

Table 4.1 - Summary of Shoreline Segments	30
Table 4.2 - Watercourse Evaluation Ratings for Level of Impact & Habitat Potential	35
Table 6.1 - Existing Parks & Lake Accesses	64
Table 7.1 - Options for Gellatly Road Vehicle Traffic	123
Table 7.2 - Summary of Proposed Waterfront Trail Connections	128
Table 8.1 - Recommended Short-Term Projects	150
Table 8.2 - Recommended Medium-Term Projects	154
Table 8.3 - Recommended Long-Term Projects	156





EXECUTIVE SUMMARY

Project Overview

The District of West Kelowna (*also referred to as West Kelowna, the District and DWK in this document*) has embarked on a timely and exciting journey to ensure a successful waterfront is part of the community's overall strategy for a prosperous, livable and sustainable West Kelowna.

The purpose of the Waterfront Plan is to guide future decision-making regarding the preservation, development and celebration of West Kelowna's waterfront. The plan will assist the District in setting policies and prioritizing realistic short-, medium- and long-term actions for environmental protection, land use and development directions, recreation investments and transportation connections over the next 50 years and beyond.

The goal of this project is to develop a vision for the waterfront and identify viable and sustainable directions that fit this vision and contribute to the creation of an improved waterfront.

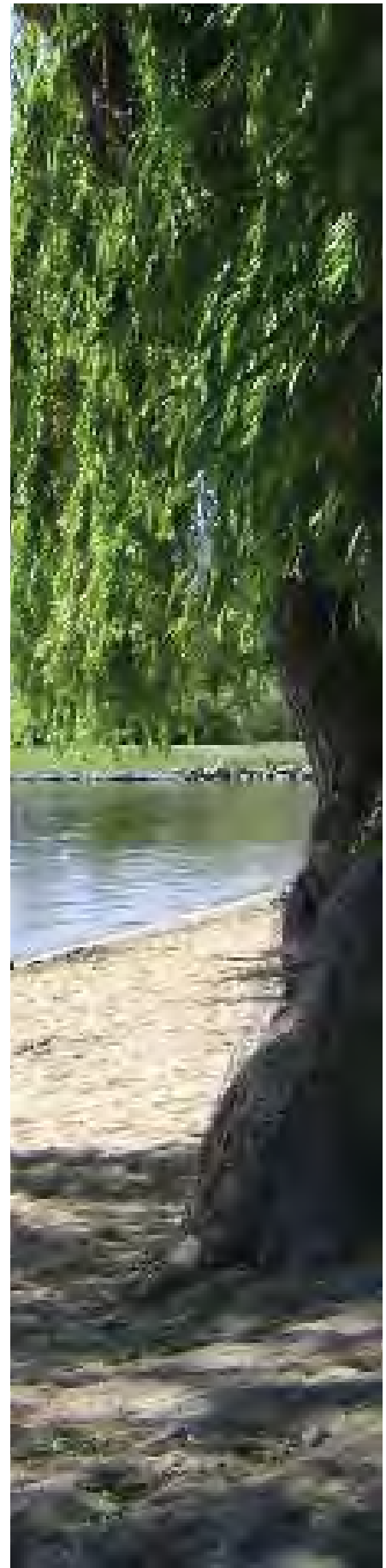
Plan Development

The development of the Waterfront Plan was guided by the District, its residents and stakeholders. To develop a plan that responds to the public and stakeholders of the waterfront, several consultations were completed, with input from:

- Waterfront Plan Community Consultation Committee
- District of West Kelowna Council
- District Departments & Divisions
- Community Stakeholders
- Related Referral Agencies
- Members of the Community
- Related District Committees & Advisory Groups

Plan Area

The Waterfront Plan addresses the shoreline and adjacent lands contained within the District of West Kelowna's boundaries from the Peachland border to Sailview Bay, encompassing approximately 18 km of shoreline. The Waterfront Plan Area encompasses the area between the high-water mark to approximately 250 m inland, for a total study area of approximately 393 ha. The plan addresses both the public and private realms.

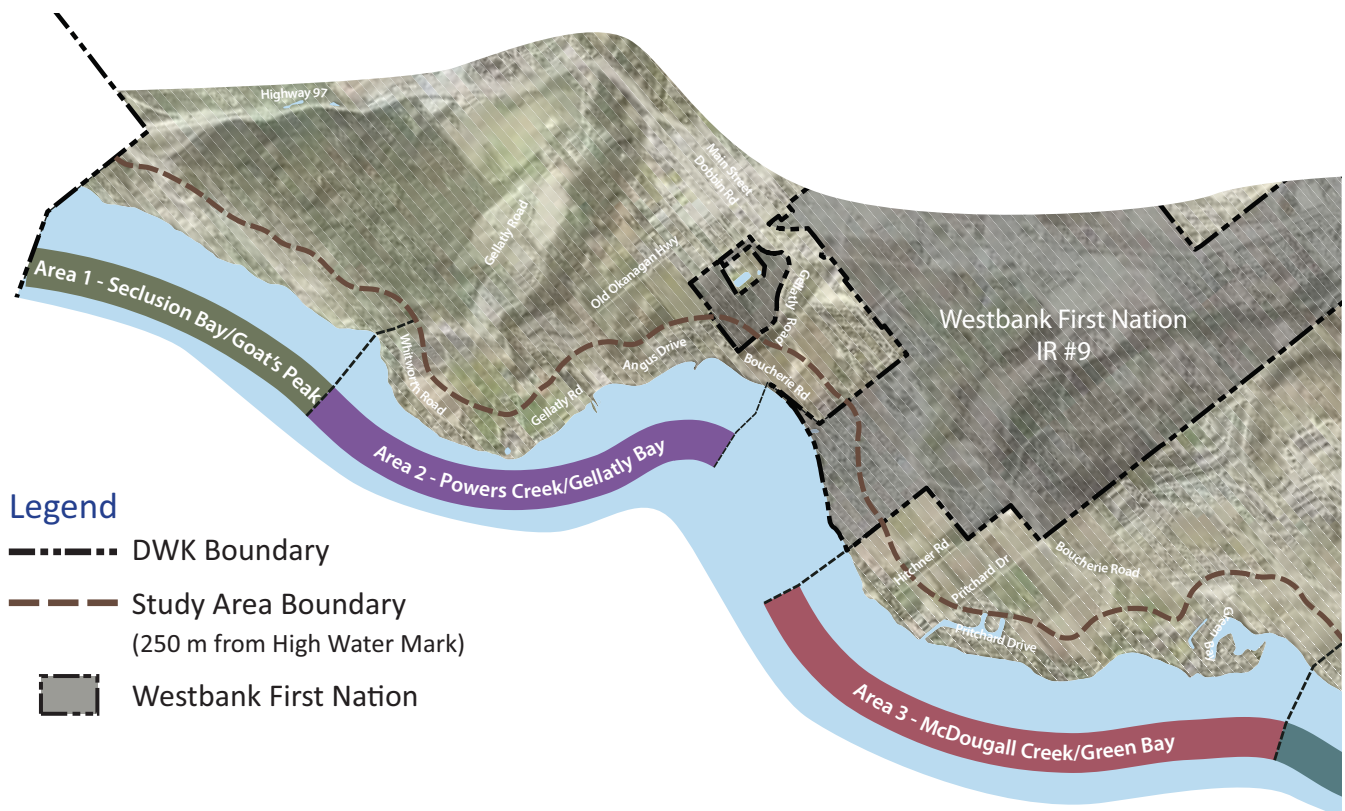


Waterfront Character Areas

The Waterfront area consists of six geographically distinct areas, each having different community characteristics and composition:

1. Seclusion Bay/Goat's Peak
2. Powers Creek/Gellatly Bay
3. McDougall Creek/Green Bay
4. Lakeview/Sunnyside
5. Casa Loma
6. Sailview

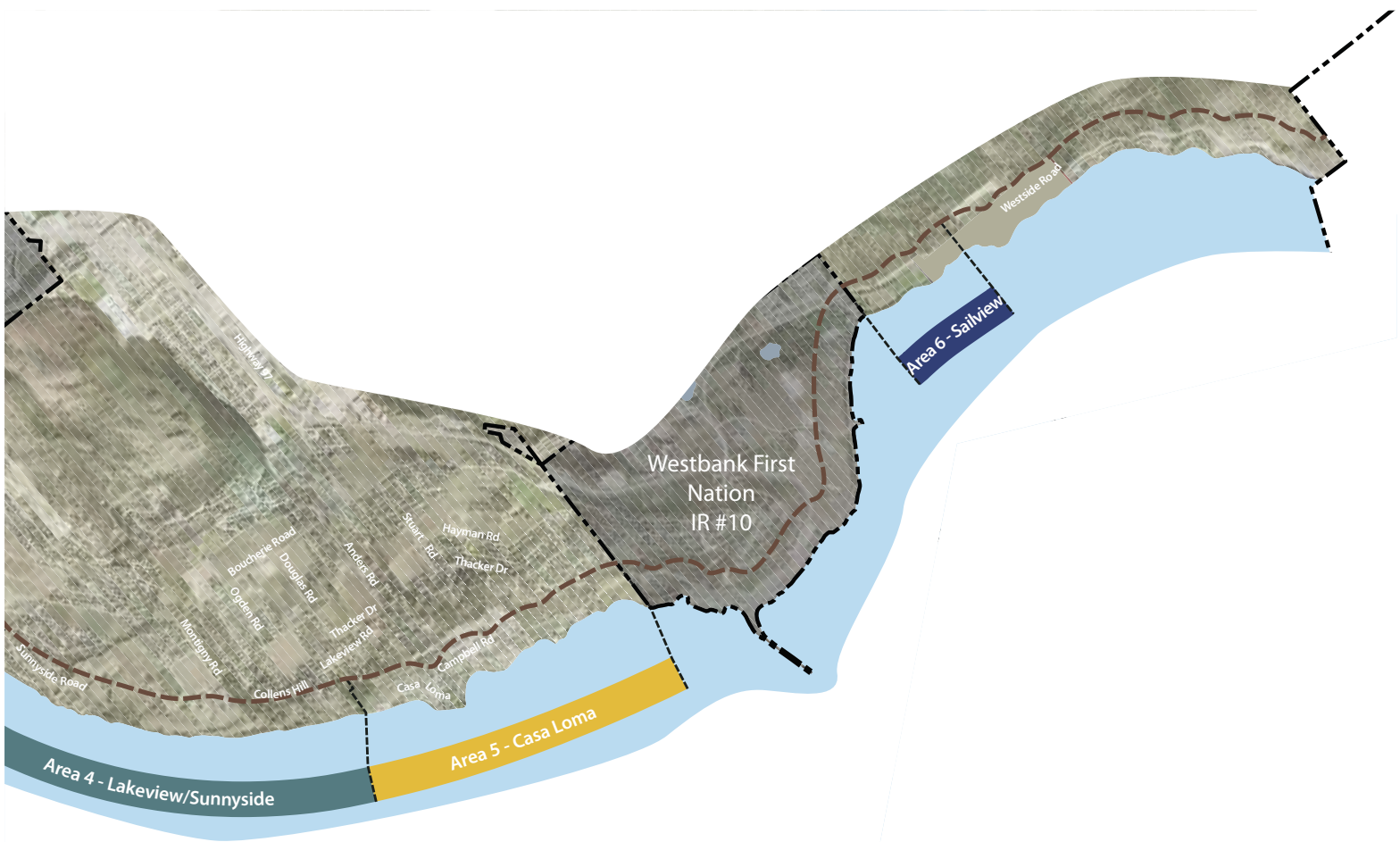
Map of the Waterfront Plan Area



Waterfront Plan Components

The Waterfront Plan is organized around 4 components. Each of these components are discussed in detail in a section of the plan. See the following pages for more information on each plan component:

1. Environment	27
2. Land Use & Development	49
3. Recreation	63
4. Access & Connectivity	113



Waterfront Vision

The purpose of the Waterfront Vision is to set the tone for long-term planning and development of the waterfront. It is intentionally broad in scope to have longevity and provide a reminder of the spirit and intent of the Waterfront Plan.



In 50 years, West Kelowna's waterfront will be a destination for residents and visitors.

People will be attracted by a range of high quality waterfront activities including outdoor recreation, community festivals and events and commercial amenities such as boutique shops, restaurants, pubs, cafes and accommodation. These activities, along with housing alternatives that appeal to a broad market, will encourage people to play and stay year-round in the waterfront area. A continuous trail will link waterfront recreation, residential and commercial destinations, encouraging people to walk, run and ride from place to place. The natural lakeshore environment will support greater ecological diversity, with more intact riparian communities and improved fish, bird and wildlife habitat.

Strategic public investments phased and integrated with incremental, sustained private development, will create infinite possibilities for West Kelowna's Waterfront.

Waterfront Principles

The Waterfront Vision is supported by five Waterfront Principles that are broad, yet tangible objectives for protection, enhancement and change in the Waterfront Plan area.



Community Connectivity

The waterfront will be a place for people from all corners of the community. Increasing and improving public waterfront access for all residents will be a priority. Pedestrian access will be promoted by establishing connections between the waterfront and the greater community and by creating linear connections along the waterfront. Missing links will be connected in the short-term, so that long-term continuity may be achieved.



Ecological Net Gain

Waterfront improvements will respect shoreline ecology. Undisturbed shoreline segments that have high sensitivity will be protected and disturbed areas with high-value ecology areas will be restored. Balanced development will be permitted along the shoreline, but where negative ecological impacts occur, mitigation and compensation will be required to ensure ecological net gain prevails.



Sense of Place

The waterfront will remain a significant recreation destination for the community. The waterfront’s sense of place will be enhanced by improvements that respect and build upon the existing character, including recognition of the area’s agricultural history and future. A diverse range of land uses, existing and proposed, will work harmoniously to support public safety and enjoyment of the waterfront.



Economic Vitality

Waterfront development that generates economic vigour throughout the entire community will be supported and encouraged. The community will support the creation of an improved waterfront. Service-oriented and appropriately scaled development that does not compete with other local commercial centres will be the focus of the waterfront and will contribute to enhanced public spaces.



Achievability

Recognizing that the community has many capital priorities, projects with highest and best potential will be selected for short-term implementation. These improvements will stimulate appropriate new waterfront development, will contribute to an improved waterfront experience and will support the fulfillment of the 50-year vision.

Recommended Directions



Environment

Preservation and enhancement of the waterfront's natural environment is foundational to the overall health of the lake. The Waterfront Plan strives to balance development where appropriate, with preservation and enhancement of areas with high ecological value or potential, following the principle of Ecological Net Gain. The plan proposes the following approach to environmental protection:

1. Preserve intact, existing high-quality sensitive ecosystems.
2. Where shoreline impacts related to development occur, mitigate through restoration.
3. Where impacts related to development occur and on-site mitigation will not support Ecological Net Gain, compensate with improvements in other high-value shoreline areas.

The plan provides an approach to quantification of relative habitat values of current and proposed waterfront uses. Key to the success of these calculations is treating the waterfront as a whole.

See Section 4: Environment on p. 27 for more information.

Land Use & Development

West Kelowna's history as a rural community has presented challenges for a cohesive approach to development. However, there are several areas that are suitable for development or redevelopment in the plan area and these locations present opportunities to demonstrate best practices in sustainable and high quality development, urban design, architecture and environmental preservation. The diversity and richness of West Kelowna's history provides a foundation for waterfront character. Priorities in the waterfront area are to expand residential, commercial and mixed-use opportunities that are a compliment to West Kelowna's other commercial destinations. Development will focus on the creation of a community focal point and activity destination in Powers Creek/Gellatly Bay that includes small cafes, restaurants, shops, waterfront-oriented services and housing. Other small-scale development areas will be considered where appropriate throughout the waterfront.

See Section 5: Land Use & Development on p. 49 for more information.

Recreation

Expansion of the waterfront parks system will contribute to the success of the waterfront as a whole. Parks and recreation amenities are like magnets – they draw people to a place. Where people congregate, development and services follow. Improvements to West Kelowna’s recreation system will occur over time and will include:

- Expansion of park land through acquisition;
- Recognition of the significance of non-motorized boating in the community and creation of facilities to support it;
- Continued support of motorized boating while mitigating shoreline conflicts between motorized and other lake uses;
- Development of key lake accesses to maximize park space;
- Expansion of water-based services such as day moorage to increase access and desirability of the waterfront;
- Expansion of recreation amenities that will fulfill public pursuits and interests; and
- Development of parks to support these activities.

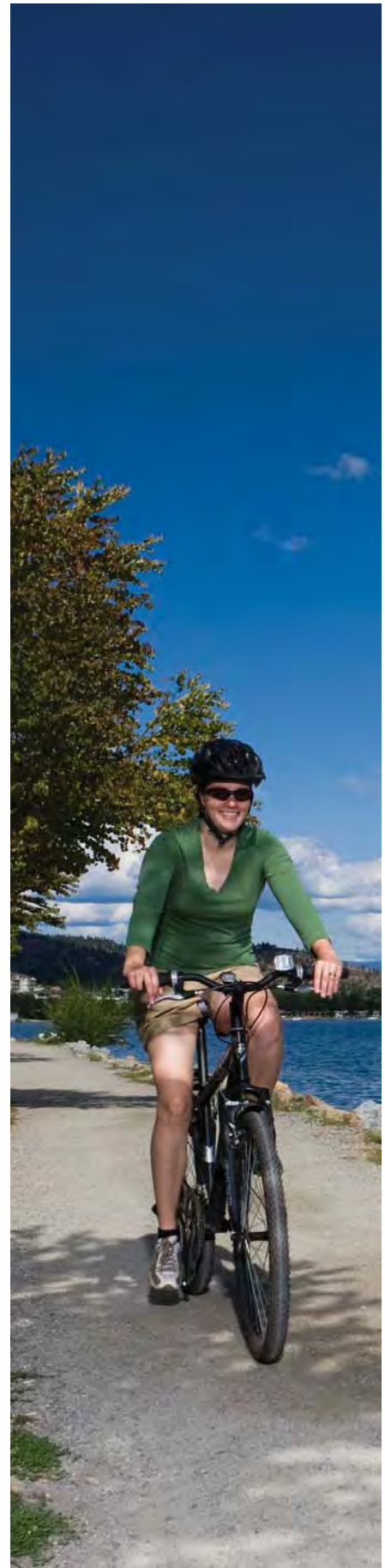
See Section 6: Recreation on p. 63 for more information.

Connectivity

A priority for the community is increasing connectivity to and access within the waterfront area. The Waterfront Plan recommends several methods of increasing connections:

- Working to remove existing barriers and prevent new man-made obstructions that restrict public foreshore access and increasing clarity on the foreshore rights and responsibilities of both the public and private landowners;
- Securing new trails along the shoreline to expand opportunities for year-round shore access;
- Pursuing a complete waterfront trail connection from the Bennett Bridge to the District of Peachland, providing pedestrian and cyclist access the length of the waterfront; and
- Increasing ways for people to access the waterfront without a vehicle – expanding trails and public transit connections and seeking new, innovative ideas to make West Kelowna a connected community.

See Section 7: Access & Connectivity on p. 113 for more information.



Implementation Strategy

The implementation strategy provides an overview of recommended steps for achieving the waterfront vision. This Waterfront Vision is a 50-year outlook, and it is not feasible to create detailed plans for this long-term time frame. The implementation strategy focuses on implementing short- to medium-term (5 to 10-year) steps that will be catalysts for working towards the vision. It is recognized that the West Kelowna community will continue to grow and evolve and so it is necessary to be flexible and adapt to new opportunities and challenges that arise.

There are many possible sources of funding that could help implement the recommendations in this plan. To accomplish the priorities developed through this process, the District will need to actively pursue innovative methods for funding waterfront improvements and land acquisition.

West Kelowna's waterfront is a spectacular community asset that will evolve over the years. Taking key steps today to chart a course of success will result in a waterfront that is a lasting legacy.

DOCUMENT OUTLINE

The Waterfront Plan is comprised of eight sections designed to organize the issues, opportunities and recommendations for the waterfront.

Section 1: Introduction describes the purpose of the Waterfront Plan, the area it encompasses, planning context and a review of the planning process.

Section 2: Setting the Foundation provides an overview of the waterfront, including its historical, current and future composition and introduces the components of the Waterfront Plan.

Section 3: A Vision for the Future introduces the broad-scale waterfront vision and principles that guide the plan recommendations.

Section 4: Environment charts the course to protect, restore and enhance natural features and habitat, which play a large role in ensuring a healthy and beautiful lake, active community and vigorous economy.

Section 5: Land Use & Development identifies opportunities for development and redevelopment in the waterfront plan area and suggests locations and methods for encouraging suitable development.

Section 6: Recreation sets the tone for the ongoing development of recreational capacity along the waterfront and includes a range of potential improvements.

Section 7: Connectivity considers roads, walkways and cycling routes that provide access and recommends an approach to promoting and increasing access to and along the waterfront.

Section 8: Implementation summarizes the recommended approach to implementing the policies and actions for the environment, land use and development, recreation and connectivity. It includes a summary of projects and an order of magnitude capital cost estimate and introduces potential funding sources.

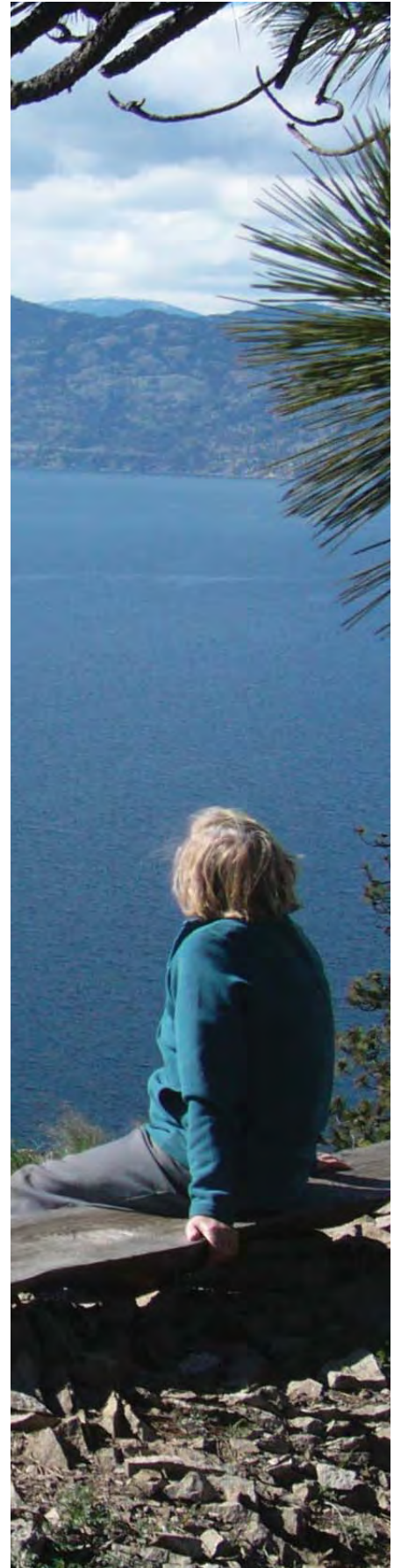
LIST OF APPENDICES

- A: Glossary of Terms
- B: Planning Context Summary
- C: Project Process
- D: Feedback Summary
- E: Foreshore Inventory & Mapping – Methodology
- F: Foreshore Inventory & Mapping – Summary of Results
- G: Watercourse Evaluation – Methodology
- H: Model for Quantifying Relative Habitat Value & Compensation

1 INTRODUCTION

This section introduces the purpose of the Waterfront Plan, the plan area, and the planning context.

- 1.1 The Intent of This Plan
- 1.2 Using this Document
- 1.3 Planning Context
- 1.4 Waterfront Plan Area



1.1 The Intent of This Plan

Note: Terms and Acronyms highlighted in ***Bold Italic Text*** throughout this document are defined in **Appendix A: Glossary of Terms**.

The District of West Kelowna (*also referred to as West Kelowna, the District and DWK in this document*) has embarked on a timely and exciting journey to ensure a successful waterfront is part of the community's overall strategy for a prosperous, livable and sustainable West Kelowna. This is the first Waterfront Plan for the community.

The purpose of the Waterfront Plan is to guide future decision-making regarding the preservation, development and celebration of West Kelowna's waterfront. The plan will assist the District in setting ***policies*** and prioritizing realistic short-, medium- and long-term ***actions*** for environmental protection, land use and development directions, recreation investments and transportation connections over the next 50 years and beyond.

The goal of this project is to develop a ***vision*** for the waterfront and identify viable and sustainable directions that fit this vision and contribute to the creation of an improved waterfront.



1.2 Using this Document

As with all planning documents, this document should be considered a living document that will evolve as the community grows. Recommendations in this plan are intended to be reviewed and adjusted annually to reflect changing community needs. All recommended projects will be considered within the District of West Kelowna's broader community planning and budget planning processes, and are subject to consideration and approval by Council.

Committed leadership will be the key to successful realization of the Waterfront Plan. Success will also depend on stewardship by all West Kelowna residents as the waterfront lands encompass private and public spaces that are cared for by everyone who lives on and visits the waterfront area.

1.3 Planning Context

The Waterfront Plan builds upon the District of West Kelowna's strategic vision:

"The District of West Kelowna is an innovative local government that will make informed decisions to benefit the community by welcoming input and giving consideration to fiscal responsibility, environmental stewardship, healthy living and economic enhancement."

The recommendations for the Waterfront Plan fit within this community vision, while focusing specifically on the waterfront area.

The Waterfront Plan is one of several community plans that will collectively guide growth within the District. This plan has been developed to align with existing and draft DWK plans to the greatest extent possible and implementation of the plan will be balanced with the implementation of other community plans.

For a summary of key synergies from documents that relate to the Waterfront Plan, see **Appendix B: Planning Context Summary**.

Key DWK documents related to the Waterfront Plan:

- West Kelowna Official Community Plan Bylaw 2011 No. 0100
- 2011 Strategic Priorities
- Parks and Recreation Master Plan 2010
- Westbank Centre Revitalization Plan
- Agricultural Plan
- Transportation Master Plan (Draft)
- Stormwater Management Plan (Draft)
- Future plans for the community

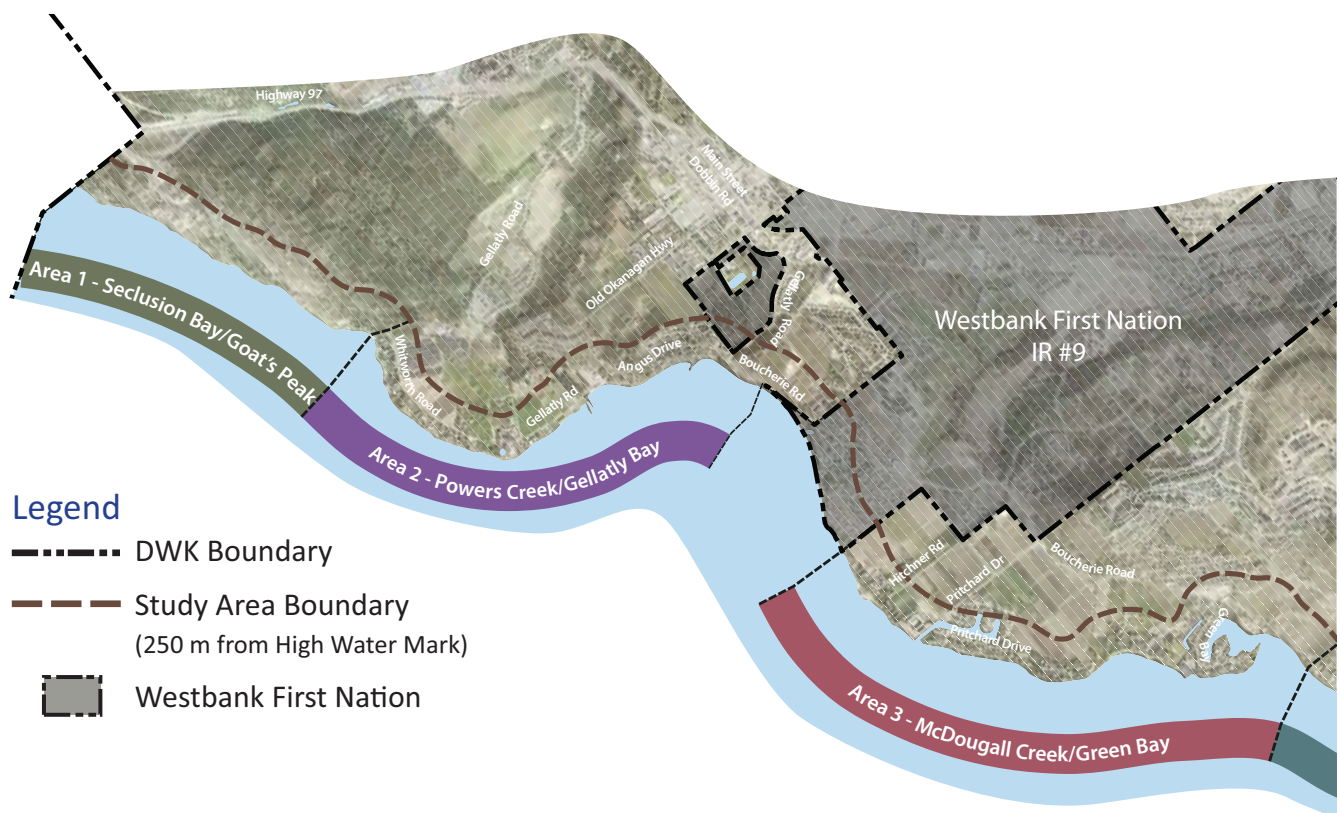
Other related studies:

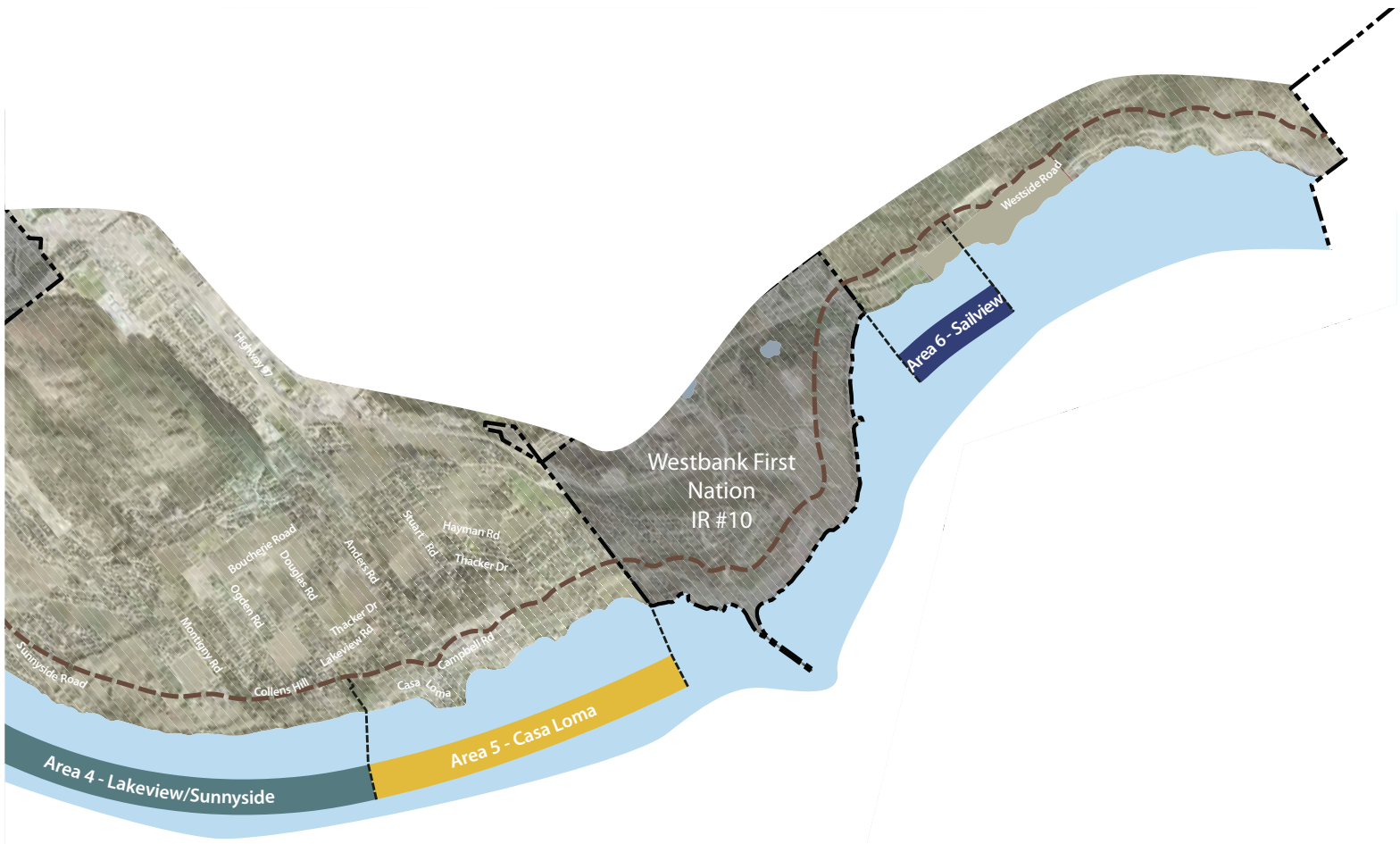
- Okanagan Lake Foreshore Inventory & Mapping and Aquatic Habitat Index (Draft)
- Regional District of Central Okanagan – Major Lakes Recreational Marine Facilities Study 2008
- Central Okanagan Foreshore Plan – Update (2007)
- Gellatly Waterfront Masterplan (2003)

1.4 Waterfront Plan Area

The Waterfront Plan addresses the shoreline and adjacent lands contained within the District of West Kelowna’s boundaries from the Peachland border to Sailview Bay, encompassing approximately 18 km of shoreline. The Waterfront Plan Area includes the area between the high-water mark to 250 m inland, for a total study area of approximately 393 ha. The plan addresses both the public and private spaces that make up the waterfront area.

Map 1.1: Overview of the Waterfront





2 SETTING THE FOUNDATION

Section 2 provides an overview of the waterfront plan area, including its historical, current and future composition and introduces the components of the Waterfront Plan.

- 2.1 Waterfront Historical Highlights
- 2.2 Waterfront Context
- 2.3 What We Heard
- 2.4 Waterfront Plan Components



2.1 Waterfront Historical Highlights



Tasting cabin at Quails' Gate Winery in the Allison's original log cabin (Photo: Kentrosaurus)



Historical Gellatly Bay Wharf



Gellatly Nut Farm Regional Park today



CNR Wharf in Gellatly Bay circa 1916

The waterfront is part of the traditional territory of the Okanagan (sylix) Nation that extends from the south central interior of BC to north central Washington State. The sylix are a division of the Interior Salish.¹ Historically, the Okanagan communities thrived on hunting, fishing, gathering and trading.²

West Kelowna's waterfront developed around the orchard industry. The west side of the lake, with its southeast exposure is ideal for growing tree fruits and the morning sun and rich mineral soil yields crops, on average, two weeks ahead of those on the east side (Kelowna).

The area around Quails' Gate Winery was the home of the Allisons, who were cattle ranchers from 1872 to 1881. Susan Allison was the first white woman to settle on the west side of the lake and she gave birth to the first white child in 1873. Mrs. Allison named the area "Sunnyside" due to the extended hours of sun on that side of the lake. Their original log house is now located at the Quails' Gate Winery.

Gellatly Bay was named after David Erskine Gellatly and his family who settled in the area in 1900. They cleared the land and began planting produce crops – tomatoes, potatoes and onions. His family farm prospered and included the largest greenhouse in the interior, a box factory, packing house and a wharf for dispatch of produce by boat. This area became known as Gellatly Landing.³

In 1905 David Gellatly Jr. started to grow nuts and was one of the founders of BC's "nut culture." The Gellatly Nut Farm became a cradle of hardy nut growing and breeding in North America. In 1998, potential development spurred the purchase of the property by the RDCO to preserve it as public park.⁴ Today the park is operated as a working farm that includes nut harvest and sales and is open to the public as a regional park recreation area.

1 Westbank First Nation 2008 Economic Development Profile, Updated 2010.

2 History, Westbank First Nation website.

3 Gellatly Nut Farm, RDCO website.

4 Gellatly Nut Farm, RDCO website.

Fruit was shipped by steamer from Gellatly Bay using the three main wharves: Government Wharf, CNR Wharf and CPR Wharf. The fruit was packed and stored in the Westbank Cooperative Growers Plant, located just north of Powers Creek. Fruits included apples, peaches, apricots, plums, pears and cherries. The CPR operated three steamships: the S.S. Okanagan, the S.S. Aberdeen and the S.S. Sicamous. The sternwheelers brought provisions to the people of the Okanagan Valley and took fruit and produce from the Okanagan Valley to the world. The CPR steamboats were mainly freight boats, but also provided first-class service to passengers with staterooms, smoking rooms and dining rooms known for their excellent food.

Ferries were used for passengers and livestock, and in 1938, started to transport cars. The Pendozi was the first car ferry operating from 1938 until the Okanagan Lake Floating Bridge was opened in 1958. The Pendozi now serves as the clubhouse for the West Kelowna Yacht Club in Gellatly Bay.

The Lakeview Heights area was settled by WW II soldiers under the Veterans Land Act. The land was cleared and planted with fruit trees and these orchards continue to define the character of the area today.

Kalamoir Park was secured as public park through a series of property subdivisions occurring around 1959. When established, Kalamoir Park was operated as a Class “C” Provincial Park, administered by a local Board of Directors until 1983 when it was given to the RDCO to operate as a Regional Park. Red Cross swimming lessons were provided in the 1960s and 70s and the present park trail system was designed and built in 1973-74 through grant funding. Today, Kalamoir Regional Park continues to be an important regional recreation destination, operated by the RDCO.⁵



Steamer ships on the Westside



S.S. Sicamous



Kalamoir Regional Park today

⁵ Kalamoir Regional Park Management Plan, RDCO, 2005.

2.2 Waterfront Context



The West Kelowna waterfront traverses over 18 km of shoreline and over this length, the character and composition of the community is varied.

2.2.1 The Waterfront as a Whole

Okanagan Lake is a key natural feature in West Kelowna and a main reason people choose to live in and visit the District. Recent planning processes have identified the waterfront as an improvement priority for the community.

West Kelowna's waterfront includes the majority of the shoreline between the border with Peachland at the community's south boundary, to the Central Okanagan West Electoral Area border at the north.

West Kelowna Waterfront Stats:

- **Length of Waterfront Plan Study Area Shoreline:**
Approximately 18.0 km (excluding Westbank First Nation shoreline and north of Sailview Bay)
- **Area of Waterfront Plan Study Area:**
Approximately 393 ha (from the high-water mark to 250 m inland)

The character of the Waterfront Plan Area is a mix of single-family residential, multi-family residential, agricultural use and park. There is currently no commercial and little mixed-use development (the Cove Resort is the only current mixed-use development). Some consolidated, undeveloped parcels exist in the north and south ends of the study area.



Typical waterfront character with single-family residential on the shoreline and upland agricultural uses.

2.2.2 Waterfront Character Areas

The Waterfront Plan area consists of six geographically distinct areas, each having different characteristics and composition:

1. Seclusion Bay/Goat's Peak
2. Powers Creek/Gellatly Bay
3. McDougall Creek/Green Bay
4. Lakeview/Sunnyside
5. Casa Loma
6. Sailview

The map and summaries on the following pages describe the character of each of these areas.

Waterfront Character Areas

1: Seclusion Bay/Goat's Peak



Goat's Peak has one of the District's highest value intact natural shorelines. The area is recognized for its high natural values, along both the shoreline and in **upland** areas. Existing development in this segment is limited to a resort development off Seclusion Bay Road. The **OCP** designates Goat's Peak as a **Comprehensive Development Area** which requires specific growth management **policies** to address future development.

2: Power's Creek/Gellatly Bay



This is the primary waterfront recreation area in DWK and a showcase for Okanagan Valley views and vistas. Development in this area is mainly single-family residential and **upland** agricultural lands. This is the closest waterfront area to Westbank Centre and the commercial development along Highway 97. There is heavy vehicle, pedestrian and bicycle traffic along Gellatly Road which is used to access key destinations including the boat launch, yacht club, mixed-use development and recreation areas. The Gellatly Recreation Corridor trail is used by residents and tourists year round.





3: McDougall Creek/Green Bay

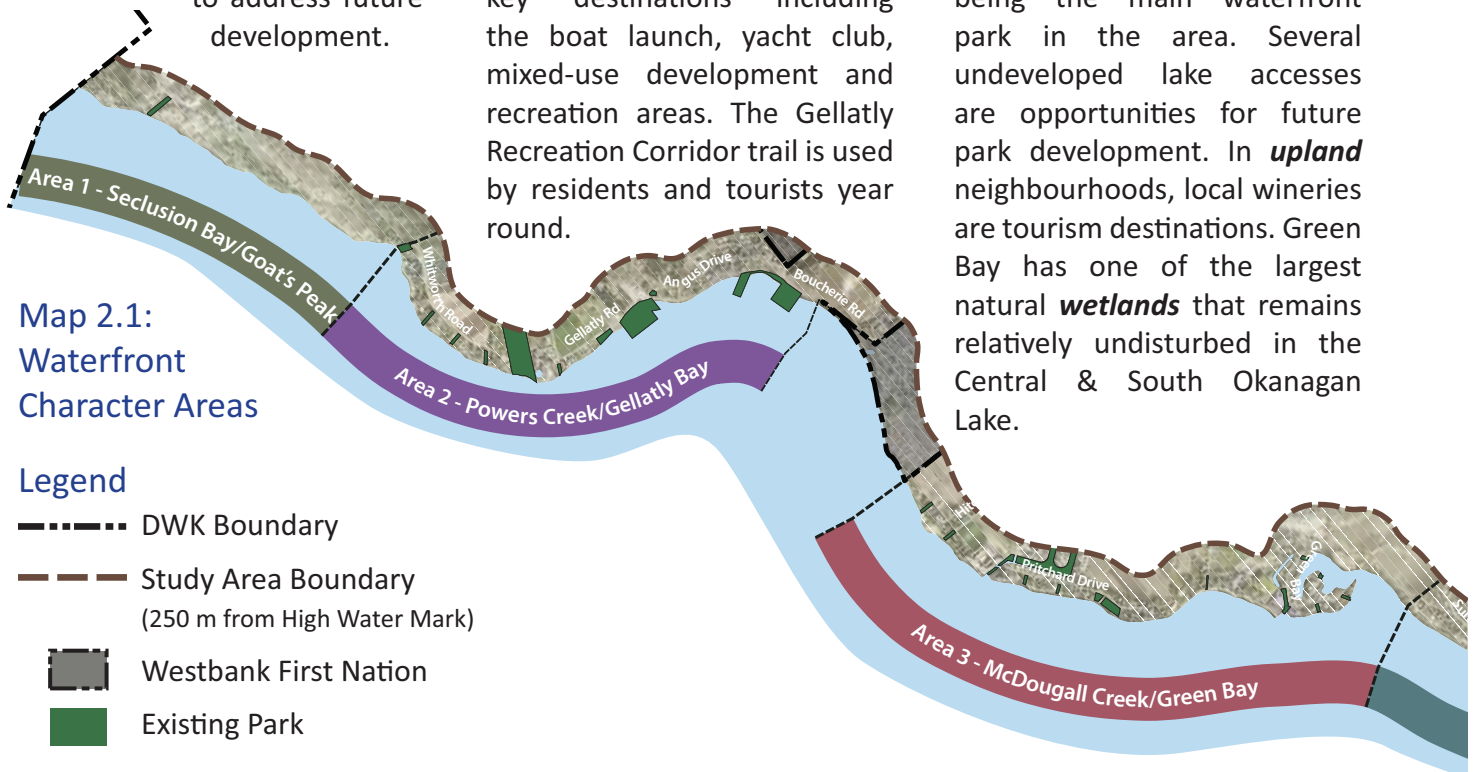


A mix of single-family and mixed-use residential development takes up most of the waterfront in this area. Agricultural uses within the **ALR** comprise most of the gentle slopes **upland** of the shore. Recent and potential resort development contribute to the varied character of the area. Existing development is a limitation to public access and environmental **habitat** protection and enhancement, with Marjorie Pritchard Park being the main waterfront park in the area. Several undeveloped lake accesses are opportunities for future park development. In **upland** neighbourhoods, local wineries are tourism destinations. Green Bay has one of the largest natural **wetlands** that remains relatively undisturbed in the Central & South Okanagan Lake.

Map 2.1: Waterfront Character Areas

Legend

-  DWK Boundary
-  Study Area Boundary (250 m from High Water Mark)
-  Westbank First Nation
-  Existing Park



4: Lakeview/Sunnyside



Kalamoior Regional Park, owned and operated by the RDCO, is a well- developed and popular recreation destination. This park encompasses most of the Waterfront Plan Area in Lakeview/Sunnyside providing 28 ha of protected natural area, beach, trails and mature pine forest and riparian ecosystems. The remainder of this area is single-family residential development. Topographically, steep slopes between the shoreline and **upland** uses are typical.

5: Casa Loma

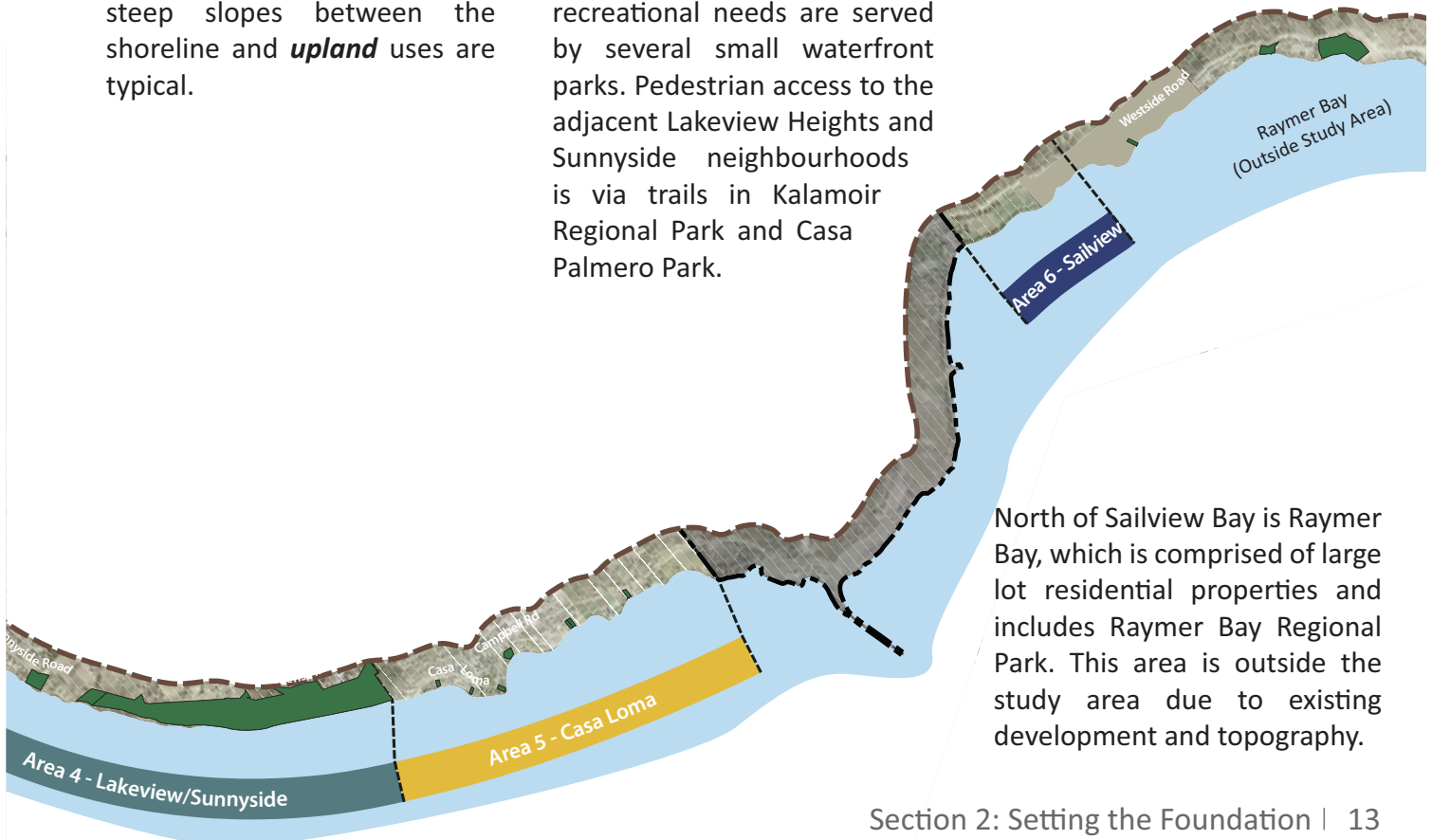


This area is geographically isolated by steep slopes from the greater West Kelowna community and can be accessed by vehicle only from Campbell Road near Bennett Bridge. The area is comprised mainly of well-established single-family homes, some multi-family development in the south and **ALR** mixed with limited single-family development in the north. Casa Loma’s recreational needs are served by several small waterfront parks. Pedestrian access to the adjacent Lakeview Heights and Sunnyside neighbourhoods is via trails in Kalamoior Regional Park and Casa Palmero Park.

6: Sailview



Sailview is separated from the other waterfront areas by steep slopes from the greater West Kelowna community and can be accessed by vehicle only from Campbell Road near Bennett Bridge. The area is comprised of ag lands with single-family homes and includes intact sensitive riparian ecosystems. The **OC**P includes Sailview within a **Comprehensive Development Area**. Across Westside Road are Rose Valley and West Kelowna Estates, residential growth areas with no waterfront access.



North of Sailview Bay is Raymer Bay, which is comprised of large lot residential properties and includes Raymer Bay Regional Park. This area is outside the study area due to existing development and topography.

2.3 What We Heard

2.3.1 Public & Stakeholder Input

The development of the Waterfront Plan was guided by the District of West Kelowna, its residents and stakeholders. To develop a plan that responds to the public and stakeholders of the waterfront, several consultations were completed.

Waterfront Plan Community Consultation Committee

A Waterfront Plan committee comprised of community members was developed to help guide the waterfront plan development. The committee met with DWK staff at key points throughout the process to provide feedback, direction and comments.

District of West Kelowna Council

Council reviewed directions and provided feedback at key points throughout the development of the plan.

District Departments, Divisions & Advisory Committees

Staff from various departments and divisions in the District, along with DWK Advisory Committees, reviewed the draft plan to ensure that directions set out in the waterfront plan compliment other planning documents and processes in the District. Staff provided insights to current conditions, as well as input they have heard from the community about the waterfront.

Stakeholder Consultations

A variety of organizations, neighbours, agencies and individuals were identified as having direct interests in the development of a Waterfront Plan. Stakeholders were invited to participate in stakeholder sessions:

- **Stakeholder Workshop #1:** In the Fall of 2010, stakeholders were invited to provide preliminary input, focusing on identifying challenges and opportunities related to key waterfront topics.
- **Stakeholder Workshop #2:** On April 21, 2011 stakeholders participated in focus groups to provide feedback and priority directions on key ideas emerging in the draft plan development.
- **Referral:** The Draft plan was circulated to agencies and stakeholders in August 2011 for comment prior to finalization.

Public Consultations

Public consultations were held during the development of the Waterfront Plan to garner feedback and direction from community members on key directions and issues:

- **Public Open House #1:** On March 2nd, 2011 the first open house was held to introduce issues and options identified to date and gather input on additional concerns about the future of the waterfront.
- **Joint Public Open House:** On June 16th, 2011 at a joint open house event, the public was presented with preliminary directions and were asked to identify divergent ideas, ask questions and provide comments to inform the development of the draft plan.

See **Appendix D: Feedback Summary** for a summary of feedback received through consultations.



Joint public open house

2.3.2 Summary of Key Opportunities



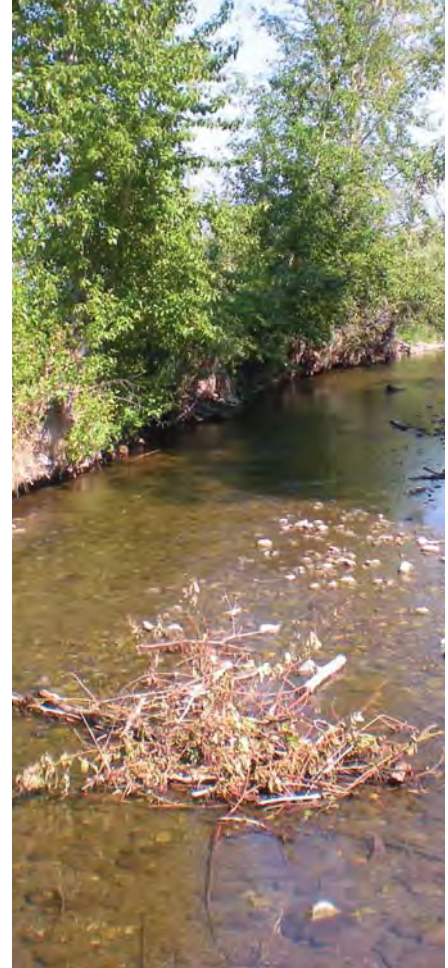
Community and stakeholder consultations identified opportunities that informed the development of the Waterfront Plan:

- **Okanagan Lake:** The lake setting draws a variety of active and passive recreation users. Natural *foreshore* areas offer nature-based recreation while more urban areas offer places for popular water-based activities such as power boating, kayaking and swimming. These opportunities draw a wide range of residents and visitors to the waterfront.
- **Existing Resources:** Existing waterfront parks and amenities are building blocks for the future. Short-term improvements to recreation amenities will encourage new development and funding for long-term expansion of waterfront parks. Lake accesses, several of which are currently undeveloped, present opportunities for recreation amenities.
- **Agricultural Character:** West Kelowna's agricultural history and ongoing farming culture is fundamental to the waterfront experience. Viable agriculture in the waterfront area should be supported and celebrated through tourism development, interpretation and design.
- **Undeveloped Natural Areas:** Undisturbed areas with sensitive and ecologically significant *habitats* exist in the waterfront area, notably in the undeveloped areas at the north and south. These areas are vital for preservation, conservation and compensation to ensure natural processes remain an enduring component of West Kelowna's waterfront character.
- **Strategic Development Opportunities:** While development opportunities are limited by topography and land use restrictions, several opportunities for short-term development exist in strategic locations. These spaces are primed for redevelopment, and if development is successful in these areas, it will trigger future improvements.
- **Community Interest:** Community desire to see an improved West Kelowna waterfront lends support to its future. This process, among others, has identified the waterfront as a community priority. The people of West Kelowna envision a waterfront where residents and visitors can spend hours enjoying the natural splendor of Okanagan Lake.
- **Community Growth:** Population projections suggest that West Kelowna will continue to grow (see *OCP* for anticipated growth rates). While a growing population is a challenge for expanding community services, it also provides opportunity for the community to guide the location of growth and form of development to maintain a high quality of life in the community.

2.3.3 Summary of Key Challenges

Key challenges were also identified during the planning process:

- **Land Availability:** The majority of the waterfront area is established, unconsolidated, private residential properties. This is a challenge, not only for attracting visitors to the waterfront, but also for encouraging permanent commercial and mixed-use development that would animate the waterfront area. High land values are a challenge for public land acquisition.
- **Public Access:** Past land use patterns have reduced the amount of shoreline available for public access. In addition, **encroachments** by private landowners onto public **foreshore** and lake accesses impact public enjoyment of the lake.
- **Recreation Conflicts:** Competing uses, notably in Gellatly Bay, result in conflicts between user groups that require space for a variety of recreation pursuits.
- **Public Funding:** DWK is a new municipality, with competing priorities for municipal funding. In order to achieve the vision of the Waterfront Plan, strategic improvements must be prioritized based on municipal resources and outside funding.
- **Connectivity:** Poor waterfront connections, a legacy of previous land use and transportation patterns, have severed important waterfront connections. Because of these patterns, continuous pedestrian and cyclist access is a challenge. In addition, wayfinding and signage is limited.
- **Water Quality:** Degradation of West Kelowna's streams have reduced water quality in the lake. In some cases, streams have been so degraded that habitat damage and reduced recreational capacity in the lake are severe.
- **Topography:** Steep slopes, while valuable for viewscape and natural **ecosystem** protection, are a challenge to connectivity and development.
- **Agricultural Lands:** The agricultural elements of the waterfront are very valuable and warrant protection. However, **ALR** lands can be a limitation to development of desirable land uses and recreation amenities. It is important that available lands are carefully developed, with a sensitive approach to adjacent uses, to ensure compatibility and to maximize potential.
- **Competing Development:** Revitalization of Westbank Centre as the historical commercial centre of DWK is ongoing. In addition, Westbank First Nation commercial developments along Highway 97 provide new retail and multi-family residential. Waterfront development should not compete with other commercial cores, but add unique services that support an active waterfront.



2.4 Waterfront Plan Components

The following 4 components guide the Waterfront Plan recommendations. Sections 4 through 7 of the plan discuss each of these topics in detail.

1. Environment



Preservation and enhancement of the waterfront's natural environment is foundational to the overall health of the lake. The Waterfront Plan strives to balance development where appropriate, with preservation and enhancement of areas with high ecological value or potential, following the principle of Ecological Net Gain. The plan proposes the following approach to environmental protection:

1. Preserve intact, existing high-quality sensitive ecosystems.
2. Where shoreline impacts related to development occur, mitigate through restoration.
3. Where impacts related to development occur and on-site mitigation will not support Ecological Net Gain, compensate with improvements in other high-value shoreline areas.

The plan provides an approach to quantification of relative habitat values of current and proposed waterfront uses. Key to the success of these calculations is treating the waterfront as a whole.

See Section 4: Environment on p. 27 for more information.

2. Land Use & Development



West Kelowna's history as a rural community has presented challenges for a cohesive approach to development. However, there are several areas that are suitable for development or redevelopment in the plan area and these locations present opportunities to demonstrate best practices in sustainable and high quality development, urban design, architecture and environmental preservation. The diversity and richness of West Kelowna's history provides a foundation for waterfront character. Priorities in the waterfront area are to expand residential, commercial and mixed-use opportunities that are a compliment to West Kelowna's other commercial destinations. Development will focus on the creation of a community focal point and activity destination in Powers Creek/Gellatly Bay that includes small cafes, restaurants, shops, waterfront-oriented services and housing. Other small-scale development areas will be considered where appropriate throughout the waterfront.

See Section 5: Land Use & Development on p. 49 for more information.

3. Recreation



Expansion of the waterfront parks system will contribute to the success of the waterfront as a whole. Parks and recreation amenities are like magnets – they draw people to a place. Where people congregate, development and services follow. Improvements to West Kelowna’s recreation system will occur over time and will include:

- Expansion of park land through acquisition;
- Recognition of the significance of non-motorized boating in the community and creation of facilities to support it;
- Continued support of motorized boating while mitigating shoreline conflicts between motorized and other lake uses;
- Development of key lake accesses to maximize park space;
- Expansion of water-based services such as day moorage to increase access and desirability of the waterfront;
- Expansion of recreation amenities that will fulfill public pursuits and interests; and
- Development of parks to support these activities.

See Section 6: Recreation on p. 63 for more information.

4. Access & Connectivity



A priority for the community is increasing connectivity to and access within the waterfront area. The Waterfront Plan recommends several methods of increasing connections:

- Working to remove existing barriers and prevent new man-made obstructions that restrict public foreshore access and increasing clarity on the foreshore rights and responsibilities of both the public and private landowners;
- Securing new trails along the shoreline to expand opportunities for year-round shore access;
- Pursuing a complete waterfront trail connection from the Bennett Bridge to the District of Peachland, providing pedestrian and cyclist access the length of the waterfront; and
- Increasing ways for people to access the waterfront without a vehicle – expanding trails and public transit connections and seeking new, innovative ideas to make West Kelowna a connected community.

See Section 7: Access & Connectivity on p. 113 for more information

3 A VISION FOR THE FUTURE

This section introduces the guiding Vision and Principles that set the framework for the policies and actions developed for the waterfront area.

3.1 Waterfront Vision

3.2 Waterfront Principles



3.1 Waterfront Vision

The purpose of the **Waterfront Vision** is to set the tone for long-term planning and development of the waterfront. It is intentionally broad in scope to have longevity and provide a reminder of the spirit and intent of the Waterfront Plan.



In 50 years, West Kelowna's waterfront will be a destination for residents and visitors.

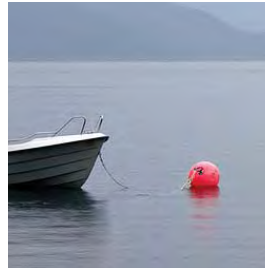
People will be attracted by a range of high quality waterfront activities including outdoor recreation, community festivals and events and commercial amenities such as boutique shops, restaurants, pubs, cafes and accommodation. These activities, along with housing alternatives that appeal to a broad market, will encourage people to play and stay year-round in the waterfront area. A continuous trail will link waterfront recreation, residential and commercial destinations, encouraging people to walk, run and ride from place to place. The natural lakeshore environment will support greater ecological diversity, with more intact riparian communities and improved fish, bird and wildlife habitat.

Strategic public investments phased and integrated with incremental, sustained private development, will create infinite possibilities for West Kelowna's Waterfront.

Imagine:



Kayakers and canoeists launching their boats for an early morning row;



Visitors mooring their boats to visit a local winery or participate in a community event;



Swimmers and sunbathers indulging in summer sunshine;



Bird watchers spotting shorebirds in protected marsh areas and fishermen casting their lines;



Residents and visitors browsing boutique shops and sipping coffee at a cafe;



Volleyball players playing a scrimmage, while children participate in rowing or swimming lessons;



A warm fire in the waterfront pub enticing visitors whether rain, snow or shine;



Homes with beautiful views and convenient access to the lake and local services; and



Dog walkers and joggers covering kilometers of continuous trail;



Easy access to the waterfront via enhanced land or water transportation.

3.2 Waterfront Principles

The Waterfront Vision is supported by five Waterfront Principles that are broad, yet tangible objectives for protection, enhancement and change in the Waterfront Plan area.



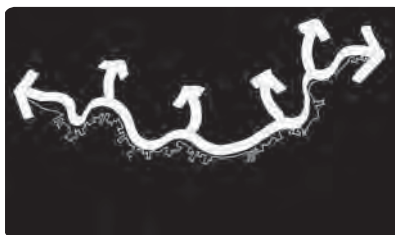
Community Connectivity

The waterfront will be a place for people from all corners of the community. Increasing and improving public waterfront access for all residents will be a priority. Pedestrian access will be promoted by establishing connections between the waterfront and the greater community and by creating linear connections along the waterfront. Missing links will be connected in the short-term, so that long-term continuity may be achieved.



Ecological Net Gain

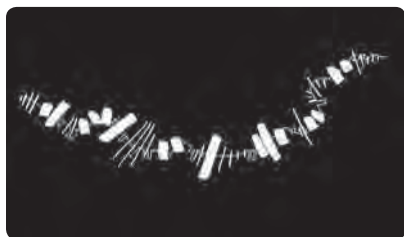
Waterfront improvements will respect shoreline ecology. Undisturbed shoreline segments that have high sensitivity will be protected and disturbed areas with high-value ecology areas will be restored. Balanced development will be permitted along the shoreline, but where negative ecological impacts occur, mitigation and compensation will be required to ensure ecological net gain prevails.





Sense of Place

The waterfront will remain a significant recreation destination for the community. The waterfront’s sense of place will be enhanced by improvements that respect and build upon the existing character, including recognition of the area’s agricultural history and future. A diverse range of land uses, existing and proposed, will work harmoniously to support public safety and enjoyment of the waterfront.



Economic Vitality

Waterfront development that generates economic vigour throughout the entire community will be supported and encouraged. The community will support the creation of an improved waterfront. Service-oriented and appropriately scaled development that does not compete with other local commercial centres will be the focus of the waterfront and will contribute to enhanced public spaces.



Achievability

Recognizing that the community has many capital priorities, projects with highest and best potential will be selected for short-term implementation. These improvements will stimulate appropriate new waterfront development, will contribute to an improved waterfront experience and will support the fulfillment of the 50-year vision.



4 ENVIRONMENT

This section charts a course to protect, restore and enhance water quality, natural features and habitat. The District's system of natural features play a major role in ensuring a healthy lake and active waterfront.

4.1 The Environment Today

- 4.1.1 Shoreline Evaluation
- 4.1.2 Current Aquatic Habitat Index Ratings
- 4.1.3 Watercourses

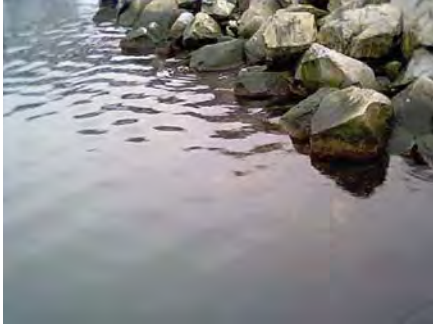
4.2 Recommended Directions

- 4.2.1 Shoreline Protection & Enhancement
- 4.2.2 Riparian Improvements
- 4.2.3 Watercourse Protection & Enhancement

4.3 Policies & Actions



4.1 The Environment Today



Preservation and enhancement of the waterfront's environment is foundational to the health of the lake. Based on the principle of **ecological net gain**, the Waterfront Plan recommends a balanced approach between appropriate development and preservation and enhancement of sensitive areas.

The waterfront area is comprised of large, flat lands mixed with steep hillsides and cliff faces. While many waterfront lands are protected by *Hillside* and *Aquatic Ecosystem Development Permit* areas (refer to the *OCP* for more information), these areas are also valued for their development potential. It is vital that this development demand is balanced with preservation and enhancement of sensitive natural areas.

4.1.1 Shoreline Evaluation

To assist in the evaluation of the existing waterfront conditions, *Foreshore Inventory Mapping (FIM)* and *Aquatic Habitat Index (AHI)* analyses of the shoreline have been completed. This information is used to identify segments of shoreline with valuable habitat to be protected and informs the calculations for current relative habitat value and for measuring ecological losses and gains related to development.

Foreshore Inventory Mapping (FIM)

The Foreshore Inventory and Mapping (FIM) addresses the current status of Okanagan Lake's *foreshore* in the District of West Kelowna. It provides an accessible inventory of land use, shore type, existing *riparian* conditions and *anthropogenic* alterations.¹ Foreshore Inventory Mapping was originally completed in the Central Okanagan in 2004. More recent field surveys have documented shoreline changes related to development. The FIM methodology is summarized in **Appendix E: Foreshore Inventory & Field Mapping Methodology**.

FIM mapping divides the shoreline into segments based on shoreline characteristics. These segments were then used in the development of an Aquatic Habitat Index (AHI) for West Kelowna's shoreline.

¹ Regional District of Central Okanagan website.

Aquatic Habitat Index (AHI)

The **Aquatic Habitat Index (AHI)** for Okanagan Lake provides estimated **habitat** values for each shoreline segment. The AHI is a categorized scale of relative habitat value² that ranks shoreline segments in a range between Very High and Very Low. AHI rankings are defined as follows:

1. **Very High:** Areas considered integral to habitat for fish and **wildlife** species. These areas generally occur in either important floodplain areas adjacent to salmonid spawning or **wetland** habitats. These areas should be considered the highest priority for conservation and protection.
2. **High:** Areas considered to have very important habitat for fish and wildlife species. Areas may be ranked as high for a variety of reasons, including proximity to important habitat areas or undisturbed shoreline. These areas should be considered a priority for maintaining current conditions through conservation.
3. **Moderate:** Areas that are common around the lake and have likely experienced some habitat alteration. These areas may contain important habitat areas, such as shore spawning kokanee habitats, but are generally considered more appropriate for development than high or very high segments. Because habitat values may be present in these areas, caution should be taken when considering changes in land use to avoid unnecessary harm or degradation.
4. **Low:** Low value habitat areas are generally very modified. These areas typically have been impaired through land development activities. Development within these areas should be carried out in a similar fashion to moderate shoreline areas. However, restoration objectives should be set higher during redevelopment.
5. **Very Low:** Very Low habitat areas are extremely modified segments that are not adjacent to any known important habitat. These areas may be targeted for further development with considerations for restoration in key locations.

² The index is relative, because it only assesses the value of one shoreline area relative to another in Okanagan Lake and is not directly transferable to other lake systems.



Typical single-family residential shore condition.



Typical shoreline condition in park areas along Gellatly Recreational Corridor.



Shoreline condition at WKYC.



Natural shoreline conditions at Kalamoair Regional Park.



Typical sand beach shoreline.

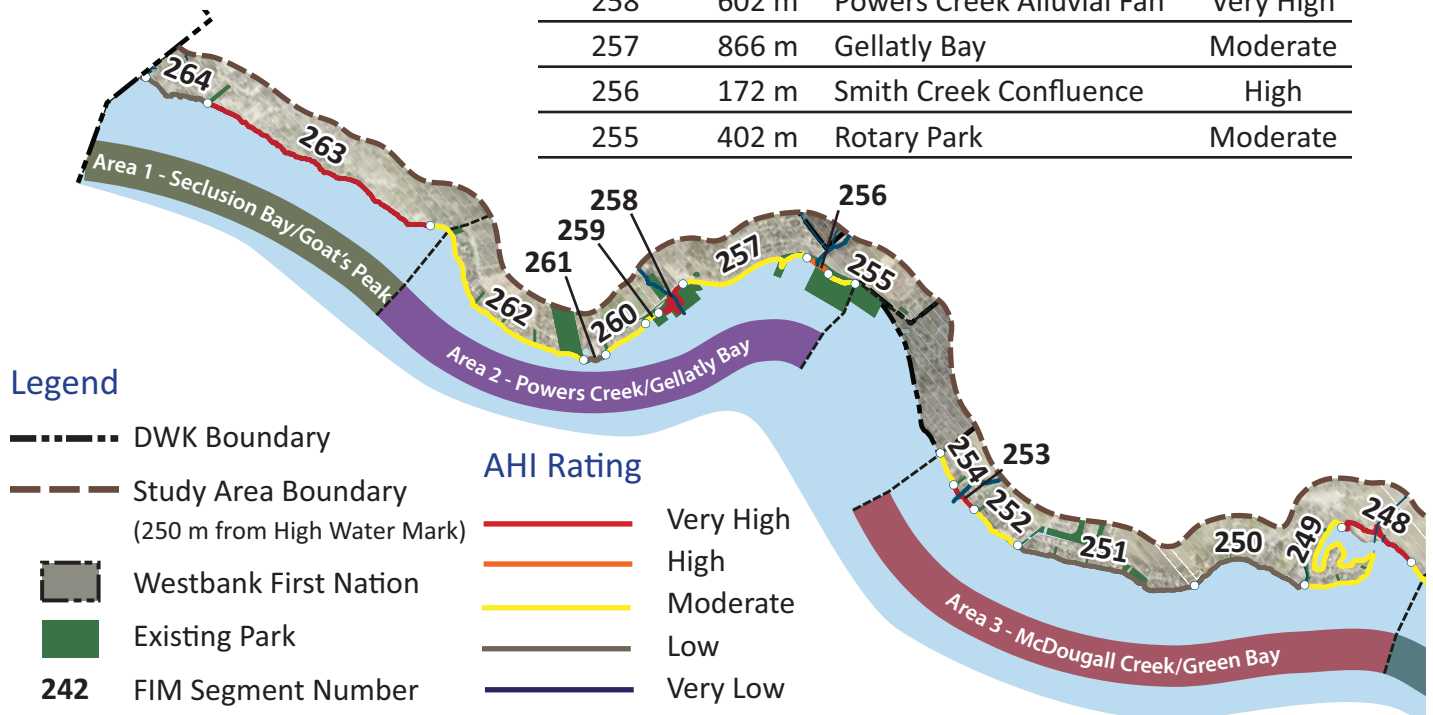
4.1.2 Current Aquatic Habitat Index Ratings

Table 4.1 below, identifies the current **AHI** rating for each of the **FIM** segments within the waterfront plan area. Refer to **Appendix F: Detailed Summary of Shoreline Segments** for additional details about each segment.

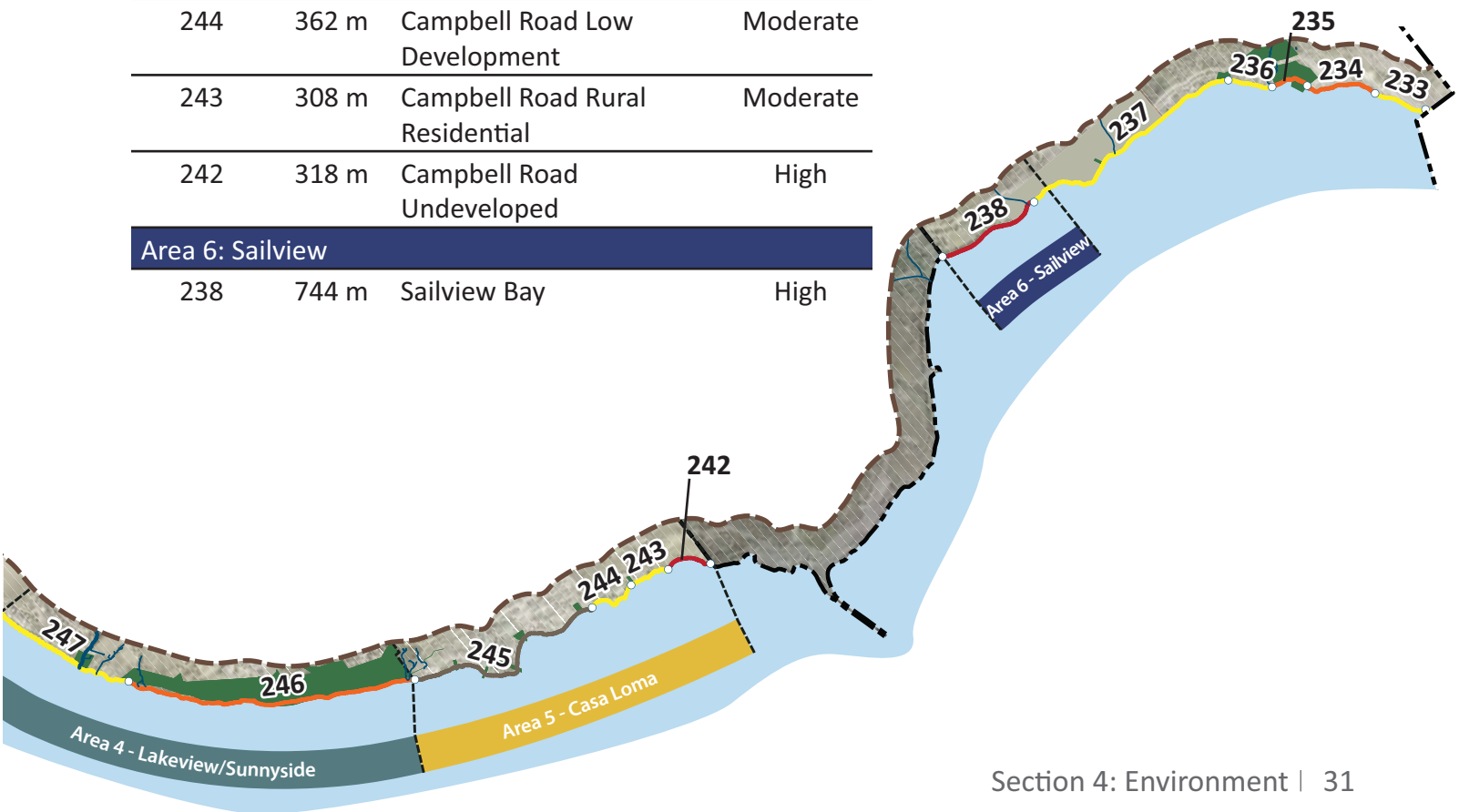
Table 4.1: Summary of Shoreline Segments

FIM Segment	Length	Location	AHI Rating
Area 1: Seclusion Bay/Goat's Peak			
264	501 m	Seclusion Bay	Low
263	1,658 m	Goat's Peak	Very High
Area 2: Powers Creek/Gellatly Bay			
262	1,378 m	Whitworth Road	Moderate
261	170 m	Cove Resort	Low
260	298 m	Gellatly Road (Cove Resort to Marina Park)	Moderate
259	132 m	Marina Park & West Kelowna Yacht Club	Moderate
258	602 m	Powers Creek Alluvial Fan	Very High
257	866 m	Gellatly Bay	Moderate
256	172 m	Smith Creek Confluence	High
255	402 m	Rotary Park	Moderate

Map 4.1: 2010 Foreshore Inventory & Mapping Segments



FIM Segment	Length	Location	AHI Rating
Area 3: McDougall Creek			
254	210 m	South of McDougall Creek (to Westbank First Nation)	Moderate
253	196 m	McDougall Creek Confluence	Very High
252	378 m	Barona Bay	Moderate
251	1,154 m	Pritchard Drive	Low
250	796 m	Green Bay Bible Camp	Low
249	1,049 m	Green Bay	Moderate
248	612 m	Green Bay Marsh	Very High
Area 4: Lakeview/Sunnyside			
247	1,270 m	Sunnyside Road	Moderate
246	1,943 m	Kalamoir Park	High
Area 5: Casa Loma			
245	1,522 m	Casa Loma Single-Family Residential	Low
244	362 m	Campbell Road Low Development	Moderate
243	308 m	Campbell Road Rural Residential	Moderate
242	318 m	Campbell Road Undeveloped	High
Area 6: Sailview			
238	744 m	Sailview Bay	High

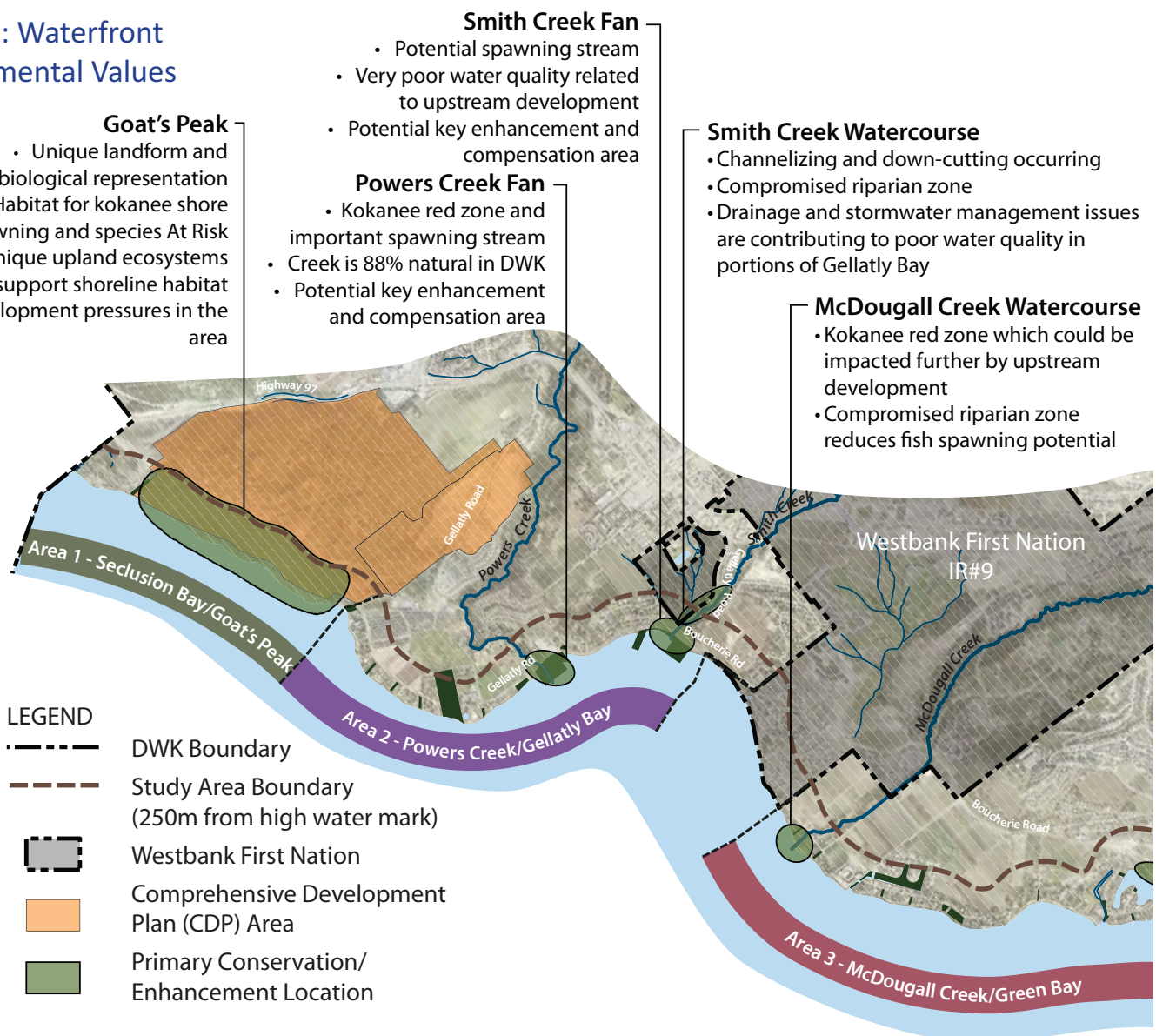


Environmental Opportunities & Issues

Opportunities

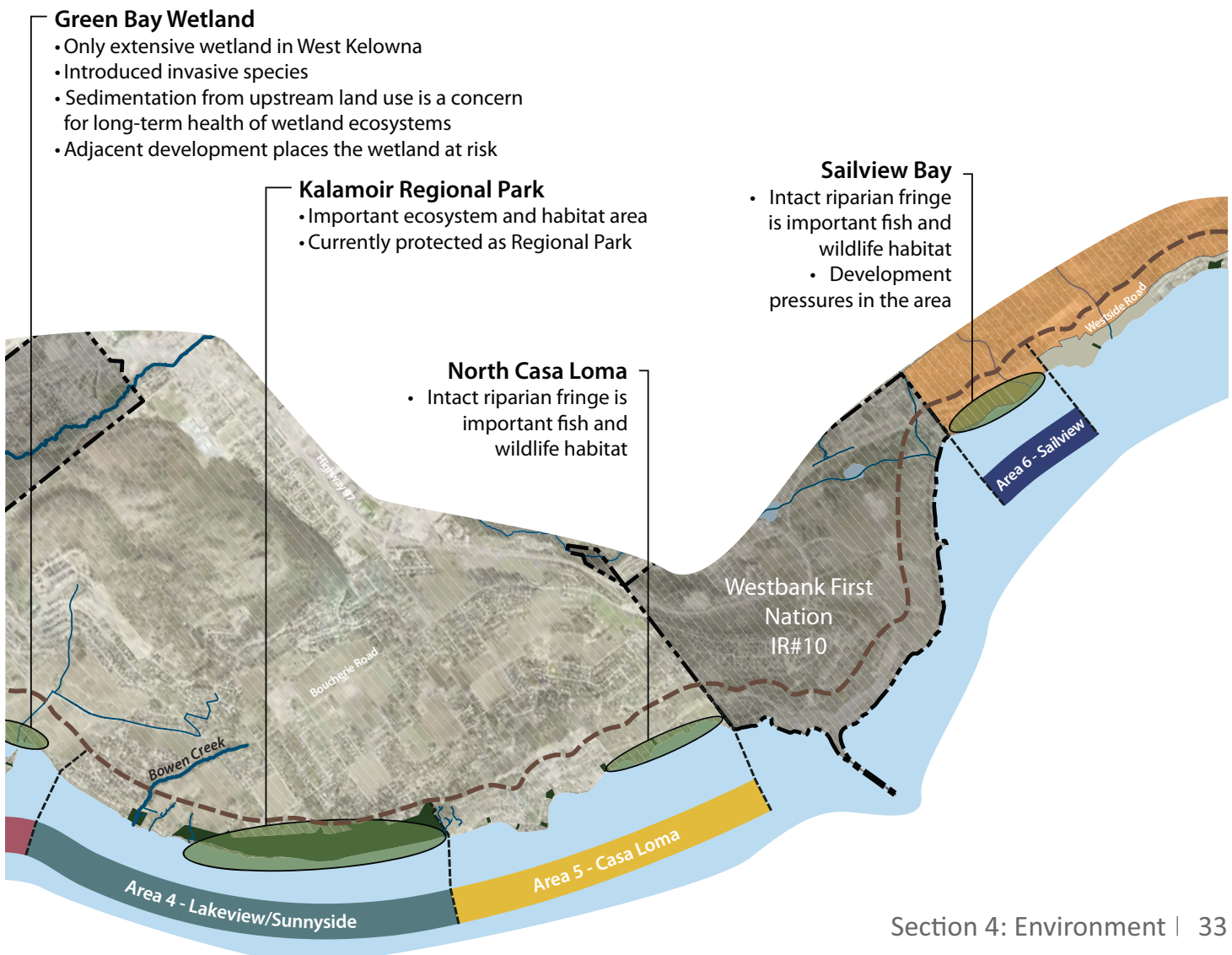
- Goat’s Peak has high value **foreshore** and **upland ecosystems** that are unique in West Kelowna and warrant protection.
- **Comprehensive Development Areas** exist in Goat’s Peak and Sailview Bay and require that a comprehensive analysis of natural values be completed prior to development.
- Some waterfront areas remain unencumbered by development, including Goat’s Peak and Sailview Bay, affording opportunities for protection of existing high value shorelines.
- Steep cliffs create a natural interface between Okanagan Lake and upland ecosystems and help limit intensive development.
- The **Aquatic Ecosystem Development Permit** guidelines are designed to protect environmental health during development near water.

Map 4.2: Waterfront Environmental Values



Issues

- Multiple locations along the shoreline are kokanee red zones including Goat’s Peak shoreline and the mouths of Powers, Smith and McDougall Creeks. These areas are at risk to be negatively impacted by development and recreation.
- Recent and ongoing **upland** development contributes to piped watercourses and increases **impervious surfaces**. This causes water volume and pollution to increase in streams, and subsequently the lake.
- Ongoing development pressures throughout the community could contribute further to shoreline and **habitat** degradation.
- Both real and perceived water quality issues in the lake impact recreation opportunities.
- Intense boating recreation and adjacency of development is disturbing the Green Bay wetland and may put it at future risk.



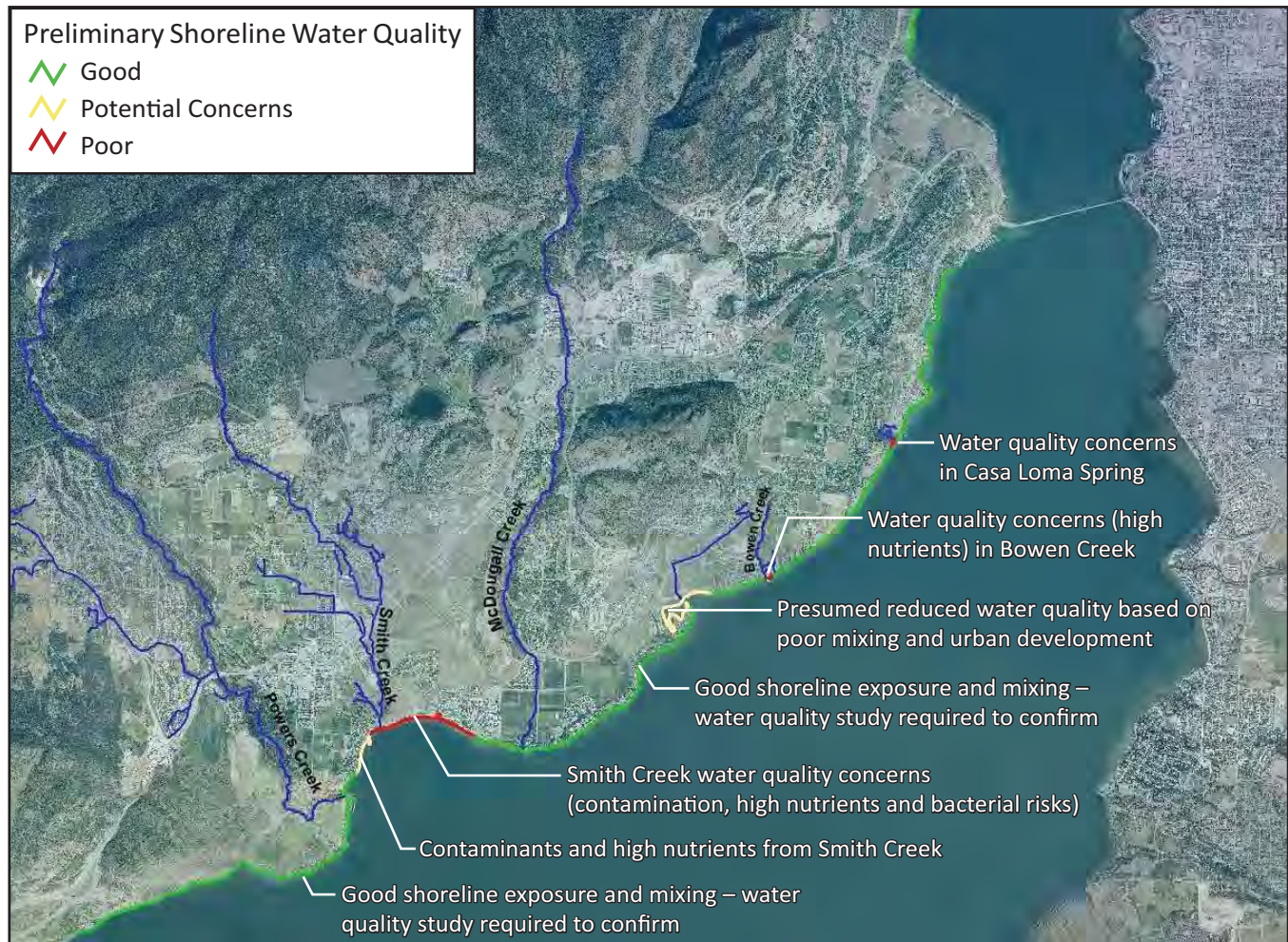
Alluvial fans – where watercourses meet the lake – are **ecosystems** that have very high natural values.

4.1.3 Watercourses

Five important **watercourses** enter Okanagan Lake along the study area shoreline: Powers Creek, Smith Creek, McDougall Creek, Bowen Creek and Casa Loma Spring. Where Smith Creek, Bowen Creek and Casa Loma Spring meet Okanagan Lake, concerns about poor lake water quality associated with nutrients and bacteria carried to the lake by these watercourses have been identified. This demonstrates a powerful link between the health of watercourses and the overall health of Okanagan Lake.

As a component of this study, the five major **watercourses** that drain into Okanagan Lake were evaluated to understand their values and impacts.

Map 4.3: Preliminary Shoreline Water Quality Related to Watercourses



The health of watercourses have a significant impact on the health and quality of the waterfront as a whole. All of West Kelowna’s watercourses have been impacted to some degree by upstream land uses, some more than others. This study evaluates current stream conditions and provides recommendations for conservation priorities and enhancement efforts, based on existing **habitat** conditions and habitat potential.

Watercourse segments were evaluated for **level of impact** (modification of the shoreline on both sides of creek) and for **habitat potential** (intrinsic value of the watercourse for supporting habitat). This rating system was designed with the intent of providing a measurable parameter to evaluate watercourse conditions and monitor habitat changes. See **Appendix G: Watercourse Evaluation Methodology** for details on the methodology for determining level of impact and habitat potential scores.

The following table summarizes the current conditions of watercourses in the Waterfront Plan area:

- The level of impact score is analogous to a grade; where a high score demonstrates that fewer modifications have been made to the watercourse.
- A high habitat potential score demonstrates a high inherent ability for the watercourse to support habitat.

Table 4.2: Watercourse Evaluation Ratings for Level of Impact & Habitat Potential

Stream	Level of Impact Score (%)	Habitat Potential Score
Powers Creek	0.880	0.90
Smith Creek	0.338	0.70
McDougall Creek	0.525	0.80
Bowen Creek	0.517	0.30

Interpreting Level of Impact Ratings and Habitat Potential

- If a stream has both a high level of impact score and a high habitat potential score (e.g. Powers Creek), this indicates the stream is relatively healthy and provides important habitat, making it a priority for protection.
- If a stream has a low level of impact score, but a high habitat potential score (e.g. Smith Creek), this indicates that the stream is in poor health, but is important for habitat, making it a priority for restoration and enhancement.
- If a stream has a low habitat potential score, it typically means it is less capable of supporting habitat, making it a lower priority for protection and restoration (e.g. Bowen Creek)
- While the scores provide an indication of priorities, it should be noted that all streams affect the health of Okanagan Lake, and ongoing protection and enhancement should always be a consideration.

Summary of Key Watercourse Evaluations



Powers Creek near the confluence of Okanagan Lake



Powers Creek upstream

Because Powers Creek is the most valuable stream from a fish and wildlife perspective, conservation of existing natural areas combined with restoration of disturbed and altered in-stream and riparian habitats should be a high priority.

Powers Creek

Of all **watercourses** within the District of West Kelowna, Powers Creek has the greatest **habitat** value and potential for fish and **wildlife**, being well protected through its upper reaches by Glen Canyon Regional Park. However, a high level of **disturbance** occurs at the mouth of Powers Creek.

Opportunities

- Approximately 88% of Powers Creek remains natural within West Kelowna's municipal boundaries.
- Both kokanee and rainbow trout inhabit portions of the creek. Kokanee use the lower 3 km for migration, spawning and incubation. Resident rainbow trout occur throughout the creek, using it for all life stages.

Issues

- A high level of degradation has occurred at the mouth of Powers Creek related to the Gellatly Boat Launch and West Kelowna Yacht Club. This has led to nearly a complete loss of typical **riparian** floodplain delta (**alluvial fan**).
- The Highway 97 culvert is perched and is a barrier to fish passage.
- Water samples¹ in the vicinity of the Highway 97 culvert outlet and associated storm outfalls were found to have water quality concerns related to chloride.
- **Sediment deposition** has occurred in association with active landslides and livestock access in the upper watershed.
- Powers Creek tributaries have been heavily impacted by channelization, removal of riparian vegetation, increased runoff from **impervious surfaces**, introduction of exotic species (e.g. goldfish), possible contamination from septic systems, livestock access and residential **encroachment**.
- Existing **wetlands** in the upper Glenrosa are critical to the health of Powers Creek and could be threatened by future development.
- Future development pressures could reduce stream health if completed without appropriate stream protection measures.

¹ Obtained by Larratt Aquatic Consulting.

Smith Creek

One of the primary issues facing DWK's **watercourses** is increasing **impervious surfaces**. Runoff from these surfaces contributes pollutants and increases water volumes to watercourses. This is most evident in Smith Creek, where there is severe down-cutting of the stream banks along Gellatly Road. Potential undercutting and instability of the road has been identified as a complication of these conditions. In addition to aquatic habitat impairment, persistent poor water quality in Smith Creek is resulting in **aesthetic** impacts and health concerns related to pathogens. Public input suggests the area where Smith Creek enters Gellatly Bay is perceived as having poor water quality, limiting recreation opportunities.

Opportunities

- Spring-fed tributary streams provide year-round base flows.
- Some enhancement work has occurred in the unnamed natural park adjacent to Carrington Road, downstream of Highway 97; however, flows are not moving through the enhanced channel as intended. There may be further potential in this location for construction of upstream off-channel habitat and **wetland** creation to increase **stormwater attenuation**.
- Restoration of the down-cut stream channel between Carrington Road and Okanagan Lake would improve the stormwater attenuation and filtration of the creek.

Issues

- Culverts/piping and channelization occurs throughout the drainage, so there is an overall lack of stormwater detention and attenuation, which is compounded by the increased **impervious surfaces** related to development.
- Downstream of Hwy 97, the creek has down-cut over 1 m in places, leaving **riparian** communities perched. Along Gellatly Rd, the creek may cut beneath road fill, undermining road stability over time.
- Significant water quality concerns exist in this watercourse and are impacting water quality in Gellatly Bay.
- Smith Creek has not been fully recognized or appreciated as a fish stream with habitat value for rainbow trout and kokanee.
- Sedimentation and degradation of spawning **substrates** is occurring near the mouth of Smith Creek, impacting the habitat potential of the creek.
- Livestock in the upper reaches of the watershed are not restricted from the creek. These areas would benefit from fencing.



Smith Creek at the confluence of Okanagan Lake

Kokanee have been observed to spawn within the lower reaches of Smith Creek below a barrier approximately 150 m upstream of the creek mouth. Resident rainbow trout have been documented further upstream.

Given its high habitat potential and high profile location, Smith Creek is a priority **watercourse** for channel and **riparian** rehabilitation works, as well as improved **stormwater** management to support water quality improvements.



McDougall Creek at the confluence of Okanagan Lake



Bank armoured and cultivated exotic landscape on McDougall Creek



Rip rap shoreline on McDougall Creek

While McDougall Creek is not identified as having the same priority as Powers and Smith Creeks, its significance as a wildlife corridor should be noted.

McDougall Creek

McDougall Creek has the potential for salmonid spawning enhancement in its lower reaches downstream of Old Boucherie Road. The stream is **channelized** along Hitchner Road and sand berms and lack of **riparian** vegetation contributes to **erosion** and sedimentation of the watercourse.

Opportunities

- Stream improvements could increase rainbow trout and kokanee spawning opportunities and production.

Issues

- Future development along McDougall Creek has potential to increase **impervious surfaces** and subsequently raise surface runoff into the creek. This could increase down-cutting and **habitat** degradation, similar to the lower reaches of Smith Creek.
- Modifications occur throughout the system including bank armoured (walls, rip rap, etc.), removal of riparian vegetation, channelization, livestock access and aggregate extraction with inadequate **buffers**.
- Increased **sedimentation** occurs along McDougall Creek due to sand berms along Hitchner Road and bank **erosion** associated with riparian degradation, channelization and encroachment.

Bowen Creek

Bowen Creek is approximately 3.9 km long. This spring fed system has been altered by human development, with the exception of vegetated **riparian** gullies and **wetland** areas. Bowen Creek includes several segments of stream which have been ditched along roadsides or through agricultural areas. While the Bowen Creek is connected via surface water to Okanagan Lake, its value as **fish habitat** is largely limited to provision of **allocthonous** nutrients, due to its **ephemeral** nature.

Issues

- **Anthropogenic** impacts occur throughout 100% of this spring fed stream. Its primary function is a ditched/culverted storm drain runoff.
- Adjacent agriculture areas provide little **buffer** to filter pesticides and fertilizers.
- Recreational boat launching near the mouth of the creek (at the Strata Park) conflicts with habitat.

Casa Loma Spring

Casa Loma Spring is identified to have water quality and **habitat** issues related to adjacent development.

Issues

- **Invasive species** are present in disturbed areas with the Casa Loma drainage.
- Drainage alterations have impacted water quality in this stream.



The confluence of Bowen Creek from Okanagan Lake

Bowen Creek is an ephemeral watercourse, meaning it only has water flow during portions of the year.

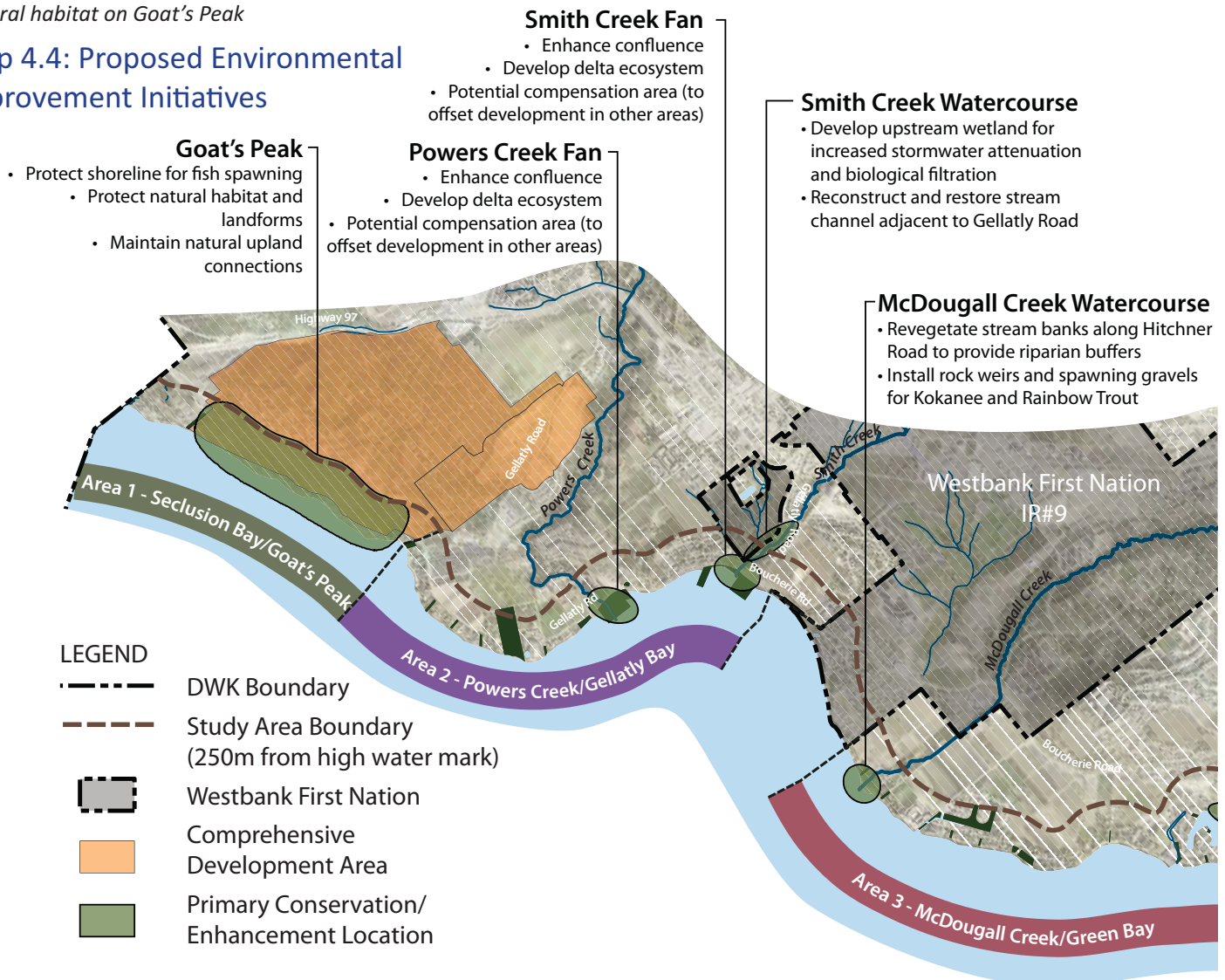
4.2 Recommended Directions



Natural habitat on Goat's Peak

Not only will shoreline protection and improvement projects have lasting environmental benefits, they will make the lake a more enticing waterfront recreation destination and economic investment opportunity. For example, improving the environmental quality of Powers and Smith Creeks will contribute to more recreation programming opportunities in Gellatly Bay. Without first addressing water quality issues, both real and perceived, many of the recommendations in this plan may not be realized to their fullest potential. It should be a long-term goal of West Kelowna to have some of the cleanest beaches in the Okanagan.

Map 4.4: Proposed Environmental Improvement Initiatives



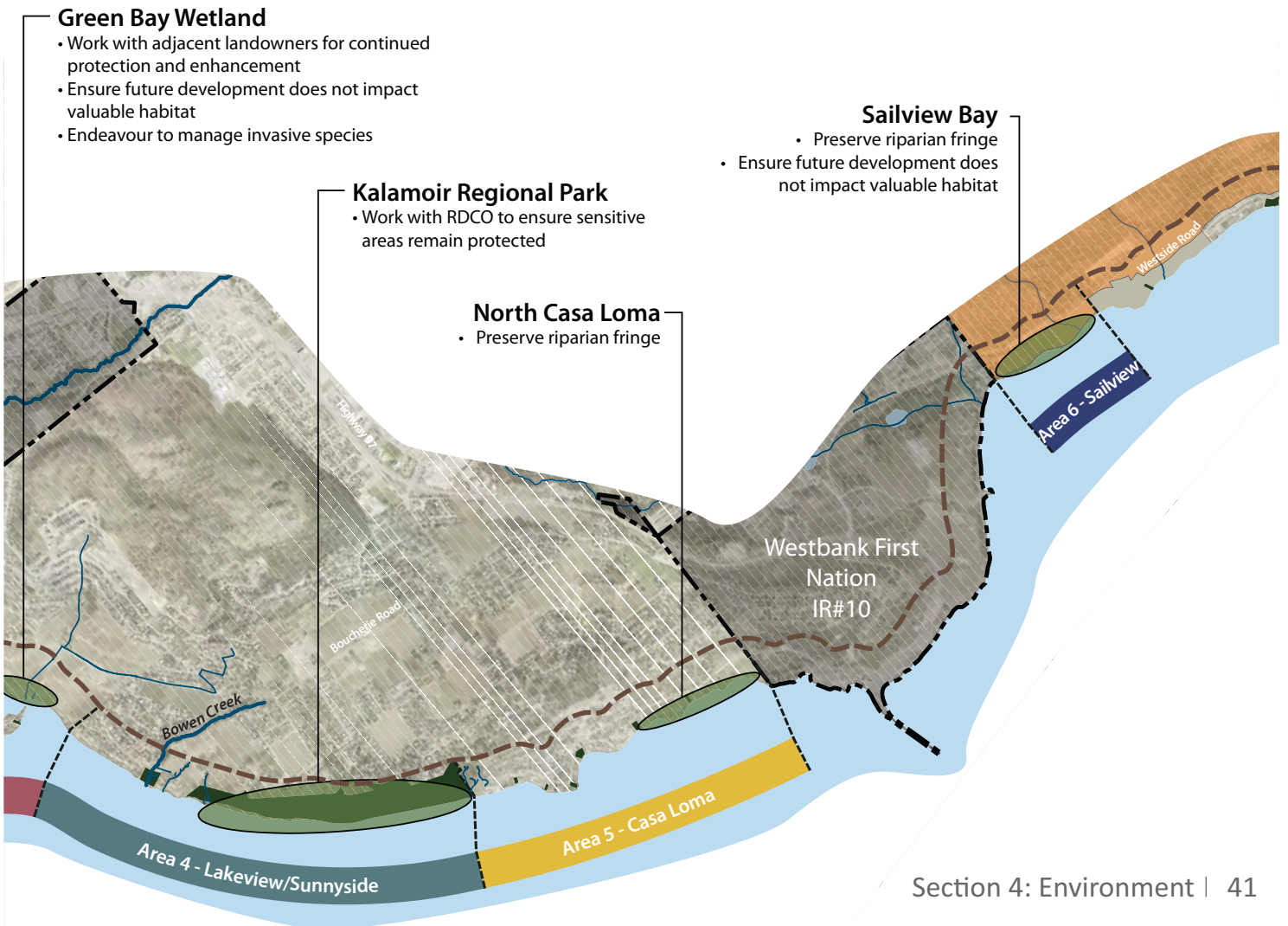
Improved environmental quality along the waterfront will be contingent on three main aspects:

- Protecting and enhancing shoreline **habitat** areas;
- Protecting and improving **riparian areas** where creeks enter Okanagan Lake; and
- Managing upstream watercourses to reduce pollutants being flushed into the lake.

Partnerships will be a critical component to success of environmental projects. The District should actively seek partnerships with senior governments, neighbours and NGOs to facilitate completion of projects that will have substantial environmental benefits.

What We Heard

- Poor water quality is a barrier to recreation and economic development
- Existing natural shorelines are highly valued and future development should respect these values
- A balance between natural area preservation and enhancement and development is desirable
- Naturalization of public spaces and shorelines to promote biodiversity is desirable
- Ongoing environmental stewardship should be a priority including education, monitoring and enforcement



The District of West Kelowna's **Official Community Plan** requires development that will affect aquatic habitat to adhere to a “no net loss/net gain” principle.



Green Bay Wetland has very high current habitat values that should be protected. These values would yield a high score in the Model for Quantifying Relative Habitat Value.

4.2.1 Shoreline Protection & Enhancement

The waterfront has a variety of functions both natural and *anthropogenic* and this plan proposes a balanced approach to shoreline protection and development. Existing *ecosystems* should be protected through preservation of sensitive shoreline segments and ecosystem health should be increased through restoration of high quality areas. Where shoreline developments are proposed that would reduce the overall balance of environmental quality, mitigation and compensation measures will be required to ensure overall net gain shoreline quality occurs. This will be accomplished by adapting best management practices as outlined in the **Develop With Care Guidelines** (BC Ministry of Environment, 2006) and by using a habitat balance index that will be applied to a compensation bank.

Model for Quantifying Relative Habitat Value

In order to evaluate the net gains and losses of proposed waterfront projects, it is necessary to first quantify the habitat values of the waterfront area. The **Foreshore Inventory Mapping (FIM)** forms the basis from which detailed habitat value calculations can be completed.

Evaluating net change of waterfront improvement projects will require quantification of the current habitat value score of the project area. To quantify existing habitat, the proposed project area will be stratified, or divided, into discreet polygons based on their existing composition (e.g. building, road, turf, riparian area, wetland, beach, etc.) See **Appendix H: Model for Quantifying Relative Habitat Value** for a complete table of relative habitat value ratings. Each of the polygons on the project site are scored based on the relative habitat value rating and combined to yield a current habitat value score (productivity rating) for the entire project area. Deriving an existing score for the project site will permit the evaluation of the proposed project and direct the design criteria to ensure ecological net gain. This approach will also assist in streamlining project approvals with senior regulatory agencies (i.e., MNRO and DFO). See **Appendix H: Model for Quantifying Relative Habitat Value** for the net change equation for calculating shoreline habitat change in West Kelowna.

Key to the success of these calculations is treating the waterfront as a whole. This means that development in certain areas of the waterfront will be acceptable, provided environmental protection and improvement in other waterfront areas result in an overall increase in waterfront health, or *ecological net gain*.

4.2.2 Riparian Improvements

The locations where watercourses meet Okanagan Lake are areas with high potential for increasing valuable ecosystems and habitat. These are critical locations for improvements, notably at:

- **Powers Creek:** At the *confluence* with Okanagan Lake, a *riparian delta* community should be created to enhance and restore inherent fish and *wildlife* values. Functional design objectives should include treed and thicket floodplain communities, *ephemeral* flood channels, *riparian* and shore marsh, sand bar and *large woody debris*.
- **Smith Creek:** *Habitat* restoration at the mouth of Smith Creek and Gellatly Bay is required, although upstream water quality issues should first be addressed. Even in the absence of upstream improvements, *wetland* and additional *biofiltration* at the mouth of Smith Creek with Okanagan Lake would afford some water quality benefits before the creek discharges into the lake.

4.2.3 Watercourse Protection & Enhancement

While the Waterfront Plan focuses on the shoreline, it is important to note that upstream activities significantly impact the quality and experience of West Kelowna's waterfront. Several watercourse improvement projects could be considered that would have in high value for the waterfront area. These projects should be considered in conjunction with West Kelowna's **Drainage Master Plan** which provides direction for the entire DWK drainage system.

- **Powers Creek:** Conservation of wetlands within the upper Glenrosa area are critical. Detailed wetland mapping and defined *riparian setbacks* from wetlands should be developed.
- **Smith Creek:** Channel reconstruction and bioengineering is required in areas where severe down-cutting has occurred with attention focused downstream of Highway 97. Some enhancement work has occurred in the unnamed DWK park downstream of Highway 97, adjacent to Carrington Road. However, persistent high flow events, exacerbated by expansive impervious areas and limited attenuation has impaired these efforts. Using adjacent park land, there are opportunities for construction of off-channel *habitat* and *wetland* creation to increase *attenuation* of upstream *stormwater* before it reaches the lake. These improvements are important to the water quality of Gellatly Bay. In addition to direct watercourse improvements, managing upstream conditions to reduce run-off impacts related to development will be equally important. Because the stream is multi-jurisdictional, collaboration will be required.

The District of West Kelowna **Official Community Plan** sets minimum buffers for sensitive aquatic ecosystems, allowing alternate buffers to be considered based on adherence to the requirements of the **Riparian Areas Regulation**.

- **McDougall Creek:** *Riparian* and in-stream *habitat* enhancement downstream of Boucherie Road is recommended, including bank stabilization where sand berms along Hitchner Road have seen sedimentation. There may also be potential for incorporation of rock weirs and spawning gravels to provide spawning habitat for rainbow trout and kokanee along the lower reaches of the creek. This area could be a focal point for fisheries enhancement work, but its success would depend on incorporation of *best management practices* for stormwater management and upstream *riparian* corridors.
- **Bowen Creek:** Establishment of riparian habitat in ditches through agricultural areas would help *buffer* pesticides and fertilizers related to agricultural practices. Establishment of cattails in these riparian areas would increase biological filtration. It is recognized that removal of cattails from roadside ditches is a common maintenance practice to prevent to accumulation of biomass and potential impairment of drainage function. However, staging clearing so that patches of vegetation are left to function as check dams that promote *filtration* and *infiltration* would be beneficial to both water quality and habitat.
- **Casa Loma Spring:** Casa Loma Spring is a prime candidate for *wetland* creation and riparian enhancement to address water quality and habitat issues. Removal of invasive plant species from disturbed areas within the Casa Loma drainage should be incorporated into enhancement initiatives. Creation of a series of wetlands would provide wildlife habitat value and have *aesthetic* benefits.

4.3 Policies & Actions

Shoreline Policies

- a) Ensure that all new development within the waterfront area and along **watercourses** adheres to the requirements of the **Aquatic Ecosystem Development Permit** guidelines.
- b) Discourage new shoreline development along shoreline segments identified as having Very High or High Sensitivity in the Okanagan Lake **Aquatic Habitat Index (AHI)**.
- c) Use mitigation and compensation strategies to maintain or increase the overall existing ecological balance, while allowing opportunities for development. This will be accomplished by adapting best management practices as outlined in the **Develop With Care Guidelines** (BC Ministry of Environment, 2006) and by using a habitat balance index that will be applied to a compensation bank.
- d) Support and implement recommendations of related lake studies including the Okanagan Lake Foreshore Plan (2007) and the Central Okanagan Lake Foreshore Inventory and Mapping Report (2005).
- e) Maintain viable connections between **upland habitat** and the shoreline to facilitate **wildlife** movement and ecosystem function.
- f) Do not support development of new docks and marinas in environmentally sensitive areas.
- g) Where possible, use **Comprehensive Development Areas** to evaluate development proposals in relation to protection of environmentally sensitive features (refer to the OCP).
- h) Do not permit development directly adjacent to the Goat's Peak shoreline and limit access to shoreline areas.
- i) Protect the Green Bay **wetland** and require adjacent development to adhere to the Aquatic Ecosystem Development Permit guidelines and wetland **best management practices**.
- j) Ensure that future development in Sailview Bay and Casa Loma protects existing **riparian fringes** and wetlands.
- k) Ensure that proposed waterfront and stream side development adheres to least-risk fisheries windows.
- l) Where appropriate, use native and adaptive plant species in public spaces to promote **biodiversity**, improve **habitat** and minimize irrigation and chemical requirements.

Environmental Objectives

- Ensure ecological net gain
- Improve water quality in Okanagan Lake
- Protect existing high-value, natural ecosystems
- Restore high-value ecosystems that have been compromised
- Use compensation measures to offset future development
- Ensure the waterfront remains capable of self-flushing
- Ensure the shoreline remains highly varied and undulating

- m) As a component of ongoing maintenance procedures, take steps to identify and eradicate invasive plant species in public waterfront areas. Encourage and support private landowners to undertake *invasive species* removal on private properties.
- n) Recognize the possible maintenance expectation for periodic water skimming, to rid the surface of debris and oil and gas slicks.
- o) Wherever possible, encourage the removal of retaining walls and avoid the use of new retaining walls, recognizing this will not be feasible in all locations.
- p) Actively seek partnerships with senior government agencies, neighbours and NGOs to support environmental improvement projects.

Watercourse Policies

- q) Ensure minimum *riparian setbacks (buffers)* along all watercourses and the shoreline are set and enforced to protect habitat and ecosystem values.
- r) Conserve upstream wetlands, notably within the upper Glenrosa area, as they are critical to creek health.
- s) Take measures to restore and upgrade creeks to minimize pollutant run-off into Okanagan Lake. Encourage daylighting of stream reaches that are piped and enhancement to riparian buffers. Discourage new piping of watercourses.
- t) Collaborate with adjacent jurisdictions, notably Westbank First Nation, on the restoration and enhancement of watercourses.
- u) Encourage best management practices in active livestock areas adjacent to creeks such as livestock fencing and maintenance and enhancement of vegetated riparian buffers. This may be addressed through tools such as the ***Aquatic Ecosystem Development Permit*** process and recommendations in the ***Agricultural Plan***.
- v) Encourage best management practices by landowners living adjacent to creeks and shorelines.
- w) Collaborate with the WKYC to explore feasible initiatives to improve the environmental aspects of Marina operations.
- x) Encourage and collaborate with the owners of Bowen Creek Park to consider riparian enhancements at the mouth of Bowen creek.

Actions

- a) Update the ***Aquatic Ecosystem Development Permit Area*** guidelines to require a minimum riparian setback of 30 m along Powers Creek, 20 m along McDougall Creek and 15 m along Smith and Bowen Creeks, with consideration for alternative buffers based on professional observation as outlined in the Riparian Areas Regulation.
- b) Update the ***Aquatic Ecosystem Development Permit Area*** guidelines to require development of current and modified habitat value calculations for proposed projects to monitor waterfront ecosystem net loss/gain (see **Appendix H** for the recommended model for quantifying relative habitat value)
- c) Develop a best management practices document for living and working near water and distribute to land owners, including agricultural practitioners, adjacent to the shoreline and/or major watercourses.
- d) Work with the Interior Health Authority to ensure an ongoing water quality monitoring program for high-use shoreline areas and watercourses is being regularly completed, with the purpose of monitoring water quality over time.
- e) Complete a base line analysis for entire the waterfront area using the Model for Quantifying Relative Habitat Values (**Appendix H**), to provide a starting point for evaluation of proposed waterfront changes.
- f) Reinstate a typical ***riparian delta*** community at the mouth of Powers Creek. Use this area for compensation to offset development in other areas, based on the Model for Quantifying Relative Habitat Values (**Appendix H**).
- g) Reinstate a typical riparian delta community at the mouth of Smith Creek. Use this area for compensation to offset development in other areas, based on the Model for Quantifying Relative Habitat Values (**Appendix H**).
- h) Reconstruct the Smith Creek stream channel adjacent to Gellatly Road to improve stormwater attenuation, biological filtration and riparian habitat and to eliminate down-cutting and ***erosion***.
- i) Develop a functional wetland in the unnamed municipal park adjacent to Carrington Road to help improve water quality in Smith Creek.
- j) Revegetate the stream banks of McDougall Creek along Hitchner Road and install rock weirs and spawning gravels.
- k) Enhance wetlands and riparian areas around Casa Loma Spring.
- l) Complete wetland mapping and set defined riparian setbacks throughout West Kelowna.

The implementation of Environmental Actions should be undertaken in coordination with the **Drainage Master Plan** to identify areas of overlap and convergence.

5 LAND USE & DEVELOPMENT

Section 5 identifies opportunities for development and redevelopment in the waterfront plan area and suggests locations and methods for encouraging suitable development. It suggests best practices in sustainable development, urban design, architecture and natural and heritage preservation.

5.1 Land Use & Development Today

5.2 Recommended Directions

5.2.1 Waterfront Village Development Directions

5.2.2 Waterfront Village Character

5.2.3 Waterfront Development outside Gellatly Village

5.3 Policies & Actions



5.1 Land Use & Development Today

Public input suggests that new waterfront development that supports the public nature of the waterfront is desirable. However, it is important to maintain the character and integrity of the waterfront area.

In the past, West Kelowna’s waterfront and its adjacent neighbourhoods developed as rural communities, without comprehensive character or design standards. These development patterns, combined with the challenging topography and limited connectivity of the waterfront area, have contributed to West Kelowna’s urban development and community services being focused in **upland** areas, rather than the waterfront area.

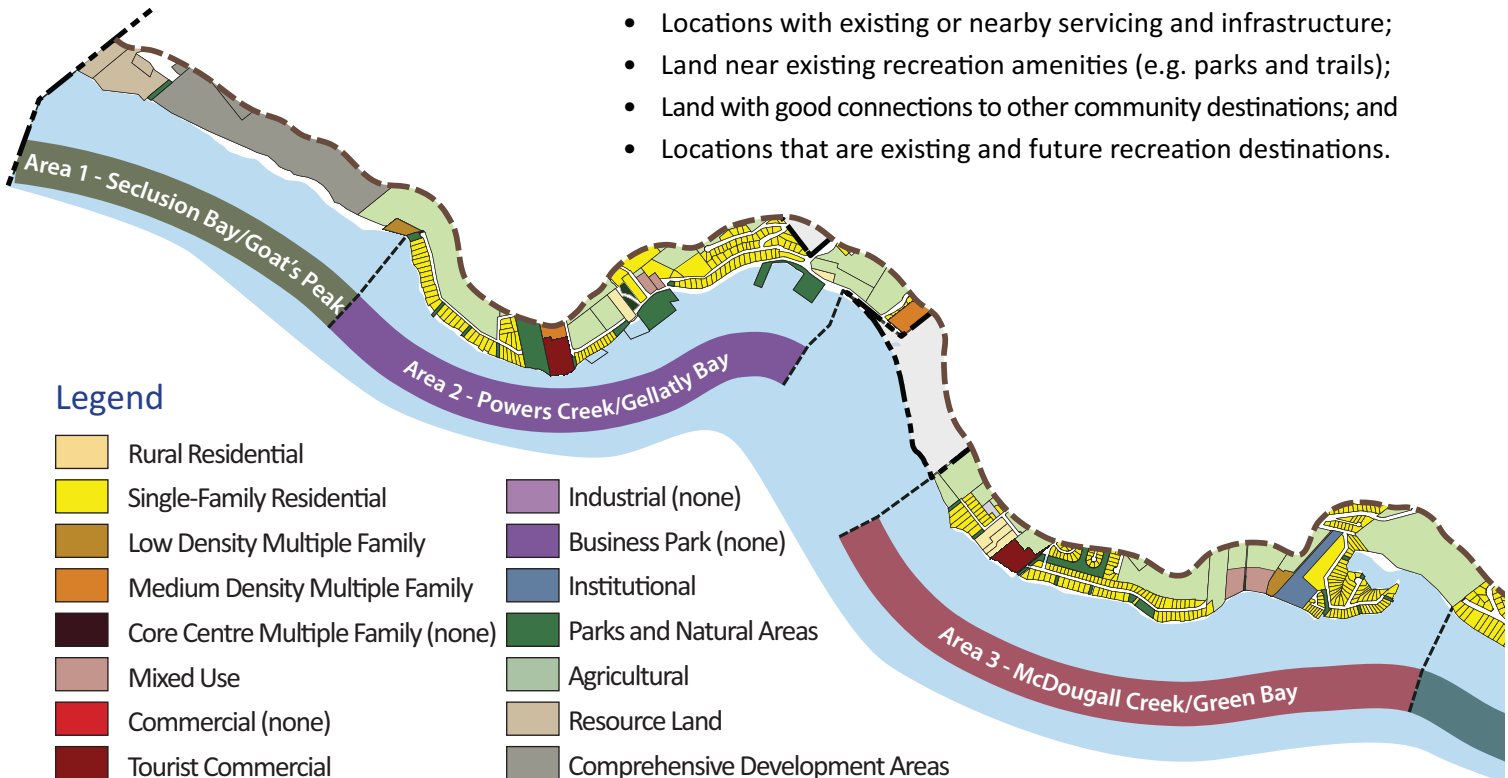
While the waterfront is a recreation destination, its use is limited by lack of commercial services that draw people to an area and encourage them to stay. To date, the majority of the non-agricultural properties in the waterfront area have been developed with single-family residential land uses.

Map 5.1: OCP Land Use Designations for the Waterfront Plan Area

Note: Map provided for information only. Refer to District of West Kelowna OCP for most current land use mapping.

New waterfront development is limited by existing development, topography, ecological sensitivity, agricultural lands, servicing and access constraints. Therefore, areas where future development should be prioritized include:

- Undeveloped or underdeveloped non-ALR land that does not have high ecological values;
- Land without extensive topographical constraints;
- Locations with existing or nearby servicing and infrastructure;
- Land near existing recreation amenities (e.g. parks and trails);
- Land with good connections to other community destinations; and
- Locations that are existing and future recreation destinations.

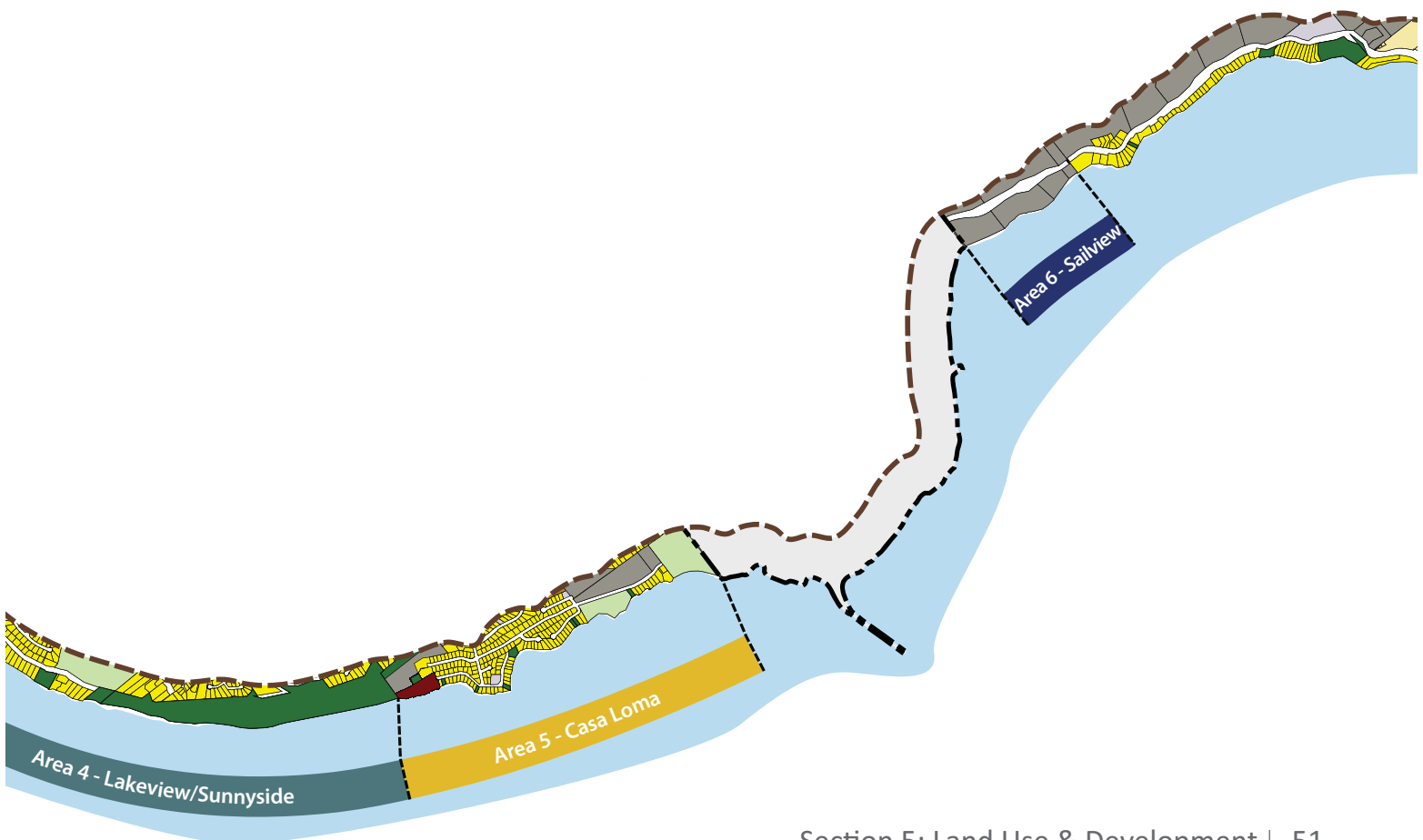


Summary of Current Land Use

Area 1: Seclusion Bay/Goat's Peak

This area remains one of the District's highest value natural *foreshores* and is least encumbered by development. The majority of waterfront land in this area is currently undeveloped and held privately. This area has been identified as having very high value environmentally sensitive lands (see the *AHI* ratings in **Section 4: Environment**, Table 4.1). The *OCP* designates Goat's Peak as a **Comprehensive Development Area** which requires specific growth management policy to address future development. The steep slopes and cliff faces on Goat's Peak are a pristine natural interface between Okanagan Lake and the *upland* environment.

Location	Peachland border to south end of Whitworth Rd
Length	1.99 km
Area	~ 51 ha
Developed Shoreline	0.44 km (29%)
Character	Mainly natural with some single-family and resort development
OCP Designations	<ul style="list-style-type: none"> • Comprehensive Development Area • Resource Land • Agricultural • Low Density Multiple Family



Area 2: Powers Creek/Gellatly Bay

This area is the primary waterfront recreation area within West Kelowna and a showcase for Okanagan Valley views and vistas. The existing Gellatly Recreation Corridor is used by residents and tourists year round.

There is extensive vehicular, pedestrian and bicycle traffic along Gellatly Road as this is the main route to the Gellatly Boat Launch, tourist commercial development (the Cove) and waterfront recreation destinations. Currently, connections between Westbank Centre and Gellatly Bay are limited.

Location	South end of Whitworth Road to Westbank First Nation Tsinstikeptum #9 border
Length	3.62 km
Area	~ 92 ha
Developed Shoreline	1.67 km (46%)
Character	A mix of single-family residential, park land and agricultural land, with limited resort development
OCP Designations	<ul style="list-style-type: none"> • Rural Residential • Single-Family Residential • Medium-Density Residential • Mixed Use • Tourist Commercial • Parks and Natural Areas • Agricultural

Area 3: McDougall Creek/Green Bay

Private residential and **ALR** land dominate the **foreshore** in this area, with Marjorie Pritchard Park being the only well-developed public waterfront in the area. Multiple lake accesses also exist, and if developed have potential to expand recreation amenities. Existing private development limits public shoreline access and limits environmental habitat protection. Inland from the foreshore, large, gently-sloped agricultural fields sustain productive nursery stock, fruit orchards and vineyards. These are mostly protected by the ALR. The mouth of Green Bay has one of the largest natural **wetlands** that remains relatively undisturbed in the Central & South Okanagan Lake.

Location	East border of Westbank First Nation Tsinstikeptum #9 to Green Bay
Length	6.20 km
Area	~ 99 ha
Developed Shoreline	4.47 km (72%)
Character	A range of shoreline uses, mainly single-family mixed with rural residential, institutional and park land, with agricultural uses upland
OCP Designations	<ul style="list-style-type: none"> • Rural Residential • Single-Family Residential • Low-Density Residential • Mixed Use • Tourist Commercial • Institutional • Parks and Natural Areas • Agricultural

Area 4: Lakeview/Sunnyside

The majority of this area is occupied by Kalamoior Regional Park, which is owned and operated by the RDCO and provides 27.6 hectares of natural area, beachfront, trails and mature pine forest and riparian fringe. The remainder of the waterfront is single-family residential lots. Topographically, this area has very steep slopes and properties are elevated, with accesses cut into the hillside.

Location	Green Bay to the north end of Kalamoior Park
Length	2.89 km
Area	~ 71 ha
Developed Shoreline	0.82 km (28%)
Character	Mainly park land with single-family residential and upland ag lands
OCP Designations	<ul style="list-style-type: none"> • Single-Family Residential • Parks and Natural Areas • Agricultural

Area 5: Casa Loma

The Casa Loma neighbourhood contains several small public parks, interspersed between single-family residential and ALR. This area is geographically isolated from the remainder of West Kelowna, with the only vehicle access through Westbank First Nation’s Tsinstikeptum #10, near the Bennett Bridge. Existing pedestrian access to the upland Lakeview Heights neighbourhood and adjacent Sunnyside neighbourhood is via trails in Kalamoior Regional Park and Casa Palmero Park.

Location	North end of Kalamoior Park to Westbank First Nation Tsinstikeptum #10
Length	2.45 km
Area	~ 59 ha
Developed Shoreline	1.64 km (67%)
Character	Mainly single-family residential and park and limited upland ag lands
OCP Designations	<ul style="list-style-type: none"> • Single-Family Residential • Tourist Commercial • Parks and Natural Areas • Agricultural • Resource Lands

Area 6: Sailview

The lands at the northern boundary of the study area lay adjacent to Sailview Bay and are accessed from Westside Road. This area contains privately-owned lands that serve as agriculturally productive lands, mostly protected by the ALR. This area is the closest shoreline to the rapidly growing West Kelowna Estates and Rose Valley neighbourhoods.

Location	North edge of Tsinstikeptum #10 to start of single-family residential
Length	0.86 km
Area	~ 22 ha
Developed Shoreline	0 km (0%)
Character	Agricultural land
OCP Designations	<ul style="list-style-type: none"> • Comprehensive Development Areas

Land Use & Development Opportunities & Issues

Opportunities

- Today there is minimal commercial or mixed-use development in the Waterfront Plan area. This, combined with desire for future development, could afford opportunities to:
 - Create a consistent design quality for new development;
 - Assure that viewscales, from both inland and the lake are considered and protected;
 - Develop incentives that focus new development in key locations and centralized areas; and
 - Acquire new public spaces.
- **Comprehensive Development Areas** in Goat's Peak and Sailview Bay will help direct appropriate development and support protection of environmental and recreational values.
- Some large, moderately-graded parcels that are outside the **ALR** exist in key areas and may present opportunities for short-term development.
- Rich agricultural soils and ALR designated lands are opportunities for showcasing West Kelowna's agricultural heritage.
- Proximity to vineyards and orchards provides tourism opportunities.

Issues

- Much of West Kelowna's waterfront consists of small, privately-owned lots. Privately-owned, unconsolidated parcels pose a barrier to a comprehensive development approach.
- ALR and steep terrain limit viable development opportunities.
- Historically, waterfront development of multi-family and residential complexes has lacked the necessary vision for comprehensive development that would encourage waterfront vitality and access.
- Westbank First Nation is one of the most progressive First Nations in Canada, with a sophisticated government and large amounts of undeveloped, serviceable land directly adjacent to West Kelowna. Extensive commercial and residential development has been occurring on Westbank First Nation land. This focus on Westbank First Nation land limits land resources and development types that are appropriate and viable in the waterfront plan area.
- Proximity of the Gellatly Bay area to Westbank Centre, the District's commercial core, necessitates a careful approach to development in both areas to avoid competing commercial interests.

5.2 Recommended Directions

The West Kelowna waterfront needs a “heart” – a place where people can stop and relax, have a meal or a drink and find basic services like food and restrooms. Gellatly Bay already plays this role to an extent, but to achieve the vision of a thriving waterfront destination, its potential to act as the true heart of West Kelowna’s waterfront must be further developed.

Due to its large amount of public waterfront access and its location, this plan proposes that Powers Creek/Gellatly Bay remain the community’s main public waterfront destination.

Gellatly Bay is envisioned to evolve into a small scale “Waterfront Village” that is a destination point for West Kelowna’s Waterfront, containing a range of recreational activities, amenities and services including cafes, restaurants, small boutique shops and local services with housing located above. New commercial and residential development will be associated with phased improvements to public waterfront parks and amenities.

What We Heard

- Gellatly Bay is the preferred location for Waterfront Village (mixed-use) development
- Gellatly Bay is the preferred location for apartment and townhouse development
- Apartment and mixed-use development should be limited in other areas along the waterfront
- Future Goat’s Peak area development must honour existing environmental sensitivity and habitat value

Vision for Gellatly Waterfront Village



Waterfront Market Study Directions

- 3-4 storey townhouse and apartment development is viable on currently vacant or under-utilized lands
- Commercial mixed-use development (small shops on ground level and apartments above) is viable at a minimum height of 4 stories

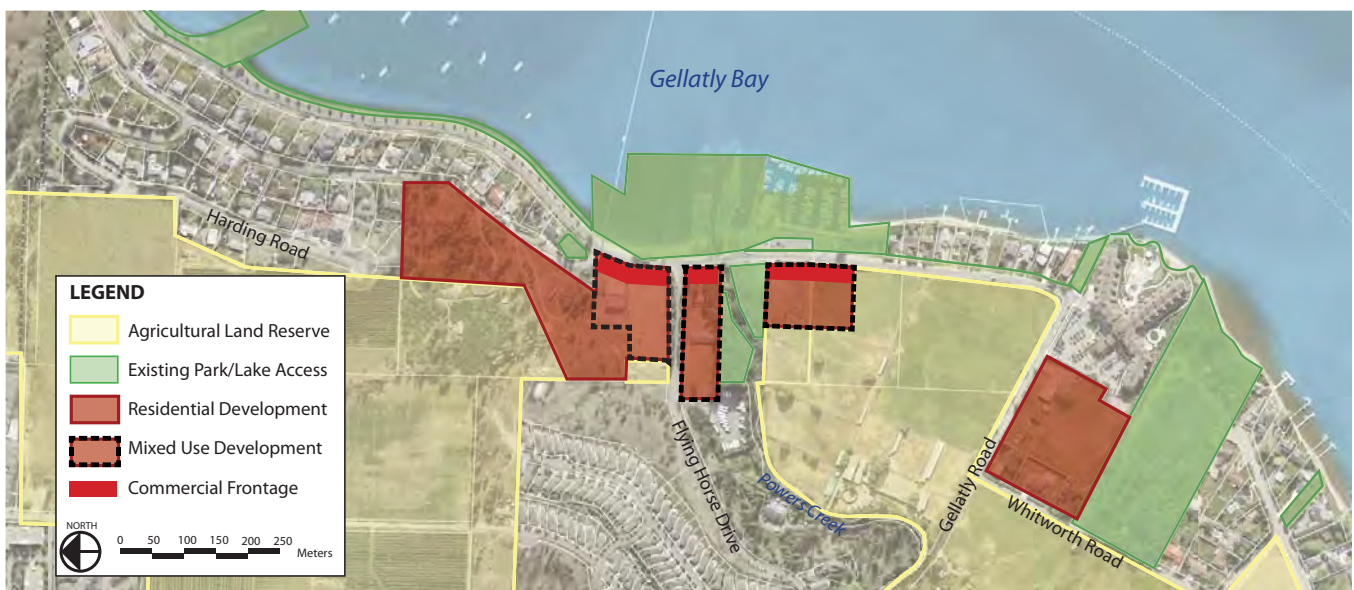
5.2.1 Waterfront Village Development Directions

To stimulate desirable waterfront development, the District should focus on developing recreation and parks amenities that make the waterfront area more inviting to the public. As the amount of time people spend in the waterfront area increases, commercial interests will be further attracted to develop there. These improvements will be the first steps on the journey to creating a true Gellatly Village.

It is recommended that the immediate focus for Gellatly Village development be on existing unconstrained lands, with established single-family residential and agricultural uses to remain. The map below identifies Gellatly Bay parcels that could be opportunities for future Village development.

Existing agricultural lands should be retained and support given for integrating compatible agricultural practices and agri-tourism in the village area. In the future, as Gellatly Village develops, the community may wish to consider consolidation of small residential lots or **ALR** land swap to expand development potential, but must ensure no net loss of agricultural land occurs.

Map 5.2: Gellatly Bay Development Opportunities (Land Use Designations)



The intent of mixed-use development fronting onto Gellatly Road is to encourage publicly-oriented active uses such as cafés, restaurants and/or small shops and services located at grade and oriented towards waterfront open spaces, with housing and/or tourist accommodation located above. In the short-term, the District may wish to consider allowing flex-use on the ground floor, whereby a residential use would be permitted until such time as a commercial use is viable. However, a pedestrian-oriented commercial built form and frontage at grade would be required along Gellatly Road regardless of the use. The purpose of a flex-use approach is to encourage desirable development in a shorter time frame. This approach would anticipate that as the Gellatly Village grows, commercial uses would become increasingly viable, and the use of these frontages would convert to commercial use.

While the realization of a fully-functioning village will take many years, short-term recreation and parks improvement projects will provide immediate improvements. While some recreation and parks improvements for the Gellatly Bay area will be completed whether or not private development occurs in the immediate area, significant long-term recreation improvements should be phased with, and potentially funded through, amenity contributions associated with private development that will occur incrementally.

Examples of both successful and failed waterfront villages exist throughout the Okanagan, BC and the world. In all cases, the key to creating a vibrant, successful waterfront area is people. Past waterfront development patterns throughout the Okanagan have often catered to seasonal residents and tourists – with the establishment of high-end housing and tourist accommodation that is used mainly during the summer. This pattern has significant limitations and can result in a “ghost-town” effect during the winter months, which fails to support commercial viability. To encourage an enduring year-round village in Gellatly Bay, a mix of housing types, with varied affordability, along with services designed for both residents and visitors, will be essential to balancing summer use and year-round residents.



Nelson, BC has capitalized on its historic buildings, with thriving commercial frontages and office and residential above.



Sidney by the Sea, BC has developed in recent years as a mixed-use village situated on a popular waterfront recreation destination.



Carmel-by-the-Sea, CA, USA has a historical village feel that is a draw to tourists and residents.



Queenstown, NZ provides a mix of commercial activities and residences directly adjacent to the lakeshore, creating a year-round vibrancy.

Waterfront design guidelines should address:

- Pedestrian connectivity
- Street definition
- Building frontages and facades
- Commercial character
- Building size and scale
- Parking, servicing and access
- Relationship between modes of transportation
- Building form and massing
- Building materials and character
- View and view corridor protection
- Signage
- Accessibility
- Paving
- Plantings
- Stormwater treatment
- Public furnishings

5.2.2 Waterfront Village Character

To date, waterfront development in West Kelowna has occurred incrementally, without a definable comprehensive character or standard. In the future, it will be desirable to have a discernible cohesive waterfront character.

Through this process, ideas were generated on design considerations that are appropriate for the waterfront area, including:

- Creation of a vibrant, active and pedestrian-oriented area year-round.
- Protection of views and view corridors to Okanagan Lake from throughout the community.
- Emphasis and integration of public recreation so the waterfront is recognized as accessible place for all DWK residents.
- Creation of a distinct waterfront identity that emphasizes the unique characteristics of the area and is continuous the entire length of the waterfront.
- Creation of a sense of place through landscape and building elements that contribute to this waterfront identity.
- Recognition that the waterfront is comprised of multiple neighbourhoods that have varied character and building this variety into waterfront elements.
- Acknowledgement of the agricultural heritage of the area.
- Acknowledgement of the environmental significance of the waterfront.

These ideas should be further developed through a comprehensive set of waterfront design guidelines that will set the design standard for future waterfront development.

5.2.3 Waterfront Development outside Gellatly Village

While it is recommended that the focus and priority for village development be directed to Gellatly Bay, small-scale, mixed-use developments may be considered in other key locations to serve residential neighbourhoods. These areas would be smaller-scale sites and would meet the land use intent of the OCP.

5.3 Policies & Actions

Policies

- a) Development on **Agricultural Land Reserve (ALR)** is not recommended in the short-term as per the Agricultural Plan.
- b) Proposed new multi-family residential and mixed commercial/residential uses are recommended to be focused on the Gellatly Bay/Powers Creek area.
- c) Temporary, mobile food vendors should be encouraged along the waterfront at key activity spaces such as parks, beaches and docks, where permanent food and beverage services are not available. As permanent services become available, temporary permit numbers should be reduced to limit competition.
- d) Limited small scale tourist-commercial developments may be considered within key public space destinations (e.g. parks and docks) to increase commercial services available to the community. Economic feasibility analysis and partnership agreements for lease of public land would be required.
- e) Small-scale residential **infill** and intensification within existing single-family residential neighbourhoods will be encouraged as per the West Kelowna **OCP**.
- f) New developments requiring rezoning and/or subdivision will be required to address voluntary amenity contributions as per the District's current Community Amenity Contributions policy and based on the increase in property value assessed through a detailed pro-forma analysis at the time of rezoning.
- g) New development proposals will provide a comprehensive impact analysis, including, but not limited to:
 - Effects of the proposed development on views (both from **upland** neighbourhoods and the lake);
 - Environmental net losses/gains;
 - Parking and traffic; and
 - Public recreation amenities.
- h) New waterfront development should not diminish existing public waterfront access or recreation space. Increased public access will be encouraged as a component of new waterfront developments.

Land Use & Development Objectives

- Increase local-scale waterfront commercial
- Encourage tourism-based commercial in key locations
- Permit appropriate new development that respects existing neighbourhoods
- Ensure ecological net gain occurs by requiring future development to protect high-value shorelines and provide appropriate mitigation and compensation for impacts
- Ensure new development proposals include comprehensive analysis to facilitate their successful integration and avoid negative impacts
- Set and enforce high design standards for future waterfront development

Goat's Peak Policies

- i) Development directly adjacent to Goat's Peak shoreline will not be permitted.
- j) Marina development within Goat's Peak will not be permitted.
- k) Upland development proposals will be evaluated through a **Comprehensive Development Area** planning process to identify and protect environmentally sensitive and recreational features.

Gellatly Bay Policies

- l) Gellatly Bay is envisioned to evolve into a small scale "Waterfront Village" to create a heart and focal point for West Kelowna's Waterfront, containing a range of recreational activities, amenities and services.
- m) A mix of services that appeal to both tourists and permanent residents should be encouraged.
- n) A mix of housing types, with varied affordability, should be encouraged.
- o) Small scale waterfront village uses including clustered residential development and compatible mixed-use development are recommended.
- p) Consider allowing flex-use on the ground floor of mixed-use development fronting onto Gellatly Road, whereby a residential use would be permitted until such time as a commercial use is viable. However, a pedestrian-oriented commercial built form and frontage at grade would be required along Gellatly Road regardless of the use.
- q) Mixed-use residential is to be located above commercial frontages and includes permanent housing and/or tourist accommodation (e.g. hotel, time shares).
- r) Residential building height is to be a maximum of 4 storeys.
- s) Mixed-use commercial/residential building height is to be a maximum of 5 storeys.

McDougall Creek Policies

- t) Permit development geared towards tourists and residents such as condos, tourist accommodation or small commercial enterprises.
- u) Ensure that continuous public waterfront access is provided at all new multi-family, mixed-use and commercial developments.

Design Considerations

- v) New development will be sited and designed to sensitively integrate with the natural landscape, preserving views and enhancing waterfront quality.
- w) Height and massing will be mitigated to protect views from upland residential uses, public spaces and the water.
- x) New development will respond to topography and natural features and ensure sensitive transitions to adjacent land uses.
- y) Building and landscape design will reflect the natural and human heritage of the waterfront including food processing and shipping, agriculture, waterfront recreation and ecological processes.
- z) Private development will contribute to phased public space improvements including street enhancements, expanded waterfront parks and trails and other public amenities.

Actions

- a) Update the **OCP** to reflect the land use designations recommended in this plan (refer to Map 5.2).
- b) Review and amend the Zoning Bylaw to reflect the permitted uses and building heights recommended in this plan.
- c) Develop a Community Amenity Contribution policy that considers:
 - All options available for amenity bonusing in waterfront parks and public spaces when considering rezoning applications; and
 - Prepares a priority list of projects identified in this plan
- d) Develop waterfront design guidelines for both the entire waterfront and the proposed Gellatly Village area, based on design considerations identified in this plan.
- e) Amend the Parks Bylaw to permit applicable commercial activities (e.g. mobile food vending, non-motorized watercraft rentals) within specified park locations.
- f) Develop a temporary permit process for mobile food vendors in the waterfront area.

6 RECREATION

This section sets the tone for the ongoing development of recreational capacity along the waterfront. It includes a wide range of preliminary improvement ideas that could be considered for parks and recreation improvements over time.

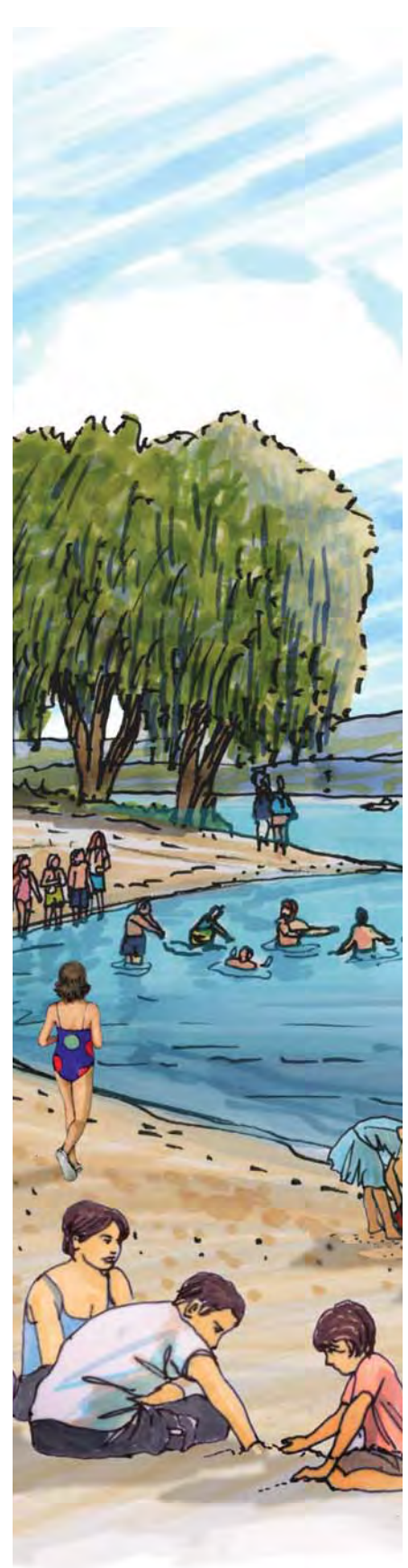
Note: Section 7 Connectivity & Access addresses trail development.

6.1 Recreation Today

6.2 Recommended Directions

- 6.2.1 Park Acquisition
- 6.2.2 Non-Motorized Boat Launching
- 6.2.3 Motorized Boat Launching
- 6.2.4 Lake Access Development
- 6.2.5 West Kelowna Yacht Club
- 6.2.6 Day Moorage
- 6.2.7 Recreation Amenities
- 6.2.8 Improvements to Existing Parks

6.3 Policies & Actions



6.1 Recreation Today

Today, the greatest concentration of public space is within Gellatly Bay, while small waterfront parks and lake accesses serve other neighbourhood areas. Two major Regional Parks – the Gellatly Nut Farm and Kalamoir Regional Park – are significant waterfront destinations.

Existing Park Land Summary

Total Area of Park Land within Study Area:
(Including 37 DWK Parks & Lake Accesses, 2 Regional Parks and 1 Strata Park)

- Approximately 42.1 ha area (10.7%) of Waterfront Plan Area
- Approximately 4.4 km length (24.4%) of Waterfront Plan Shoreline

Map 6.1: Existing Parks & Lake Accesses in the Waterfront Plan Area

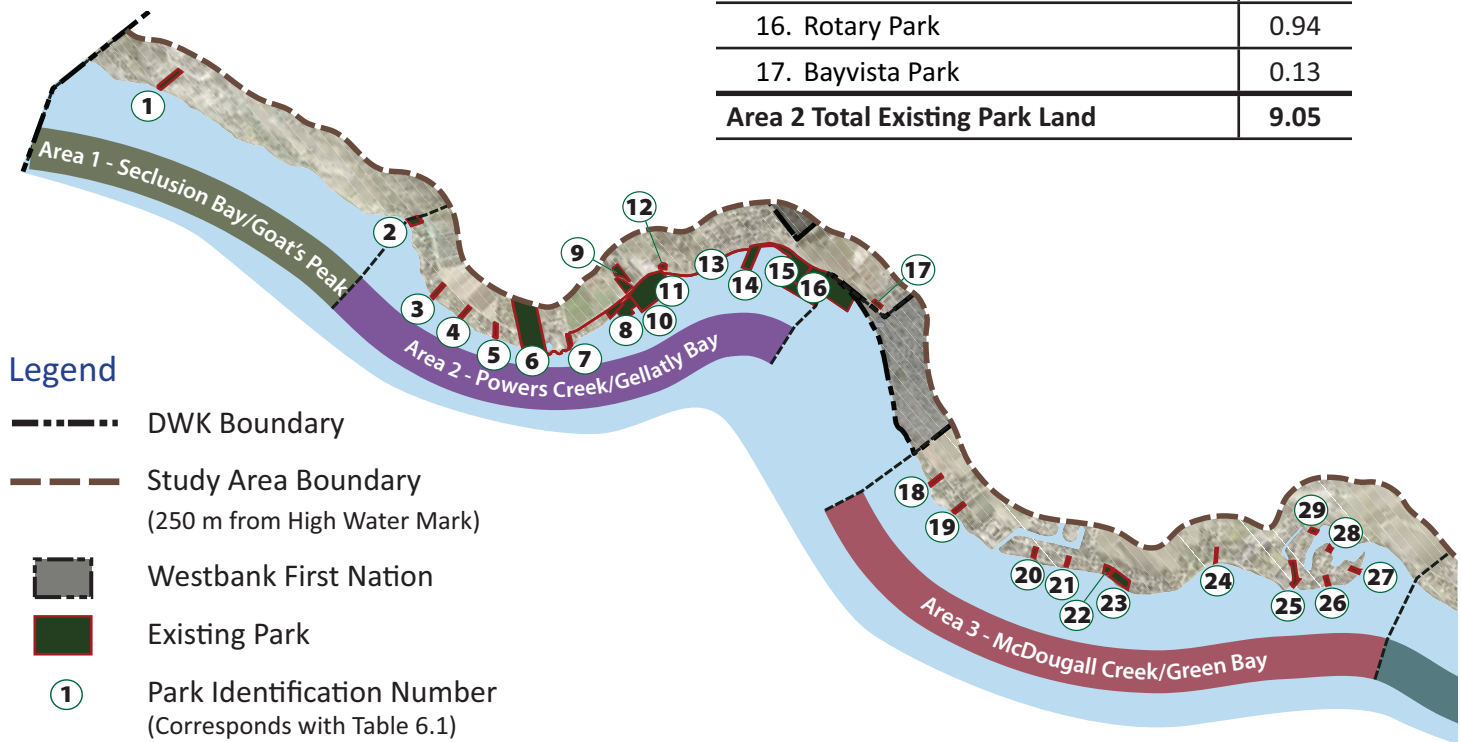


Table 6.1: Existing Parks & Lake Accesses

Park/Lake Access Name	Size (ha)
Area 1: Goat's Peak	
1. Seclusion Bay Lake Access	0.35
Area 1 Total Existing Park Land	0.35
Area 2: Powers Creek/Gellatly Bay	
2. Pebble Beach	0.24
3. Whitworth Road Lake Access #1	0.12
4. Whitworth Road Lake Access #2	0.11
5. George Court Lake Access	0.14
6. Gellatly Nut Farm Regional Park (RDCO)	4.00
7. Gellatly Road Lake Access	0.09
8. Marina Park	0.30
9. Rotary Trails	0.68
10. Powers Point Park	0.73
11. Willow Beach	0.49
12. Kent Park	0.07
13. Gellatly Recreational Corridor	0.47
14. CNR Wharf	0.35
15. Smith Creek	0.19
16. Rotary Park	0.94
17. Bayvista Park	0.13
Area 2 Total Existing Park Land	9.05

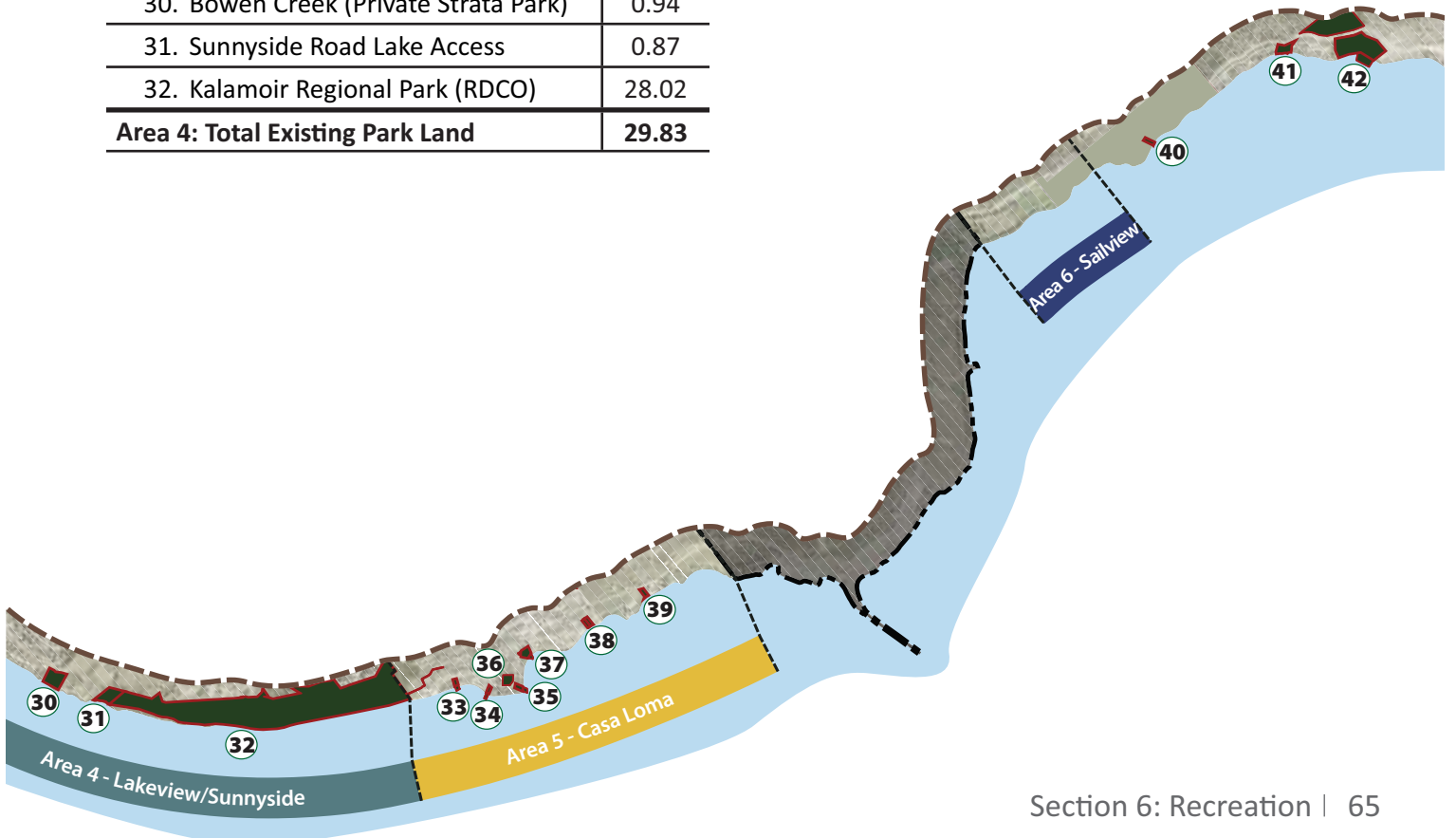
Park/Lake Access Name	Size (ha)
Area 3: McDougall Creek/Green Bay	
18. Jennens Road Lake Access	0.12
19. Hitchner Road Lake Access	0.11
20. Pritchard Drive Lake Access #1	0.08
21. Pritchard Drive Lake Access #2	0.06
22. Pritchard Drive Utility Lot	0.13
23. Marjorie Pritchard Park	0.49
24. West Bay Road Lake Access	0.05
25. Green Bay Lake Access #1	0.28
26. Green Bay Lake Access #2	0.07
27. Green Bay Lake Access #3	0.07
28. Green Bay Lake Access #4 (Wigg Road)	0.04
29. Green Bay Lake Access #5	0.08
Area 3 Total Existing Park Land	1.58
Area 4: Lakeview/Sunnyside	
30. Bowen Creek (Private Strata Park)	0.94
31. Sunnyside Road Lake Access	0.87
32. Kalamoir Regional Park (RDCO)	28.02
Area 4 Total Existing Park Land	29.83

Park/Lake Access Name	Size (ha)
Area 5: Casa Loma	
33. Casa Loma Lake Access	0.08
34. Casa Loma Dock	0.06
35. Dupuis Boat Launch	0.11
36. Dupuis Park	0.35
37. Casa Loma Beach	0.35
38. Casa Rio Park	0.19
39. Campbell Road Lake Access	0.11
Area 5 Total Existing Park Land	1.25

Area 6: Sailview

- No existing parks

Outside Study Area	
40. Westside Road Lake Access #1	0.11
41. Westside Road Lake Access #2	0.42
42. Raymer Bay Regional Park	7.53



Recreation Opportunities & Issues

Opportunities

- Regional Parks are building blocks for public recreation.
- Undeveloped lake accesses are capable of supporting new recreation amenities.
- Future development in the waterfront area, as well as throughout West Kelowna, could support expanded public spaces and facilities through land dedication and community amenity contributions.
- Historical values and agricultural practices are opportunities for showcasing West Kelowna's past and present.
- Several existing parks could be destination landings for boaters, to provide access from the water to West Kelowna's beaches, parks, trails and tourist destinations.
- A number of sites along the waterfront are suitable for non-motorized boat launching.
- New motorized boat launching opportunities may exist in partnership with private land developers or Westbank First Nation.
- Tourism outreach and programs have helped to increase the popularity of West Kelowna's waterfront.
- A number of clubs, service groups and other organizations could be partners in improving and expanding waterfront amenities.

Issues

- Acquisition of new waterfront parks and open space is complicated by unconsolidated parcels and inflated land values.
- Steep slopes and private property are a limitation to public waterfront access.
- Real and perceived water quality issues limit water recreation.
- Public use of lake accesses is compromised by *encroachments*, lack of amenities and lack of information about public access.
- Sand beaches are limited due to location and lake flows.
- The focus of recreation facilities is currently on seasonal uses.
- Park amenities that allow people to spend more time at the waterfront are required (e.g. restrooms and food).
- There are no formal non-motorized boat launches.
- Conflicts exist between competing waterfront uses, notably in the Gellatly Bay area. Key conflicts include:
 - Off-leash dog use;
 - Motorized vs. non-motorized water recreation; and
 - Parking constraints for all users during busy times.
- Existing parks infrastructure is aging, most notably at CNR Wharf.
- There are only 2 public motorized boat launches in DWK – Gellatly and Dupuis Boat Launches which are both very busy in the summer.
 - The Gellatly Boat Launch does not have sufficient parking and is located in a high-use recreation area. Conflicts between boat launching and other uses have been identified. It is also located at the mouth of Powers Creek and has negative impacts on stream health.
 - The Dupuis Boat Launch does not have trailer parking and is located within the Casa Loma neighbourhood which has constraints for vehicle access.
 - Previous studies indicate that Okanagan Lake is currently underserved by motorized boat launch facilities and the recent closure of the Bear Creek Boat Launch may add pressure to West Kelowna.
 - Suitable public lands for new motorized boat launch development have not been identified.
- Marine moorage facilities are limited. Current facilities include the West Kelowna Yacht Club and small private beach resort facilities. Shelter Bay in Tsinstikeptum #10 has moorage facilities.



6.2 Recommended Directions

What we Heard

- Additional waterfront recreation space is desirable
- Crowding in existing parks during the summer is an issue
- Split responses indicate a desire for both additional small-scale parks distributed along the waterfront and a larger waterfront area capable of supporting community recreation events
- Provision of sufficient parking and alternative transportation is critical

The West Kelowna **Official Community Plan** sets a target of **20%** of land area within West Kelowna to be in the form of protected natural areas and open spaces.

The **Parks & Recreation Master Plan** sets a target (based on population forecast) for 30.6 ha of municipal waterfront park by 2020. Combined with lake accesses and regional waterfront parks the total waterfront park target is 65 ha by 2020.

6.2.1 Park Expansion

Today there is approximately 42.1 ha of park land within the Waterfront Plan area, which encompasses a total area of approximately 393 ha. This means that about 10.7% of the study area is currently park land. Waterfront park land includes 37 DWK Municipal Parks & Lake Accesses, 2 Regional Parks and 1 Strata Park.

Proposed Directions

Based on the **Official Community Plan**, it is proposed that the following targets for total Waterfront Park Land (including District Parks, lake accesses, Regional Parks and protected natural spaces) be set:

- Current = 42.0 ha (10.7%)
- By 2016 = 55.0 ha (14%)
- By 2021 = 62.9 ha (16%)
- By 2031 = 78.6 ha (20%)

To be feasible, these targets will require a combination of acquisition methods. All opportunities to secure new waterfront park land and expand the parks system should be a priority.

Three general ways to acquire new public park land are described:

1. Dedication through Land Use Applications
2. Protection without Purchase
3. Direct Purchase

Dedication through Land Use Applications

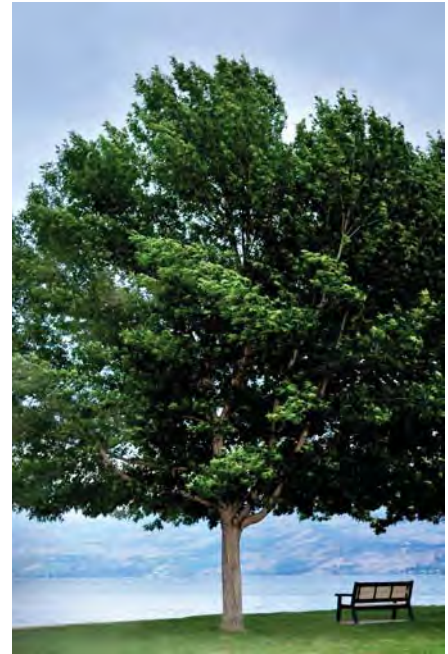
Where substantial land use applications are considered, the District should seek to secure park property through:

- Rezoning contributions;
- Park land dedication during subdivision;
- ROW registration; and
- Regional Park function.

Protection without Purchase

While land use applications can provide significant opportunities to secure park land, they are typically associated with changes in current land use. Because much of West Kelowna's waterfront is already developed, alternative forms of securing park land will also be required. Several opportunities may exist to secure parks and trails connections without direct land purchase, including:

- **License of occupation:** A license secures public use on a portion of private land, relieves the landowner of liability and allows the District to construct and maintain specified facilities. While a license affords some certainty, the landowner retains the ability to terminate the license. Licenses are most commonly used for trail access.
- **Lease:** Lands owned by other parties may be leased on a long-term basis for development and use as park land.
- **Land Donations:** Landowners may wish to donate land for a number of reasons – environmental protection, legacy, etc. In return, donators receive tax benefits. Donations can include options for the donator's continued use of the property for a specified period of time.
- **Covenants:** Covenants are most often used to protect land with environmental values that people wish to preserve through future generations. While these lands may not be public, they are afforded long-term protection.
- **Partnerships:** Partnerships with other levels of government, including the RDCO, as well as with NGOs provide opportunities for park to be jointly secured. These partnerships may be essential to securing large properties that may not be available to a single entity.
- **Land Exchange:** If desirable park land is identified and the municipality owns land elsewhere, opportunities to exchange land to the benefit of both parties may be possible.



Direct Acquisition

In many cases, acquisition of key properties will require purchase. Funding for purchase can come from a number of sources:

- Parks *DCCs*;
- Grants;
- Reserve funds;
- Monetary donations from community, corporate or private interests;
- Cash-in-lieu funds from subdivision development;
- Rezoning contributions;
- P3s; and
- Disposition of under utilized park space.

Where purchase of park land is considered, costs may be recovered through:

- Purchasing properties of interest and renting them until they are developed as park land;
- Purchasing and severing a portion of property that is desirable for park land and reselling the remaining land; or
- Fundraising for specific, high-profile purchases.

Acquisition of waterfront park land should be considered against other acquisition priorities in the District's **Acquisition Strategy**.

Acquisition Priorities

Public input suggested there are several priorities for waterfront park acquisition. It is recommended that a combination of the following acquisition priorities be pursued as opportunities arise:

- Linear park land that supports waterfront trail connections;
- Properties adjacent to existing recreation destinations that would expand current park services;
- Environmentally sensitive areas;
- Large or contiguous parcels that have capacity to support waterfront event space or programs; and/or
- Parks in areas that are currently underserved.



6.2.2 Non-motorized Boat Launching

Today, there are no formal non-motorized boat launches in West Kelowna. While several parks and lake accesses are used informally for launching, there are many benefits to having designated launching:

- Reduces conflicts between motorized and non-motorized uses in high-use areas.
- Attracts residents and visitors that are participating in this increasingly popular recreation pursuit.
- Supports organized clubs which help increase use and attract visitors and residents.
- Supports commercial tourism opportunities like tours and rentals.
- Increases opportunities for water-based sporting events such as dragon boating, kayak racing, etc.
- Encourages an active population.

The increasing popularity of kayaking, rowing, canoeing and dragon-boating on Okanagan Lake make this a significant opportunity and short-term priority for the Waterfront Plan.

Proposed Directions

- Plan to develop at least 2 formal non-motorized boat launches within the next 5 years.
- Work cooperatively with non-motorized boating organizations, individuals and/or businesses to fund, design and develop public launch sites.
- Utilize the following criteria for selecting priority sites for development:
 - Equal distribution along the waterfront;
 - Sufficient existing parking or space for future parking;
 - Safe and convenient access to the water;
 - Minimal negative impacts to adjacent land uses; and
 - Potential for boat storage or club use.
- When launch sites are identified and developed, advertise the availability of these amenities to residents and visitors.

What we Heard

- There is extensive interest and opportunity for the development of non-motorized launching facilities
- Kayaking, rowing, canoeing and dragon-boating are popular activities on Okanagan Lake
- Short-term investment in non-motorized boat launches should be a priority
- Opportunities for larger-scale non-motorized launching facilities warrant future consideration

Access to nearby parking and a good path from parking to the launch site is critical to the success of non-motorized boat launches.



Both beach launching and dock launching should be components of non-motorized launching in the community.

Launch Facilities

Non-motorized boat launches include both beach launches and dock launches:

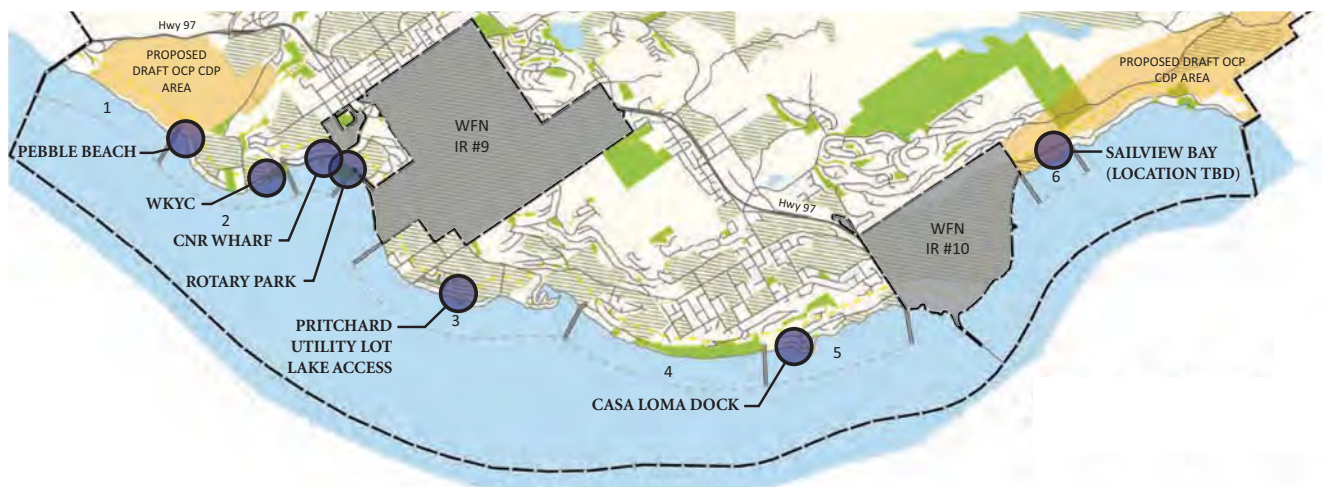
- Beach Launches are simple, low-cost opportunities that support launching of small watercraft by able-bodied people. Gentle shoreline grades and water depths are desirable to facilitate easy access. Typically only a few amenities such as parking, trail access and waste receptacles are required in these areas.
- Dock Launches provide opportunities for larger watercraft (e.g. dragon boats, laser boats, etc.) that need either greater water depth or more space. They can also be designed to provide safe access for less able-bodied people. Dock launches can support water-based events as well as commercial ventures. Another opportunity would be the potential for people to access West Kelowna from other Okanagan communities via non-motorized boats and secure their watercraft while they explore the area.

It is recommended that a combination of beach and dock launches be pursued for West Kelowna.

Through this process, and based on the suggested criteria, several potential non-motorized launch sites are identified for consideration. It is not the intent of this plan that all of the following launch sites should be developed, rather, to provide a list of options that should be considered as opportunities arise.

- **Pebble Beach:** This park is currently has little programming and has parking. It has few conflicts with other recreation uses and is near Goat's Peak, a popular non-motorized destination. This site could support either beach or dock launching.
- **West Kelowna Yacht Club:** If supported by the WKYC, there could be potential to include non-motorized dock launching. Cooperation and careful design would be required to determine if a partnership is feasible.
- **CNR Wharf:** This plan proposes improvements to the dock at CNR Wharf. As part of these upgrades, potential partnerships with the non-motorized community to develop dock launching facilities and boat storage could be considered.
- **Rotary Park:** This site has relatively flat grades and existing parking that would support non-motorized launch facilities. This site would also have sufficient space for boat storage. This site could support either beach or dock launching.
- **Pritchard Park:** This plan recommends short-term improvements to Marjorie Pritchard Park. This park has parking and could support both beach launching or dock launching.
- **Casa Loma Dock:** This existing dock has potential for upgrades that would support dock launching. This site is currently under utilized, but has access to parking and beach area.
- **Sailview Bay:** Future development in the Sailview Area will include waterfront park dedication and recreation amenities. A non-motorized beach or dock launch would serve those living in the north parts of the community.

Map 6.2: Suggested Non-Motorized Boat Launch Sites





What we Heard

- Motorized boating will continue to be an important activity in Okanagan Lake
- Recent closure of Bear Creek Boat Launch may add pressure to West Kelowna's two launches



Gellatly Boat Launch



Dupuis Boat Launch

6.2.3 Motorized Boat Launching

The District of West Kelowna currently has two public boat launches:

Gellatly Boat Launch

This site is on Gellatly Road between the WKYC and Powers Creek. It is the main launch in West Kelowna, has three lanes and has recently been upgraded. Six issues have been identified:

- **Traffic:** Gellatly Road is a busy collector road and during the summer it sees heavy traffic. The maneuvers required for boat launching require stopping, turning and/or reversing.
- **Parking:** The launch does not have dedicated parking, so trailers park along Gellatly Road where parking is already constrained. Public input identified this as a safety concern.
- **Environment:** The boat launch is directly adjacent to Powers Creek, which is identified as having high *habitat* value in the waterfront plan area. Enhancements to the mouth of Powers Creek are recommended and the current launch location obstructs these enhancements.
- **Recreation:** Willow Beach and Marina park are popular waterfront recreation destinations for people of all ages. Motorized boat launching does not support the *vision* of this area as a recreational and commercial waterfront hub.
- **Future Gellatly Village:** This plan proposes that Gellatly Bay be the focal point for future commercial, mixed-use and residential development. A boat launch conflicts with the vision of the area as a vibrant, pedestrian-oriented recreation area.
- **Dredging:** Natural lake processes and launch location result in sedimentation and the need for regular dredging.

Dupuis Boat Launch

This launch in Casa Loma sees much lower use due to its remote location and single lane launch.

Two issues have been identified at this site:

- **Parking:** No dedicated parking is available, so trailers park along the roadway, which impacts neighbouring residents.
- **Dredging:** Natural lake processes and the launch location result in sedimentation and the need for regular dredging.

Proposed Directions

Public input and previous studies suggest that motorized boating will continue to be an important recreational activity on Okanagan Lake. Existing conflicts should be addressed while improved solutions for boat launching are considered. DWK should endeavour to:

- Not reduce motorized boat launching capacity in West Kelowna.
- Actively seek out new public launch sites in the area in partnership with private developers, Westbank First Nation and the RDCO.
- Require all future private marina proposals to consider incorporation of boat launching facilities, where appropriate.
- Ensure new facilities are located away from areas with high environmental sensitivity.
- Ensure new facilities are not located in areas of high longshore sediment movement and deposition in order to minimize dredging and maintenance issues.
- Ensure new launching facilities provide adequate parking.
- Consider user fees for boat launching and/or trailer parking on municipal property to recover costs required to maintain boat launches.

Gellatly Boat Launch Recommendations

- Seek to secure an off-site parking solution for the existing launch, recognizing that as the proposed Gellatly Village develops, this particular use may not be compatible or desirable adjacent to commercial and residential land uses. Private applications such as valet service may warrant consideration.
- Continue to monitor the relationship between the boat launch and development in Gellatly Village to ensure the boat launch is not negatively impacting or impeding desirable development.
- Consider alternatives to reduce the impact of the boat launch on adjacent Powers Creek.

Dupuis Boat Launch Recommendations

- Retain the existing boat launch.
- Complete ongoing upgrades and maintenance.
- Seek to secure off-street boat trailer parking nearby.
- Consider addition of a dock for loading and unloading.

Potential Future Launching Sites

Given the constrained nature of West Kelowna's waterfront, few potential launching sites are readily available. DWK will need to work cooperatively with neighbours, developers and residents to secure new launch sites. Potential opportunities suggested through consultations include:

- **Westbank First Nation:** There could be opportunities for the District of West Kelowna and Westbank First Nation to work cooperatively to identify, develop and operate a boat launch site through a partnership.
- **Existing Development:** Several private developments have private boat launching facilities. DWK could approach owners to determine if opportunities exist for partnerships to provide public boat launching.
- **New Development:** It is anticipated that new waterfront developments will be proposed in the Waterfront Plan area. Provision of a boat launch could be a possible development amenity, where appropriate.
- **Existing Lake Accesses:** While several undeveloped lake accesses exist along the shoreline, most are unsuitable for boat launching due to terrain, adjacent land uses, access or insufficient parking. Road ends in McDougall Creek (Marjorie Pritchard Road) and Green Bay (Green Bay Road) have lake accesses with grades and space that could support boat launching, but would require a solution to parking and protection of neighbouring land uses.

Each of the above opportunities will need to be explored in detail to determine feasibility. The District should continue to actively identify new boat launch opportunities as the community develops.



6.2.4 Lake Access Development

The District has 28 lake accesses along the waterfront, 7 of which are currently well-developed and managed as parks: Pebble Beach, Gellatly Road, Powers Point Park, Casa Loma Dock, Dupuis Boat Launch, Casa Loma Beach and Casa Rio Park.

When developed, lake accesses provide small-scale waterfront experiences distributed throughout the community and opportunities for shoreline access. During this process, Abbott Street in Kelowna was frequently cited as a successful example of lake access development. Successful lake accesses are well buffered from neighbouring land uses, are easily identifiable as public spaces and have appropriate amenities that suit the character and recreational needs of the area.

A major issue with West Kelowna’s lake accesses is **encroachment**. Public input suggests that removal of encroachments and clear identification of all lake accesses as public space should be a priority.

Proposed Directions

- Where unpermitted encroachments are identified in lake accesses, require property owners to remove.
- Do not approve future private use applications for lake accesses that would compromise public recreation access.
- Plan to develop at least 2 undeveloped lake access every 5 years over the next 10 years.
- Where lake accesses are developed, endeavour to provide **buffers** between private and public uses.
- Use the following criteria when selecting priority lake accesses sites for park development:
 - Proximity to areas that have limited public park access
 - Beach quality
 - Land use compatibility
 - Parking availability
 - Desirable topography
 - Environmental sensitivity
 - Activity potential

What we Heard

- Encroachments from adjacent properties reduce public access
- Undeveloped lake accesses should be developed with park amenities, especially where park facilities are currently limited
- Not enough information is available about these public spaces



Abbott Street Beach Access in Kelowna with fencing, parking and amenities.



Developed public lake access in Sorrento, BC on Shuswap Lake.



Well-defined and buffered beach access in Hawaii.



Whitworth Road #1 Lake Access



Jennens Road Lake Access



Hitchner Road Lake Access

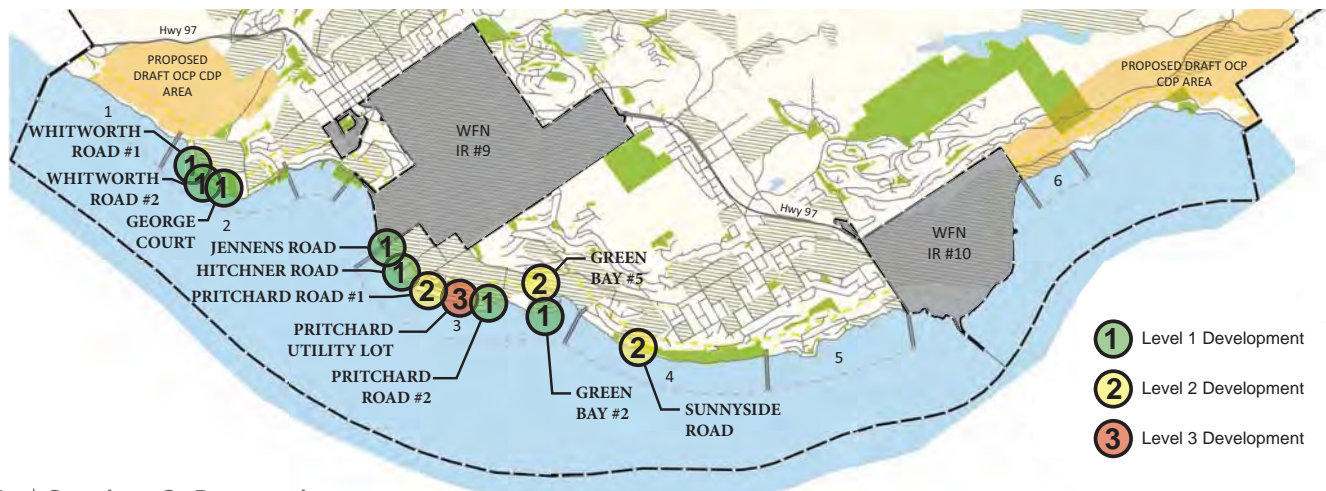
Suggested Lake Access Development Priorities

The criteria on the previous page, combined with public input, was used to identify several lake accesses that currently have high potential for park development. **Other lake accesses may warrant consideration as opportunities and needs are identified.**

Lake Access	Development Typology*
Whitworth Road #1	Level 1: Naturalized
Whitworth Road #2	Level 1: Naturalized
George Court	Level 1: Naturalized
Jennens Road	Level 1: Naturalized
Hitchner Road	Level 1: Naturalized
Pritchard Drive #1	Level 2: Moderate
Pritchard Drive #2	Level 1: Naturalized
Pritchard Utility Lot	Level 3: Active
Green Bay #2	Level 1: Naturalized
Green Bay #5	Level 2: Moderate
Sunnyside Road	Level 2: Moderate

*Refer to next page for a description of typologies.

Map 6.3: Suggested Lake Access Development Priorities



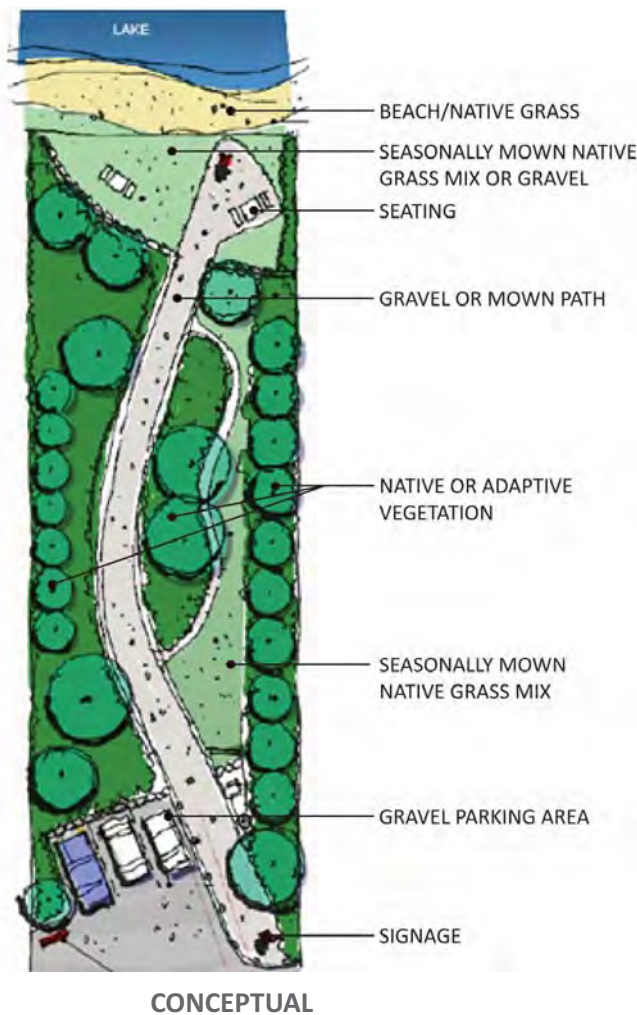
Lake Access Typologies

The following lake access typologies are provided as an example of how lake accesses could be developed. **These typologies are provided for direction only. Actual lake access development should be based on neighbourhood needs and site potential.**

Level 1: Naturalized

Focus on passive recreation amenities, such as beach access, trail development, selective clearing, native planting, seating, clean-up and waste receptacles. Opportunities for habitat preservation and enhancement should be considered.

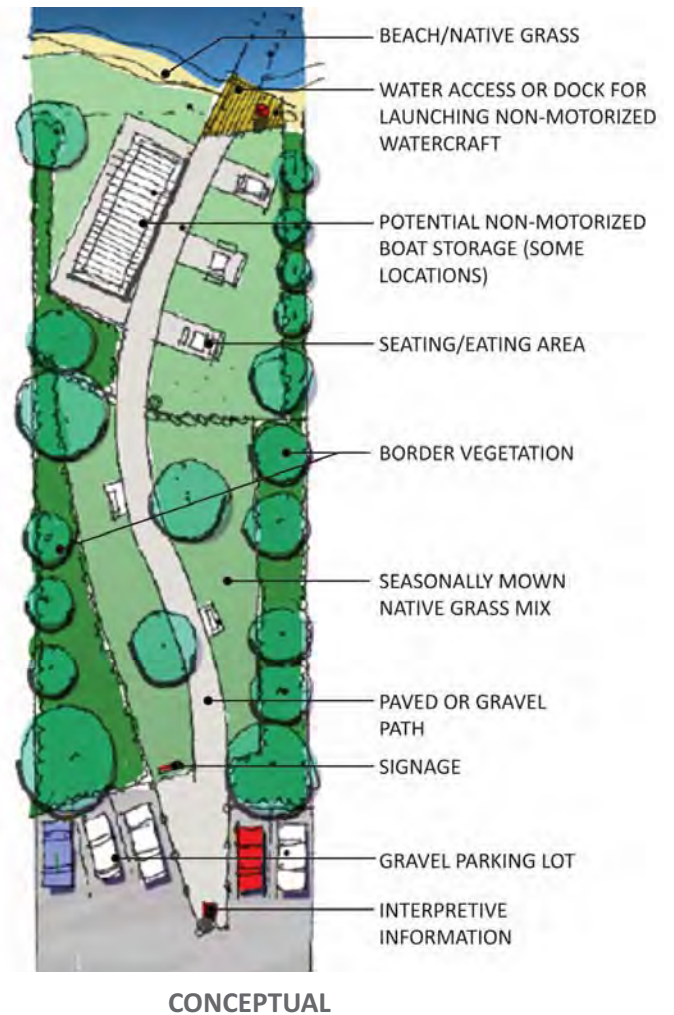
Figure 6.1: Conceptual Example of Naturalized Lake Access Typology



Level 2: Moderate

Provide a mix of passive and active recreation amenities such as picnic areas, playgrounds, community garden space, lawn space, dog beach, seating, trailhead amenities and parking.

Figure 6.2: Conceptual Example of Moderate Lake Access Typology





Pritchard Drive #2 Lake Access



Green Bay #2 Lake Access



Green Bay #5 Lake Access

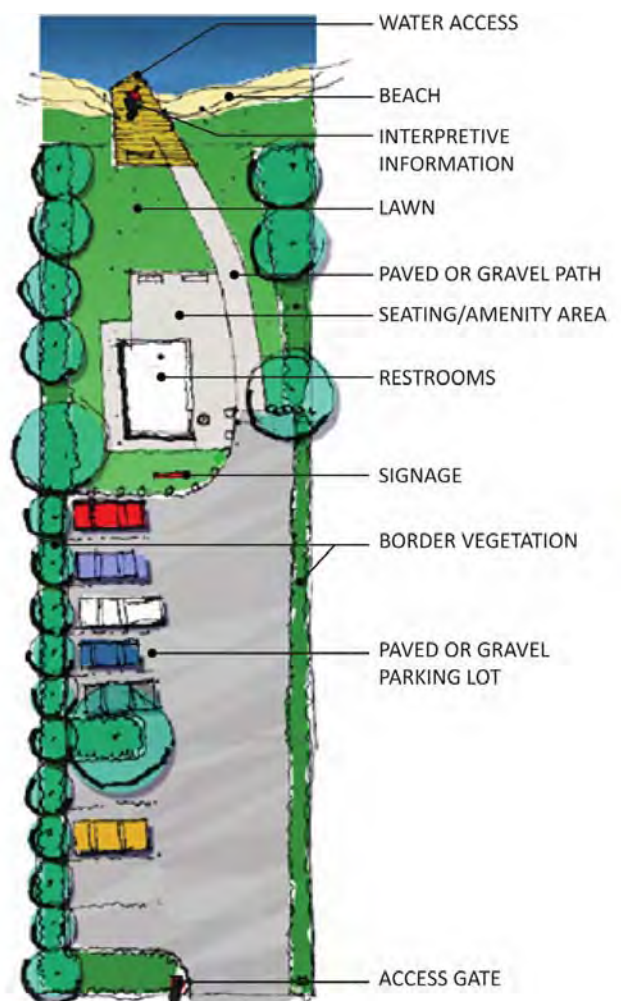


Sunnyside Road Lake Access

Level 3: Active

Focus on more intensive recreation amenities such a dock for non-motorized boat launching, restrooms and parking.

Figure 6.3: Conceptual Example of Active Lake Access Typology



CONCEPTUAL



6.2.5 West Kelowna Yacht Club (WKYC)

The West Kelowna Yacht Club is located on Gellatly Road, and is bordered by the Gellatly Boat Launch and Marina Park. The Yacht Club, started in 1962, has a membership of over 200. The marina is located partially on Crown water, with a long-term lease provided to the WKYC. The facilities, owned and operated by the club, include an approximately 160-slip marina and a clubhouse redeveloped from a former ferry, the M.V. Pendozi. The facility hosts events for its members and can be rented for public use. An approximately 50-car/boat trailer parking lot serves the facility.

Constraints of the WKYC facility is its proximity to the mouth of Powers Creek, a sensitive *habitat* area, as well as its adjacency to Marina Park, a popular family swimming beach.

Three potential options for the future of the Yacht Club could be considered:

1. Seek opportunities to relocate the facility elsewhere on the waterfront. This would allow expansion of public space and support the restoration of Powers Creek.
2. Retain the facility in its current location at its current capacity.
3. Retain the facility in its current location, with allowance for increased capacity under the condition that slip redevelopment includes revised layout and shore restoration.

What we Heard

- The current marina layout presents unfriendly views to Marina Park
- Marina slips continue to be in high demand with waiting lists typically over 50

In addition to the WKYC, local marinas include small private marinas connected to resorts and mixed-use developments and the large Shelter Bay Marina located on Westbank First Nation Tsinstikeptum #10, just south of Bennett Bridge.



Existing moorage at the WKYC.



West Kelowna Yacht Club Marina today



Marinas in Nanaimo, Kelowna and Toronto integrate with public, commercial and residential development.

Proposed Directions

Given the space limitations along West Kelowna's shoreline, it is recommended that the facility remain in its current location, unless a feasible opportunity for relocation is identified. Consideration for upgrades should be given and all upgrades should require collaboration between the WKYC and DWK.

If the facility remains in its current location, it will be directly adjacent to the proposed Gellatly Village. In many communities, marinas coexist successfully with active public spaces, adding to the marine atmosphere of the community. Design of these facilities strongly affects the success of the waterfront experience. It will be important that future changes to the WKYC are made with the overall community experience in mind.

Key upgrades for consideration could include:

- Redesign of the marina slips to move them away from the shoreline by at least 20 m to permit shoreline naturalization and an improved public park experience, notably at Marina Park.
- Reconfiguration of the marina to maximize the distance from Powers Creek to facilitate *riparian/delta* restoration.
- Expansion of marina slips, provided that sufficient parking capacity can be attained (either nearby or through alternate services such as a valet or shuttle service).
- Consideration for accommodation of non-motorized boat launching uses as a component of an expanded design through a partnership between the WKYC and the non-motorized boating community.
- Parking lot improvements to improve circulation and street presence along Gellatly Road.
- Cooperation to identify alternative parking, to allow the area in front of the Yacht Club to be usable public space.
- Exploration of potential partnership opportunities to allow some public day moorage as a component of expansion of marina slips.
- Exploration of partnership opportunities that would permit development of a new shared indoor facility that accommodates both Yacht Club and West Kelowna public use.



6.2.6 Day Moorage

Today, access to West Kelowna's waterfront is primarily by vehicle. However, as a waterfront destination, there is also the unique opportunity for people to arrive via boat. Currently there are few places in West Kelowna for people to moor boats for day visits to community destinations.

Day moorage should be a consideration in dock and pier development or using off-shore buoys.

Possible opportunities for day moorage identified in this process includes:

- **West Kelowna Yacht Club:** If expansion of the Yacht Club were undertaken, opportunities to partner with the WKYC to develop day moorage could be considered. The location of the WKYC, near to Westbank Centre and adjacent to the area identified for the future Gellatly Village, is ideal from a tourism perspective.
- **CNR Wharf:** The Wharf, if updated, could include consideration for small-scale temporary moorage for people wishing to visit parks, trails and destinations in the Gellatly Bay Area. While it is located slightly further from the Gellatly Village area, trail connections and potential commercial uses in this area make it a desirable location for docking.
- **Willow Beach Pier:** Willow Beach is near the proposed Gellatly Village area, and if a pier was developed at the north end of the beach, it could accommodate some day moorage. Because the area is well used for swimming, care would need to be taken to ensure day moorage does not impact this primary use. It will also be important to ensure it would not impact Powers Creek riparian/delta restoration.
- **Casa Loma Dock:** The dock is already functional for day moorage, and future improvements and identification as a moorage location would make it a more attractive destination. Its proximity to Kalamoik Regional Park and trail connections to the rest of the waterfront, make it a desirable landing point.
- **Private Development:** Private developments with marinas have potential to offer temporary moorage as a component of their design.



Day moorage would allow visitors to access DWK's waterfront by water from other Okanagan communities



Day moorage with breakwater in Peachland

Where mooring buoys are provided they should conform to Coast Guard Standards and should receive regular maintenance.



What we Heard

- Desirable waterfront amenities include:
 - Indoor facility
 - Public pier
 - Outdoor event space/plaza/market space
 - Playgrounds
 - Sand volleyball courts
 - Community gardens
 - Outdoor exercise circuit
 - Non-motorized boat launches
 - Water Recreation Event Facilities
 - Restrooms
 - Open Space
 - Designated dog parks
 - Lake play equipment
 - Picnic Facilities
 - Public art
 - Seating
 - Landscaping

6.2.7 Recreation Amenities

Many ideas were generated through this process about the types of amenities people would like to see on West Kelowna's waterfront. These ideas range from grand-scale facilities to simple amenities.

While existing parks could accommodate some of these ideas, expansion of public waterfront park would be necessary for others.

Indoor Facility



Waterfront civic facility

Indoor community space is lacking in West Kelowna. Facilities for local gatherings and events, meetings, banquets and cultural activities are limited. An indoor waterfront community facility would be an asset,

however, there are other potential locations for these services in the community that may be more desirable and less costly. One opportunity for the long-term may be a partnership with the WKYC to redevelop the Yacht Club facility building for shared-use. While opportunities for developing a facility should be considered if presented, this is not a short-term priority.



Public pier

Public Pier

Public piers are a focal point in many communities. These are spaces for visiting, walking, fishing and hanging out, often becoming hubs of activity. Integration of services such as small tourist-commercial enterprises (e.g. restaurants, tour operators, temporary boat landings) can build the success of a pier as a destination. Public input indicated a strong desire to see the development of a public pier in the Gellatly Bay area, which should be a priority amenity related to development of the village area.

Outdoor Event Space/Plaza/Market Space

Outdoor gathering space is important in successful waterfronts. These spaces are typically associated with developed areas, civic facilities or commercial destinations and host uses and events such as gatherings, markets and informal recreation. The grades and development on West Kelowna’s waterfront make the establishment of large gathering spaces challenging, so as the Gellatly Village area develops, securing public open space should be a priority.

Playgrounds

Children are major participants in waterfront recreation. The District already has several waterfront playground destinations and development of new playgrounds is not a priority, except in the underserved Green Bay, Sunnyside and Sailview areas. Upgrades to existing playgrounds should be completed in accordance with the Parks & Recreation Master Plan.

Sand Volleyball Courts

West Kelowna has a successful beach volleyball league with sand courts distributed throughout the District. Sand courts are opportunities not only for volleyball, but also provide fine sand for other beach activities. Incorporation of additional sand volleyball courts, especially where more than one court can be accommodated should be considered.

Community Gardens

Community gardens are continuing to increase in popularity throughout West Kelowna and BC. There is strong support in the community for expanding community garden sites in DWK through partnerships between the District and volunteer organizations. Community gardens are best suited to multi-family and mixed-use development areas, where residents do not have land for private gardens. Community gardens can become social areas and points of interest along the waterfront.



Art display at the edge of a public waterfront plaza



Tiered seating associated with a plaza



Waterfront playground



Beach volleyball



Community gardens in West Vancouver



Outdoor exercise circuit



Kayak race event



Restroom facilities



Lawn area adjacent to the beach

Outdoor Exercise Circuit

Outdoor exercise circuits provide people with free, outdoor fitness alternatives. These facilities are increasing in popularity and West Kelowna residents have identified these facilities as desirable. The waterfront has potential for circuit facilities, notably along the Gellatly Recreational Corridor.

Non-Motorized Boat Launches

The increasing popularity of kayaking, rowing and canoeing makes incorporation of non-motorized boat launching facilities an opportunity. This plan identifies several potential locations for non-motorized boat launches (refer to Section 6.2.2).

Water Recreation Event Facilities

Water-based sporting events – triathlons, wakeboarding competitions, rowing races, etc. – attract people. There could be opportunities for West Kelowna to host these events, especially as improvements to the waterfront are completed. DWK should actively seek opportunities to host events, to increase exposure and stimulate tourism.

Restrooms

To encourage people to spend longer periods of time in the waterfront area, provision of public amenities, including well-maintained restrooms is a priority. Restrooms are typically located in destination parks, activity areas and trailheads where people will be spending extended periods of time. Current restroom provision in West Kelowna is limited and several facilities are in need of updates. Heated restrooms in key locations will support year-round use of key waterfront destinations.

Open Space

Lawn areas adjacent to waterfronts are popular spaces for relaxing and gathering. There is currently a shortage of open space along the waterfront and opportunities to incorporate lawn areas and informal relaxation areas should be a priority.

Designated Dog Parks

An informal dog beach currently exists but conflicts between dog-owners and non-owners are evident. Safe, separated and fenced dog beach provision away from popular swimming destinations and sensitive *habitats* should be a priority.

Lake Play Equipment

The popularity of the diving dock at CNR Wharf demonstrates the value of lake play equipment. Opportunities to incorporate water adventure equipment will increase recreational values.

Picnic Facilities

Picnicking is a popular activity associated with waterfront parks. Facilities for picnics can range from simple tables to large group shelters with public barbecues. Public feedback indicated that picnic facilities should be considered throughout the waterfront.

Public Art

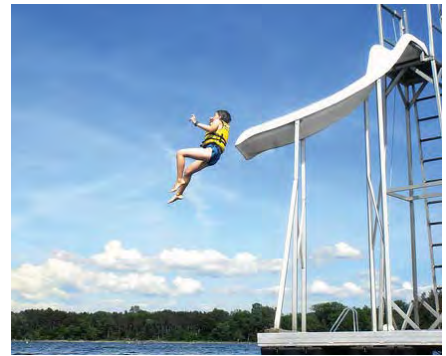
Public art adds to the character of a space. While not all art is appropriate to West Kelowna, opportunities to incorporate pieces that speak to the community's heritage, culture or waterfront character would help to improve the waterfront's identity. Opportunities to procure public art through means other than outright purchase should be emphasized.

Seating

Places to stop and relax along the waterfront are an essential part of any waterfront experience. Incorporation of seating should not be overly regulated, rather integrated into spaces in a variety of ways.

Landscaping

West Kelowna's waterfront should incorporate water-wise natural landscaping that is both *aesthetically* pleasing and supportive of the natural environment. Opportunities to restore or create new shoreline *habitats* should be prioritized.



Dock slide



Large group picnic shelter



Public art



Tiered lawn seating incorporated with boat launch ramps



Naturalized shoreline landscaping in Stuart Park, Kelowna

Other Ideas

Throughout this process many ideas for waterfront uses have been identified. Unique ideas that encourage people to visit West Kelowna’s waterfront should continue to be identified and considered.

Ideas from other Waterfront Parks



Diving destinations and features



Water spray sculpture



Temporary bocce courts



Dragon boat launch



Boardwalk area



Day use boats



6.2.8 Improvements to Existing Parks

Increasing recreational amenities along the waterfront is a priority. As the waterfront, as well as the entire West Kelowna community develops, funds and property for waterfront park improvements should be directed to priority park improvements.

Proposed Directions

Based on input, directions for existing park improvements are provided in this plan to help guide an improved public recreation experience. **It is the intent of this plan to explore and document a wide range of conceptual ideas generated through this process. It should not be expected that parks should be developed exactly as described in this plan and that new ideas will be incorporated as the waterfront develops. Individual parks improvements will require detailed design development and programming at the time they are to be implemented.**

What we Heard

- Existing parks should be focal points for additional public amenities
- Limited public services and amenities affect the amount of time people choose to spend in the waterfront area
- There is a diversity of recreation facilities to consider

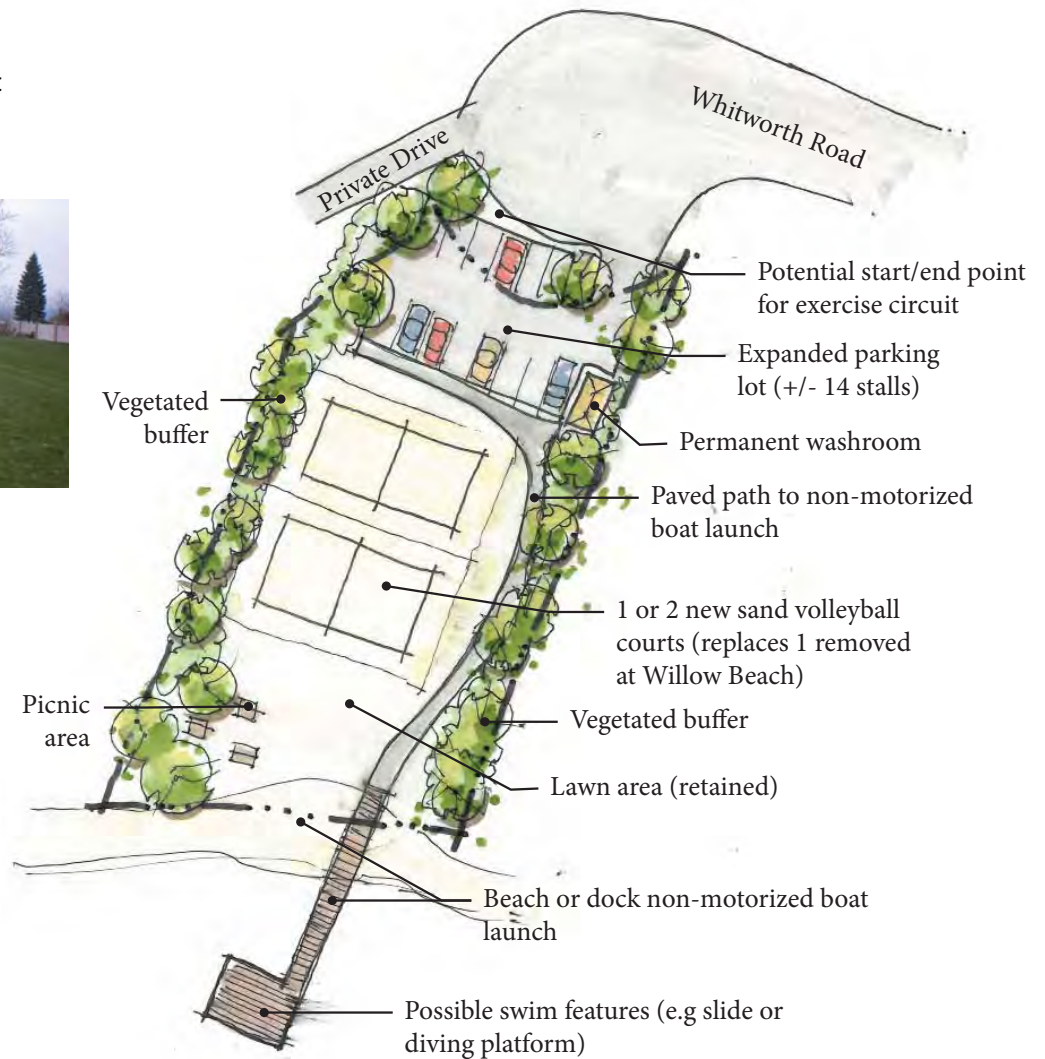
Pebble Beach

Conceptual Improvements

- New sand volleyball courts (to replace one proposed for removal at Willow Beach)
- Non-motorized boat launching from beach or dock
- Possible diving platform or slide if a dock is developed
- Picnic facilities
- Permanent washrooms
- Increased and formalized parking
- Vegetation **buffers**
- Potential exercise circuit start/end

Located within walking distance from Gellatly Bay (about 1.2 km from Gellatly Road), this open space park currently has lawn and beach area. The rocky beach makes it a less desirable location for swimming, but it has high potential for other recreation amenity development.

Conceptual Sketch: Pebble Beach



Pebble Beach

Gellatly Road Lake Access

Gellatly Road Lake Access is a public park with water access and seating. It is an important connection along the Gellatly Recreational Corridor, joining the trail on Gellatly Road with the Cove Walkway and Gellatly Nut Farm. Limited space and parking restrict additional programming for this park, but its prominent location makes it a particularly good opportunity for gateway development.



Gellatly Road Lake Access shoreline

Conceptual Improvements

- Gateway signage to Gellatly Bay
- Public art that celebrates the character of the waterfront



Gellatly Road Lake Access entrance

Marina Park

Conceptual Improvements

- Priority location for possible park acquisition
- In the short-term, retain family-oriented amenities
- In the long-term, consider changes in park function to make it a Village Park with open space, seating and gathering areas

Marina Park has been recently upgraded with improved beach facilities, picnic areas and a playground. It is a popular destination for families, but is constrained by space. It is bordered by private residential properties to the south and the West Kelowna Yacht Club to the north. The relationship between the park and the WKYC is poor, with boat docks directly adjacent to the swimming area. Marina park is adjacent to the future Gellatly Village area, and as development in this area occurs, the park will have an increasingly important role to play as a Village Park, and should evolve into a destination for a broad range of users.



Marina Park

Rotary Trails

Rotary Trails is a natural park that encompasses the lower reaches of Powers Creek upstream of Gellatly Road. Recently upgraded for safety, this park has recreational trails, a creek crossing, picnic facilities and parking.

As Gellatly Village develops, this park will be in the heart of the village area. It will continue to be important to the environmental protection of Powers Creek. It is proposed that this park maintain its current role and trail connections to village destinations be added as the area develops. Opportunities to support expansion of this park should be considered, in cooperation with the RDCO, to create a continuous link between Glen Canyon Regional Park and Gellatly Bay.



Pedestrian bridge over Powers Creek

Conceptual Improvements

- Continued environmental protection
- Additional trail connections to Gellatly Village
- Acquisition to support a link between Glen Canyon Regional Park and Gellatly Bay



Picnic facilities

Conceptual Improvements

- Existing sand volleyball court moved to alternative location
- Creek mouth, fish and **wildlife habitat** restoration
- Pedestrian bridge/boardwalk over Powers Creek forming part of the Gellatly Recreation Corridor
- Interpretive boardwalk and lookout with seating
- Public art to celebrate natural character



Near the confluence of Powers Creek

Powers Creek & Powers Point Park

The mouth of Powers Creek has been narrowed by retaining structures to 15 m, constrained by Gellatly Boat Launch to the south and Willow Beach to the north. Powers Creek has the greatest **habitat** value of the District's **watercourses**. The mouth of the creek is an important site for ecological restoration and would be a primary compensation site to offset other shoreline developments. Prior to creek enhancements, existing recreation amenities would require relocation:

1. The Gellatly Boat Launch has negative impacts on the stream mouth, but could only be removed if sufficient boat launch capacity could be secured elsewhere in DWK. In the short-term, the boat launch will remain in its current location.
2. Pebble Beach should be developed with sand volleyball courts and picnic areas to replace those at Powers Point Park.

It is recommended that a typical **delta** community be recreated at Powers Creek. Functional design objectives of this **ecosystem** include:

- Development of treed and thicket floodplain communities;
- **Ephemeral** flood channel creation;
- **Riparian** and shore marsh development;
- Sand bar creation to benefit shore birds;
- Enhanced complexity of the stream channel for increased structural diversity and improved habitat value; and
- **Large woody debris** provision.

When restored, Powers Creek could be spectacular opportunity for nature appreciation and interpretation.



Conceptual Sketch: Powers Creek



Vision for Powers Creek

Willow Beach

Conceptual Improvements

- Public pier with facilities for day moorage, seating and swim bay
- Beach amenity area with public washrooms (heated), concession area and/or vendor space and picnic areas
- Protected swim bay
- Marked pedestrian crossing on Gellatly Road to link Willow Beach with Kent Park and future Gellatly Village
- Small-scale tourism commercial zone to permit development of tourist services (e.g. water equipment rentals, tour provision, snack stand, etc.)

Willow beach is a popular sandy destination for swimmers and sunbathers. It is West Kelowna's largest beach and is very busy in the summer. The beach is bordered by Powers Point Park to the south and connects with the Gellatly Recreational Corridor. A small washroom, picnic tables and benches are the area's amenities. Lands with potential for redevelopment within the Gellatly Village area are directly adjacent.

The narrow beach limits amenity development, but additional park space could be gained by realigning Gellatly Road as far west in the road ROW as possible. In addition, Willow Beach can be united with adjacent village development and Kent Park across Gellatly Road by pedestrian crossing improvements and traffic calming. Willow Beach will remain a swimming destination and enhancements should be made to create a destination park. Shoreline *disturbance* related to development of this area should be compensated by improvements to Powers or Smith Creek.



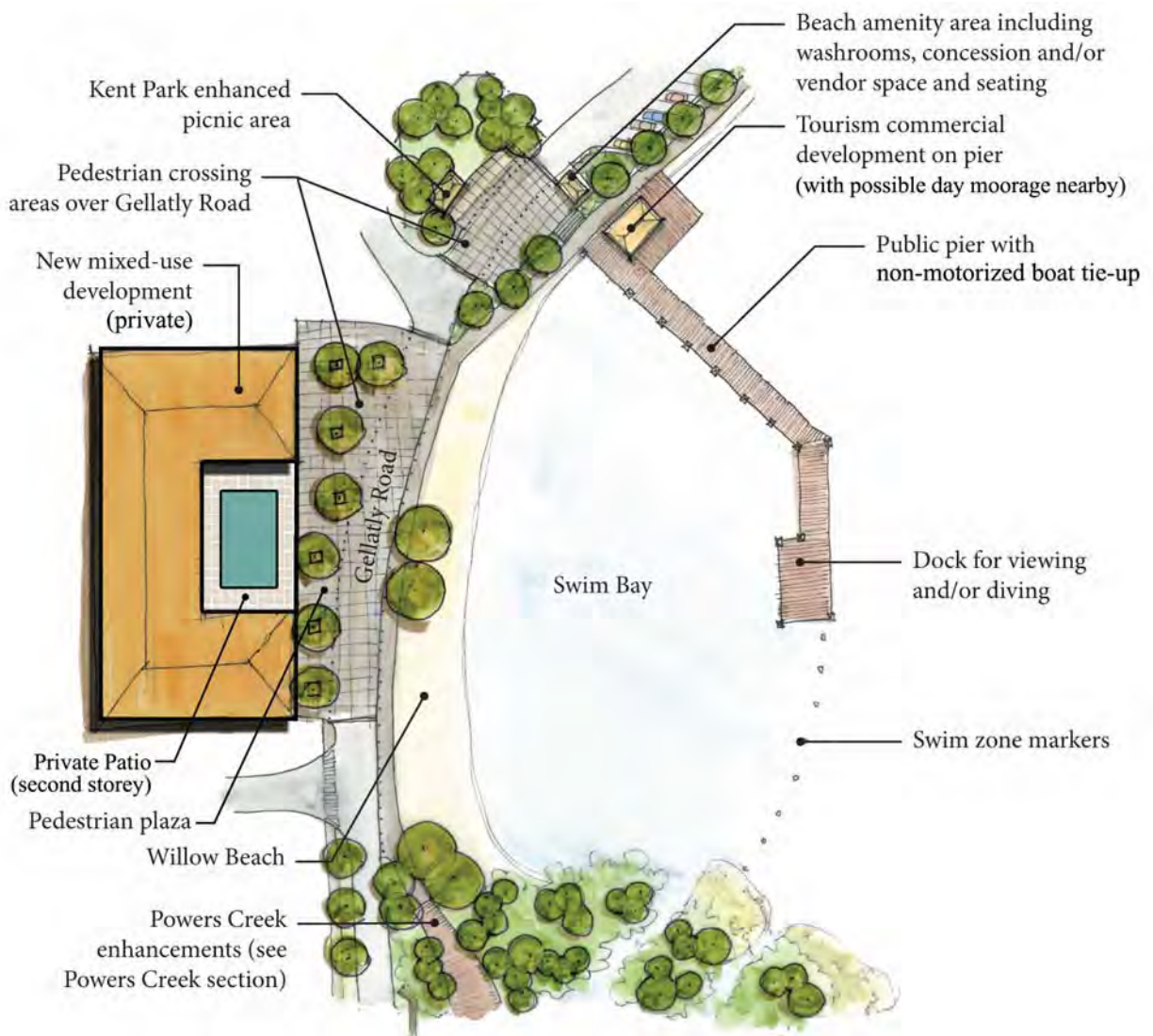
Vision for Willow Beach



Willow Beach



Potential development site across Gellatly Road



Conceptual Sketch: Willow Beach

Conceptual Improvements

- Improved pedestrian connection to Willow Beach
- Picnic shelter/barbecue area for large gatherings
- Parking
- Community gardens

Conceptual Improvements

- Reorganized parking plaza and improved streetscape
- Risk assessment of existing wharf and upgrades or replacement for safety, maintaining historical character
- Expanded wharf area including day moorage
- Historical interpretive information
- Existing diving dock to remain and addition of other recreation amenities such as slides or swing ropes
- Lighting for security
- Public art that celebrates historical significance
- Small-scale tourism commercial zone within the wharf to permit development of tourist services (e.g. restaurant or pub)
- Permanent washrooms
- Non-motorized boat launch and potential boat shed in conjunction with wharf

Kent Park

Adjacent to popular Willow Beach, this under utilized park is an opportunity to expand usable waterfront park space. Currently the park has grassy open space, trees and picnic tables. By providing a safe pedestrian connection between Kent Park and Willow Beach, this area could play a larger supporting role in waterfront recreation. Success would be contingent on slowing vehicle traffic on Gellatly Road and providing a well-marked pedestrian crossing.

CNR Wharf

CNR Wharf is a popular swimming location with a diving dock. Located about half a kilometer north of Willow Beach, this park has a different atmosphere and is popular with youth and teens. Development across Gellatly Road is elevated above road grade, so there is no potential for adjacent development in this area. The original CNR wharf was built in the mid-1930s as a transport dock for loading goods onto barges. The dock has been reconstructed over the years, but its current age and state of deterioration make it a strong candidate for short-term improvements.

Currently the site has a small, unpaved parking area that accommodates about 20 vehicles, a historical interpretation sign and a small pebble beach. Consultations identified this site as a popular hang-out with security concerns at night, due to its isolation from surrounding land uses.



CNR Wharf

CNR Wharf should be upgraded to increase its attraction as a community destination and ensure it remains safe. Shoreline **disturbance** related to CNR Wharf development should be compensated by improvements to the Smith Creek channel and confluence.



Vision for CNR Wharf



Conceptual Sketch: CNR Wharf

Conceptual Improvements

- Typical **riparian delta** community to enhance and restore fish and **wildlife** values
- Bridge/boardwalk pedestrian connection and plaza area over the creek
- Public art that celebrates the lake
- Gateway signage for Gellatly Bay

Smith Creek

At the intersection of Gellatly and Boucherie Roads, Smith Creek joins Okanagan Lake. Kokanee have been observed to spawn within the lower reaches of Smith Creek, however the creek has water quality issues that negatively impact Gellatly Bay. To improve this situation, Smith Creek should be a priority site for restoration and enhancement.

Because of the sensitivity of this creek and the restoration plans envisioned, this plan recommends that the informal dog beach be relocated, formalized and fenced in a different location in Rotary Park and that the Gellatly Recreation Corridor be elevated over the **watercourse**.



Vision for Smith Creek & Rotary Park

Rotary Park

This park is a popular destination for picnics and dog recreation. The park is connected along the Gellatly Recreational Corridor and is bounded by Westbank First Nation open space to the north. While water quality issues and rocky shorelines do not make this a suitable swimming area, this park provides grassy open space. Substantial parking is provided, with about 35 stalls in a paved lot. The park sits about 2 m lower than adjacent Gellatly Road, with grades retained by gabion baskets. The shoreline is completely disturbed in this location with **rip rap** and **retaining walls** stabilizing the banks. The Gellatly Recreational Corridor currently terminates at this park.

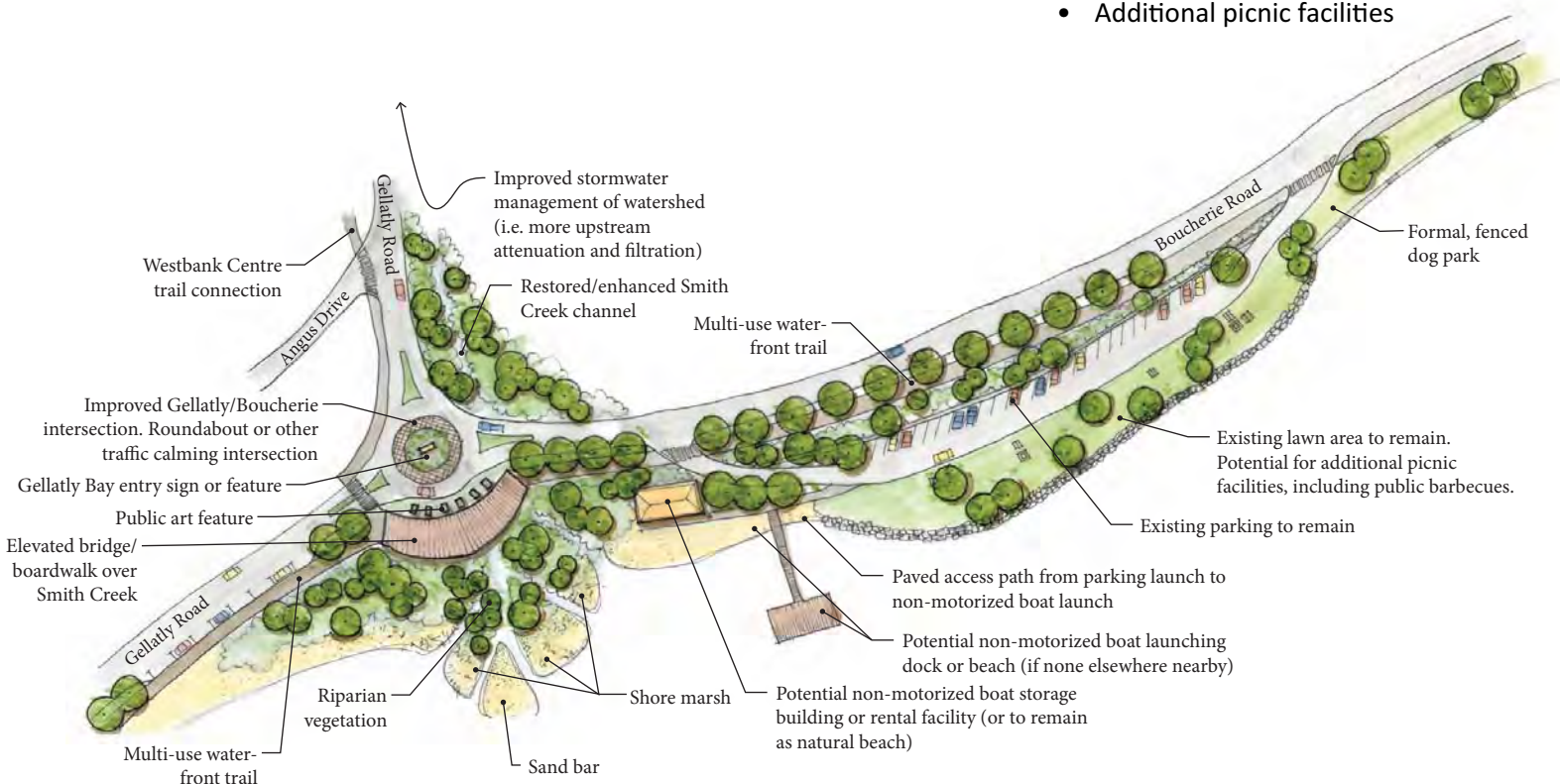
This park should continue to be a recreation destination for non-swimming activities including picnicking, non-motorized boating and off-leash dog recreation. Shoreline **disturbance** related to Rotary Park development should be compensated by improvements to Smith Creek.



Potential location for dog beach at north end of park. Location would require further investigation to verify water depths and beach area is sufficient for dog use.

Conceptual Improvements

- Formalized dog beach at the north end of the park, away from Smith Creek
- Non-motorized beach or dock launch with a paved ramp for transporting boats from the parking area to the beach
- Consideration for a boat shed in partnership with private enterprise or service group
- New washrooms
- Additional picnic facilities



Conceptual Sketch: Smith Creek & Rotary Park

Conceptual Improvements

- Upgraded playground equipment
- Improved retaining to mitigate shoreline erosion and provide seating and interest
- Consideration for a second beach volleyball court
- Consideration for a group picnic shelter or gazebo that could be rented for group events
- Non-motorized boat launching (potentially on the adjacent utility lot or on former residential dock)
- Removal of fencing around former residence and utility lot to create welcoming entrance
- Retrofit and/or removal of existing residence to allow space for park programming
- Expanded parking area
- New washrooms (potentially in converted residence)

Marjorie Pritchard Park

Marjorie Pritchard Park is located on Pritchard Road, a dead-end street in the McDougall Creek/Green Bay neighbourhood. The surrounding neighbourhood is single-family residential with resort development to the south. The park is a local beach destination, with washroom facilities, an outdated playground and a sand volleyball court. It is **buffered** by established vegetation. Informal, on-street parking is adjacent to the park. **Erosion** along the shoreline is an issue, with the bank being increasingly eaten away.

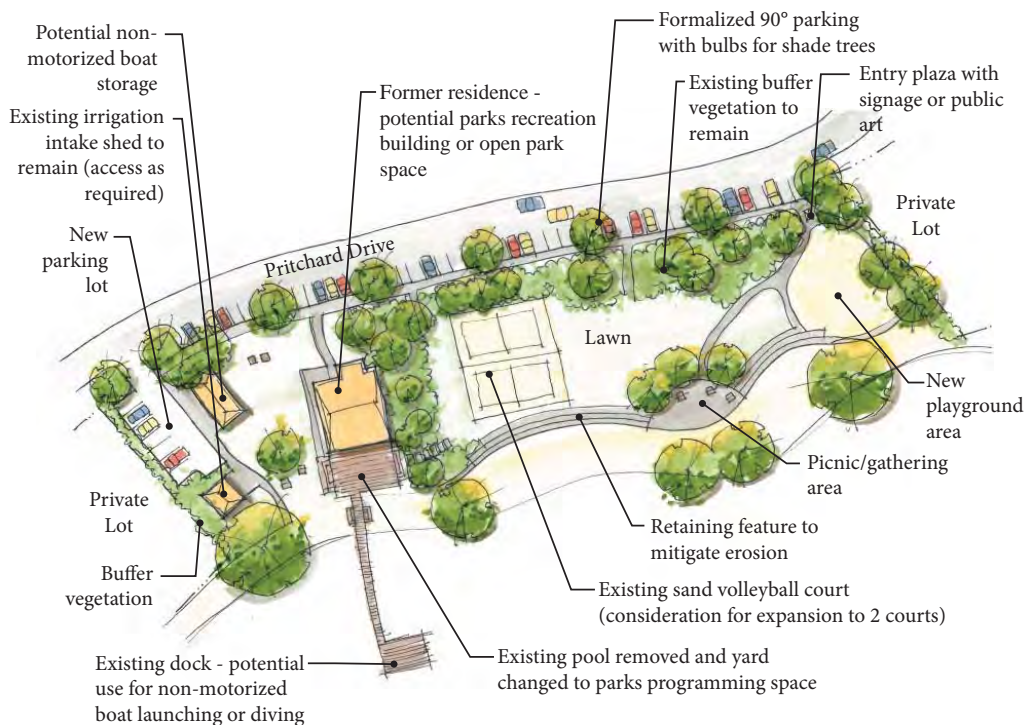
The District has recently purchased the single-family residential property that formerly separated Marjorie Pritchard Park and the Pritchard Road Utility Lot. This property was purchased for the recreational value of consolidating the park properties into a single destination park. Marjorie Pritchard Park will be an enhanced waterfront destination, with upgraded and expanded recreation amenities.

In the short-term, the District should create a Park Master Plan for the entire park area that includes:

- A complete review and analysis of existing park infrastructure and amenities (including facilities, utility servicing, signage, washrooms, parking, vegetation and the former residence dock and pool);
- A full building evaluation of the former single-family residence and recommendations on improvements for renewal, redevelopment or removal;
- Evaluation of shoreline erosion and a strategy for mitigation;
- A community and stakeholder consultation that provides input on issues, opportunities and desirable amenities for the park;
- A vision for the future of the park;
- A final conceptual design including plans, sections and graphic illustrations to show park design intent;
- A programming plan that identifies potential programs that could be accommodated within the park;
- An accurate capital budget and operations and maintenance estimate; and
- A phasing and funding strategy for implementation.



Vision for Marjorie Pritchard Park



Conceptual Sketch: Marjorie Pritchard Park

Conceptual Improvements

- Formalized parking
- Landscaping
- Dock upgrades to widen and provide an entry point for non-motorized boat launching and/or laser sailing boats and dinghies
- Trail access to transport non-motorized boats to the lake
- Day moorage
- Seating and picnic facilities

Casa Loma Dock

Casa Loma Dock is a developed lake access in Casa Loma. The site has a sand area enclosed by wood **retaining walls**, a rocky beach, swimming area, parking and a narrow wood dock. If upgraded, the dock could provide potential non-motorized boat launching and/or day moorage.



Casa Loma Dock

Conceptual Improvements

- Potential parking area
- Additional seating and picnic facilities
- Playground upgrades

John Dupuis Park

Located on the upland side of Casa Loma Road, John Dupuis Park is a grassy open space with a small playground and a baseball backstop. With relatively flat grades, this site could accommodate multiple uses, although input indicated that Casa Loma residents prefer its relatively quiet nature. This park should continue to provide public open space, with consideration for additional amenities based on neighbourhood demand.



John Dupuis Park

Casa Loma Beach

Casa Loma Beach is a developed lake access, with parking, grassy open space and beach area. The park contains a utilities building with a sewage lift and potable water intake. A single washroom is located in the building, but is currently operated privately and is open only upon request for special events. The park can be accessed by vehicle from Casa Loma Road or by a pedestrian right-of-way from Zdralek Cove. This park is an important recreation asset and minor upgrades will ensure it remains a neighbourhood beach destination.



Casa Loma Beach

Casa Rio Park

Casa Rio Park is a developed lake access, with a steep slope down to a sandy beach. The park currently has a small playground area, landscaping and a switch-back trail. Minor upgrades to this park should be completed while maintaining its current function



Casa Rio Park

Conceptual Improvements

- Covered seating structure and picnic facilities
- Public washroom (regularly opened, heated)
- Shade trees and landscaping

Conceptual Improvements

- Upgraded and expanded playground



Gellatly Nut Farm Regional Park

Gellatly Nut Farm

Gellatly Nut Farm is a Regional Park, operated by the RDCO. At 4 ha in size, this park provides multiple recreation amenities on the waterfront. It is a working nut farm, and a unique destination within the community. It includes:

- Nut trees that are harvested
- Beach area
- Picnic facilities
- Grassy open space
- Children's play equipment
- Washrooms
- Heritage structures
- Parking

A particular opportunity for Gellatly Nut Farm identified in this process, is the potential to upgrade the existing washrooms for winter use. This project would require collaboration with the RDCO.



Kalamoior Regional Park

Kalamoior Regional Park

Kalamoior is also a Regional Park, owned and operated by the RDCO. At 28.02 ha in size, this park's main purposes are environmental protection, trails provision and water recreation. Kalamoior was formally used for water-based programs such as swimming lessons, but has not played this role in recent years. It includes:

- Environmentally Sensitive Ecosystems
- Hiking and biking trails
- Beach area
- Washrooms
- Dog Beach
- Parking

While this plan does not specifically address improvements to these two regional parks, it is important to recognize that they offer a range of recreation amenities that need not be duplicated in other waterfront parks.

It is recommended that the District work closely with the RDCO to consider future amenities for these parks that fit both the vision for the specific parks and the waterfront as a whole.

Section 6.2.7: Recreation Amenities, provides a list of desirable amenities for West Kelowna's waterfront. Some of these amenities may be suitable for consideration in Regional Parks.

6.3 Policies & Actions

Recreation Objectives

- Acquire public waterfront
- Provide non-motorized boat launch facilities
- Do not reduce motorized boat launching capacity
- Increase active waterfront amenities
- Develop lake accesses to expand public park space
- Enhance existing public waterfront assets
- Resolve dog beach conflicts
- Provide amenities and services that encourage longer visits (e.g. food and washrooms)

Policies

Acquisition

- a) Pursue the following targets for waterfront park land acquisition:
 - By 2016 = 55.0 ha (14%)
 - By 2021 = 62.9 ha (16%)
 - By 2031 = 78.6 ha (20%)
- b) Securing new waterfront park land is a priority.
- c) Where substantial land use applications in the waterfront plan area are considered, seek opportunities to secure park property through:
 - Rezoning contributions;
 - Park land dedication during subdivision;
 - ROW registration; and
 - Regional Park function.
- d) Actively pursue opportunities to acquire waterfront parkland through means other than direct purchase, including:
 - Licence of occupation;
 - Lease;
 - Land Donation;
 - Covenants;
 - Partnerships; and
 - Land Exchange.
- e) Where park acquisition is desirable and meets the priorities identified in the Waterfront Plan, but cannot be attained through other methods, consider purchase, using funds from the following sources:
 - Parks DCCs;
 - Grants;
 - Reserve funds;
 - Monetary donations from community, corporate or private interests;
 - Cash-in-lieu funds from subdivision development;
 - Rezoning contributions;
 - P3s; and
 - Disposition of under utilized park space.

Non-Motorized Boat Launches

- f) Increase non-motorized boat launch capacity in West Kelowna.

Motorized Boat Launches

- g) Do not reduce motorized boat launching capacity in West Kelowna.
- h) Seek to identify new public boat launching sites in partnership with private developers, Westbank First Nation and RDCO. Ensure sufficient boat trailer parking is identified.
- i) Require all future private marina proposals to consider incorporation of public boat launching facilities, where appropriate.
- j) Ensure new motorized boat launch facilities and marinas are located away from areas with high environmental sensitivity.

Lake Accesses

- k) Do not approve future private use applications for lake accesses that would compromise public recreation access.
- l) Allocate sufficient maintenance resources to prioritize the clean-up and ongoing maintenance of lake accesses.

West Kelowna Yacht Club

- m) Work cooperatively with the West Kelowna Yacht Club to consider and evaluate potential upgrades of the WKYC facilities. Ensure proposed upgrades are designed and planned in a way that augments the waterfront village experience.

Day Moorage

- n) Increase day moorage, notably in the vicinity of Gellatly Village.

Regional Parks

- o) Collaborate with the RDCO to consider addition of suitable recreation amenities within Kalamoier Regional Park and the Gellatly Nut Farm.
- p) Encourage the RDCO to acquire Regional Park Land along West Kelowna's waterfront that would support the goals and function of Regional Parks.

Amenities

- q) Encourage and support innovative recreation proposals that capitalize on the unique natural features and recreation opportunities available in West Kelowna.
- r) Actively seek opportunities and funding for new amenities in public parks.
- s) Seek opportunities to obtain or develop community facility space in conjunction with public park space, to provide areas for community group gatherings, day programs and storage.

Programming

- t) As park use increases, consider the feasibility of lifeguard provision in popular swimming areas.
- u) Expand recreation programming, considering services such as swimming lessons, non-motorized watercraft use, day programs, etc.
- v) Seek opportunities to create partnerships with local Community Associations and other park service groups to assist with park maintenance and projects.
- w) Seek opportunities to involve volunteers in waterfront improvement and maintenance projects.
- x) Look for opportunities to acknowledge the natural and agricultural history of the waterfront area through interpretive information and design cues.
- y) Collaborate with local tourism destinations, including nearby vineyards and orchards, to increase waterfront tourism.

Actions

- a) Identify desirable waterfront acquisitions through the completion of the District's Acquisition Strategy.
- b) Purchase key waterfront properties that meet the priorities for waterfront park acquisition and cannot be acquired through other means.
- c) Develop a Public Art policy that guides public art installation throughout the community, including the waterfront area, with reference to ideas generated through this process.

- d) Consider amending the Parks Bylaw to permit launching of non-motorized boats near or adjacent to swimming areas, where appropriate. Motorized boat launching from these areas should continue to be prohibited.
- e) Consider amending the Parks DCC Bylaw to support parks projects and acquisitions identified in this plan and the District's Acquisition Strategy.
- f) Maintain existing License of Occupations (LoO) over protected swim zones to ensure these zones are considered in planning for all future improvements.
- g) Provide signs at all lake accesses to identify them as public access points.
- h) Identify and mark extents of all lake access properties. Where property lines cannot be verified on site, consider undertaking property survey to confirm and mark boundaries.
- i) Where unpermitted encroachments are identified in lake accesses, require property owners to remove.
- j) Develop at least 4 undeveloped lake accesses over the next 10 years.
- k) Develop at least 2 formal non-motorized boat launches within the next 5 years. Work cooperatively with non-motorized boating organizations, individuals and/or businesses to identify, design, fund and develop public launch sites.
- l) Encourage development of a new motorized boat launch within the community, potentially in partnership with private development, Westbank First Nation or other groups.
- m) Work cooperatively with the WKYC to create a plan to upgrade and expand the club, based on best practices and preliminary directions outlined in this plan (see p.82 for proposed directions).
- n) Develop a waterfront outdoor exercise circuit along the Gellatly Recreation Corridor (unless a similar facility has been developed elsewhere in the community).
- o) Design and upgrade existing parks following directions set in this plan and further community consultation. Refer to **Section 8: Implementation, 8.1.8: Public Works** for a list of recommended priority projects.

7 CONNECTIVITY & ACCESS

This section considers roads, walkways and cycling routes that provide access in the waterfront area and recommends a multi-faceted approach to promoting and increasing access to and along the waterfront.

7.1 Connectivity & Access Today

7.1.1 Vehicle Access

7.1.2 Transit

7.1.3 Trails

7.2 Recommended Directions

7.2.1 Gellatly Recreation Corridor

7.2.2 Gellatly Road Vehicle Traffic

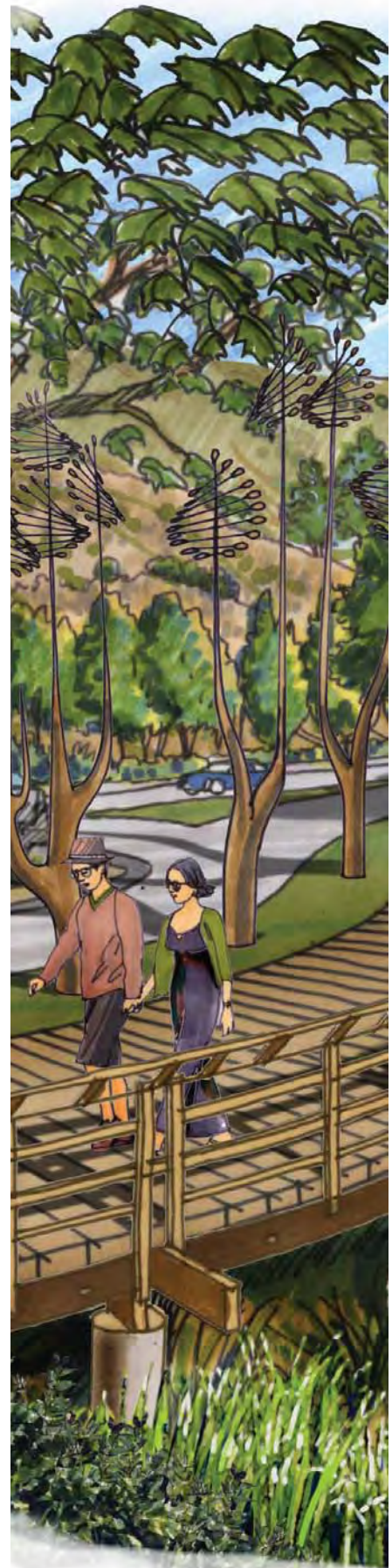
7.2.3 Public Foreshore Access

7.2.4 Public Trail Access

7.2.5 Connected Waterfront Trail

7.2.6 Waterfront Trail Standards

7.3 Policies & Actions



7.1 Access & Connectivity Today

7.1.1 Vehicle Access

A legacy of rural road standards and unplanned development has resulted in a waterfront transportation network that is generally restrictive. Connections between the waterfront and adjacent neighbourhoods are limited and most people visiting West Kelowna’s waterfront arrive by personal vehicle.

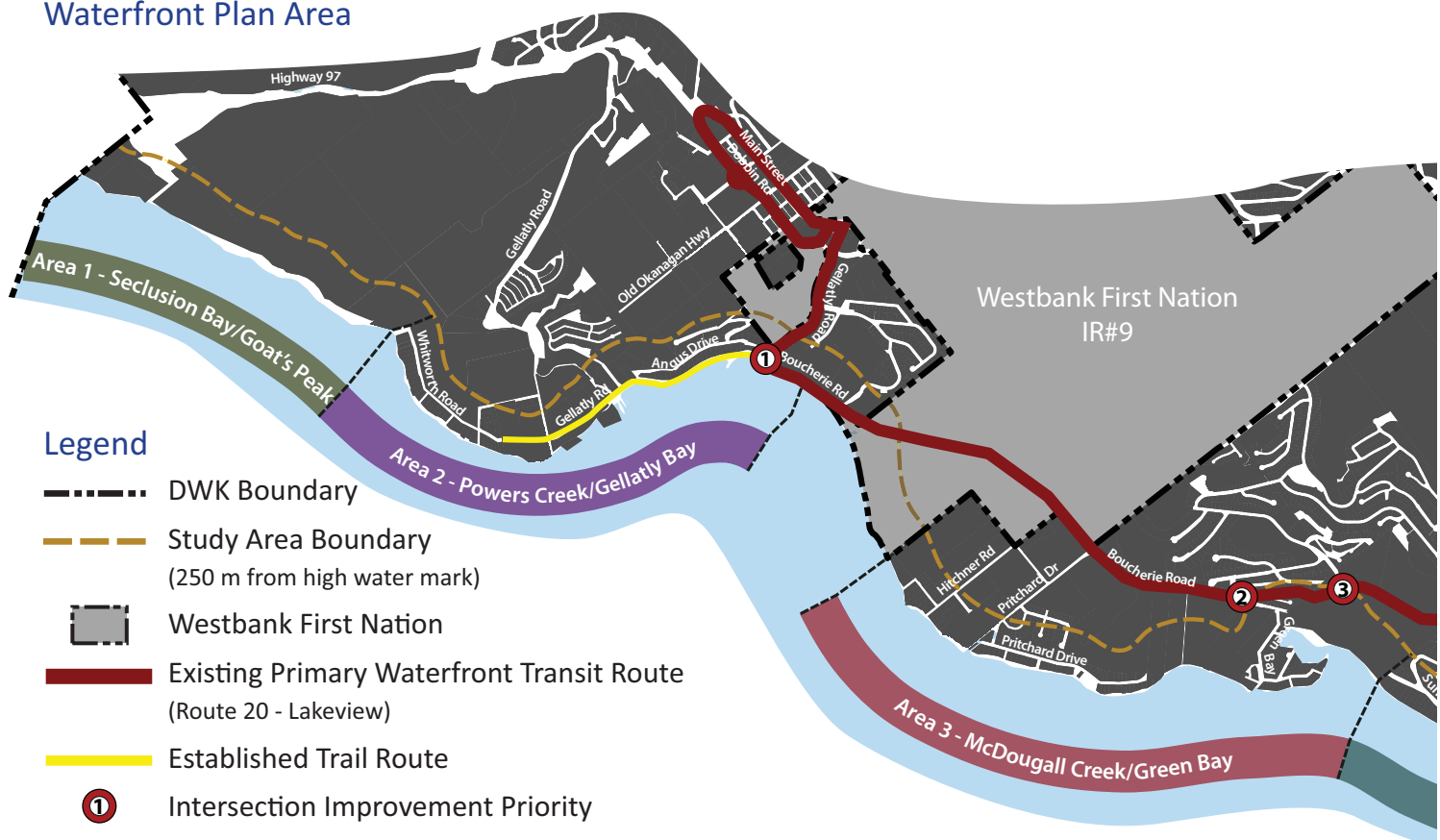


Boucherie Road

Boucherie Road

The predominant collector road adjacent to the waterfront is Boucherie Road, which runs south from Highway 97, through Tsinstikeptum #9 and joins with Gellatly Road at Gellatly Bay near Rotary Park. Boucherie Road is a two lane rural road, with no curb and gutter and limited shoulders. There are no sidewalks or pathways to separate pedestrians and vehicles. Boucherie Road forms the “backbone” of the waterfront road network, with local roads extending to the shoreline and typically terminating in dead ends. These dead ends are an impediment to waterfront connections.

Map 7.1: Existing Transportation Network in Waterfront Plan Area



Gellatly Road

Gellatly Road is the other road that parallels the waterfront and is used to access recreation destinations in Gellatly Bay. The Gellatly Road loop is the main connection between Westbank Centre and Gellatly Bay. In 2010, Gellatly Road, between the Cove Resort and WKYC was improved to include dedicated bike lanes and a 3 m multi-use asphalt path. This was the first stage of a multi-stage plan to upgrade the road. Future upgrades to the corridor are significant opportunities to improve Gellatly Bay’s recreational experience.



Gellatly Road phased improvements

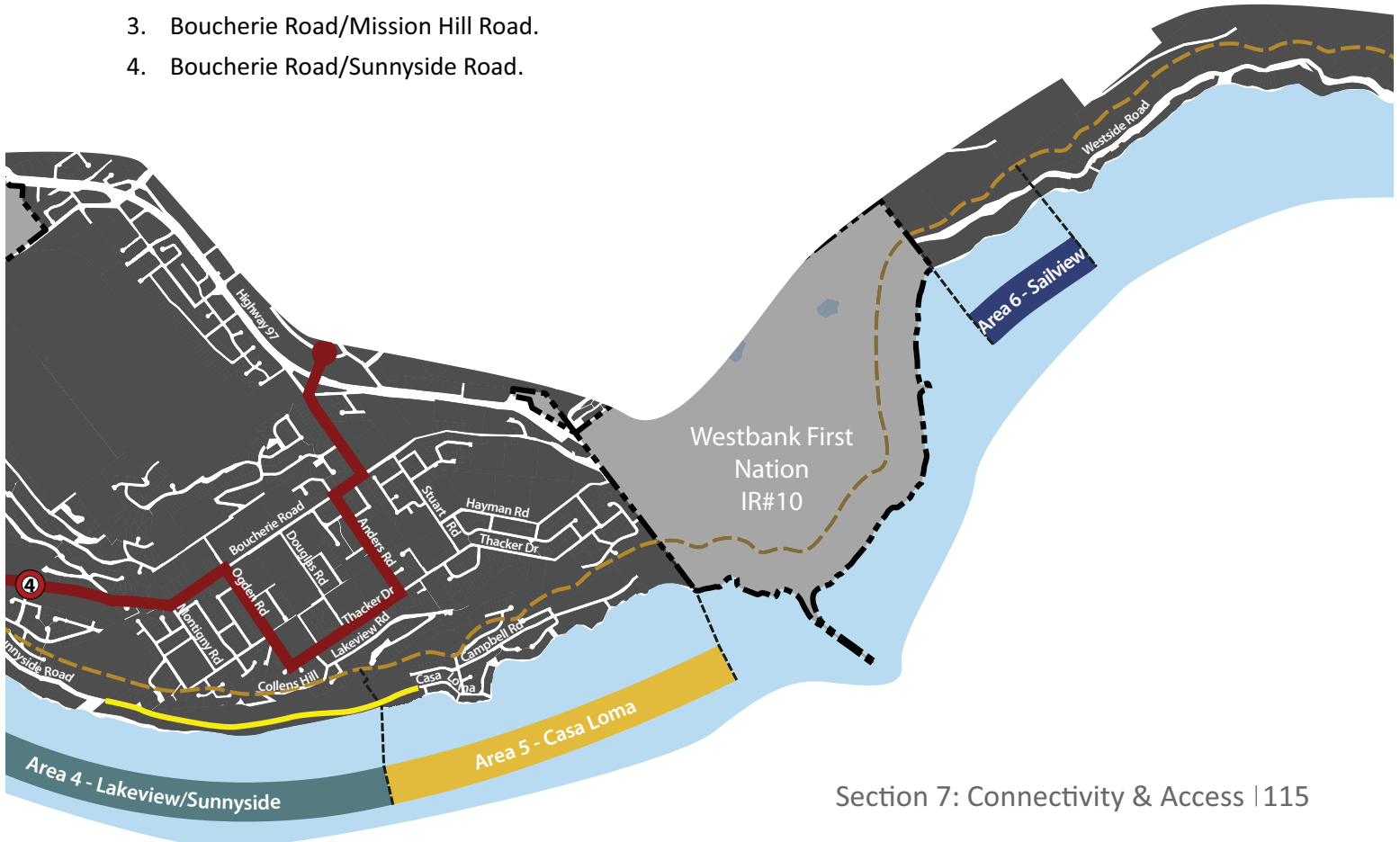
Intersections

Several intersections along main waterfront routes may also warrant consideration for upgrades to improve traffic flow along the waterfront corridor.

1. Boucherie Road/Gellatly Road.
2. Boucherie Road/Green Bay Road. (The geometry of the intersection produces an approximately 30 degree intersection, while standard TAC geometry permits 70-110 degrees.
3. Boucherie Road/Mission Hill Road.
4. Boucherie Road/Sunnyside Road.



Completed Phase 1 improvements.





Existing Boucherie Road transit stop



Public ferries between Okanagan Lake communities could provide unique opportunities for commuting and tourism

7.1.2 Transit

BC Transit operates transit services in West Kelowna. Currently the waterfront is accessed via the Lakeview Bus Route (20) that runs along Boucherie Road between the Stevens Exchange in Lakeview Heights and the Westbank Exchange in Westbank Centre.

Typically the bus runs hourly between 6 am and 6 pm with increased service during morning and evening commutes. On weekends, service is reduced to hourly on Saturdays and every two hours on Sundays. Transit amenities along the route are typically signs and unsheltered benches.

Because of the parking concerns at recreation destinations, the topographical challenges to cycling and walking and the number of youth in the community, improved public transit is especially important to the vitality of the waterfront. The District should work closely with BC Transit to increase frequency of service to the waterfront area, especially during high-use seasons. Seasonal consideration for public shuttles or other small-scale transit options could be an opportunity to increase direct service.

In addition to land-based transit, the District should encourage water-based transit to move people between Okanagan communities via the lake. This type of service would require collaboration with other Okanagan Lake communities and would require a coordinated approach between water and land transit. If properly developed, a water-based transit system could be a significant opportunity for bolstering economic development, reducing environmental impacts related to vehicle commuting and increasing tourism.

7.1.3 Trails

Because West Kelowna's existing road network consists of mainly rural standard roads and the community has challenging topography, opportunities for pedestrian and cycling connections are currently limited. However, the waterfront has typically more low-elevation grades that are reasonable for cycling and walking than elsewhere in the community.

Today, two formal trail networks exist – Gellatly Recreational Corridor and the trails in Kalamoier Regional Park. The popularity of these trails attest to the community's desire for a linked waterfront trail system.

In addition to a linear trail system, connections between the waterfront and adjacent neighbourhoods are also important. The **OCP** shows that Gellatly Bay is just over a 10 minute walk from Westbank Centre, however, lack of trails and wayfinding, combined with grade challenges, result in most people opting to drive between areas.

While the area's road network will continue to encounter challenges to connectivity, trail development may be an opportunity to create new connections for pedestrians and cyclists that encourage people to get out of their cars.



Gellatly Recreational Corridor



Kalamoier Regional Park trails

The District's **Transportation Master Plan (Draft)** will provide detailed direction for future road network, transit and trail development throughout the community, including the waterfront.

Access & Connectivity Opportunities & Issues

Opportunities

- Completion of the Transportation Master Plan will provide direction for road improvements.
- Opportunities and desire exist for the development of a pedestrian connection between Westbank Centre and Gellatly Bay. The distance between the two destinations is less than 2 km.
- Continued collaboration with Westbank First Nation may provide opportunities for cohesive waterfront linkages and projects.
- Recent planning and transportation initiatives have resulted in the development the Gellatly Recreation Corridor.
- Formal and informal trail networks exist and have potential for connection and expansion.
- Relatively flat grades adjacent to the shoreline support cycling.

Issues

- Few non-vehicle transportation options to the waterfront currently exist.
- Existing road and development patterns include many dead ends that limit access and connectivity along the waterfront.
- Existing roads have typically been built to a rural standard without pedestrian or cyclist facilities, compromising safety, *streetscape* character and experience.
- Topography is a challenge for trails, especially for cycling.
- Highway 97, DWK's main transportation spine, bypasses the waterfront.
- Community wayfinding is limited.
- West Kelowna's commercial centres are geographically separated from the waterfront.
- Westbank First Nation borders require inter-jurisdictional cooperation and planning to develop linear connections.
- There are high motorized and non-motorized traffic volumes in the waterfront area, notably during summer.
- Traffic speeds along Gellatly Road are a safety concern.
- Parking at key destinations is very limited during busy times of year.

7.2 Recommended Directions

7.2.1 Gellatly Recreation Corridor

Gellatly Road is a multi-use corridor and so improvements must consider pedestrians, cyclists and motorists.

Proposed Directions

Road: Gellatly Road is a busy collector and the main route to Gellatly Bay destinations. As road upgrades are completed, it is recommended that efforts be made to slow traffic speed and prioritize pedestrian safety and experience. Traffic calming measures including narrow driving lanes (3.3 m), landscape bulges, on-street parking, paving and lighting cues, as well as reduced speed limit (max. 30 km/hr) would improve the recreational capacity of the area.

Recreational Corridor: The success of the recently completed road upgrades between the Cove Resort and Marina Park and the ongoing use of the Gellatly Recreational Corridor attest to the popularity of a waterfront trail. Pedestrian and cyclist facilities will continue to be a fundamental part of road improvements. Because the cycling audience for Gellatly Bay is typically recreational, rather than commuter cyclists,¹ it is recommended that a multi-use trail built to an urban standard (refer to Section 7.2.6: **Waterfront Trail Standards**) be considered for future phases, rather than on-street cycling lanes.

What we Heard

- Recent road and trail upgrades in Phase 1 have been well-received
- Parking continues to be an issue in the area
- Traffic congestion is a concern
- Split opinions on the level of trail finish – paved or unpaved – for the corridor



Existing Gellatly Recreational Corridor near CNR Wharf



Phase 1 Gellatly Streetscape Enhancements

¹ Two types of cyclists are identified for the purpose of this plan:

- Commuter Cyclists have commonalities with vehicle traffic, using routes to move quickly between destinations. In most cases, these routes may be served by cycling lanes within the road network.
- Recreational Cyclists often include children, families, tourists and slower-moving cyclists that prefer physical separation from vehicle traffic. While recreational cyclist routes can be part of the commuter cycling network, they typically take the form of multi-use pathways, physically separated from vehicle traffic by curbs, boulevards and vegetation.



More urban streetscape character near Marina Park with adjacent land uses at grade with the trail.



More rural streetscape character near CNR Wharf, with steep grades separating the waterfront and adjacent land uses.

Streetscape Character: The Phase 1 upgrades along Gellatly Road have set a tone for the future **streetscape** character. Future improvements should incorporate lighting, furnishings and plantings that fit with this existing style. It can be observed that Gellatly Road has two different experiences:

- More urban from the Cove Resort to the end of Willow Beach with adjacent land uses at road and **foreshore** grade.
- More rural from Willow Beach to Boucherie Road with steep grades separating the waterfront from adjacent land uses.

It is recommended that the streetscape character of future phases reflect this change through:

- Reduced street lighting north of Willow Beach, providing high-level lighting only at key destinations (e.g. CNR Wharf, Rotary Park, Gellatly Road/Boucherie Road intersection).
- Low-level pedestrian lighting (e.g. bollards) along the trail.
- Less manicured boulevard standards (e.g. incorporation of native or adaptive plants and limited lawn).

Shoreline: Concerns have been noted about the stability of the existing waterfront trail due to **erosion** resulting from natural lake processes. It is recommended that geotechnical issues be monitored to ensure road and trail improvements have longevity. Upgrading shoreline stability may be required.

The shoreline along Gellatly Road between Powers Creek and Boucherie Road has been completely disturbed with fill into the lake retained by **rip rap** banks above the high water mark. Due to these conditions, shore naturalization efforts should be focused on high-value **habitat** areas, notably at the mouths of Powers and Smith Creek. In other areas, standard best practices and mitigation should be utilized to for future bank stabilization upgrades (e.g. bioengineering).

Given the relatively low habitat value of the existing shoreline, there may be opportunities to use piers or cantilevers to expand fill areas and gain valuable space for parking or trails in key locations. Compensation measures would need to be considered. A potential compensation measure could include creation of habitat pockets in the water through placement of **large woody debris** and **riparian** planting.

Parking: The unimproved Gellatly Road has a narrow gravel shoulder on the water side that is used for parking during busy times. Concerns about the safety of this arrangement have been identified. Consultation shows that parking is now and will remain a critical issue in the Gellatly Bay area. Road improvements should endeavour to maintain existing parking levels, potentially expanding key areas further into the water to create parking zones.

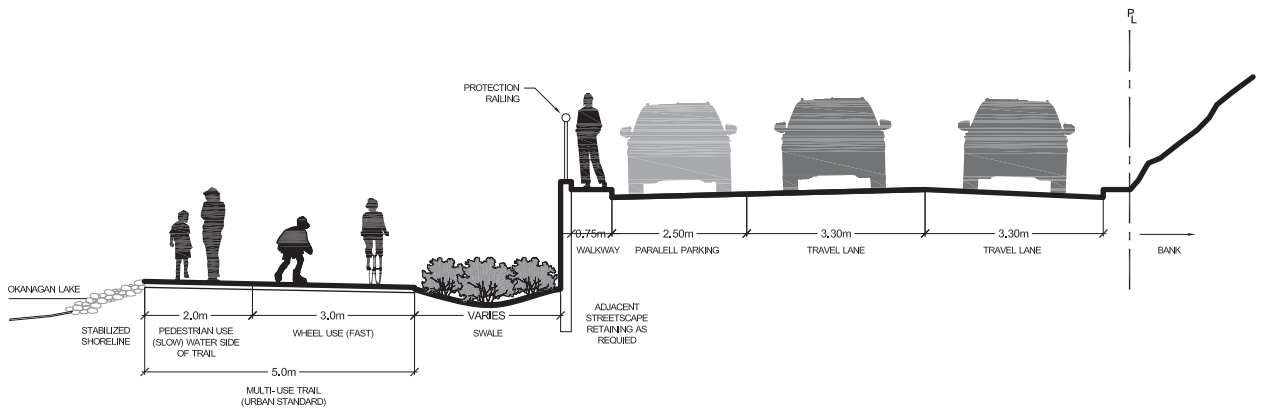


Figure 7.1: Conceptual Section of Gellatly Recreation Corridor with Parallel Parking

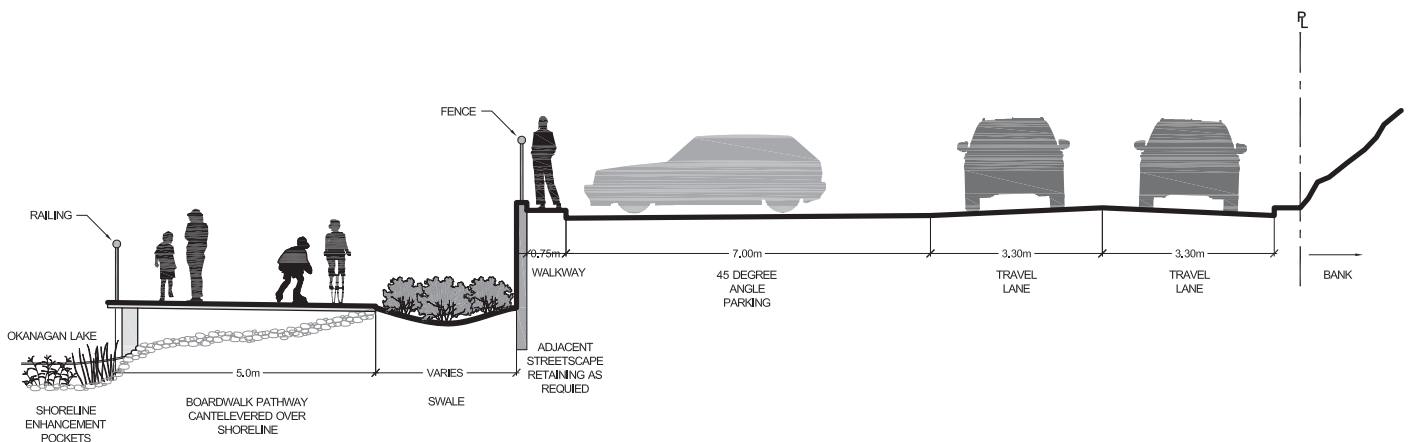


Figure 7.2: Conceptual Section of Gellatly Recreation Corridor with 90° Parking

7.2.2 Gellatly Road Vehicle Traffic

Consultations revealed that vehicle traffic in Gellatly Bay is currently an issue and future development in this area may cause problematic volume. While vehicle traffic is an important consideration, care also needs to be taken to ensure the pedestrian experience of the proposed Gellatly Village is prioritized. Expanding road surface to increase speeds and volumes in this area should not be supported.

As a long-term approach to managing waterfront traffic, it is recommended that alternatives for rerouting portions of Gellatly Road vehicle traffic be explored. This would be a long-term approach to supporting a successful waterfront village and expanding public recreation on the shoreline.

It is recommended that the following options for Gellatly Road be considered in a further study that includes both detailed analysis of traffic patterns as well as recreational benefits.



Existing Gellatly Road with informal gravel parking at Willow Beach

Table 7.1: Options for Gellatly Road Vehicle Traffic

Option	Description	Anticipated Impacts
<p>Option 1: Closure of Gellatly Road to Vehicle Traffic</p>	<p>An alternate Collector Road is developed and Gellatly Road is completely closed to vehicle traffic between Willow Beach and CNR Wharf. This area is developed as an enhanced park and trail zone.</p>	<ul style="list-style-type: none"> • Trail use and maintenance vehicle access along the existing road corridor could be preserved. • Closure of the road to vehicle traffic would permit the development of new public recreation space directly on the water. This space could accommodate park development and enhanced community events such as markets or gatherings. • A larger parking area could be created at CNR Wharf. • The creation of small-scale commercial opportunities could be considered.
<p>Option 2: Reduction of Gellatly Road to Local Road Standards</p>	<p>An alternate Collector Road is developed and Gellatly Road remains open as a Local Road with narrow lanes and low-speed (possibly one-way) vehicle traffic.</p>	<ul style="list-style-type: none"> • This would permit continued vehicle access to the entire area. • The pedestrian experience could be enhanced by reducing and slowing vehicle traffic. • Opportunities for some additional parking and open space could be achieved by narrowing existing pavement (notably if a one-way scenario is selected). Road closures for events and markets could be considered.
<p>Option 3: Retention of Gellatly Road as a Collector Road</p>	<p>Gellatly Road remains the main Collector Road on the waterfront.</p>	<ul style="list-style-type: none"> • This would maintain current traffic patterns. • No new opportunities for additional open space would be available.

What we Heard

- Public use of the shoreline below the high-water mark is desirable
- Encroachments exist that impede shoreline access in many locations
- Lack of information about public and private foreshore rights complicate use



Private docks along the foreshore



Public foreshore

7.2.3 Public Foreshore Access

The **foreshore** is the area lying below the high water mark of the lake. It is typically Crown Land on which access by the public is permitted. The Province regulates use of the foreshore, including authorization for development of docks.

Limitations of Foreshore Rights

The public is only able to access the foreshore when it is not covered by water. Typically in the summer, when access is in highest demand, lake water rises covering much of the foreshore.

Property owners have the right to unobstructed access to and from the water. To build a functional dock, typically it is necessary to cross the foreshore which can affect public access. It is only recently that the Province has become more stringent regarding retention of public access along the foreshore. In the past, many docks have been licensed that block public access. While the licences remain valid, these docks are legal.

Construction of retaining walls is not permitted in the foreshore, but property owners have the right to protect their land from erosion, as long as structures are placed on upland property and are compliant with the District's Aquatic Ecosystem Development Permit Area guidelines. No construction is allowed in the public foreshore.

Use of the foreshore is complicated by the lack of understanding about the boundaries of public and private property. Many people do not know the exact location of the public foreshore, nor understand that it is unavailable during certain times of year.

Proposed Directions

While the District does not regulate dock licensing, there is a role for DWK in the referral process for new dock development applications. The District should work closely with Provincial regulating authorities to ensure future dock development is sensitive to public foreshore rights and to remove illegal barriers that are identified. The District also has a role in the development and distribution of public information about public and private foreshore rights.

7.2.4 Public Trail Access

Today, much of the District's waterfront property is privately-owned. This limits the creation of year-round trail development directly adjacent to the shoreline.

Proposed Directions

While it is not financially realistic, or necessarily desirable, to have public trail directly on the shoreline for the entire length of the waterfront, opportunities to expand the amount of public land available for year-round shore access should be pursued. Possible development mechanisms for securing shoreline access include:

- Requirement that new mixed-use, multi-family, commercial or institutional waterfront developments dedicate a portion of the **shore zone** for public use. A 10 m dedicated right-of-way is desirable for beach access and trail development.
- The **Land Title Act** provides municipalities, upon subdivision, opportunity to require a 20 m road right-of-way at 200 m intervals. It is this mechanism that has resulted in the wealth of lake accesses currently available in the District.

Both of the above strategies are useful only when substantial land use changes are proposed. Typically these changes occur over a long period of time. If more immediate connections are desired in specific locations, they will require licensing or acquisition.

- The District may consider opportunities for compensation strategies such as increased density, density transfer, grants-in-aid, tax exemptions or land exchange.
- License of occupation or leases may be explored where there is a willing landowner.
- If less expensive means of acquiring critical linkages are unavailable, purchase would be required.
- If purchase occurs, costs may be offset by severing and reselling portions of land not required for linear connections.

What we Heard

- Expanding waterfront access should be a priority
- While recent developments have begun to accomplish the goal of shoreline access, increased requirements for shoreline dedication should be considered



The Cove Walkway provides shoreline public access, but public input suggests that increased public area would have been desirable

What we Heard

- A connected waterfront pedestrian and cyclist route continues to be a priority
- A pedestrian link between Westbank Centre and Gellatly Bay is needed

7.2.5 Connected Waterfront Trail

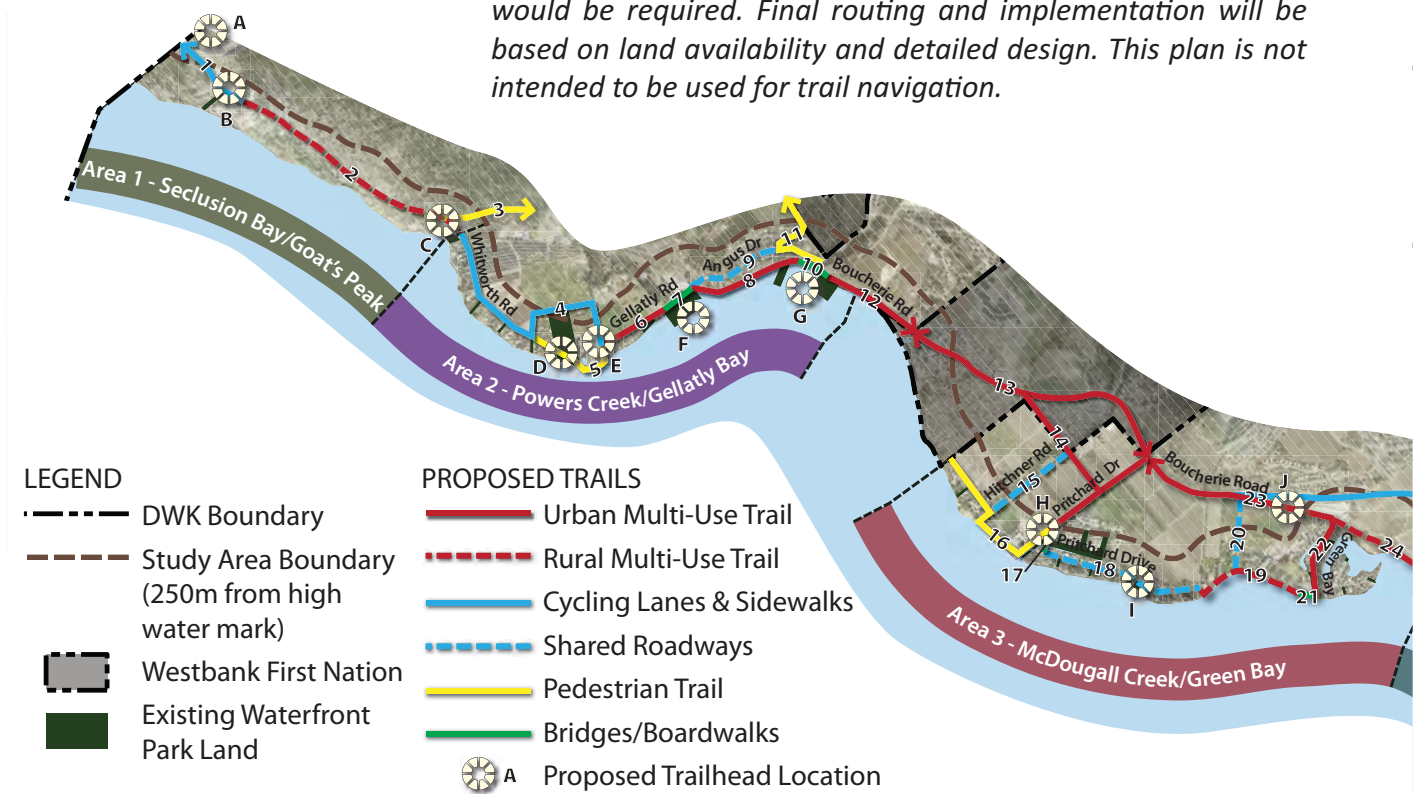
This process, as well as previous initiatives, including Trail 2000, have identified the importance of a complete a waterfront trail connection. The popularity of the existing 1.5 km Gellatly Recreational Corridor attests to the significance of a linked waterfront for the people of West Kelowna.

A connected trail along the waterfront will be a prize amenity and will promote the waterfront as a recreation destination for visitors. Successful waterfront trails stimulate tourism and bolster the economy. Bicycle tourists, in particular, are identified as some of the highest spenders in the entire tourist sector.

A successful waterfront trail need not be located directly on the shore for its entire length. Rather it should be a linked route that meanders between shoreline and **upland**, with connections to waterfront destinations throughout.

Note: All trails shown on the maps are conceptual and are intended for planning purposes only. Where desire lines are shown on private property, negotiations to secure public access would be required. Final routing and implementation will be based on land availability and detailed design. This plan is not intended to be used for trail navigation.

Map 7.2: Proposed Waterfront Trail Connections



While the District will lead the development of waterfront trail connections, several partners will be required:

- **Private Property Owners:** The District should consult with property owners along desirable trail routes to determine opportunities for acquisition, licence of occupation, lease, dedication or other options for securing public trail access.
- **Developers:** As properties develop or redevelop in the waterfront area, trail connections should be a priority public amenity.
- **Westbank First Nation:** Collaboration with Westbank First Nation will be essential to creating a waterfront link between communities.
- **RDCO:** Two Regional Parks, Gellatly Nut Farm and Kalamoik Regional Park, form essential waterfront connections. Waterfront trail connections within these parks should be identified.
- **District of Peachland:** Opportunities exist for a waterfront connection between the two communities.



See Section 7.2.6: Waterfront Trail Standards for information about the suggested trail types.

Proposed Directions

The **vision** for the waterfront trail is to complete a connection from the Bennett Bridge to the District of Peachland. The primary purpose of this trail would be a pedestrian and cyclist thoroughfare so that people can access and enjoy the waterfront from all corners of the community. Ongoing development of trail segments will be important to long-term connectivity. In addition, trail linkages to other key destinations, such as Westbank Centre should also be a priority.

While some pieces of the waterfront trail currently exist, a concerted effort to connect missing links will be required. Recommended trail linkages and trailhead locations are shown on the map below and are described in Table 7.2 on the following page.

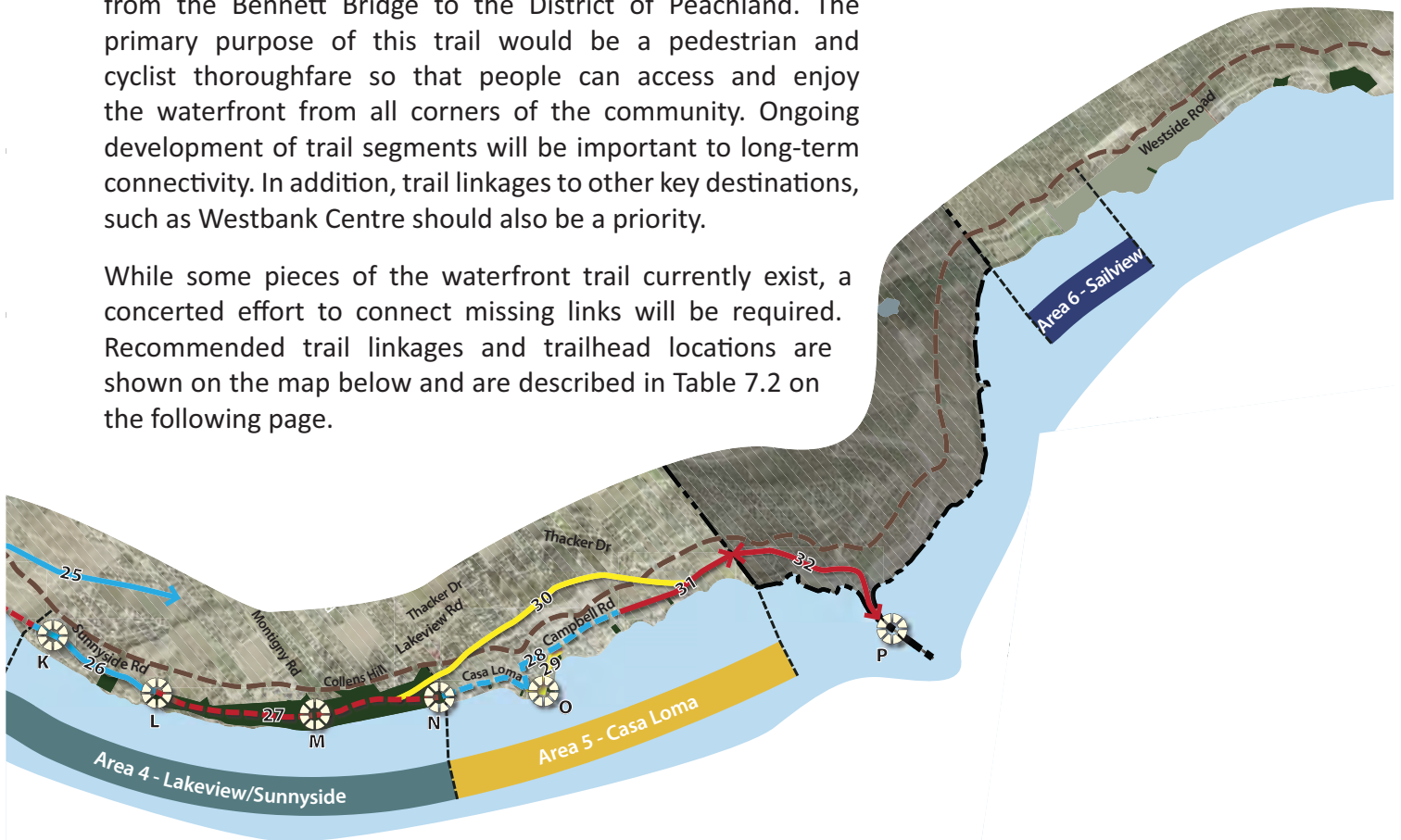


Table 7.2: Summary of Proposed Waterfront Trail Connections

#	Trail Type	Current Status	Description
Area 1: Seclusion Bay/Goat's Peak			
A	Trailhead		Seclusion Bay Road/Highway 97 Intersection
1	Shared Roadway	Seclusion Bay Road	Peachland border to existing informal trails on Goat's Peak
B	Trailhead		Seclusion Bay Road Lake Access
2	Rural Multi-Use Trail	Informal Trails	Seclusion Bay Road to Whitworth Road
3	Pedestrian Trail	Informal Trails	Connection to Gellatly Heritage Park
Area 2: Powers Creek/Gellatly Bay			
C	Trailhead		Pebble Beach
4	Cycling Lanes & Sidewalk	Whitworth Road	Goat's Peak to Gellatly Road
5	Pedestrian Trail	George Court, Gellatly Nut Farm, Cove Resort Walkway & Gellatly Lake Access	New trail required on George Court, other trails existing
D	Trailhead		Gellatly Nut Farm
E	Trailhead		Gellatly Road Lake Access
6	Urban Multi-Use Trail	Gellatly Recreation Corridor	Existing route from Gellatly Lake Access to Powers Creek
F	Trailhead		Gellatly Bay Village
7	Boardwalk	Powers Creek Bridge	New boardwalk connection

#	Trail Type	Current Status	Description
8	Urban Multi-Use Trail	Gellatly Recreation Corridor	Upgrade existing connection as part of road works from Powers Creek to Smith Creek
9	Shared Roadway	Angus Drive	Provide signage
10	Boardwalk	Smith Creek	New boardwalk connection
G	Trailhead		Gellatly Road/Boucherie Road Intersection
11	Pedestrian Trail	Gellatly Road to Westbank Centre	New trail connection
12	Urban Multi-Use Trail	Boucherie Road	New trail from Smith Creek to Westbank First Nation border
13	Urban Multi-Use Trail	Westbank First Nation Connection	Consult with Westbank First Nation for trail development
Area 3: McDougall Creek/Green Bay			
14	Rural Multi-Use Trail	Old Boucherie Road & Pritchard Drive	Boucherie Road to Barona Bay
15	Shared Roadway	Hitchner Drive	Old Boucherie Road to Jennens Road
16	Pedestrian Trail	Jennens/Hoffman Road	New trail connection along Jennens Road connecting to Pritchard Drive
17	Bridge	Pritchard Canal	Bridge over the Canal at Road Grade

#	Trail Type	Current Status	Description
18	Shared Roadway	Pritchard Drive	Barona Bay to road termination
H	Trailhead		Pritchard Park
19	Rural Multi-Use Trail	New Connection	Secure ROW to create trail connection between Pritchard Road and Green Bay Road.
20	Shared Roadway	West Bay Road	Provide signage
21	Boardwalk	New connection	Creek crossing before Green Bay Road
22	Urban Multi-Use Trail	Green Bay Road	
23	Urban Multi-use Trail	Boucherie Road	Westbank First Nation border to Green Bay Road
I	Trailhead		Boucherie Road/ Green Bay Road Intersection
24	Rural Multi-Use Trail	New Connection	Work with private landowners to create connection from Green Bay Road to Sunnyside Road
25	Cycling Lanes & Sidewalks	Boucherie Road	Upgrades from Green Bay Road to Lakeview Heights
Area 4: Lakeview/Sunnyside			
26	Cycling Lanes & Sidewalks	Sunnybrae Road & Sunnyside Road	Green Bay to Kalamoir Regional Park

#	Trail Type	Current Status	Description
J	Trailhead		Sunnybrae Road/ Sunnyside Road intersection
K	Trailhead		Sunnyside Road Lake Access
27	Rural Multi-Use Trail	Kalamoir Regional Park Trails	Work with RDCO to upgrade and sign existing trails to create a clear linear connection
L	Trailhead		Kalamoir Park at King Road
Area 5: Casa Loma			
M	Trailhead		Kalamoir Park at Casa Loma Road
28	Shared Roadway	Casa Loma Road	Kalamoir Park to Campbell Road in residential area
29	Pedestrian Trail	Casa Loma Road	Casa Loma Road through Casa Loma Beach To Zdralek Cove,
N	Trailhead		Dupuis Park
30	Urban Multi-Use Trail	Campbell Road	Casa Loma Road to Westbank First Nation lands
31	Pedestrian Trail	Casa Palmero Park and new connection	Secure ROW for a upper pedestrian link between Kalamoir Park, Casa Palmero Park and Campbell Road
32	Urban Multi-Use Trail	Westbank First Nation Connection	Consult with Westbank First Nation for trail development
P	Trailhead		Bennett Bridge

7.2.6 Waterfront Trail Standards

It is anticipated that connections will need to be completed over time and will include a variety of trail types including:

- Urban Multi-use Trails
- Rural Multi-use Trails
- Cycling Lanes & Sidewalks
- Shared Roadways
- Pedestrian Trails
- Boardwalks & Bridges

For the purpose of trail planning, descriptions of the above trail types are provided. As the proposed trail will run the length of the waterfront, trail design should be necessarily flexible to suit requirements of different sites. These specific requirements would be identified at the detailed design stage.

In addition, trail standards may evolve as the community grows. For example, the establishment of a narrow, gravel trail may be sufficient for current levels of use, while upgrades may be warranted as use increases. This flexible approach will allow the community to benefit from increased connectivity in a shorter time frame.

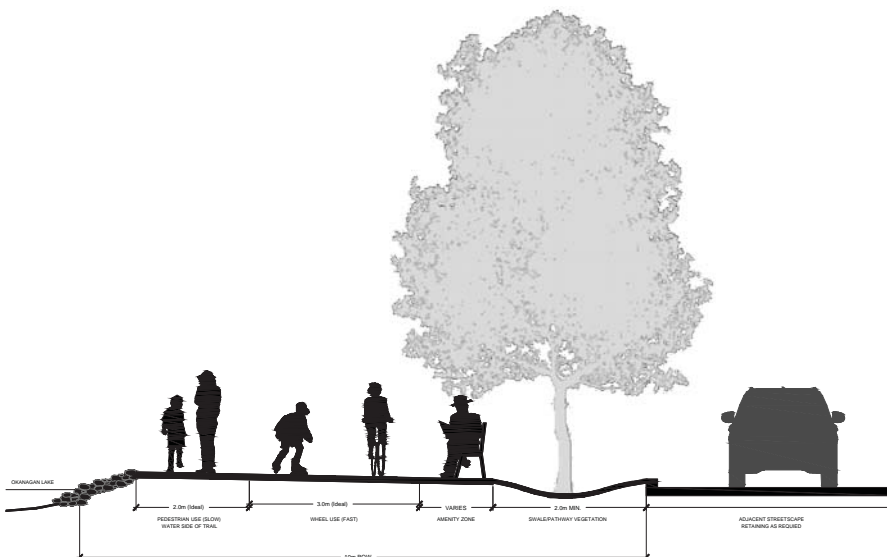
The descriptions on the following pages are conceptual in nature and are provided for guidance only. Trail design should be adapted to specific site scenarios.

1. Urban Multi-Use Trail

Level of Use	<ul style="list-style-type: none"> • High
Expected Uses	<ul style="list-style-type: none"> • Walking • Cycling • Jogging • Strollers • Wheelchairs • In-line Skating
ROW Width	<ul style="list-style-type: none"> • 10 m preferred (or within Road ROW)
Trail Width	<ul style="list-style-type: none"> • 5 m ideal; 3 m minimum
Surfacing	<ul style="list-style-type: none"> • Asphalt
Suggested Vertical Slope	<ul style="list-style-type: none"> • 8% max. grade (short portions only) • 3% max. sustained grade • Stairs and ramps on steep slopes
Maintenance	<ul style="list-style-type: none"> • High (snow clearing, sweeping)
Existing DWK Examples	<ul style="list-style-type: none"> • Gellatly Road Phase 1
Proposed Locations	<ul style="list-style-type: none"> • Gellatly Road Phase 2 • Boucherie Road • Green Bay Road • Tsinstikeptum #9 (in partnership with Westbank First Nation) • Campbell Road



Figure 7.3: Conceptual Section of Urban Multi-Use Trail



Notes/ Design Resources

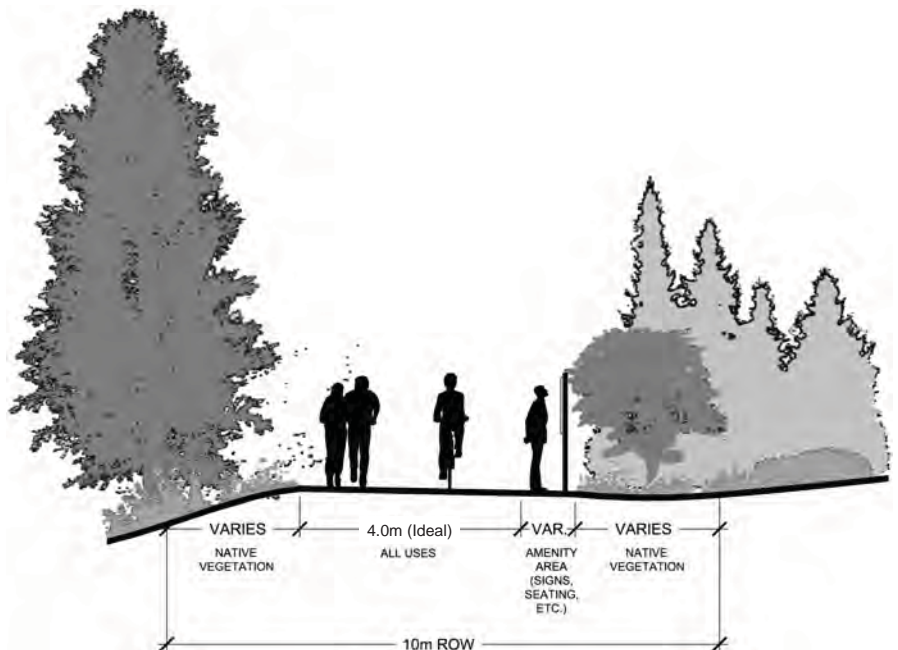
- Trails for the Twenty-first Century by Charles A. Flink, Karen-Lee Ryan
- Trail Guide: Building multiuse trails and bridges by Recreation Management <http://www.recmanagement.com/features.php?fid=200305FE02&ch=1>
- Everyone’s Parks and Trails: A Universal Access Plan for CRD Parks http://www.crd.bc.ca/parks/documents/access_plan.pdf

2. Rural Multi-Use Trail



Level of Use	<ul style="list-style-type: none"> Moderate
Expected Uses	<ul style="list-style-type: none"> Walking Cycling Jogging
ROW Width	<ul style="list-style-type: none"> 10 m preferred (or within Road ROW)
Trail Width	<ul style="list-style-type: none"> 4 m where possible; 1.5 m minimum
Surfacing	<ul style="list-style-type: none"> Packed quarry fines, gravel
Suggested Vertical Slope	<ul style="list-style-type: none"> 10% max. grade (short portions only) 3% max. sustained grade Stairs and ramps on steep slopes
Maintenance	<ul style="list-style-type: none"> Low (resurfacing, grading)
Existing DWK Examples	<ul style="list-style-type: none"> Kalamoir Regional Park
Proposed Locations	<ul style="list-style-type: none"> Goat's Peak Green Bay (Pritchard Rd. to Green Bay Rd. connection) Kalamoir Regional Park (in cooperation with RDCO)

Figure 7.4: Conceptual Section of Rural Multi-Use Trail



Notes/ Design Resources

- Building Sustainable Trails by the National Trails Partnership <http://www.americantrails.org/resources/trailbuilding/MA sustain.html>
- Natural Surface Trails by Design: Physical and Human Essentials of Sustainable, Enjoyable Trails by Troy Scott Parker

3. Cycling Lanes & Sidewalks

Level of Use	<ul style="list-style-type: none"> • High
Expected Uses	<ul style="list-style-type: none"> • Walking • Cycling • Jogging • Strollers • Wheelchairs
ROW Width	<ul style="list-style-type: none"> • Within road ROW
Trail Width	<ul style="list-style-type: none"> • Cycling Lanes: 1.5 m minimum • Sidewalks: 1.5 m minimum
Surfacing	<ul style="list-style-type: none"> • Cycling Lanes: Asphalt • Sidewalks: Concrete or pavers
Suggested Vertical Slope	<ul style="list-style-type: none"> • As per road grade
Maintenance	<ul style="list-style-type: none"> • Moderate (snow clearing, sweeping)
Existing DWK Examples	<ul style="list-style-type: none"> • Gellatly Road • Springfield Road, Benvoulin Road, Lawrence Road, and others in Kelowna
Proposed Locations	<ul style="list-style-type: none"> • Whitworth Road • Sunnyside Road
Key Considerations	<ul style="list-style-type: none"> • Shared road markings including lanes and/or “sharrows” (a street marking that indicates cyclists have use of a road lane) should be provided. • Signage is critical to identify cycling routes to both cyclists and motorists



Notes/ Design Resources

- Refer to Transportation Master Plan for design standards



4. Shared Roadways

Level of Use	<ul style="list-style-type: none"> • Low
Expected Uses	<ul style="list-style-type: none"> • Walking • Cycling • Jogging
ROW Width	<ul style="list-style-type: none"> • Within road ROW
Trail Width	<ul style="list-style-type: none"> • n/a
Surfacing	<ul style="list-style-type: none"> • Asphalt with shared use road markings
Suggested Vertical Slope	<ul style="list-style-type: none"> • As per road grade
Maintenance	<ul style="list-style-type: none"> • As per road maintenance
Existing DWK Examples	<ul style="list-style-type: none"> • None
Proposed Locations	<ul style="list-style-type: none"> • Hitchner Road • Pritchard Road • Casa Loma Road
Key Considerations	<ul style="list-style-type: none"> • Shared roadways are typically used in low-traffic, low-speed areas. In these locations, pedestrians, cyclists and motorists share the road • Signage is critical to identify shared roadways • Speed limits and traffic calming elements should be incorporated

Notes/ Design Resources

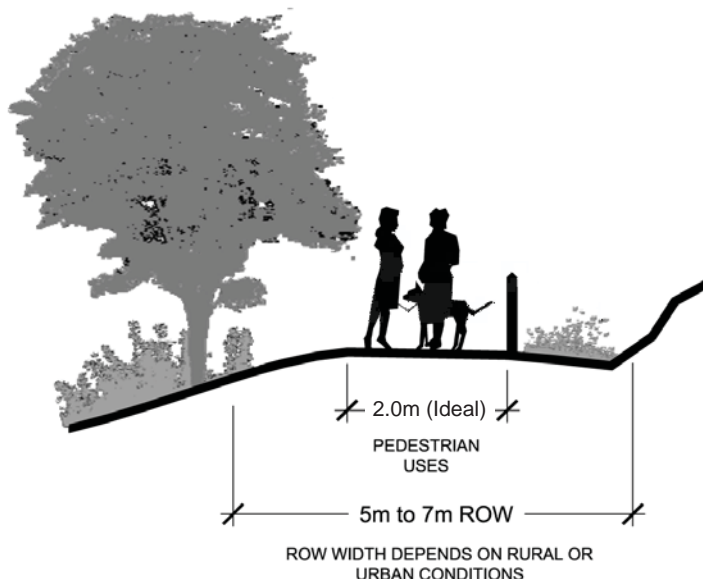
- Refer to Transportation Master Plan for design standards

5. Pedestrian Trails

Level of Use	<ul style="list-style-type: none"> Moderate
Expected Uses	<ul style="list-style-type: none"> Walking Jogging
ROW Width	<ul style="list-style-type: none"> 5 m in rural areas 7 m in urban areas
Trail Width	<ul style="list-style-type: none"> 2 m ideal; narrower where physical constraints occur
Surfacing	<ul style="list-style-type: none"> Asphalt, concrete or packed quarry fines
Suggested Vertical Slope	<ul style="list-style-type: none"> 3% max. sustained grade (where possible) 10% max. grade optimum 20% max. where conditions require Stairs/ramps on steeper slopes
Maintenance	<ul style="list-style-type: none"> Moderate (snow clearing, sweeping)
Existing DWK Examples	<ul style="list-style-type: none"> Cove Resort Walkway Smith Creek Walkway Rotary Trails
Proposed Locations	<ul style="list-style-type: none"> Cove Resort Walkway (existing) Jennens Road alignment Casa Palmero upper connection Other routes identified during development



Figure 7.5: Conceptual Section of Pedestrian Trail



Notes/ Design Resources

- Transportation and urban trails by the National Trails Partnership <http://www.americantrails.org/resources/trans/index.html>
- CSA Accessibility Guidelines www.csa.ca
- Building Sustainable Trails by the National Trails Partnership <http://www.americantrails.org/resources/trailbuilding/MAsustain.html>
- Natural Surface Trails by Design: Physical and Human Essentials of Sustainable, Enjoyable Trails by Troy Scott Parker

6. Boardwalks & Bridges

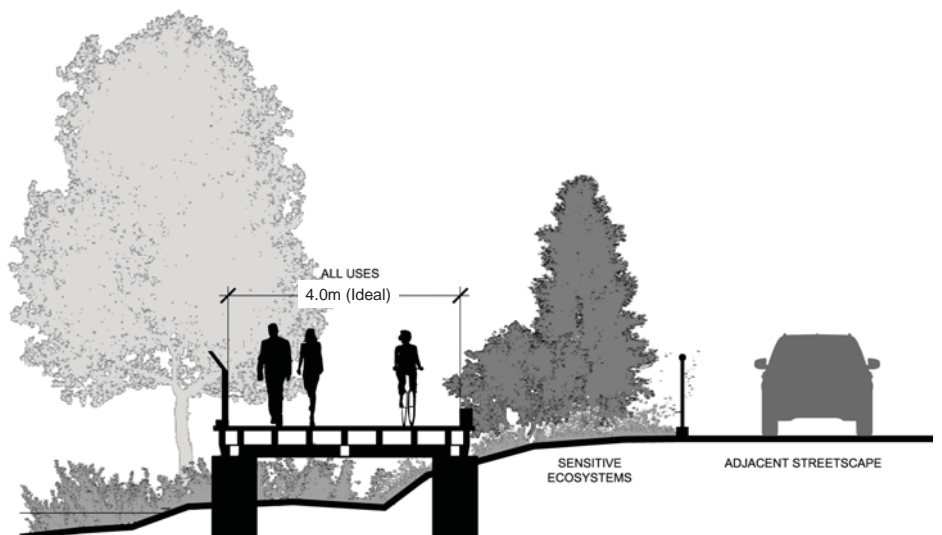


Level of Use	• Varies
Expected Uses	<ul style="list-style-type: none"> • Walking • Cycling • Jogging • Strollers • Wheelchairs
ROW Width	• n/a
Trail Width	<ul style="list-style-type: none"> • 4 m min. on high-use routes • 2.5 m min. on low-use routes
Surfacing	• Wood or metal decking
Suggested Vertical Slope	• Flat (with cross slope to drain)
Maintenance	• High
Existing DWK Examples	• Rotary Trails
Proposed Locations	<ul style="list-style-type: none"> • Powers Creek • Smith Creek • McDougall Creek • Green Bay Creek Crossing • Pritchard Canal

Notes/ Design Resources

- Provincial standards and best practices for instream works.
- Bridges and structure for trails by the National Trails Partnership <http://www.americantrails.org/resources/structures/index.html>
- Trails for the Twenty-first Century by Charles A. Flink, Kristine Olka, Robert M. Searns
- Trail Guide: Building multiuse trails and bridges by Recreation Management <http://www.recmanagement.com/features.php?fid=200305FE02&ch=1>

Figure 7.6: Conceptual Section of Boardwalk



7.3 Policies & Actions

Road Policies

- a) Ensure all future road upgrades in the waterfront plan area include pedestrian and cyclist consideration.
- b) Where possible along the waterfront, separate pedestrian and cyclist uses from vehicle traffic.
- c) Reduce vehicle dominance on waterfront roads and enhance the pedestrian experience through traffic calming measures including:
 - Speed limit reductions
 - Traffic bulb-outs
 - Paving changes to delineate pedestrian zones
 - Raised crosswalks
 - Pedestrian signs and crossing signals
 - Street trees
- d) Identify and develop marked pedestrian zones, using material changes, raised crossings, signage and crossing lights in key pedestrian zones (e.g. proposed Gellatly Village).
- e) Consider intersection improvements at the below locations, following the guidance of the Transportation Master Plan:
 - Boucherie/Gellatly Road
 - Boucherie/Sunnyside Road
 - Boucherie/Mission Hill Road
 - Boucherie/Green Bay Road
- f) Require all waterfront improvement proposals, public and private, to consider bicycle parking needs and provide accordingly.
- g) Collaborate with BC Transit to develop more frequent seasonal public transit connections and improved transit amenities at waterfront destinations.
- h) Consider development of a direct transit or shuttle connection between Westbank Centre and Gellatly Bay during the high seasons.
- i) Support feasible private or partnership projects to develop a water taxi system and/or ground-oriented shuttles between Okanagan communities.
- j) Require parking and traffic impact projections for future waterfront developments and consider undertaking a detailed parking analysis for Gellatly Bay and other areas identified.
- k) Seek to secure public parking as a development amenity in high-demand areas.
- l) In previously disturbed shoreline areas, consider altering shoreline stabilization to expand road surface for parking. Environmental compensation would be required.

Access & Connectivity Objectives

- Provide convenient alternatives to single-vehicle access to and within the waterfront area
- Endeavour to complete trail linkages in the short-term
- Increase waterfront access
- Increase pedestrian safety
- Improve public foreshore access and information
- Increase public wayfinding
- Continue to consider accessibility when planning and developing waterfront projects
- Improve vehicle circulation
- Ensure that parking limitations do not restrict public use of the waterfront

Foreshore Policies

- m) Work closely with Provincial regulating authorities that grant public dock licenses to ensure new dock development does not impede **foreshore** access. Where elevated docks are proposed, stairs or ramps should be required.
- n) Discourage renewal of license agreements for docks that impede public access to the foreshore.
- o) Where significant barriers to public foreshore access are identified, work with the Province to determine the legality of the barrier and if enforcement action needs to be taken.
- p) Where foreshore impediments exist that are legal, work with property owners to encourage voluntary removal or modification of identified barriers.
- q) Do not support **accretion** applications by waterfront land owners.

Trail Policies

- r) Negotiate and partner with private and public land owners, including Westbank First Nation, Regional District of Central Okanagan and developers to create linked trails.
- s) Support the RDCO in securing and developing links that would facilitate waterfront connections.
- t) Require all new mixed-use, multi-family, commercial or institutional waterfront developments dedicate a 10 m portion of the **shore zone** for public access.
- u) Per the **Land Title Act** require all new developments, upon subdivision, to provide a minimum 20 m road right-of-way at a maximum of 200 m intervals.
- v) Where critical waterfront trail linkages cannot be acquired through dedication, consider compensation such as increased density, density transfer, grants-in-aide, tax exemptions or land trade.
- w) Where it is unlikely that a less expensive means of acquiring critical waterfront linkages is possible, consider purchase of all or a portion of property. Where land is purchased consider offsetting costs by severing and reselling portions of land not required for linear connections.
- x) Use boardwalks and bridges for trail connections over **sensitive ecosystems**. Integrate interpretive information, lookouts and rest points into boardwalk design. Boardwalks and bridges should be a minimum 3 m wide to support walking and cycling.
- y) Incorporate universal design strategies on waterfront trail routes where feasible.

Actions

- a) Amend the Zoning Bylaw to include provisions for bicycle parking.
- b) Pursue the development of a continuous trail connection from Bennett Bridge to Peachland within the next 10 to 15 years. Wherever possible, align the trail on the shore. *Refer to Map 7.2 for suggested routing.*
- c) Develop trailheads associated with the waterfront trail at key locations. *Refer to Map 7.2 for suggested locations.* Depending on location, trailhead amenities may include:
 - Vehicle parking
 - Directional & informational signage
 - Bicycle lock-up
 - Code of conduct information
 - Beach access
 - Seating and waste receptacles
 - Restrooms
- e) Consider developing a linear walkway along the embankment at the location of the former Fur Brigade Trail, parallel to Bear Creek Road from Parkinson to Bear Creek Provincial Park.
- f) Develop a West Kelowna waterfront identity, including imagery, text and logo to identify the waterfront as a special place. The identity should respect the larger West Kelowna image and acknowledge that six neighbourhoods make up the waterfront community.
- g) Develop and maintain public information, including:
 - A waterfront brochure to provide a broad summary of the vision and upcoming implementation steps.
 - A Waterfront web presence that will be regularly updated with initiatives and progress.
 - Video, articles, advertisements or other broad-scope initiatives to inform people about West Kelowna's waterfront.
- h) Implement wayfinding systems in the waterfront area, including signs, gateways, road painting and maps to help direct visitors.
- i) Develop information on public **foreshore** access and rights, including how to provide complaints on perceived **encroachments**.
- j) Provide annual public notice when lake levels reach the high-water mark and public **foreshore** access may be restricted and when water has receded to permit access again.
- k) Provide high-water mark signage at strategic locations (e.g. access points) to clearly delineate the boundaries between public and private land.
- l) Complete an assessment of the current rip rap shore stabilization and determine if upgrades are required/desirable.
- m) Complete a detailed study of Gellatly Road routing alternatives to determine options for decreasing traffic in the waterfront area and enhancing recreation and pedestrian experience.

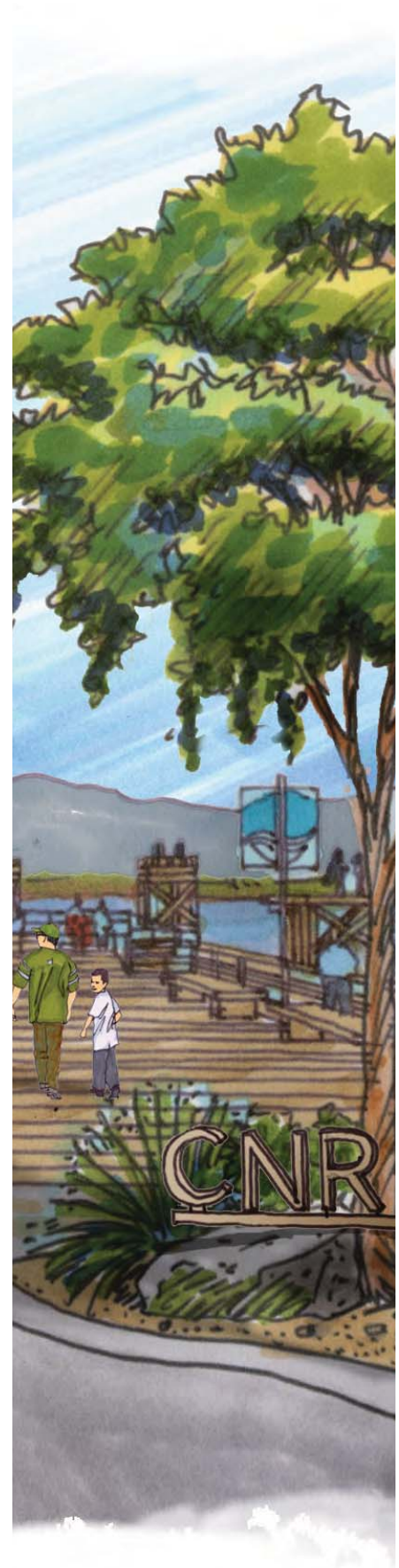
8 IMPLEMENTATION

This section summarizes a recommended approach to implementation of the actions developed through the planning process. It provides a suggested approach to achieving change in the waterfront area and includes a summary of proposed projects and order of magnitude capital costs for budget setting purposes. This chapter also introduces potential funding strategies.

8.1 Implementation Strategy

- 8.1.1 Plan Adoption
- 8.1.2 Implementation Guidance
- 8.1.3 Marketing/Education
- 8.1.4 District Bylaws & Regulations
- 8.1.5 Partnerships
- 8.1.6 Programming
- 8.1.7 Development
- 8.1.8 Capital Projects
- 8.1.9 Maintenance & Operations
- 8.1.10 Review & Maintenance of the Plan

8.2 Funding Strategies



8.1 Implementation Strategy

The implementation strategy provides an overview of recommended steps for achieving the waterfront vision. This Waterfront Vision is a 50-year outlook, and it is not feasible to create detailed plans for this long-term time frame. The implementation strategy focuses on implementing short- to medium-term (5 to 10-year) steps that will be catalysts for working towards the vision. It is recognized that the West Kelowna community will continue to grow and evolve and so it is necessary to be flexible and adapt to new opportunities and challenges that arise.

It is recommended that the District take a balanced approach in implementing the Waterfront Plan. The waterfront plan will need to be balanced among concurrent initiatives throughout the community. In addition, many of the waterfront projects recommended in this plan are contingent on other projects being completed. For example, it would not be desirable to complete water-based recreation projects around Smith Creek, until water quality improvements in the watercourse have been completed.

8.1.1 Plan Adoption

- a) Adopt the Waterfront Plan as a guiding document for the future of West Kelowna's waterfront.

8.1.2 Implementation Guidance

Due to the complexity of the waterfront, the actions of many District departments, as well as outside organizations, will affect implementation of the waterfront plan. It is not feasible for a single department to be fully responsible for implementation; rather success will require coordination between a number of groups including, but not limited to:

- Council
- DWK Departments
 - Planning Department
 - Engineering Department
 - Recreation & Cultural Services Department
 - Finance Department
 - Building & Regulatory Services
- District Steering & Advisory Committees
- Other Government Agencies
- Stakeholders
- Community Members

In other municipalities, successful implementation of complex strategies has occurred when the municipality takes an active role in organizing and bringing together the various stakeholders who might be involved in waterfront improvements. The municipal responsibility is to bring the parties together to discuss ways and means of achieving effective implementation of the Waterfront Plan. Often the municipality will work with stakeholders to establish roles and responsibilities for various projects.

- a) Due to the cross-departmental nature of the waterfront, it is recommended that consideration be given to assigning implementation of the Waterfront Plan to an Advisory Committee or specified staff group.
- b) Ongoing participation and collaboration of all DWK departments will be required when projects in the waterfront area are being considered.

8.1.3 Marketing/Education

Building awareness and excitement around the Waterfront Vision is a key step to successfully implementing change.

- a) **Create a Waterfront Identity:** Develop a West Kelowna waterfront identity, including imagery, text and logo to identify the waterfront as a special place. The identity should respect the larger West Kelowna image and acknowledge that six neighbourhoods make up the waterfront community.
- b) **Undertake Public Marketing:** The planning process has begun to generate interest in and discussion about the waterfront. The District should harness this momentum and keep the waterfront in the public eye through development and maintenance of information, including:
 - A waterfront brochure to provide a broad summary of the vision and upcoming implementation steps.
 - A Waterfront web presence that will be regularly updated with initiatives and progress.
 - Video, articles, advertisements or other broad-scope initiatives to inform people about West Kelowna's waterfront.
- c) **Create Developer Package:** Key to the success of a thriving West Kelowna waterfront will be encouraging inspired design and investment. A developer package should be created to inform investors of the area's development potential and encourage investment in the waterfront area.
- d) **Undertake Strategic Outreach:** Target outreach to other government organizations and NGOs, such as the Urban Development Institute, who could play roles in supporting and encouraging successful implementation of the waterfront vision.
- e) **Develop Public Education Materials:** The Waterfront Plan has identified specific education and outreach strategies to inform West Kelowna residents about the use and protection of their waterfront. Specific education documents should be developed, including:
 - A best management practices document and outreach program for living and working near water and distribute to land owners, including agricultural practitioners, adjacent to the shoreline and/or major watercourses.
 - Information on public *foreshore* access and rights, including information on how to report perceived *encroachments*.

- Annual public notice when lake levels reach the high-water mark and public *foreshore* access may be restricted and when water has receded to permit access again.
 - Other educational information about the waterfront as needs are identified.
- f) **Monitor Water Quality:** Work with the Interior Health Authority to ensure an ongoing water quality monitoring program for high-use shoreline areas and watercourses is being regularly completed, with the purpose of monitoring water quality over time.

8.1.4 District Bylaws & Regulations

Consideration for amendments to some existing bylaws and regulations should be given to facilitate implementation of the Waterfront Plan.

- a) Amend the **OCP** to:
- Reflect the recommended land use designations recommended in this plan (refer to Map 5.2, p.56).
 - Update the **Aquatic Ecosystem Development Permit Area** guidelines to require a minimum riparian setback of 30 m along Powers Creek, 20 m along McDougall Creek and 15 m along Smith and Bowen Creeks, with consideration for alternative buffers based on professional observation as outlined in the Riparian Areas Regulation.
 - Update the **Aquatic Ecosystem Development Permit Area** guidelines to require development of current and modified habitat value calculations for proposed projects to monitor waterfront ecosystem net loss/gain (see Appendix H for the recommended model for quantifying relative habitat value).
- b) Review and amend the Zoning Bylaw to:
- Reflect the permitted uses and building heights recommended in this plan.
 - Include provisions for bicycle parking.

- c) Develop a Community Amenity Contribution policy that considers:
 - All options available for amenity bonusing in waterfront parks and public spaces when considering rezoning applications; and
 - Prepares a priority list of projects identified in this plan.
- d) Develop an District-wide Acquisition Strategy that identifies desirable land acquisitions, including waterfront park acquisitions.
- e) Develop a Public Art policy that guides public art installation throughout the community, including the waterfront area, with reference to ideas generated through this process.
- f) Amend the Parks Bylaw to permit applicable commercial activities (e.g. mobile food vending, non-motorized watercraft rentals) within specified park locations.
- g) Develop a temporary permit process for mobile food vendors in the waterfront area.
- h) Consider amending the Parks Bylaw to permit launching of non-motorized boats near or adjacent to swimming areas where appropriate. Motorized boat launching from these areas should continue to be prohibited.
- i) Consider amending the Parks DCC Bylaw to support parks projects and acquisitions identified in this plan and the District's Acquisition Strategy.
- j) Maintain existing License of Occupations (LoO) over protected swim zones to ensure these zones are considered in planning for future improvements.
- k) Review permits issued by ILMB for docks/wharfs located in the District.

8.1.5 Partnerships

The successful implementation of the Waterfront Vision will require support and partnership with a variety of parties.

The District should seek ongoing partnerships to raise funds and implement waterfront projects. Possible partnerships to consider will include:

- a) **Funding Partnerships:**
- **Public Partnerships:** Strategic partnerships with neighbours, other levels of government, NGOs, community organizations and other stakeholders can support cooperative projects.
 - **Private-Public Partnerships:** P3s can ease pressure on local government spending while expanding services available to the community. With proper technical, financial, legal, marketing and development leadership, a clearly identified public need and viable private interest, P3s can be very successful.
- b) **Land & Water Licenses/Donations:** Securing access and space for recreation is an important step in the creation of a connected and expanded waterfront. The District will need to approach land and water owners to determine if leases, licences or donations can help secure key components of the system.
- c) **Volunteer Programs:** West Kelowna has an active community that has demonstrated desire to participate in community improvements. When sufficient staff time and resources are invested into volunteer programs, the returns from community participation and donation can be significant.
- **Labour:** Volunteers can often contribute to the development of a particular project or event.
 - **Materials:** Donations of materials and money for specific projects can be identified and recognition programs used to acknowledge contributions.

8.1.6 Programming

West Kelowna has an extensive outdoor resource base and natural lake setting that attracts tourism. An important step in encouraging people to visit and enjoy West Kelowna's waterfront will be expanding waterfront events and programs.

- a) The District should work with members of the community, local tourism agencies and stakeholders to identify opportunities to increase tourism events.
- b) Recreation staff should endeavour to increase community waterfront events and programs such as park play days, swimming lessons, fireworks, waterfront park guided tours and other events that will increase use of the waterfront.

8.1.7 Development

Encouraging desirable development that fits with the waterfront vision will be vital to the success of the Waterfront Plan. To encourage appropriate development the District will need to:

- a) **Remove Barriers and Consider Incentives:** The District should ensure that appropriate waterfront development is desirable and achievable so that investors are attracted to the area. The District should consider creation of appropriate incentive programs (e.g. grant and rebate programs, interest-free loans, rent abatement programs, etc.) to expedite desirable development.
- b) **Link Potential Partners:** A key role for the District will be connecting parties that will mutually benefit from cooperative planning and development.
- c) **Obtain Amenity Contributions:** Private development should contribute to phased public space improvements including street enhancements, expanded waterfront parks and trails and other public amenities, as appropriate and as defined in the District's Community Amenity Contribution policy.
- d) **Review DCCs:** Park land DCCs from throughout the community may contribute to improvement and expansion of the waterfront. DCC rates should be reevaluated in the context of the waterfront plan to determine where rate increases are desirable and/or feasible.

8.1.8 Capital Projects

The achievement of the waterfront vision will be largely dependent on the completion of waterfront improvement projects that result in early wins and support sustained success. While the waterfront plan encompasses a 50-year vision, the focus for project implementation and budget planning is the short- to medium-term (5 to 10-year) time frame:

- **Short-term projects** are anticipated to be completed between 2011 and 2016 and are selected to be the catalyst projects that will guide the Waterfront's future. These projects can be immediately implemented and will have lasting effects for the future. In some cases, short-term projects must be completed prior to medium- and long-term projects (e.g. relocation of an existing recreational use or improving water quality).
- **Medium-term projects** are recommended for 2017 to 2021, and will require a deeper investment in the waterfront. It is anticipated that land use changes and development may be occurring in this time frame and will support implementation of projects that require more investment. Several of these projects will require strategic planning and procurement of funds from sources other than municipal reserves.
- **Long-term projects** are recommended for consideration beyond 2021 and have lower priority or complicating factors that may delay their implementation. It is anticipated that the Waterfront Plan will be updated in the long-term to confirm needs of the community at that time and update the projects. It is expected that if funding, opportunity or need emerges sooner, these projects may be considered for earlier completion.

Implementation of waterfront projects will be provided for Council consideration within the context of annual community planning and community-wide budget considerations. It should be noted that a flexible approach to implementation will be required as circumstances may occur that expedite or delay time frames. All of the projects identified to date are important to the community, and should opportunity arise, Council consideration to complete a project sooner than its suggested time frame may be warranted.

NOTES:

1. Estimates are developed using unit costs and quantities based on general assumptions and are provided to assist with long-range planning. Detailed project scopes and budgets will need to be developed for each project at its time of implementation.
2. The identification of short-, medium- and long-term priorities are provided at this time for discussion only. It is anticipated that priorities and time frames will be re-evaluated based on community-wide budget considerations and community need.

Table 8.1: Recommended Short-Term Projects (2011 - 2016 Time Frame)

Proposed Project	Plan Section	Dep't.	DWK Capital Estimate	Other Contributions	Potential Sources of Funding													
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer		
a) Complete a base line analysis for the entire waterfront area using the Model for Quantifying Relative Habitat Values (Appendix H), to provide a starting point for evaluation of proposed waterfront changes.	Enviro.	Plan.	\$8,000	\$0	*								*					
b) Develop a functional wetland in the unnamed municipal park adjacent to Carrington Road to help improve water quality in Smith Creek.	Enviro.	Eng.	(Coordinate with DMP & Public Partners)	-									*		*	*		
c) Reconstruct the Smith Creek stream channel adjacent to Gellatly Road to improve stormwater attenuation, biological filtration and riparian habitat and to eliminate down-cutting and erosion.	Enviro.	Plan. Eng.	(Coordinate with DMP)	-	*				*		*	*		*				
d) Complete wetland mapping and set defined riparian setbacks throughout West Kelowna.	Enviro.	Plan.	\$25,000 (Coordinate with DMP)	\$0	*								*					
e) Develop waterfront design guidelines for both the entire waterfront and the proposed Gellatly Village area, based on design considerations identified in this plan.	Land Use & Dev.	Plan.	\$25,000	\$0	*													
f) Provide signs at all lake accesses to identify them as public access points.	Rec.	Plan. Eng.	\$8,000	\$0	*													

Proposed Project	Plan Section	Dep't.	DWK Capital Estimate	Other Contributions	Potential Sources of Funding													
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer		
g) Identify and mark extents of all lake access properties. Where property lines cannot be verified on site, consider undertaking property survey to confirm and mark boundaries.	Rec.	Plan. Eng.	Staff Time (TBD if additional survey is required)	-														
h) Where unpermitted encroachments are identified in lake accesses, require property owners to remove.	Rec.	Plan. Eng. B&R	Staff Time	-														
i) Purchase key waterfront properties that meet the priorities for waterfront park acquisition and cannot be acquired through other means.	Rec.	All Dep't	TBD (with Acquisition Strategy)	-	*	*	*	*	*	*		*	*	*			*	
j) Develop at least 2 formal non-motorized boat launches.	Rec.	Plan. Eng.	\$129,000	\$56,000	*			*	*			*	*	*			*	
k) Develop at least 2 undeveloped lake access.	Rec.	Plan. Eng.	\$140,000	\$69,000	*			*	*		*	*	*	*			*	
l) Encourage development of a new motorized boat launch within the community, potentially in partnership with private development, Westbank First Nation or other groups.	Rec.	Plan. Eng. Fin.	TBD	-		*	*	*	*		*				*	*	*	
m) Begin upgrades to CNR Wharf, notably replacement of the existing dock and provision of additional water recreation features, to increase its potential as a community destination (see p.98 for conceptual improvements).	Rec.	Plan. Eng. Fin.	\$443,000	\$536,000	*			*	*	*		*	*	*	*			

Proposed Project	Plan Section	Dep't.	DWK Capital Estimate	Other Contributions	Potential Sources of Funding																
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer					
n) Relocate the informal dog park to a new fenced location, either at the location proposed in Rotary Park (see p.101 for conceptual improvements) or an alternative location if it is determined that location is not viable. Provide fencing and gates to enclose.	Rec.	Plan. Eng.	\$4,000	\$0	*									*							
o) Complete a Parks Master Plan & Design for upgrading Marjorie Pritchard Park (see p.104 for a preliminary list of items to be considered in the plan).	Rec.	Plan	\$38,000	\$0	*																
p) Upgrade Marjorie Pritchard Park as per the Master Plan (see p.102 for conceptual improvements).	Rec.	Plan. Eng.	\$250,000	\$250,000	*			*	*			*	*	*							
q) Complete an assessment of the current rip rap shore stabilization and determine if upgrades are required/desirable.	Conn.	Eng. Plan.	TBD (Combine with Gellatly Rd upgrades)	-	*			*	*	*	*	*									
r) Implement wayfinding systems in the waterfront area, including signs, gateways, road painting and maps to help direct visitors.	Conn.	Plan. Eng.	\$27,000	\$0	*						*										
s) Develop Trail Connection #8: Gellatly Recreation Corridor Urban Multi-Use Trail (Powers Creek to Smith Creek).	Conn.	Plan. Eng.	As previously budgeted	-	*			*	*		*	*	*	*	*						

Proposed Project	Plan Section	Dep't.	DWK Capital Estimate	Other Contributions	Potential Sources of Funding												
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer	
t) Develop Trail Connection #12: Boucherie Road Urban Multi-Use Trail (Smith Creek to Westbank First Nation Border).	Conn.	Plan. Eng.	As per engineering budget	-	*			*	*	*	*	*	*	*			
u) Complete a preliminary study of Gellatly Road routing alternatives to determine options for decreasing traffic in the waterfront area and enhancing recreation and pedestrian experience.	Conn.	Eng. Plan.	\$25,000	\$0	*												
v) Complete upgrades to Gellatly Road from Powers Creek to the Gellatly/Boucherie Intersection. Include upgrades to Boucherie Intersection.	Conn.	Eng.	As per engineering budget	-	*			*			*	*					
		Totals	\$1,112,000	\$911,000													

Table 8.2: Recommended Medium-Term Projects (2017 - 2021 Time Frame)

Proposed Project	Plan Comp.	Dep't	DWK Capital Estimate	Other Contributions	Potential Sources of Funding											
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer
a) Reinststate a typical riparian delta community at the mouth of Smith Creek. Use this area for compensation to offset development in other areas, based on the Model for Quantifying Relative Habitat Values (Appendix H).	Enviro.	Plan. Eng.	\$133,000 (Coordinate with DMP)	\$257,000	*				*		*	*	*			
b) Purchase key waterfront properties that meet the priorities for waterfront park acquisition and cannot be acquired through other means.	Rec.	All Dep't	TBD (with Acquisition Strategy)	-	*	*	*	*	*	*		*	*	*	*	*
c) Develop at least 2 undeveloped lake accesses.	Rec.	Plan. Eng.	\$117,000	\$58,000	*			*	*		*	*	*	*		
d) Encourage development of a new motorized boat launch within the community, potentially in partnership with private development, Westbank First Nation or other groups.	Rec.	Plan. Eng.	\$0	\$715,000		*	*	*	*		*	*	*	*	*	*
e) Develop a waterfront outdoor exercise circuit along the Gellatly Recreation Corridor (unless a similar facility has been developed elsewhere in the community).	Rec.	Plan. Eng.	\$9,000	\$28,000	*				*			*	*	*		
f) Design and upgrade Willow Beach to enhance its role as a waterfront destination (see p.96 for conceptual improvements).	Rec.	Plan. Eng.	\$225,000	\$717,000	*			*	*	*		*	*	*	*	

Proposed Project	Plan Comp.	Dep't	DWK Capital Estimate	Other Contributions	Potential Sources of Funding												
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer	
g) Upgrade Pebble Beach to increase programming (see p.90 for conceptual improvements).	Rec.	Plan. Eng.	\$95,000	\$127,000	*				*	*			*	*	*		
h) Develop Trail Connection #10: Boardwalk over Smith Creek.	Conn.	Plan. Eng.	\$106,000	\$206,000	*				*	*		*	*	*	*	*	
i) Develop Trail Connection #11: Gellatly Road to Westbank Centre Pedestrian Trail.	Conn.	Plan. Eng.	\$33,000	\$99,000	*				*	*		*	*	*	*	*	
j) Develop Trail Connection #18: Pritchard Road Shared Roadway through signage and road painting.	Conn.	Plan. Eng.	\$4,000	\$0	*							*					
k) Develop Trail Connection #23: Boucherie Road Multi-Use Trail (Westbank First Nation Border to Green Bay Road).	Conn.	Plan. Eng.	\$101,000 (coordinate with engineering budget)	\$182,000	*				*	*		*	*	*	*	*	
l) Work to secure an agreement with private property owners for Trail Connection #24: Green Bay Road to Sunnyside Road.	Conn.	Plan.	Staff Time	-											*	*	*
m) Provide high-water mark signage at strategic locations (e.g. access points) to clearly communicate the boundaries between public and private land.	Conn.	Plan. Eng.	\$8,000	\$0	*												
		Total	\$831,000	\$2,389,000													

Table 8.3: Recommended Long-Term Projects (Beyond 2021 Time Frame)

Proposed Project	Plan Comp.	Dep't	DWK Capital Estimate	Other Contributions	Potential Sources of Funding															
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer				
a) Consider removing the Gellatly Boat Launch (if it is identified as a conflict use with new village development and only if a new boat launch has been secured and developed).	Rec.	Plan.	TBD		*															
b) Reinststate a typical riparian delta community at the mouth of Powers Creek. Use this area for compensation to offset development in other areas, based on the Model for Quantifying Relative Habitat Values (Appendix H).	Enviro.	Plan. Eng.	TBD (Coordinate with DMP)		*				*		*	*	*							
c) Revegetate the stream banks of McDougall Creek along Hitchner Road and install rock weirs and spawning gravels.	Enviro.	Plan. Eng.	TBD (Coordinate with DMP)		*						*									
d) Enhance wetlands and riparian areas around Casa Loma Spring.	Enviro.	Plan. Eng.	TBD (Coordinate with DMP)		*						*									
e) Purchase key waterfront properties that meet the priorities for waterfront park acquisition and cannot be acquired through other means.	Rec.	All Dep't	TBD (with Acquisition Strategy)		*	*	*	*	*	*		*	*	*	*	*	*	*	*	*
f) Work cooperatively with the WKYC to create a plan to upgrade and expand the club, based on best practices and preliminary directions outlined in this plan (see p.82 for proposed directions).	Rec.	Plan.	TBD		*							*	*	*	*	*	*	*	*	*

Proposed Project	Plan Comp.	Dep't	DWK Capital Estimate	Other Contributions	Potential Sources of Funding													
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer		
g) Upgrade Gellatly Road Lake Access to increase gateway presence (see p.91 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*									
h) Upgrade Marina Park to improve its role as a village park (see p.92 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*			*	*					
i) Upgrade Rotary Trails to add new trail connections as the Gellatly Village area develops (see p.93 for conceptual improvements).																		
j) Upgrade Powers Creek & Powers Point Park to enhance its ecosystem and interpretive values (see p.94 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*			*	*					
k) Upgrade Kent Park to enhance its values as a picnic area connected to Willow Beach (see p.98 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*									
l) Upgrade Smith Creek to enhance its ecosystem values (see p.100 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*			*	*					
m) Upgrade Rotary Park to enhance its recreational capacity (see p.101 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*			*	*	*	*			

Proposed Project	Plan Comp.	Dep't	DWK Capital Estimate	Other Contributions	Potential Sources of Funding													
					DWK Capital	Decommissioning Funds	Park Ded./Cash-in-lieu	DCCs	Amenity Contributions	Parcel Tax	Infrastructure Coordination	Snr. Gov't Funding/Grants	Donations/Fundraising	Community Partnerships	P3s	Dedication/Land Transfer		
n) Upgrade Casa Loma Dock to enhance day moorage and non-motorized boat launching potential (see p.104 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*					*						*		
o) Upgrade John Dupuis Park to increase its amenity provision (see p.104 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*					*						*		
p) Upgrade Casa Loma Beach to ensure it retains its current function (see p.105 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*							*		
q) Upgrade Casa Rio Park to ensure it retains its current function (see p.105 for conceptual improvements).	Rec.	Plan. Eng.	TBD		*			*	*				*	*		*		
r) Develop other trail connections identified to complete a Waterfront Trail (see pp.126-129 for recommended trail connections).	Conn.	Plan. Eng.	TBD		*	*	*	*	*		*	*	*	*		*		*
s) Develop trailheads associated with the waterfront trail at key locations (see pp.126-129 for recommended trailhead locations).	Conn.	Plan. Eng.	TBD		*			*	*			*						
t) Consider developing a linear walkway along the embankment at the location of the former Fur Brigade Trail, parallel to Bear Creek Road from Parkinson to Bear Creek Provincial Park.	Conn.	Plan. Eng.	TBD		*	*	*	*	*		*	*	*	*		*		*

8.1.9 Maintenance & Operations

As public amenities are added to the Waterfront Area, as well as throughout the District, budgets for maintenance and operations should be allotted accordingly. It is important to establish expectations around level of maintenance and match this need with sufficient staff time and resources.

- a) Undertake a review of current maintenance standards and establish new, realistic standards for maintaining public waterfront amenities.
- b) Review and establish staff time and resources required to maintain current amenities and new additions to the standards established.
- c) Review the maintenance standards and staff time requirements on an annual basis and adjust time and resources based on past performance, additions/deletions of staff and workload additions.

8.1.10 Review & Maintenance of the Plan

The Waterfront Plan identifies a 50-year vision. While it is anticipated that this vision will continue to be valid as the community evolves, it should be expected that the detailed priorities and projects will change. A commitment to renewal of priorities and confirmation of the vision is required for the 50-year vision to be realized. To facilitate ongoing maintenance of the plan, it is recommended:

- a) Review the plan annually to set budgets, measure progress and plan next steps.
- b) In 5 years time, review the plan to re-evaluate public priorities, evaluate accomplishments, develop actions to complete outstanding priorities and consider new opportunities that have been identified.
- c) In 10 years time, update the plan to re-establish the vision and principles, identify new policies and chart directions for the next decade.

8.2 Funding Strategies

Waterfront improvements are one component of a municipal government's budget. Other municipal services, such as road upgrades, sidewalks, sewers, police services, cultural services and debt financing also use part of the available budget. Municipal governments rely mainly on property tax to finance these services and there is always a limit to the money available.

This means that the Waterfront Plan must be strategic and make sound recommendations about priorities that fit realistically within the District's annual budget.

There are many possible sources of funding that could help implement the recommendations in this plan. To accomplish the priorities developed through this process, the District will need to actively pursue innovative methods for funding waterfront improvements and land acquisition. The following list provides a brief description of strategies that could be employed in the implementation of the waterfront plan.

DWK Capital

Property tax is the District's principle source of revenue for providing community services. Property tax contributes to many different municipal improvements and must be balanced among community needs.

Park Land Dedication at Subdivision

Section 941 of the *Local Government Act* enables municipalities to require a dedication of up to 5% of site area for park space if a property is being subdivided and three or more additional lots are created. This helps balance new development with provision of recreation spaces for the community. The District should work with developers to ensure park dedication meets both the needs of the community and the new development area. The 5% park land dedication should not include provision of local trails or dedication of land that is deemed unsuitable for public use (e.g. natural hazard lands, environmentally sensitive lands). As West Kelowna's waterfront lots are largely unconsolidated subdivision opportunities will be limited.

Cash-in-lieu

Cash-in-lieu of the 5% park land dedication at subdivision and potentially for parking (under review) can be accepted, as per the OCP, and may be used to acquire park properties anywhere in the District. Cash-in-lieu generated throughout the community may be directed to waterfront park land acquisition.

Development Cost Charges (DCCs)

DCCs are a means of collecting fees from development projects for infrastructure improvements necessitated by community growth. The **Local Government Act** sections 932 to 937 enable municipalities to collect DCCs for park land acquisition and minor park land improvements. Park land improvements are limited to: fencing, landscaping, drainage and irrigation, trails, restrooms, changing rooms, playground equipment and/or playing field equipment. DCCs should be used to supplement major waterfront projects that will benefit the entire community.

Amenity Contributions

Amenity contributions through rezoning provide amenities or capital funding that support growth and densification. Examples of typical projects that are funded through amenity contributions include waterfront walkways, piers, boardwalks, open spaces and plazas, community parks and heritage and cultural amenities. Section 904 of the **Local Government Act** enables municipalities to obtain phased amenities through zoning regulations. Amenity contributions in waterfront development areas should be considered for funding major public waterfront amenities, as per the Community Amenity Contribution policy when developed.

Parcel Tax

A parcel tax levies a fixed charge per property within a community. This tax allows funds for a specific purpose to be raised, without increasing general property taxes. The use of a parcel tax can alleviate public fears that funds raised through general property taxes may not be directed to this specific project and provides a fixed time frame for the implementation of the levy. A parcel tax is appropriate for capital improvement projects because it spreads the tax load evenly among large and small properties, without regard to assessed value. As such, parcel taxes are more closely aligned with the 'all citizens benefit equally and pay equally' nature of the waterfront.

Coordination with Infrastructure Upgrades

Major infrastructure improvements such as street or utility upgrades or *stormwater* projects may overlap with waterfront projects. Opportunities may exist to develop trail connections, water improvement projects or public open space when other capital projects are undertaken. The District should identify where waterfront improvement projects overlap with infrastructure upgrades and streamline funding and development of these projects.

Senior Government Funding

The Province of BC, Federation of Canadian Municipalities, Government of Canada and other government and non-government organizations regularly offer grants that provide capital or planning funds. Waterfront projects could secure funds related to non-vehicular transportation, public infrastructure, the environment, sustainability initiatives and parks. The District should pursue grants for projects identified in this plan.

Donations & Fundraising

Corporations, organizations and individuals are often willing to contribute community assets. An organized, efficient and productive donation program helps provide these opportunities and ensures the community sees results. Commemorative giving and donations need not be overly standardized or regulated. A successful program should be adaptable to unique opportunities.

Private-Public Partnerships

Successful P3s can ease pressure on local government spending while ensuring a particular service is provided to the community. Partnerships can take many forms and P3s have had many recorded successes and failures. A successful P3 occurs when a project has a clearly identified public need and a well-defined private interest.

Community Partnerships

Community partnerships provide opportunities to work with neighbouring landowners or local organizations on mutually beneficial projects:

- **RDCO:** The RDCO owns and operates Kalamoier Regional Park and the Gellatly Nut Farm along West Kelowna's waterfront and may be a partner for cooperative planning for these and potentially other areas, including future acquisitions.
- **Westbank First Nation:** Westbank First Nation and DWK share multiple borders and have cooperated on projects in the past with great success. Collaboration with Westbank First Nation will be especially important in achieving the goal of connectivity along the waterfront.
- **District of Peachland:** The neighbouring District will be a key partner in the successful creation of a trail connection between the two communities.
- **Conservation Organizations:** These organizations protect important environmental, cultural and historical resources and may become involved on projects that meet mutual goals.
- **Not-for-Profit Recreation Organizations:** Not-for-Profits with the primary objective of providing services to the community can significantly expand recreation opportunities in a community.

Dedication/Land Trust/Tax Deferral

Private landowners may be willing to preserve their lands through donation, land preservation agreements or conservation covenants. Federal and provincial tax laws allow individuals and corporations to deduct from their taxable income for gifts of property in specific circumstances.

User Fees

User fees provide funding to assist with the costs of operating and maintaining parks and recreation facilities and programs. The chief goal of municipal recreation is to provide public use, which means full-cost pricing is not employed. User fees along the waterfront may be considered for particular amenities (e.g. boat launches). In addition, parking fees where parking is in high-demand or for particular uses (e.g. boat trailer parking) have potential to generate revenue.